

PARKING & TRAFFIC COMMISSION
Minutes of Public Hearing
July 10, 2002

Downers Grove Public Works Facility
5101 Walnut Avenue, Downers Grove

Chairman Johnson called the July 10, 2002 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. Carlquist (7:10 p.m.), Mr. Stapleton, Mr. Thurston, Mr. Wendt, Mr. Yeksigian and Chairman Johnson.

Absent: Mr. Kren.

Present: *Staff:* Mr. Dorin Fera, Sgt. Jim Nehls, Mr. Jack Bajor, Mr. Tim Sembach, and Mrs. Jenny Eccarius, Recording Secretary.

Visitors: Mr. & Mrs. Stu Thomson, 4063 Cumnor Road; Ms. Sharon Shaltes, 1436 Grant Street; Mr. Herb Betz, 4053 Cumnor Road; Mr. Mark Kent, 4030 West End; Mr. Harold Schramm, 4031 Longmeadow Road; Ms. Karen Bergquist, 1201 Bryce Street; Mr. & Mrs. James Victor, 4032 Longmeadow Road; Ms. Lori Pilster, School District 58; Ms. Jaqueline Gustafson, 4013 Cumnor Road; Mr. Wendell Jones, 1301 Drove Avenue; and Ms. Patricia Victorin, 1413 Drove Avenue.

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 June 12, 2002 meeting.

COMMISSIONER YEKSIGIAN MOVED THAT THE MINUTES OF THE JUNE 12, 2002 PARKING AND TRAFFIC COMMISSION MEETING BE ACCEPTED AS SUBMITTED.

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

NEW BUSINESS

File #14-02 Parking Restrictions at Pierce Downer School

Chairman Johnson read the staff report for File #14-02.

BACKGROUND

Staff has received a request from School District 58 and Pierce Downer School regarding modifying the current parking restrictions along Grant Avenue.

The school is proposing to change their pick-up and drop-off location, beginning this September. The new location will be along the north side of Grant Avenue immediately adjacent to the school grounds to make use of the existing sidewalk. As a result of this action, the school is requesting that parking restrictions be modified along the south side of Grant Avenue in the P.M. to assist with this change.

STUDY

Staff observed vehicular activity while school was in session. There is significant traffic flow along Grant Avenue in both directions as well as southbound on Oakwood Avenue. Pedestrian activity at the intersection, especially from south Oakwood Avenue. For approximately 15-20 minutes there are a lot of parked vehicles on these streets. One observation was made during a day planned for a field trip, and pedestrian activity was particularly heavy with plenty of mid-block crossings along Grant Avenue. The presence of a crossing guard significantly helped with the pedestrian crossings. The motorists in the area appeared to understand this and waited at the intersection for appropriate openings in traffic before proceeding.

The existing parking restrictions along the south side of Grant Avenue are for the hours of 7-9 A.M., excluding Saturdays, Sundays and holidays. The current parking restrictions along the west side of Oakwood Avenue are for 2-hour parking north of Grant Street. These parking restrictions appear to be working appropriately, since parking activities are limited to the school hours of operation.

The Village, under the sidewalk gap program, is planning to construct new sidewalk this summer along the south side of Grant Avenue between Seeley and Oakwood. At the request of Pierce Downer School, a concrete slab will be provided in the parkway at the Oakwood Avenue intersection. This location is a primary drop-off and pick-up location, and a paved area would be useful during severe weather conditions.

Staff finds that with the School's proposed relocation of their drop-off/pick-up location the request to add a parking restriction between 2-4 P.M. on the south side of Grant Street makes sense and would help the traffic flow.

RECOMMENDATION

Staff advises that the Parking and Traffic Commission forward a positive recommendation to the Village Council that the following be implemented:

- **MODIFY EXISTING PARKING RESTRICTIONS TO INCLUDE “NO PARKING BETWEEN 2:00 P.M. – 4:00 P.M., EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS” ALONG THE SOUTH SIDE OF GRANT STREET, BETWEEN SEELEY AVENUE AND OAKWOOD AVENUE.**

Chairman Johnson then asked Mr. Fera if he had anything to add.

Mr. Fera replied that he did not.

Chairman Johnson stated that the Village has received requests to designate Grant Street as a one-way street for 15–20 minutes during both the morning drop-off and afternoon pick-up hours on school days.

Mr. Fera stated that Staff has discussed this request and do not think that it is likely to be implemented because it would be difficult to enforce. He also stated that this is not permitted in the MUTCD as a closure operation.

Chairman Johnson asked if the concrete pad would be located on the south side.

Mr. Fera replied that under the sidewalk gap program new sidewalk would be constructed along the south side of Grant Avenue between Seeley and Oakwood. He stated that the concrete slab would be located at the southwest corner of Oakwood and Grant and would allow students to be dropped off there.

Chairman Johnson asked if there is an adult crossing guard located there.

Mr. Fera replied that there is.

Chairman Johnson asked Ms. Lori Pilster from School District 58 if she had comments or concerns.

Ms. Lori Pilster, School District 58, stated that everything sounds great. She then asked if the concrete slab could be moved to the north side of Grant Street.

Mr. Fera stated that the concrete slab would be located on the south side of Grant Street adjacent to the additional sidewalk.

Ms. Pilster stated that the students are going to be dropped off on the north side of Grant starting in September and the concrete slab needs to be on that side.

Mr. Fera asked if any students are dropped off on the south side of Grant.

File #15-02 Parking Restrictions at Cumnor Road and Ogden Avenue

BACKGROUND

A request was received to review the current parking issues on Cumnor Road north of Ogden Avenue. There have been complaints that parked vehicles extend northward along both sides of Cumnor Road and obstruct motorists' sight distance from both Foxfire Court and the Mall driveway and also that some are parked up to the stop sign at Ogden Avenue.

STUDY

Staff has observed parking activity in this section during several field visits. The only parking restrictions are "No Parking Here to Corner" signs in place on Cumnor Road for both Foxfire Court and the Mall Driveway.

Manual traffic counts show that Cumnor Road north of Ogden Avenue carries 2300 vehicles per day. The 85th percentile speed along this section is 31 MPH. The posted speed limit is 25 MPH. Cumnor Road is a designated collector roadway, and the 85th percentile speed reflects that it is functioning as a collector roadway by providing good connectivity to 39th street. Staff observations indicate that intersection sight distance is adequate from both Foxfire Court and the Mall driveway.

The parking issue can be broken down into two parts: The parking activity at Foxfire Court, and parking violations at the stop sign at Ogden Avenue.

Foxfire Court

While several complaints have stated that there is excessive parking activity at Foxfire Court, staff could not validate that fact during several field visits. It is very likely that there is periodic parking activity throughout the day where delivery vehicles may be parked on Cumnor Road for a short while. However, staff's observation is that the current posted parking restrictions are obeyed, and vehicles are not blocking Foxfire Court or the Mall driveway.

Stop sign location at Ogden Avenue

The parking activity near Ogden Avenue presents a different situation. The Auto Exchange property on the west side of Cumnor has four driveways. Vehicles that do park on that side do so up to the stop sign, but for the most part do not block the driveways. The east side is also utilized for parking and the vehicles there also park right up to the intersection.

The parking activity on Cumnor Road at Ogden Avenue is more pronounced such that motorists turning from either street must be able to see in all directions. With the current parking concentration near the intersection, they cannot. Staff's position is that a parking restriction is required to properly control parking activity, so all movements have clearer sight lines and safety is maintained.

RECOMMENDATION

It is Staff's judgement, based upon detailed observation that Cumnor Road should have parking restrictions in the vicinity of Ogden Avenue. This would result in restricting parking activity along the west side of Cumnor Road essentially up to Foxfire Court, while only reducing parking restrictions along the east side of Cumnor Road near Ogden Avenue.

Staff advises that the Parking and Traffic Commission forward a positive recommendation to the Village Council that the following be implemented:

- **“NO PARKING ANY TIME” FOR THE WEST SIDE OF CUMNOR ROAD, FROM OGDEN AVENUE TO A POINT 255’ NORTH OF OGDEN AVENUE, WHICH MEETS THE EXISTING “NO PARKING BETWEEN SIGNS” RESTRICTION.**
- **“NO PARKING HERE TO CORNER” FOR THE EAST SIDE OF CUMNOR ROAD FROM OGDEN AVENUE TO A POINT 75’ NORTH OF OGDEN AVENUE.**

Mr. Fera stated that he has a correction to the attached map. He said that the 255’ proposed “No Parking Anytime” restriction should be changed to 315’.

Chairman Johnson then invited the audience to voice their comments and concerns.

Mr. Harold Schramm, 4031 Longmeadow Road, stated that he would like to read the letter that he sent to Mayor Krajewski regarding this item for the record. He then proceeded to read the letter and presented pictures to the Commission that accompanied the letter and some that were taken today. (Attachment #1) He stated that Yamaha Motors and The Bentley Car Dealership down Ogden have at least 7 – 9 cars parked down Cumnor everyday. He said that there needs to be greater parking restrictions at the mall entrance. He further stated that the parking restrictions should be for short periods of time so that the businesses could not park their cars or their employees’ cars there all day long. He then said that the residents of Longmeadow Road should have received notification of tonight’s meeting because Cumnor Road is the only ingress/egress the Longmeadow Residents have from Ogden Avenue. He stated that he does not feel that the proposed restrictions are adequate.

Mr. Stu Thomson, 4063 Cumnor Road, stated that he almost hit someone coming out of their car today at Cumnor and Ogden and has had several near misses in the past. He stated that there are always cars parked all the way up to the intersection and that it is very dangerous. He said that he agrees with the 75’ sight distance recommendation but feels that the sight distance problem at the mall drive is being overlooked. He explained that there are two blind spots there and motorists can not see cars stopped at the stop sign. He went on to say that

the Auto Exchange causes big problems because they park vehicles on the grass and this blocks the view to the right. He then stated that the Village should look into the lane striping east down Ogden because people are confused.

Chairman Johnson asked what the setback requirements are for the Auto Exchange.

Mr. Fera replied that this information could be obtained through the Planning Department.

Sgt. Nehls stated that the easement where Mr. Thomson said the cars are being parked does belong to the Village. He said that the residents should call the Police when they see cars parked there.

Commissioner Yeksigian stated that the striping down Ogden Avenue is a State of Illinois concern and could be forwarded to the State.

Ms. Jackie Gustafson, 4013 Cumnor Road, stated that she attended a Planning Commission meeting regarding the set back of the Auto Exchange. She said that she was told by the Planning Commission that the Village could not enforce this because Ogden Avenue is a State street.

Sgt. Nehls stated that there were problems with the wording of the ordinance, which has now been changed.

Mr. James Victor, 4032 Longmeadow Road, stated that the parking should be eliminated on both the east and west sides of Cumnor. He said that he has complained to the Police numerous times that vehicles are parked too close to Ogden. He stated that the big SUVs that the Auto Exchange parks along the east side cause sight obstruction hazards.

Mr. Mark Kent, 4030 West End Road, stated that the proposed regulations are a step forward but that permitting parking on the west side of Cumnor is dangerous.

Mr. Schramm stated that the vehicles are being parked along Cumnor all day everyday. He said that the businesses should be able to provide parking for their employees.

Mr. Kent stated that the businesses use their parking lots for inventory and Cumnor Road as their parking lot. He said that they appear to have outgrown their facilities. He stressed that the vehicles parking along Cumnor are not occasional but are there everyday except Sundays.

Mr. Herb Betz, 4053 Cumnor Road, stated that the "No Parking Beyond This Point" sign on the east side of Cumnor should be moved south.

Ms. Mary Thomson, 4063 Cumnor Road, stated that Cumnor is a collector road and is very dangerous when so many vehicles are parked on both sides of it. She said that Cumnor is also the primary ingress/egress to Whitlock Park from Ogden Avenue. She stressed that this is just an accident waiting to happen. She asked if the Village knows exactly where the parked vehicles are coming from.

Mr. Fera replied that the Village has not done a formal license plate check to determine where the vehicles are coming from.

Chairman Johnson stated that the businesses have expanded and have most likely outgrown their facilities. He said that this is not uncommon throughout the Village. He then asked if the parking restriction was for 20' from the mall entrance.

Mr. Fera replied that the restriction is for between 20'–30' from the mall entrance. He said that the blind spot at the mall entrance would be looked into.

Chairman Johnson stated that he has not noticed parking north of the mall entrance.

Mr. Thomson stated that parking north of the mall entrance is not a problem. He further stated that Fuller's Car Wash, which is located across Ogden, negotiated with the mall to have their employees use part of the mall parking lot. He said that the Auto Exchange and the other businesses should do the same.

Chairman Johnson replied that this is something to look into.

Commissioner Carlquist stated that he concurs with the Staff Report but feels that there should be a four-hour parking restriction along the east side of Cumnor and no parking along the west side of the road. He further stated that there should be a turn lane on Cumnor similar to the turn lane at 59th and Main.

Mr. Thomson stated that Cumnor Avenue did have a turn lane prior to the resurfacing.

Mr. Fera stated that the road could be restriped for a turn lane.

Mr. Schramm stated that the four-hour restriction is too long.

Chairman Johnson stated that it is very difficult to enforce a parking restriction that is less than four hours. He said that the sight distance from the mall entrance is something that needs to be looked into.

Mr. Schramm stated that today there were 10 cars parked along the east side of the street, six of which were large SUVs. He said that he would like the Commissioners to drive down Cumnor and make the turn from the intersection of Ogden and Cumnor to see how dangerous it is.

Commissioner Thurston stated that he has driven the roadway many times and agrees that it is dangerous.

Ms. Gustafson stated that the parking situation is very dangerous and the Police should enforce it without the residents having to call every time.

Chairman Johnson stated that the Police have a lot of area to cover and appreciate the calls from residents. He stated that many times the Police are not aware of problems unless the residents do call.

Mr. Thomson stated that the he had come to the Parking and Traffic Commission meetings a few years ago to request "No Parking Anytime" on the east side of Cumnor and would like to thank the Village for the vast improvement that this restriction has made. He stated that every spring the businesses start parking on the east side of Cumnor. He said that he has called the non-emergency Police number many times for this and the Police have responded every time. He said that vehicles continue to park there until they finally get the message from the Police.

Chairman Johnson asked the Commission if they would like to make a motion.

COMMISSIONER YEKSIGIAN MOVED TO RECOMMEND TO THE VILLAGE COUNCIL TO MODIFY THE PARKING RESTRICTIONS ON CUMNOR ROAD NORTH OF OGDEN AVENUE AS FOLLOWS:

- 1.) "NO PARKING ANYTIME" RESTRICTION FOR THE WEST SIDE OF CUMNOR ROAD, FROM OGDEN AVENUE TO A POINT 315' NORTH OF OGDEN AVENUE.
- 2.) "NO PARKING ANYTIME" RESTRICTION FOR THE EAST SIDE OF CUMNOR ROAD FROM OGDEN AVENUE TO A POINT 75' NORTH OF OGDEN AVENUE.
- 3.) "NO PARKING ANYTIME" RESTRICTION FROM THE SOUTH EDGE OF THE MALL DRIVE TO A POINT 75' SOUTH.

COMMISSIONER STAPLETON SECONDED THE MOTION.

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

NAY: Mr. Carlquist

Motion Carried: 5:1

Mr. Betz stated that the no parking sign should be moved south. He said that the distance between the "No Parking" sign and the "No Parking Beyond This Point" sign is too short.

Commissioner Wendt asked if the striping of southbound Cumnor could be taken care of as Commissioner Carlquist suggested.

Mr. Fera stated that this would be done.

Mr. Sembach asked if there would be a right and left turn lane.

Commissioner Carlquist replied that is what he is suggesting, as well as a through lane. He further stated that he is not comfortable completely restricting the parking on Cumnor on the east side and thinks that the four-hour parking restriction would be better.

Commissioner Wendt stated that he agrees with Commissioner Carlquist because the four-hour restriction would probably make cars move out of the parking spots sooner.

Commissioner Yeksigian stated that he did not include this in his recommendation because it is such a small section and he does not think that it would be enforceable.

Chairman Johnson stated that if the restriction does not work it could be changed. He said that the businesses should keep the parking in front of their businesses open for customers. He then stated that the Village received a number of e-mails on this issue and that these would be included in the minutes. (Attachments 2 – 11) He thanked the residents for their input. He then moved on to the next item on the agenda.

File #16-02 Regulatory Control on Belle Aire Lane at Drove Avenue

Chairman Johnson read the staff report for File #16-02.

BACKGROUND

At the request of Belle Aire School PTA staff has initiated investigations of existing traffic operations at the Belle Aire Lane and Drove Avenue intersection. The concerns raised are that since it is an uncontrolled intersection, there are no provisions for school children and pedestrians to safely cross Belle Aire Lane, and there are speeding vehicles through this intersection, mostly north-south along Belle Aire Lane.

STUDY

Currently, Belle Aire Lane is designated a local roadway, with a 30 MPH posted speed limit. Staff conducted traffic counts at this location and obtained the following background data:

- Intersection traffic counts were taken in June, 2002.
- The average daily traffic is approximately 730 vehicles. This volume is slightly less than the typical 800 vehicles per day experienced on other local roadways.
- A check of the accident history indicates that there were no recorded accidents along Belle Aire Lane, nor at this intersection between 1998 and May, 2002.
- There is sidewalk along the west side of Belle Aire Lane and along the south side of Drove Avenue. Parking restrictions along the east side of Belle Aire Lane,

north of Drove Avenue are, "No Parking This Side of Street" to the school property.

- The adjacent streets, Venard Road and Downers Drive are posted at 25 MPH.

The 85th percentile speed for northbound Belle Aire Lane is 36 MPH south of Drove Avenue and 33 MPH north of Drove Avenue. The 85th percentile speed for the same limits is 35 MPH and 32 MPH for the southbound direction. These numbers indicate a higher operating speed for this section than might be expected. Given that Belle Aire Lane is a dead-end street at the school, staff estimates that a significant number of these speeding vehicles are the parents hurrying to/from Belle Aire School.

This is a familiar route for most of the motorists, and higher speed limits in the southbound direction indicate motorists' familiarity with this roadway, and as they accelerate to reach Ogden Avenue. Conversely, in the northbound direction they slow down north of Drove knowing it is a dead-end street. The intersection counts indicate Drove Avenue Street to feed southbound Belle Aire Lane. Many motorists are using Drove Avenue to travel west to access Virginia Street.

In accordance with the adopted School Walking Route map, staff agrees that a school crossing needs to be installed across Belle Aire Lane to allow children to safely access the west side of Belle Aire Lane where there is a sidewalk. In addition, the proper school route warning signs would need to be installed for both directions on Belle Aire Lane, and on Drove Avenue.

The issue of excessive speeding in this section still needs to be addressed. Staff has received a directive from the Parking and Traffic Commission to investigate a Village-wide speed limit 25 for residential areas. It is staff's position that this section of Belle Aire Lane from Virginia Street to the Belle Aire School would qualify for a lower speed limit. The adoption of such a village policy is still being investigated. As such, staff does not see the need in bringing any speed limit issue before the Commission in a piecemeal effort. Rather, the staff investigation on the village-wide speed limit 25 in residential areas is proceeding and when completed will be imposed on qualifying streets simultaneously. In the meantime, with the installation of proper crosswalk warning signs, advance school signs, and additional enforcement, a speed reduction is certainly expected along Belle Aire Lane.

While the traffic volumes are extremely low, they do not justify STOP control. However, it is staff's position that some form of regulatory control would reduce the vehicular/pedestrian conflicts at the Belle Aire Lane/Drove Avenue intersection.

RECOMMENDATION

Staff advises that the intersection of Belle Aire Lane and Drove Avenue needs to be updated to reflect the adopted School Walking Route map, and enhanced with a form of regulatory control to provide an increased level of safety to both motorists and pedestrians. Staff recommends that the Parking and Traffic Commission forward a positive recommendation to the Village Council that the following be implemented:

- **INSTALL A “YIELD SIGN” AT THE NORTHEAST CORNER OF THE INTERSECTION OF BELLE AIRE LANE AND DROVE AVENUE REGULATING WESTBOUND TRAFFIC ON DROVE AVENUE.**

Chairman Johnson stated that he is assuming that it is also recommended that this intersection be designated with a school crosswalk.

Dorin Fera stated that the crosswalk designation would definitely be part of the recommendation. He then stated that Staff has also received phone calls regarding speeding along Drove Avenue and the stop sign at Venard and Drove being ignored.

Ms. Karen Bergquist, 1201 Bryce Place, stated that she is the Belle Aire School Safety Committee Chairperson. She said that this was brought to her attention at a PTA meeting and the teachers were the first to complain. She said that she is aware of one accident involving a teacher in November of 2001 and does not know why this accident did not show up in the report. She said that the problem is not only at this intersection but also at the intersections of Janet and Belle Aire and Virginia and Belle Aire. She asked if there is a possibility to have yield signs placed at these intersections as well.

Chairman Johnson stated that the Village tries to follow certain warrants for the installation of stop and yield signs. He said that these intersections most likely do not meet the warrants for yield signs but that the Village could always use discretion. He said that the other two intersections would have to be studied. He asked if there were any crossing guards around this location.

Ms. Bergquist replied that there is not a crossing guard at this location and that there are not that many students that walk this way.

Ms. Pat Victorin, 1413 Drove Avenue, stated that the stop sign at Venard and Drove is constantly being ignored. She said that it is a miracle that a bad accident has not occurred there. She stated that a stop sign is needed at Belle Aire instead of a yield sign. She stated that her neighbor drives her children to school everyday because she feels it is too dangerous to walk.

Mr. Wendell Jones, 1301 Drove Avenue, stated that the speed limit along Drove was changed from 25 MPH to 30 MPH approximately a year ago. He said that Drove is used as a test track for new cars, especially on weekends. He further stated that he sees only a third of the cars stopping at the stop sign at Drove and Belle Aire.

Ms. Victorin stated that the postman for Drove asked to have the mailboxes moved to the other side of the street so that the children on the street would not have to cross to get the mail.

Ms. Bergquist asked if the traffic count that was done in June was done while school was in session.

Mr. Fera stated that the purpose of the count was to see how many cars were turning in which direction and had nothing to do with the school. He said that counts would also be taken when school is in session.

Ms. Bergquist asked if the “Stop for Pedestrians in Crosswalk” signs, such as the ones along Main Street, could be used at the crosswalk on Drove.

Chairman Johnson stated that these signs are not technically legal and are very difficult to place in areas where there are turning movements.

Ms. Bergquist asked what was going on with the possible change in the Village wide speed limit to 25 MPH.

Chairman Johnson stated that this is something that other Communities in the area have done and something that Downers Grove is looking into. He stated that this may happen within the next year. He said that one of the concerns is that the streets would still be driven at the 85th percentile speed no matter what the street is posted at. He further stated that there are posting concerns as well.

Ms. Bergquist thanked the Commission.

Ms. Pilster asked at what point on Belle Aire Lane the speed limit becomes 20 MPH.

Mr. Fera replied that the 20 MPH speed limit would be 250’ north and 250’ south of the school.

Chairman Johnson stated that Drove is a T-intersection and cars obviously have to turn left or right. He asked if “School Crossing Ahead” signs on streets that intersect are allowed.

Mr. Fera stated that the motorists approaching from other directions could certainly be notified by posting signs stating that a school area is coming up.

Commissioner Yeksigian asked Mr. Jones when the speed limit on Belle Aire was changed to 30 MPH and if the 25 MPH speed was ever actually posted.

Mr. Jones replied that the speed limit signs were changed to 30 MPH approximately a year ago. He stated that there were 25 MPH speed limit signs posted along Belle Aire for approximately 15 – 20 years. He further stated that the sidewalk on the west side of Belle Aire only goes up to Janet and then it continues on the other side of the street.

Mr. Fera stated that he would check on the history of the speed limit sign change.

Mr. Jones stated that there are no speed limit signs along Drove.

Commissioner Carlquist stated that there should be a dead end sign north of Drove.

Mr. Fera stated that there is a dead end sign north of Drove.

Chairman Johnson stated that the crosswalk that would be installed at Belle Aire is technically too far from the school to follow crosswalk guidelines.

Mr. Fera stated that the crosswalk would be far away from the school. He stated that the MUTCD recommends that the crosswalk typically be located at the major crossing of the school. The area of influence is approximately 300' from the school in either direction. He said that this case is peculiar because Belle Aire Lane is the nearest crossing location that the students could get to.

Chairman Johnson asked if the crosswalk, or path, on Venard was changed.

Ms. Pilster replied that there has been no change. She stated that the school is still bussing some students north of 35th Street. She further stated that there are still students that use the path and that the crossing guard at Venard has been a great help.

Mr. Sembach stated that on the school walking route map it shows that there is a crossing guard at Fairview and Prairie and the guard was changed to Douglas and Prairie approximately three years ago.

Chairman Johnson thanked Mr. Sembach for his observation and said that this should be corrected on the map.

Ms. Pilster stated that another location that is in need of a crossing guard is the intersection of Indianapolis and Fairview around Lester School.

Chairman Johnson stated that there is a crossing guard at the light at Lincoln and Fairview.

Mr. Fera stated that this area is included in the Fairview Avenue Improvements. He stated that it is his understanding that there would be one major crossing highlighted since the intersection is skewed. He stated that he would verify this.

Mr. Sembach stated that there is currently a crosswalk on the north side of the intersection of Fairview and Lincoln straight through the middle from the northwest corner to the southeast corner. He said that the crosswalk is supposed to be eliminated on the north side of the intersection and one is to be installed on the south side of the intersection.

Ms. Pilster stated that Lincoln is one block north of the school and the crossing guard may be more useful at Indianapolis and Fairview.

Chairman Johnson stated that the entrance to the school used to be at Lincoln. He further stated that the crossing guard needs the traffic light to help cross the students. He then stated that he would entertain a motion.

Mr. Fera stated that the crosswalk at Drove should also be added to the map.

COMMISSIONER THURSTON MOVED TO RECOMMEND TO THE VILLAGE MANAGER THAT THE 2002/2003 SCHOOL WALKING ROUTE MAP BE ACCEPTED AS PRESENTED WITH THE CORRECTION OF THE LOCATION OF THE CROSSING GUARD AT FAIRVIEW AVENUE AND PRAIRIE AVENUE TO DOUGLAS AVENUE AND FAIRVIEW AVENUE AND THE ADDITION OF THE CROSSWALK AT DROVE AVENUE.

COMMISSIONER WENDT SECONDED THE MOTION.

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

NAY: None

Motion Carried: 6:0

Chairman Johnson asked what items are on the August meeting's agenda.

Mr. Fera stated that intersection control at 35th and Saratoga is something that may be on August's agenda as well as an inappropriate use study of traffic cut-throughs along Main Street south of 59th Street.

Commissioner Stapleton stated that north on Main Street there are tree branches covering the traffic light at the Firehouse. He further stated that there have been numerous accidents at the intersection of 59th Street and Main Street and he thinks that it has to do with the timing of the traffic lights. He explained that the light at 59th Street going east and west is too short. He went on to say that the intersection of 63rd and Springside needs a traffic light. He stated that there are many children crossing at this location and it is very dangerous.

Mr. Fera stated that these are DuPage County Department of Transportation maintained locations but that he would certainly forward these concerns to them. He stated that the Village could provide the County with available data on the locations.

Sgt. Nehls stated that he could attest to numerous accidents at the intersection of 63rd and Springside. He stated that the County did look at the intersection a few years ago and one of their proposed recommendations was a left turn lane for southbound Springside.

Chairman Johnson stated that there was a fatal accident at this location involving a bicycle a few years ago.

Commissioner Yeksigian stated that he thought the accident occurred at Springside and Bolson.

Sgt. Nehls stated that a fatal accident occurred at both locations.

Commissioner Carlquist stated that there was a serious accident at 62nd and Lyman.

Sgt. Nehls stated that he spoke with the residents from Cumnor and Ogden in the hallway regarding the concerns that they raised about the Police enforcing the parking restrictions. He stated that he urged the residents to call the Police when they see a parking violation. He said that he told them that their names are not placed on the complaints. He stated that he wanted to clarify to the group that the Police do respond to complaints and would issue citations.

Chairman Johnson asked what the non-emergency Police number is.

Sgt. Nehls replied that it is (630) 434-5600.

COMMISSIONER STAPLETON MOVED TO ADJOURN THE MEETING.

COMMISSIONER THURSTON SECONDED THE MOTION. Motion carried: 6:0.

The meeting adjourned at 9:10 p.m.

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staff/p&t/2002/minutes/july 10, 2002