

**PARKING & TRAFFIC COMMISSION**

Minutes of Public Hearing  
November 12, 2003

Downers Grove Public Works Facility  
5101 Walnut Avenue, Downers Grove

Chairman Johnson called the November 12, 2003 meeting of the Parking and Traffic Commission to order at 7:02 p.m. He then asked for a roll call.

**ROLL CALL:**

Present: Commissioners: Messrs. Carlquist, Stapleton, Thurston, Wendt, Yeksigian and Chairman Johnson.

Absent: Commissioners: Mr. Kren

Present: Staff: Mr. Dorin Fera, Sgt. Jim Nehls, Mr. Dan Grecco, Ms. Chris Chalberg, Recording Secretary.

Visitors: Mr. Bill Kramer, 4705 Montgomery Avenue; Mr. Norman Kerr, 1314 Maple Avenue, Mr. John Collins, 6024 Ridge Court; Ms. Peg Collins, 6024 Ridge Court; Ms. Megan Schroeder, 6036 Ridge Court; Ms. Gina and Mr. Randall Stark, 1200 Maple Avenue; Ms. Dee Baker, 1140 Maple Avenue; Mr. Dan Burgess, 5409 Benton Avenue; Messrs. Tom and Michael Weiler, 709 Maple Avenue; Mr. Mike Flynn, 936 Maple Avenue.

**Chairman Johnson** informed the audience that the meeting was being recorded on Village owned equipment to aid in the preparation of the meeting minutes. Commissioners were asked if they had changes regarding the minutes of the October 8, 2003 meeting.

**COMMISSIONER THURSTON MOVED THAT THE MINUTES OF THE OCTOBER 8, 2003 PARKING AND TRAFFIC COMMISSION MEETING BE ACCEPTED AS PRESENTED.**

**COMMISSIONER WENDT SECONDED THE MOTION.**

**Motion carried by voice vote. 6-0.**

A change in the agenda followed:

**File #06-03. Update - Maple Avenue: 55<sup>th</sup> Street to Main Street Appropriate Use.**

**Chairman Johnson** read the following Staff report:

**BACKGROUND**

This item was last presented at the April 9, 2003 Parking and Traffic Commission meeting. Concerns regarding the appropriate use of Maple Avenue, including higher percentages of large trucks, additional noise and speeding were discussed. Staff did not present any recommendations for action.

Based on discussions at that meeting, the Parking and Traffic Commission directed staff to extend the eastern study limit from Main Street all the way east to Fairview Avenue, and to collect another round of traffic volume and composition data to confirm the data collected in March and presented at the April, 2003 meeting.

The following updated study reflects traffic volume composition collected on Maple Avenue, between 55<sup>th</sup> Street/Dunham Road and Fairview Avenue.

**STUDY**

Staff has measured and observed both vehicular traffic volumes and their classification during three consecutive days in August, 2003. The following detailed information is presented.

55<sup>th</sup> Street/Dunham to Main Street:

The Average Daily Traffic (or ADT) volume on Maple Avenue in this section has dropped to 10,300 from 11,000 vehicles per day. The 85<sup>th</sup> percentile speed recorded along Maple Avenue west of Carpenter Street is higher at 35 mph vs. 33 mph previously; The 85<sup>th</sup> percentile speed is 28 mph east of Carpenter Street.

The collected data during a three-day period reveals the following information:

- Westbound, there were between 22 and 26 (vs. 27) large-type trucks out of 5,400 total vehicles, or about 0.4%.
- Eastbound, there were between 22 and 32 large-type trucks out of 4,850 total vehicles, or about 0.6% which is a slight increase.
- Again, the truck volumes were dispersed throughout the day. There was no concentrated time when all the truck traffic occurred. The highest number of trucks on any one day was 9 on August 19<sup>th</sup> during the noon hour.

Main Street to Fairview Avenue:

The Average Daily Traffic (or ADT) volume on Maple Avenue in this section is generally lower, at about 7,500 vehicles per day. The 85<sup>th</sup> percentile speed recorded along Maple Avenue varies between 34 and 36 mph. Both of these figures are comparable with historic data.

The collected data during a three-day period on Maple Avenue reveals the following information:

- Westbound, there were between 6 and 22 large-type trucks out of 3,900 total vehicles, or about 0.5%.
- Eastbound, there were between 11 and 40 large-type trucks out of 3,800 total vehicles, or about 1.0%.
- Truck volumes in this section were also dispersed throughout the day. There was no concentrated time when all the truck traffic occurred. The highest number of trucks during any one hour were 4 during the 8:00 AM hour on August 19th.

Study Summary:

The following general data observations can be made:

- The current data collected supports the previous statements about traffic volume, speed, and composition on Maple Avenue. There was strong consistency in the travel patterns previously observed.
- At 55<sup>th</sup> Street and Maple Avenue intersection, on the eastbound approach, 60% continue east, but 40% turn north on Maple Avenue. On Dunham Road, the northbound approach contributes about 65% of traffic continues north. This pattern shows where the traffic is coming from, and the attraction of using of Maple Avenue, rather than 55<sup>th</sup> Street.
- At Carpenter Street and Maple Avenue intersection, 70% of the traffic is heading eastbound in the AM, and 60% westbound in the PM. This pattern was expected. However, truck usage of Carpenter Street itself is more pronounced than previously noted. The current data shows that a significant number of trucks eastbound from 55<sup>th</sup> Street do not reach Main Street. Similarly, truck volumes westbound from Main Street increase considerably west of Carpenter Street. Another noteworthy fact is that Maple Avenue eastbound left turns are about 40%, and the corresponding southbound right turns are greater than 60%. This shows a very strong north-to-west travel pattern, which bypasses the Main Street and Maple Avenue intersection.
- East of Main Street, the current data shows that a significant number of trucks eastbound on Maple Avenue do come from Main Street. Similarly, trucks westbound on Maple Avenue increase at Washington Street, and disperse at Main Street. This shows that Washington Street is also a consistent truck route, which is an expected travel pattern.

Overall, travel patterns and vehicle compositions along Maple Avenue were consistent in August as they were in March of 2003. The travel patterns specifically along Carpenter Street and Washington Street were not anticipated during previous counts. This latest round of data collection has shed new light on their function and intensity of use.

Based on the previous comments received, and the availability of current vehicular data, staff has also investigated the possibility of a traffic signal at Maple Avenue and Carpenter Street. At this time the warrants are Not Satisfied.

### **RECOMMENDATION**

As part of the Village's roadway program, Maple Avenue has been painted with double yellow centerline within the entire study area in late October, 2003. This action has resulted in eliminating no passing maneuvers by defining a formal travel lane.

Based upon the updated information collected and the analysis presented, it is staff's recommendation that no further traffic control action is necessary at this time along Maple Avenue between Dunham Road and Fairview Avenue. However, staff would propose an engineering analysis of the Maple Avenue and Carpenter Street intersection for the purpose of addressing the daily congestion problems resulting from heavy traffic volumes, and especially turning vehicles.

**Mr. Dorin Fera** stated one item which was not in the report was the fact that the trucks that were collecting at Washington and Maple were due to the construction of the parking deck and the trucks' access to the deck was specifically assigned to Washington Street, which would have shown a higher number of trucks for their operations. The trucks were originally to come from Main Street and not use the local streets.

**Commissioner Wendt** asked staff whether any of the traffic flowing east and west was bypassing the construction on south Main Street, wherein **Mr. Fera** indicated it was not and it appeared to be consistent with earlier traffic counts.

**Chairman Johnson** opened the meeting up to public comments:

**Mr. Dan Burgess**, 5409 Benton Avenue, referring to Commissioner Wendt's question, proceeded to explain his co-worker's route to work and to bypass construction on Main Street. However, the co-worker has returned to using Main Street since the construction ended.

**Chairman Johnson** concurred stating the construction of the row houses may have contributed to that traffic.

**Mr. Tom Weiler**, 709 Maple Avenue, explained he did not want further commercialization of Maple Avenue. He agreed traffic heading east does increase during the morning and increases west in the evening and that he has to wait to merge into traffic from his driveway. He preferred that the Village discourage using Maple as a heavy thoroughfare and direct traffic to 55<sup>th</sup> Street.

**Mr. Randy Stark**, 1200 Maple Avenue, and member of the Downers Grove Plan Commission, lives west of Carpenter but before 55<sup>th</sup> Street. He discussed the increases of traffic and speed seen on Maple Avenue and believed the construction projects have skewed staff's traffic figures. Maple Avenue has become a favorable bypass to avoid the lights at 55<sup>th</sup> and Main Streets and motorists continue to use the route instead of returning to Main Street. Because resurfacing has occurred east of his area, staff's traffic counts may have been skewed during the time the study was done and it was done at a time when school was out on break. He noted the Avery Coonley School promotes morning congestion at the corner and contributes to the backflow down Maple Avenue and was surprised staff did not have limitations set in place of what drivers can and cannot do during the morning rush.

**Mr. Stark** believed the study should convey that a left turn cannot be made on 55<sup>th</sup> Street from Maple Avenue and that motorists will have to either go westbound or down Dunham. If the turning lane is eliminated, then part of the incentive to bypass other roads is removed.

Continuing on, **Mr. Stark**, explained larger trucks were using Maple Avenue, including the trucks for the post office, which was not the agreed upon route with the Post Office. Mr. Stark believed the racing stripe down Maple did nothing to prevent passing but instead promoted it as a main thoroughfare. He recommended to place a stop sign at Denburn Woods to curb speed and allow residents to disperse from their community. Issues on Carpenter Street also existed. Lastly, he recommended strong enforcement on the side streets, due to safety concerns.

**Ms. Gina Stark**, 1200 Maple Avenue, did not understand why the speed limit was 25 m.p.h. down on Dunham Road from 75<sup>th</sup> Street to 55<sup>th</sup> Street and the speed limit was not reduced between 55<sup>th</sup> Street to Main Street. She supported the entire length of Dunham. She further asked why driveways were allowed to be blocked by traffic.

**Chairman Johnson** explained that recently the village adopted a universal 25 m.p.h. speed limit on all residential streets within the community and prior it was by State statute of 30 m.p.h. Therefore, speed limits did not necessarily need to be posted. Collector and minor arterials were set by ordinances. Maple Avenue was classified as a collector street and would have a 25 m.p.h. speed limit. **Chairman Johnson** further explained the 85% percentile rule for speed limits, the definition of a collector street and the fact that reducing the posted speed limit on Maple would only increase the number of violators. He further explained the Village compiled a study of truck traffic which appeared to show that truck traffic had increased and traffic, in general, was steady. Setting a truck weight limit for the street, with enforcement, would be a way to limit truck traffic overall.

**Sgt. Nehls** added that he did receive a response from the Postmaster indicating that because there were no restrictions on Maple Avenue for overweight trucks, length and width, enforcement was very difficult. After suggesting that the post master use 55<sup>th</sup>

Street, the Postmaster indicated their trucks would use alternate roads. As to motorists blocking driveways, he could not ticket them unless they were parked.

Per a question, **Ms. Stark** could not confirm whether the motorists blocking her driveway were commuters or parents.

**Mr. Norm Kerr**, 1314 Maple Avenue, has lived at his residence since June, 2003 and agrees with the above statements about speeding on Maple to access Carpenter. He had safety concerns for his young children and the neighbors' children and commented upon the discussions he had with other neighbors who explained the changing street composition over the years. He was disappointed about staff's recommendation and suggested placing a mobile speed sign to slow down motorists. He asked whether obtaining a neighborhood petition would be helpful on this matter.

**Chairman Johnson** explained that warrants existed which were used for two-way, four-way signs or a full light exchange. If the warrants were not met, motorists developed a disrespect for the stop signs and the roadway became more hazardous. A neighborhood petition was not helpful since the Village was already discussing the issue at hand. He agreed Maple was a busy street and surprised more accidents did not occur. Additionally, Maple Avenue, with its volume of traffic was acting more as an arterial street rather than a collector street.

**Mr. Fera** added additional information by pointing out 1) the intersection of Maple and 55<sup>th</sup> Street belonged to DuPage County and installing Village restrictions would be difficult; 2) DuPage County was looking to improve Main and 55<sup>th</sup> Street in 2004 to complete Main Street improvements and to include left-turn lanes on east/west bound 55<sup>th</sup>, thereby alleviating some traffic; 3) the Avery Coonley School was in a poor location near the intersection and no solution existed currently and 4) the Village was pursuing a traffic calming program to be discussed on December 10, 2003. Residents were invited to attend. A short summary of traffic calming features followed.

**Mr. Dan Grecco**, Staff Engineer, explained a recent rewrite of the Manual of Uniform Traffic Control Devices (MUTCD) had suggested the usage of striping of roadways, either center line or pavement striping. From the studies done, the striping narrowed the lane for motorists, kept drivers in their lanes, slowed down drivers and made the street safer. He believed the striping was mandated for all collector streets by 2007.

**Chairman Johnson**, however, cautioned that most of the traffic calming devices the village was talking about would not be used on collector streets and were designed for discouraging speeding on residential streets. He further emphasized that the commission would be reviewing the above issues but maintaining safe roadways for both motorists and pedestrians was foremost.

**Mr. Kerr** asked for suggestions on how the residents could work together to bring their concerns to the forefront, wherein the chairman stated attending the meetings and staying involved was the first step. Lastly, **Mr. Kerr** inquired as to why parking was allowed on Maple.

In general, **Chairman Johnson** believed that when the widening improvements at 55<sup>th</sup> and Main occur, it would alleviate the situation. As to allowed parking on Maple, the chairman assumed it was a resident's request of years past.

**Mr. Stark** inquired as to the process the commission follows once all information is gathered, wherein **Chairman Johnson** reminded Mr. Stark the commissioners were a recommending body only and explained the process.

**Mr. Weiler** was glad to see that a signal was not warranted at Carpenter and Maple since it could encourage more motorists. He further inquired as to what circumstances would warrant a traffic signal, wherein **Mr. Fera** explained what warrants were being followed to install a light, the thresholds necessary for a signal and traffic capacity.

**Ms. Mary Baker**, 1140 Maple Avenue, just moved into the area in September and questioned the collector street definition. From an earlier comment made by the Commission, Ms. Baker interpreted the Commission's priority was keeping traffic off of 55<sup>th</sup> Street, wherein **Chairman Johnson** clarified he was not trying to imply that. Additionally, she supported a stop sign at Brookbank. She also mentioned an earlier comment was made about a stop sign at Maple and Carpenter but that the Commission was going to propose an engineering analysis of that four-way stop and what was the purpose of the analysis. Lastly, she asked if a stop sign would ever be considered at the Denburn Woods area since a path of resistance would be created and motorists would travel somewhere else.

**Chairman Johnson** explained that placing a stop sign at Denburn Woods was a possibility if the warrants were met but doubted it those warrants would be met for that particular intersection. A four-way stop would probably create unsafe issues.

**Mr. Fera** reminded the commissioners that there was discussion that Maple Avenue was being utilized by other motorists other than Downers Grove residents and the route on the other side Fairview increased dramatically.

**Mr. Stark** raised discussion that Maple was a plaqued street by the Village's Historic Commission and he and other residents were concerned about maintaining that character. On behalf of the residents, Mr. Stark urged the speed limit to be reduced and that the commission review other alternatives. The residents' observations were contrary to staff's observations.

**Mr. Mike Flynn**, 936 Maple Avenue, thanked the Commission for undertaking the issues at hand. As a resident for the past 20 years, he has witnessed the character change of Maple Avenue and witnessed the increased traffic daily since he works from home. He expressed safety concerns for the elderly trying to cross near the Park District, children near the school, poor lighting, and speeding near the railroad tracks and Washington Street. He supported his residents' concerns and asked to move the traffic to 55<sup>th</sup> Street since it was more open. He recommended signals at Washington, Carpenter and stop signs by Dunham. He expressed Village liability issues existed.

**Mr. Kerr**, asked to re-establish a speed display trailer, wherein **Sgt. Nehls** concurred but conveyed that the issue of speeding and traffic movement was consistently complained about throughout the Village and his officers were out trying to enforce it. Truck traffic was less than seven percent of the regular vehicles, noting his officers actually counted traffic in the field.

At the suggestion of **Mr. Grecco** to install a four-way stop sign, **Sgt. Nehls** reminded him that an unwarranted stop sign would create additional traffic issues. Per **Sgt. Nehls**, traffic on Maple has been steady over the years with approximately 9,000 to 10,000 vehicles a day but the issue with the 900 block of Maple was the westbound to southbound Main Street and the left lane.

In response to Mr. Flynn's suggestions, **Mr. Fera** indicated the Village has been getting requests for additional lighting but it will have to be after the next budget season.

**Commissioner Stapleton**, noted that the teachers and students of the Baptist School were not utilizing the crosswalk and were cutting across two lanes of traffic and asked about notification to the school.

**Ms. Megan Schroeder**, 6036 Ridge Court, indicated when her children attended pre-school there, they were told to utilize the crosswalk and the Village sent a letter home with every child. It may be necessary to follow up again.

**Chairman Johnson** asked to contact the school again.

**Commissioner Carlquist** proceeded to review the wide array of signals and traffic calming measures motorists have to travel from 55<sup>th</sup> to Main wherein they will choose to travel a less restrictive route. He further explained that with the completion of the parking garage it may be necessary to review a more detailed downtown traffic study.

**Commissioner Wendt** concurred with Commissioner Carlquist's above comments but reiterated that the speed appeared to be a resident issue and he would like staff to look at reducing the speed from 30 m.p.h. to 25 m.p.h. for the residents. Traffic calming may not work.

**Ms. Schroeder**, inquired as to whether the speed on Maple reduces as it continues through to Hinsdale wherein staff stated it was 25 m.p.h. in Hinsdale which most of was on/off Cass Avenue. Ms. Schroeder believed Hinsdale purposely set that limit so that motorists would find alternate routes from their city.

**Chairman Johnson** acknowledged emails received from Katharine Wilson, 705 Maple Avenue who recommended reducing speed on Maple to 25 m.p.h. since she had small children; Bill Fitzgerald (corner of Brookbank and Maple), who suggested eliminating truck traffic on Maple for trucks over five tons, keep the current speed limit, but eliminate parking on Maple since it "snarls" two-way traffic and keep Maple Avenue street lights on continuously; and correspondence from Mr. Gordon Behrel, 843 Maple Avenue, an 80 year-old resident who finds the increased traffic and truck traffic offensive, recommends reducing the speed to 25 m.p.h. and is concerned about the elderly and children's safety and whether the speed makes that much of a difference for the police in arriving at an emergency.

**Chairman Johnson** agreed with staff's report that an in-depth study was necessary and asked commissioners for their comments. Now that construction on Main was finished he disagreed with the comments that motorists will continue to use Maple Avenue.

**Commissioner Yeksigian** believed the 10,000 vehicles which were traveling per day on Maple needed to go somewhere and suggested the possibility of adding another lane to both 55<sup>th</sup> and Main in each direction. The chairman concurred, explaining that many of the motorists were just passing through the downtown area already and with the businesses and restaurants and traffic to come to the downtown area, he believed the traffic patterns will change because of that development.

**Commissioner Wendt** empathized with the residents and supported helping them in their situation, including reducing the speed limit.

**Chairman Johnson** directed that staff continue to monitor Maple between Washington and Carpenter and for Commissioners to consider some of the recommendations of tonight's meeting as well as have staff review the light sensors, as addressed in Mr. Fitzgerald's e-mail.

A short discussion followed regarding the single entrance for the Avery Coonley School and whether it could be moved wherein Commissioner Thurston explained there was discussion with DuPage County regarding a land swap and changing the entrance to 55<sup>th</sup>; however, the discussions appeared to have ceased.

**File #19-02: Update - Parking Restrictions at Ridge Court and 61<sup>st</sup> Street.**

**Chairman Johnson** did not read the Staff report and explained that this matter was brought up prior. During that prior meeting the residents felt the issues were not severe enough to address. However, to date, the parking has increased and a petition from the residents, as well as correspondence from BFI and the post office, have been received expressing concerns about accessibility of the street. Staff has recommended that parking be restricted on both sides of the street from the hours of 8:00 a.m. to 11:00 a.m. except Saturdays, Sundays and holidays.

**Mr. Fera** added that at the last meeting there was discussion of the nearby high school holding certain school days beginning at 10:00 a.m. in the morning, which was why the 8:00 a.m. to 11:00 a.m. restriction was chosen versus the 6:00 a.m. to 9:00 a.m. via Village ordinance.

**Ms. Megan Schroeder**, 6036 Ridge Court, School District Member, explained she contacted Mr. Edwards from the school who explained the program was a two-year pilot program with the late start. The program was working well and Mr. Edwards has conveyed to this Commission that the program will probably become permanent. Unfortunately, as a resident, the late start coincides with her garbage pick up day and she was more supportive of the 6:00 a.m. to 9:00 a.m. restriction. Ms. Schroeder believed it was important and easier to coordinate parking issues with the Village.

**Ms. Peggy Collins**, 6024 Ridge Court, explained the same issue existed on the south side of 63<sup>rd</sup>, and at the north campus, and inquired as to what the School District and the Village were doing to resolve the matter and suggested parking passes for the residents.

**Chairman Johnson** explained the Village was trying to make the parking restrictions as least restrictive as possible for the residents, yet solve the problem. The Chairman proceeded to explain the habits of high school students and the fact that parking restrictions for a certain time each day on certain streets appeared to work. However, the more restrictions placed, the more students would continue to park and walk from their cars. Parking passes would have to be addressed by the Village Council. Counterfeiting and loaning passes out were other issues.

**Ms. Collins** understood that the residents agreed upon a 6:00 a.m. to 9:00 a.m. restriction (per the petition) and should the Commission agree to the 8:00 a.m. to 11:00 a.m. restriction, she asked that the Commission re-notify those residents accordingly. On behalf of the residents, she believed the residents could live with the seven days out of the year that the students would park in the cul-de-sac. She preferred the 6:00 a.m. to 9:00 a.m. restriction or possibly restricting for two hours during the middle of the day.

**Chairman Johnson** also noted the Police Department will not look to enforce the parking restrictions and will respond when a resident complains. Should the 8:00 a.m. to 11:00 a.m. restriction be put in place, the Chairman explained the odds of a person parking at 10:00 a.m. and getting a ticket were narrow. However, per **Sgt. Nehls** if a neighbor calls and complains his department will respond.

**Mr. John Collins**, 6024 Ridge Court, stated the residents were of the understanding that the restriction would be 6:00 a.m. to 9:00 a.m. because it was on the petition. However, he explained a solution was necessary for all issues and would have to make sense for everyone. He questioned what the specific goals of the Commission were for addressing the cul-de-sac in discussion, i.e., deterring students or access for emergency service vehicles.

**Ms. Collins** raised the fact that the issue was whether the BFI garbage truck would hit the cars in the cul-de-sac.

**Ms. Schroeder** explained that 99% of the time when it was the residents, no cars were parked since everyone had a driveway. Other than student parking, there is not a problem of parking on our street. Her house had the largest frontage (pictures are passed around). The students were the issue and she believed the residents could be smart enough to not block the road when garbage day arrived. Correspondence from BFI indicates the driver does not want to drive between cars and if the residents insist on having parked cars, BFI will pull the service. Discussion followed that after 2001 when construction of the last house was done, was when the parking became an issue. She supported the 6:00 a.m. to 9:00 a.m. restriction.

**Mr. John Collins**, 6024 Ridge Court, insisted that parking was a problem even in the summer because of our neighbors' frequent pool parties.

**Chairman Johnson** suggested trying to restrict from 6:00 a.m. to 9:00 a.m. first, and if it does not work, then review. **Mr. Fera** concurred.

Discussion followed that the residents on 62<sup>nd</sup> Street requested the 7:00 a.m. to 9:00 a.m. parking restriction.

**Mr. Fera** cautioned that when the 3:00 p.m. garbage pickup occurs if the neighbors could watch out for unfamiliar cars parking, since it will interfere with fire code regulations and to notify the Police Department.

**Ms. Collins** then suggested restricting hours from 2:00 p.m. to 4:00 p.m. since it was a time for fewer visitors and because most moms were picking up their children.

**Sgt. Nehls** recalled this particular issue arose approximately one year ago, noting the residents at that time were adamant about no parking back then. The biggest issue he saw were the students. He believed that by eliminating the parking in the morning there would not be an issue in the afternoon and recommended that change.

**Commissioner Carlquist** suggested installing signs similar on Ogden Avenue where the sign stated No Parking from 7:00 a.m. to 9:00 a.m. around the cul-de-sac and that same sign pointing to the intersection that says "No Parking Here to Corner" to eliminate the direct north/south parking, thereby eliminating the afternoon periodic vehicles. **Mr. Fera** did consider that option but was not sure of what side to place the restriction, possibly the west.

**Ms. Collins** pointed out, however, there were two mailboxes on the west side.

**Commissioner Yeksigian** also noted that fire code required a minimum aisle width of 18 feet and suggested restricting parking on the west side.

**Ms. Schroeder** expressed concern that she would lose all of her parking and further mentioned that the Village Council discussed the widths of cul-de-sacs the previous night.

**Chairman Johnson** agreed to first try to restrict the parking from 6:00 a.m. to 9:00 a.m., see what occurs, and then readdress if it is not working.

**COMMISSIONER WENDT MADE A RECOMMENDATION TO THE VILLAGE COUNCIL THAT ALONG BOTH SIDES OF RIDGE COURT, NORTH OF 61<sup>ST</sup> STREET, NO PERSON SHALL PARK OR LET STAND ANY VEHICLE AT ANY TIME BETWEEN THE HOURS OF 6:00 A.M. TO 9:00 A.M. ON ANY DAY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS.**

**COMMISSIONER THURSTON SECONDED THE MOTION.**

**Roll call:                    AYE: Messrs. Stapleton, Thurston, Wendt, Chairman Johnson  
                                     NAY: Messrs. Carlquist and Yeksigian**

**Motion carried:        4-2**

**Chairman Johnson** asked that resident emails, photos and exhibits on this matter be included in the minutes.

**Mr. Bill Kramer**, 4705 Montgomery Avenue, voiced his concerns about garbage pickup and safety concerns for the younger students at Pierce Downer Grade School. The parking appears to have been pushed from Downers North toward the Pierce Downer Grade School. He supported the 6:00 a.m. to 9:00 a.m. restriction as discussed above and believed there was a point where students will stop parking and begin car pooling

or taking the bus. (A color coded street map was handed to the Commissioners.) Mr. Kramer indicated the "pink" color was Chicago Avenue and Montgomery Avenue, which have limited parking restrictions or none.

**Chairman Johnson** recommended that staff further investigate the matter and it will be placed on a future agenda.

**COMMISSIONER YEKSIKIAN DIRECTED STAFF TO INVESTIGATE PARKING PROBLEMS ON MONTGOMERY AND CHICAGO AVENUES DUE TO NORTH HIGH SCHOOL STUDENTS.**

**COMMISSIONER STAPLETON SECONDED THE MOTION.**

**Roll call:**                   **AYE: Messrs. Carlquist, Stapleton, Thurston, Wendt, Yeksigian, Chairman Johnson**  
**NAY: None**

**Motion carried: 6-0**

**NEW BUSINESS**

**File #18-03: Sidewalk Matrix Update.**

**Chairman Johnson** indicated the report spoke for itself and believed staff's recommendation for four streets to be considered for construction next year were reasonable, assuming the project stays within budget. For informational purposes to the public, Chairman Johnson reviewed how the Village's sidewalk matrix was established and briefly commented on those streets with high priorities.

**Mr. Grecco** expressed his satisfaction in completing two projects along Main Street and seeing movement on the matrix. He agreed with Mr. Fera that the costs for each street should be included in the matrix. He expects to be requesting approximately \$300,000 to \$400,000 for sidewalk improvements. Some corrections were noted on the matrix as they related to completed projects. Asked whether any neighbor input was received regarding no sidewalks and whether communication was occurring, Mr. Grecco believed there would be resistance again. Discussion followed regarding the difficulties with the wetlands project and whether the issue would be brought up again.

Commissioners were reminded of a presentation made some time ago about creating an ordinance for sidewalk participation, wherein **Mr. Grecco** explained the public comments were incorporated into the policy and discussed the breakdown costs for the residents. **Mr. Grecco** thanked the Commissioners for their assistance as it related to the policy. Discussion followed regarding the priority of the streets proposed, available funding, and Glendenning receiving the same point value as Chase and Janes Streets.



**Chairman Johnson** asked staff to review the Florence Avenue restriction because the signage was posted incorrectly.

**ADJOURN**

**COMMISSIONER STAPLETON MOVED TO ADJOURN THE MEETING.**

**COMMISSIONER CARLQUIST SECONDED THE MOTION. Motion carried. 6-0**

The meeting adjourned at 10:10 p.m.

Respectfully submitted,  
(as transcribed by tape)

/s/ Celeste K. Weilandt

Celeste K. Weilandt  
Recording Secretary