

PARKING & TRAFFIC COMMISSION

Minutes of Public Hearing
August 11, 2004

Downers Grove Public Works Facility
5101 Walnut Avenue, Downers Grove

Chairman Johnson called the August 11, 2004 meeting of the Parking and Traffic Commission to order at 7:00 p.m. He then asked for a roll call.

ROLL CALL:

Present: Commissioners Carlquist, Thurston, Wendt, Yeksigian and Chairman Johnson

Absent: Commissioners Kren, Stapleton

Staff Present: Mr. Dorin Fera, Mr. Dave Barber, Officer Jim Nehls, Officer Tim Sembach, Recording Secretary Megan Dugard

Visitors: Lawrence Allen, 702 39th Street; Fred and Marilyn Baschman, 3804 Fairview; Dale and Barb Rehus, 711 39th St.; Carlisle Pemberton, 4737 Montgomery; Brian Johnson, 3905 Elm St.; Andy Crosman, 4700 Montgomery; Bill Framer, 4705 Montgomery; Brayer and Terrett Teague, 501 39th St.; Lorie Pilster, District 58; Dave and Mary Ellen Donofrio, 1400 Chicago; William Lockett, 4712 Montgomery; Trudi and Glenn Connor, 718 39th St.; Ed Roth; Bill Wroble, 7800 Queens Ct.

Chairman Johnson informed the commissioners that the meeting was being recorded on Village owned equipment to aid in the preparation of the meeting minutes.

COMMISSIONER WENDT MOVED THAT THE MINUTES OF THE JULY 14, 2004 PARKING AND TRAFFIC COMMISSION MEETING BE ACCEPTED AS PRESENTED. COMMISSIONER THURSTON SECONDED THE MOTION.

Motion carried by voice vote: 5-0.

NEW BUSINESS

File #11-04 School Walk Route Map 2004-05 Update

Public Works Staff Report
File # 12-04
39thst Street, Washington Street to Glendenning Road
Speeding and Safety Review

BACKGROUND

Staff received a petition from the neighbors regarding this location. There are growing concerns regarding the apparent additional traffic that is also speeding and, therefore, causing safety concerns among the residents along this section of 39th Street.

Staff believes the construction activity associated with the Intensive Care Unit for Good Samaritan Hospital has caused a significant change to the traffic patterns on 39th Street. The Good Samaritan campus is extensive and a huge traffic generator. Among the structures are 4-level and 3-level parking garages, hundreds of surface parking spaces, The Health and Wellness Center, Cancer Treatment Center, Emergency Trauma Center, and two Outpatient Office Towers.

The construction activity has shifted the traffic burden for all these land uses from the Highland Avenue driveway to the one 39th Street rear driveway to the campus. According to Village Code Services, the construction is anticipated to be completed by March, 2005.

39th Street is classified as a Collector roadway in this section. The posted speed limit is 30 miles per hour (mph). The roadway width is 24 feet wide. There is sidewalk only along the south side of the street. There is 4-way STOP control at Washington Street. From Washington Street extending east to Fairview Avenue, all the side streets are STOP-controlled, but traffic flow on 39th Street runs uncontrolled.

STUDY

Staff has measured vehicular activity on 39th Street, such as travel speed and volume, during April and July of 2004. Diverting traffic from 39th Street onto Elm, Earlston, and Glendenning sidestreets was also tabulated. The Average Daily Traffic (ADT) on 39th Street ranges between 5800 and 6500 between Washington Street and Glendenning Road. These volumes have stayed constant throughout all the count dates. The 85th percentile speed is 29 mph near Washington Street, and rises to 38 mph near Glendenning Road.

The current data collected in 2004, definitely shows a significant drop in traffic volume in July versus April. For example, the July, 2004 volumes were between 500 to 1000 daily vehicles less than the April volumes.

Historic traffic volume data was also reviewed. Traffic data collected in June, 1999 shows that the traffic volumes between then and now have remained generally

consistent, within 100 to 200 vehicles within a 24-hour period. The 85th percentile speeds have also remained constant between 1999 and today.

Sidestreet diversion traffic was minimal. Out of the total 3000 or more vehicles in either direction, during the PM peak hours between 3:00 and 6:00 PM, less than 40 vehicles turned into the sidestreets. The predominant contribution to traffic on 39th Street comes from Fairview Avenue and Highland Avenue, and not the sidestreets.

A peak hour (3:30 to 5:00 PM) count was conducted in June, 2004 at the Washington Street/39th Street intersection to determine general direction of vehicles leaving the Good Samaritan Hospital complex. The data revealed that approximately 70% of the vehicles turn west and 30% turn east. This information indicates that the predominant traffic out of the complex is heading west, and also that majority of the peak traffic on 39th Street is coming from Highland Avenue, not the hospital complex.

Based on all the data collected (historic and current) vehicular speeding is prevalent along this section of 39th Street. It is interesting to note the jump in the 85th percentile speed from Washington Street extending to the east; the fact that it rises from about 29 to 38 mph indicates motorists are cognizant of the Stop control and turn activity occurring at the Washington Street intersection. But then with a free-flow condition on 39th Street extending from Washington Street for over six blocks to Fairview Avenue, travel speeds increase significantly.

Intersection sight distance at Earlston and 39th was reviewed. The sight distance from Earlston Road to the west was increased with the relocation of the Stop sign and stop bar placement. This was done to account for the dense stand of evergreen trees located along the south side of 39th Street.

Warrants for STOP control have been reviewed on 39th Street at Elm, Earlston, and Glendenning sidestreets. The Village requirement for all-way Stop-control states that, there must be a minimum of 5,000 entering vehicles within a 24-hour period at an intersection. Based on the traffic data collected, both the Earlston and Glendenning intersections do satisfy this threshold volume. Given the potential for expanded traffic service to the north, the existence of a school crossing, and the nearly equidistant separation between Washington Street and Fairview Avenue, staff recommends a 4-way stop control be placed at the Glendenning Road intersection.

RECOMMENDATION

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

- 1.) UPGRADE THE CURRENT 2-WAY STOP TO A 4-WAY STOP CONTROL AT THE GLENDENNING AND 39TH STREET INTERSECTION.**

2.) PROVIDE POLICE VEHICLE RADAR AND POLICE TRAILER SURVEILLANCE ON 39TH STREET, AT LOCATIONS TO BE DETERMINED, FOR APPROXIMATELY A 2-WEEK PERIOD AFTER THE 4-WAY STOP INSTALLATION TO ENFORCE TRAVEL SPEEDS.

Chairman Johnson noted that staff provided additional information on this matter that included accidents information and speed volume data. He opened up the meeting to the commissioners, wherein **Mr. Yeksigian** indicated the speed on 39th used to be 35 mph and inquired as to when it was changed, wherein the chairman and residents agreed it was changed approximately 15 to 20 years ago. Dialogue was raised that the speed limit was changed due to the reconstruction of Ogden Avenue, speeding was an issue, and 39th was being used as a bypass. Per the chairman, the commission did a study before and after the 35 m.p.h. posted limit which confirmed that the public would travel at what they deem to be a safe speed regardless of the posted speed limit and the 85% percentile speed remained. At that time, the limit was returned to 35 mph; however, the Village Council determined to change it to its current speed limit. As a consequence, more violators were on the street due to the type of street it was.

The meeting was opened to the public.

Mr. Dale Reyes, 711 39th Street, stated the speed limit was changed prior to his family moving in 12 years ago, recalling the meeting he first attended. If the limit was posted at 30 m.p.h. vehicles would still travel five miles over it. However, he has seen an increase in traffic due to the congestion of Ogden Avenue as well as the hospital's construction project. 39th Street has become a cut-through due to no stop signs after Washington Street. He expressed concern about the safety of the children. Mr. Reyes presented photographs of the heavy traffic on the street. He believed a stop sign at Glendenning would slow down traffic and would like the Village to take measures to deter people using the area as cut-through to continue on to Fairview.

Mr. Brayer Teague, 501 39th Street, resided at the corner of Douglas and 39th and thanked the commission for listening to the citizens' concerns. He expressed concern about the speed of the traffic as it moved east to Fairview. In addition to the stop sign being suggested, he asked to consider placement of the second stop sign between Washington and Fairview, possibly at Sterling.

Mr. Ed Roth, 3854 Glendenning, agrees with the prior suggestions and suggested two stop signs: one at Sterling and one at Earlston.

Mr. Larry Allen, 702 39th Street, has no sidewalk on his side of the street and due to the speed of the traffic, it is difficult to cross. No break in the traffic existed.

Mr. Ed Roth, discussed a neighbor's difficulty when trying to back in a boat and the vehicles would not allow it.

Chairman Johnson explained the need for warrants to support the installation of a stop sign and the fact that stop signs do not necessarily solve the speed problem. Issues of

safety concerns and village liability come into play if a sign is not warranted. The chairman indicated that staff's findings did not reflect the problem was complicated by the hospital construction, since traffic volume had not increased. Discussion of the traffic flow to and from the hospital followed.

Sgt. Nehls explained his officers were out in the area within the last seven months providing direct radar enforcement with a total of 7 citations issued. The speed trailer was also in the area at one time during peak times. Information that the sergeant received revealed that the 39th Street exit and entrance was convenient for vehicles and the parking deck was nearby. Even if the two stop signs were installed, he did not believe the traffic volume would decrease. As to unwarranted stop signs, he also agreed with the chairman.

Mr. Dale Rehus, 711 39th Street, believes the traffic volume has increased since 1999 and further discussed the flow of traffic into and out of the hospital. Traffic does not slow down to 20 m.p.h. for the school children and the area was a cut-through.

Ms. Barbara Rehus, 711 39th Street, noted the last traffic study was done in July when people were on vacation and school was out, which was why the traffic count was not higher. Secondly, she and neighbors questioned why the survey included just between Washington and Glendenning on 39th Street and not the entire length, as requested, wherein, **Mr. Fera** explained that due to limited equipment, data collection was limited to surveying a certain length of the street at a time.

Ms. Trudy Conner, 718 39th Street, has lived on 39th Street for 47 years and considers herself the neighborhood patrol. She walks 39th Street regularly and agreed speeding was an issue. She compared the enforcement from years ago to the present.

Sgt. Nehls believed the three additions to the hospital and the increased number of hospital employees increased traffic volume as compared to years ago. He agreed the ingress and egress could have been designed better.

Mr. Dale Rehus, asked whether the commission could suggest options to limit the amount of hospital truck traffic and delivery vans to the hospital, wherein **Chairman Johnson** suggested utilizing the hospital's help in using certain streets. He agreed it was an excellent idea. He also believed the Village should step in to provide better ingress/egress off of Highland Avenue. **Mr. Fera** recalled from looking at the plans there was no separate entrance being created with the new addition.

Mr. Barber agreed with the above comments about the hospital, noting traffic counts were not going to decrease. In general, he believed traffic had increased in the streets being discussed as well as all streets in the western suburbs. He agreed that unwarranted stop signs created an illusion of safety when, in fact, they did not. **Mr. Barber** offered that his department could continue to review the area and encouraged the residents not to support unwarranted stop signs.

Mr. Dale Rehus, however, disagreed, noting that two stop signs added would not allow a vehicle to pick up speed and asked whether the Village would consider it for a certain period of time; wherein **Mr. Barber** explained that drivers will roll through the stop signs and create a hazardous situation. In addition, his office is prohibited from installing signs for speed control in accordance with the MUTCD manual.

Chairman Johnson emphasized that while exceptions could occur, the warrants needed to be met and he did not know whether enough information existed on the matter but understood the citizens' concerns.

Mr. Brayer Teague, asked the chairman to explain the criteria for the warrants. **Mr. Teague** confirmed with the chairman that staff's recommendation that the sign was warranted was based on the traffic volume on 39th Street. However, other criteria existed that would make staff's recommendation not appropriate. He also asked whether the 7 accidents were between Glendenning and Washington since the study was titled same.

Further conversation followed that discouraging traffic on 39th Street would only become an issue on other streets.

Mr. Ed Roth explained one of the accidents he witnessed and also suggested to install a No Left Turn and a No Right Turn to stop the hospital traffic from coming through the area.

Ms. Trudi Conner commented on the neighborhood's growth and future traffic increasing.

Mr. Brian Johnson, 3905 Elm Street, discussed the continued expansion of the hospital and the increasing traffic coming. He suggested to install No Turn signs on to 39th from the hospital during peak hours.

On behalf of both Village departments, **Sgt. Nehls** indicated he would like to seek the five-lane roadway with the traffic control signal utilized more than it was currently.

Mr. Larry Allen, 702 39th Street, suggested sending squad cars to 39th Street during non-peak hours in order to catch speeders and offered the sergeant to utilize his driveway if necessary. **Sgt. Nehls** said he would send squads over during peak hours for presence.

Discussion followed that there was no school crossing and the possible reasons why it was removed, i.e., no utilization possibly or the street was designated as unsafe.

Mr. Allen believed that if 39th Street was deemed unsafe for children to cross prior, that the commission needed to be considering warranting a stop sign on the street. However, some commissioners felt the matter was a separate issue.

Chairman Johnson suggested postponing any action, increasing the police surveillance, and in the meantime, asked staff to gather additional information and set the matter on an upcoming agenda.

Ms. Barbara Rehus asked the chairman whether the hospital would be contacted, wherein **Mr. Barber** offered to contact the hospital to discuss their plans and would bring back the report on that matter. **Sgt. Nehls** offered to attend the meeting with **Mr. Barber**.

Chairman Johnson thanked the residents for their input and will contact them when additional information arrives.

File #13-04 Chicago Avenue and Montgomery Avenue - New Parking Restrictions

Chairman Johnson read staff's report as follows:

Public Works Staff Report File # 13-04 Chicago and Montgomery Avenues – Proposed Parking Restrictions

BACKGROUND

Staff has received a petition from the residents along Chicago Avenue, Montgomery Avenue and Oakwood Avenues. Their request is to implement parking restrictions along both Chicago Avenue and Montgomery Avenues in response to high school students parking on these streets and thus limiting resident parking.

Currently, Chicago Avenue on the north side has "No Parking This Side of Street" restrictions between Middaugh Avenue and Oakwood Avenue. Then, there are no restrictions between Oakwood Avenue west to Montgomery Avenue. Chicago Avenue on the south side has no restrictions in this section. Also, Montgomery Avenue has no restrictions, between Chicago Avenue and Prairie Avenue. Oakwood Avenue has "No Parking 8:00 AM to 11:00 AM on both sides, between Chicago Avenue and Prairie Avenue.

The speed limit posted on all these local streets is 25 miles per hour (mph). The roadway width on Chicago Avenue is 28 feet; on Montgomery Avenue it is 25 feet; and on Oakwood Avenue it is 26 feet.

STUDY

Staff has reviewed this area on several occasions, within the last several months. This time period was during the summer season while North High School is not in session. However, from information received from the residents, the use of Montgomery Avenue and Chicago Avenues by high school students is prevalent during the typical school year. As such, the residents are impeded from parking on their own street.

Staff has observed this condition at multiple locations in town, specifically on streets in proximity to either high school. The surrounding streets to the north and east currently have parking restrictions in place.

Staff is supportive of extending the restriction to include both Montgomery and Chicago Avenues. In order to follow the pattern of the adjoining street system, staff would propose to follow the same pattern for these streets. With these proposed restrictions, the focus will be to restrict the usage for all vehicles, but then allowing residents to park during the remainder of the day.

RECOMMENDATION

Staff recommends the Parking and Traffic Commission forward a positive recommendation to the Village Council to implement the following:

INSTALL “NO PARKING BETWEEN 8:00 AM AND 11:00 AM, EXCEPT SATURDAYS SUNDAYS AND HOLIDAYS” ON BOTH SIDES OF MONTGOMERY AVENUE, FROM CHICAGO AVENUE TO PRAIRIE AVENUE, AND

INSTALL “NO PARKING 7:00 AM TO 1:00 PM EXCEPT SATURDAYS SUNDAYS AND HOLIDAYS” ON SOUTH SIDE OF CHICAGO AVENUE, FROM MONTGOMERY AVENUE TO MIDDAUGH AVENUE.

The chairman informed the commissioners that they will need to address the north side of Chicago Avenue between Oakwood and Montgomery due to parking not currently being restricted.

Mr. Bill Kramer, 4705 Montgomery, explained the reason he was asking for the restriction was due to the nuisance caused by the high school students. The students were being pushed to the area which was close to Pierce Downer School with very young children. **Mr. Kramer** informed the commissioners he did speak to a number of neighbors and proposed that the restriction be from 8:00 a.m. to 9:00 a.m. to keep the majority of students from parking.

Mr. Andy Crosman, 4700 Montgomery, discussed that if the village was going to extend the parking restrictions as far as Montgomery and only half way to the next stop sign, it was a halfway effort by the Village. His other concern was that if the parking restrictions were not installed, there were safety concerns due to children having to walk around the parked cars blocking the sidewalks. He asked for enforcement of the parking from the parking spot to the corner.

Mary Ellen Donofrio, 1400 Chicago, understood the restriction would include both the north and south sides of the street. She saw the issues that Mr. Kramer had to contend with. She also commented that the students have chosen to park on the south side already and by placing the restriction it will only move the problem to her side (north).

Mr. Dave Donofrio, 1400 Chicago, from reading the minutes from a previous meeting, stated one of the objectives was to restrict parkers to park and drivers to know where to drive. He supported the chairman's recommendation that if a parking restriction was placed on the south side from Middaugh to Montgomery, the current restriction should be extended on the north side from Oakwood to Montgomery. However, his home was affected in both instances. **Mr. Donofrio** pointed out the fact that the origin of the issue was that certain residents could not park in front of their homes. At the same time, however, he said there was only a sidewalk on the north side of Chicago and none on the south side between Oakwood and Wallbank, which was why all the pedestrians walked the route. If the parkers were allowed on the north side, then those individuals would be utilizing the turnarounds and cutting across the sidewalk that is used.

Mr. Carl Pemberton, 4737 Montgomery, agreed the restriction should go to Seeley Avenue.

Mr. Bill Lockett, 4712 Montgomery, mentioned that the residents have been asked to carry the same restrictive hours as the prior blocks and asked what justification was used for the original hours. He noted the students park at 7:45 a.m. to reach North High School by 8:00 a.m. and asked what was the Village trying to correct. Contrarily, he believed the residents, who pay taxes to the village and to the schools, were the ones being restricted. A number of neighborhood activities occurred during the morning and the residents were being restricted. Lastly, he raised the point as to how the village was going to handle the restrictions during the summer months, since the students were out.

Chairman Johnson explained that the hours suggested were due to the hours posted on Oakwood between Prairie and Chicago (No Parking 8:00 a.m. to 11:00 a.m.) and the south side of Chicago (No Parking 7:00 a.m. to 1:00 p.m.) which was why a conflict may have existed. He informed the residents it was important to determine a logical timeframe in order for the police to enforce but also that on certain days, the students would begin later in the morning.

Enforcement issues were raised with **Chairman Johnson** explaining that when neighbors call to complain about vehicles parking, it assists in the enforcement. Additionally, **Mr. Fera** explained that the residents around South High are faced with a 7:00 a.m. to 4:00 p.m. restriction all day, all year long, and voiced the same issues as raised here. However, through resident input, the village has changed parking restrictions piecemeal, and that's how they exist today. Regarding the results of the survey, the chairman informed **Mr. Lockett** that postcards received did favor some type of uniform restriction, but letters and e-mails received and those who attended the Parking & Traffic Commission meeting, indicated they did not want any changes made to the current restrictions. So, the Commission made no recommendations to change the current restrictions.

Mr. Lockett further conveyed that the Village made a bad decision, to which staff and the chairman disagreed and explained how the decision was made at that time. **Mr. Sembach** interjected and explained that during the summer months the area was not

police enforced unless a resident called to complain. Discussion followed on the residents who were contacted for the survey and making sure they were aware of any changes in the hours.

Mr. Andy Crosman, 4700 Montgomery, resides at Chicago and Montgomery said a majority of his frontage faces Chicago Avenue. He suggested shortening the restrictions to 7:00 a.m. to 9:00 a.m. for Oakwood to Seeley on Chicago and from Chicago to Montgomery, which could be a good compromise. The chairman concurred but indicated that it introduced another time frame. However, **Mr. Barber** suggested trying the 7:00 a.m. to 9:00 a.m. restriction in new areas and if the restriction worked, the police could enforce it and the residents would be satisfied. If the hours did not work, the residents could let the commission know. The chairman agreed with the suggestion because the west side of Oakwood was segmented.

Sgt. Nehls indicated the two-hour timeframe proposed was workable but also explained that because so many signs existed within the Village, that unless a resident complained about a car, the police could not enforce it due to other priority matters.

Chairman Johnson proposed to the residents of whether the No Parking at Anytime restriction on the north side of Chicago from Stanley Street up to Oakwood should be continued, i.e., No Parking at Anytime on one side of the street, while a two-hour limited existed on the other side. Discussion followed regarding making some changes to the parking.

Mr. Andy Crosman believed the late start dates at the high school were not a concern. Instead, it was the majority of the times that were annoying. He agreed the 7:00 a.m. to 9:00 a.m. restriction would work.

Mr. Bill Kramer, agreed to try the two-hour restriction and if an issue existed the residents could return to the commission. He supported the No Parking Anytime restriction on the north side of Chicago Avenue for consistency purposes.

Mr. Barber offered to call those residents where the restriction may affect them, if they were not previously notified already. **Chairman Johnson** agreed.

MR. YEKSIKIAN MOVED TO RECOMMEND TO THE VILLAGE COUNCIL: 1) TO INSTALL NO PARKING SIGNS BETWEEN 7:00 A.M. TO 9:00 A.M., EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS," ON BOTH SIDES OF MONTGOMERY FROM CHICAGO TO PRAIRIE; 2) TO INSTALL NO PARKING ANY TIME SIGNS ON THE NORTH SIDE OF CHICAGO AVENUE FROM SEALY TO OAKWOOD; AND 3) TO INSTALL NO PARKING SIGNS 7:00 A.M. TO 9:00 A.M. EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS" ON THE SOUTH SIDE OF CHICAGO FROM SEALY TO MIDDGAUGH. SECONDED BY MR. WENDT.

ROLL CALL:

AYE: Carlquist, Thurston, Wendt, Yeksigian, Chairman Johnson

NAY: None.

MOTION PASSED: VOTE: 5-0

Mr. Barber conveyed to the residents that the earliest the signs would be installed would be some time in September. **Chairman Johnson** suggested the residents to attend the Village Council meeting on this matter.

OLD BUSINESS

File #10-04 Re-Striping of Washington Street and Curtiss Street for Parking Deck - Update

This issue was presented to the commission previously in July, 2004. The chairman recalled that two lanes would be exiting from the deck onto Washington Street, i.e., one north and one south. **Mr. Barber** explained that staff has modified the drive to the parking deck, such that one wider entrance lane and two exit lanes with a curbed wide median to separate the two, which would allow space for signage. A sign will be placed at the exit of the garage restricting No Left Turns from 4:00 p.m. - 6:00 p.m. and again at the driveway. Periodically, it will be enforced. The new configuration would improve the safety of the location while keeping some parking on Washington Street. Discussion followed that staff tried to keep as much parking on the street as possible and that consideration was taken as to lane width, turning, and the general tightness in the area. **Mr. Wendt** agreed that the proposal seemed flexible enough to revise if necessary.

Mr. Carlquist suggested reviewing the first 22 ft. space north of the parking deck that was omitted, due to having more room. He preferred the elimination of parking at the south end of Washington Street, east side, primarily due to turning and sight clearance.

MR. YEKSIKIAN MOVED TO RECOMMEND A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO 1) CHANGE THE STRIPING ON WASHINGTON BETWEEN MAPLE AND CURTISS TO INCLUDE ONE EXCLUSIVE NORTHBOUND LEFT TURN LANE BETWEEN MAPLE AND THE EAST ENTRANCE TO THE PARKING DECK; AND 2) RESTRICT NORTHBOUND LEFT TURNS OUT OF THE DECK ON WASHINGTON STREET, DURING THE PERIOD OF 4:00 P.M. TO 6:00 P.M.M, EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS. SECONDED BY MR. WENDT.

ROLL CALL:

AYE: Carlquist, Thurston, Wendt, Yeksigian, Chairman Johnson

NAY: None.

MOTION PASSED: VOTE: 5-0

Mr. Bill Wroble, 7800 Queens Court, attended the May 12, 2004 meeting and presented a petition from the residents of Queens Court. He also presented same at

the August 3, 2004 Village Council meeting. He asked for assistance on how to move the matter forward in front of the Traffic Commission. **Chairman Johnson** was under the impression that the Village Council was going to discuss the possibility of providing funds to do some traffic calming experiments but no action was taken at that time.

Mr. Barber believed the council accepted Mr. Wroble's presentation but the next step was for staff to complete its research, bring the information back to Mr. Wroble and possibly hold some neighborhood meetings. Should it be a budget recommendation, a capital plan for traffic calming had to be initiated for next year's budget.

Sgt. Nehls informed the commission and Mr. Wroble that the police department was in the process of formulating a comprehensive study of the Knottingham area. Also, **Sgt. Nehls** asked whether the criteria for the study was ever finalized, wherein **Mr. Fera** indicated that the criteria would have to be in the form of a resolution. **Mr. Barber** believed it was not necessary to hold off working with the residents while putting together a resolution. **Sgt. Nehls** suggested the commission initiate some type of formula. Discussion followed on what other municipalities were doing with traffic calming devices. **Mr. Barber** offered to take commissioners to view the devices in other communities.

A status of the sidewalk matrix followed. **Mr. Barber** will provide a couple of alternatives to the matrix to the commissioners but reminded them that he would like to review in more detail some of the projects. **Mr. Barber** also raised the point that some collector streets may have to be rebuilt to accommodate today's traffic, which was part of the flow of traffic through town.

Mr. Fera reviewed the agendas for upcoming meetings. **Mr. Barber** announced the formation of the Transportation Advisory Commission and asked commissioners for patience when asking for information due to the added load on staff. Dialogue continued regarding the hospital's roadway layout.

ADJOURN

COMMISSIONER WENDT MOVED TO ADJOURN THE MEETING. COMMISSIONER THURSTON SECONDED THE MOTION. MOTION CARRIED. VOTE: 5-0

The meeting adjourned at 9:58 p.m.

Respectfully submitted,
(as transcribed by tape)

/s/ Celeste K. Weilandt
Celeste K. Weilandt, Recording Secretary