

VILLAGE OF DOWNERS GROVE
REPORT FOR THE VILLAGE COUNCIL WORKSHOP
OCTOBER 28, 2008 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
Ordinance Changes – Mochel Drive and Curtiss Street	✓ Resolution Ordinance Motion Discussion Only	Robin A. Weaver Interim Public Works Director

SYNOPSIS

An ordinance has been prepared to amend sections of the Municipal Code to include the installation of a stop sign at the southwest corner of Curtiss Street and Mochel Drive and to properly recognize the crosswalk at Mochel and Curtiss within the Village Code.

STRATEGIC PLAN ALIGNMENT

The Five Year Plan and Goals for 2007-2012 identified *Exceptional Municipal Organization* with an objective of *Top Quality Core Services Responsive to Current and Future Community and Citizen Needs*.

FISCAL IMPACT

N/A.

RECOMMENDATION

Approval on the November 4, 2008 active agenda.

BACKGROUND

The proposed ordinance would remove the crosswalk designation from Section 14.68 and place it in Section 14.67. This would be consistent with all the DB crosswalk designations. A new stop sign at the southwest corner of Curtiss and Mochel would be added to Section 14.80 of the Municipal Code.

Prior to the parking deck being built, Mochel Drive did not exist. Once the deck was built, the street was constructed to intersect with Curtiss Street, thus making it a “T” intersection with three legs. The direction of traffic along Curtiss Street was one-way eastbound and two-way on Mochel Drive to the parking deck. Mochel Drive was stop sign controlled at Curtiss Street. A crosswalk was located at the intersection. Per Village Code, the crosswalk was designated as a mid-block crosswalk.

As part of the Acadia on the Green project, Mochel Drive from Curtiss Street to Burlington Avenue was constructed. The intersection of Mochel Drive and Curtiss Street became a four-legged intersection. Mochel Drive is one-way northbound (east of Curtiss).

Originally, the mid-block crosswalk on Curtiss Street, where Mochel Drive currently exists, had to be designated because there was no intersecting street. Pedestrian crossing at locations other than intersections or designated crosswalks is prohibited. Chapter 14.68 of the Municipal Code reflects the crosswalk designation. The crosswalk designation needs to be updated to reflect the construction of Mochel Drive. In addition, the number of vehicles and number of pedestrians at that intersection warrants a stop sign on Curtiss Street at Mochel (southwest corner).

This crosswalk matter was reviewed by the Transportation and Parking Commission on August 13, 2008. They recommended that the Village Code be updated to include the crosswalk location and they had no objection to the installation of a stop sign for eastbound Curtiss.

ATTACHMENTS

Ordinance

Excerpt Minutes – August 13, 2008 TAP Commission

Approved September 10, 2008

TRANSPORTATION AND PARKING COMMISSION

Minutes

August 13, 2008, 7:30 p.m.

Downers Grove Public Works Facility
5101 Walnut Avenue, Downers Grove

Note: The Commission arrived at 6:30 p.m. to receive orientation and new Commissioner training from Management Analyst Brandon Dieter and Assistant Director of Public Works – Engineering Mike Millette.

Co-Chairman Wendt called the August 13, 2008 meeting of the Transportation and Parking Commission to order at 7:37 p.m. Roll call followed and a quorum was established.

ROLL CALL:

Present: Co-Chairman Wendt; Members Schiller, Stuebner, Saricks, Cronin, Van Anne

Absent: Co-Chairman Gress

Staff Present: Asst. Dir. of Public Works - Engineering Mike Millette; Traffic Manager Dorin Fera; Police Lt. Jim Nehls, and Recording Secretary Megan Dugard

Visitors: Mr. Anthony Beidel, 7101 Lyman Ave., Mr. Alan Fisher, 7100 Lyman Ave.; Mr. Bill Wrobel, 7800 Queens Court; Ms. Sue Maher, 7108 Blackburn; Ms. Lisa Woodman, 500 Claremont Dr.; Mr. Robert Kinsinger, 839 Claremont Dr.; Mr. Ed Pawlak, 6936 Parkview Dr.; Mr. Todd Woodman, 500 Claremont; Mr. Paul Jarosz, 831 Claremont; Mr. John Kaderabek, 601 Claremont Dr.; Mr. Mike Szymczak, 7108 Blackburn

APPROVAL OF THE DECEMBER 12, 2007 PARKING & TRAFFIC COMMISSION MINUTES

CO-CHAIRMAN WENDT RECOMMENDED ACCEPTANCE OF THE DECEMBER 12, 2007 PARKING & TRAFFIC COMMISSION MINUTES AS PRESENTED. THERE WAS CONCURRENCE.

PUBLIC COMMENTS - None

File #01-08 Claremont Dr. (Main St. to Fairview Ave.) - Traffic Calming Program - Co-Chair Wendt stated he did not make the July resident meeting which was held by Public Works to discuss this matter. Asst. Dir. of Public Works - Engineering Millette informed the commissioners that speeding on Claremont went back many years and its previous designation as a collector street under the old traffic calming program prohibited any physical intervention on the street. Therefore, only police enforcement or the speed trailer were used for traffic calming efforts and when those initiatives were needed somewhere else, the increased speeding returned. Due to the revised policy allowing the village to install traffic calming interventions either temporary or on a trial basis on any street in the village, the Public Works Department purchased adjustable rubber cushions from Traffic Logics. After addressing the Fire Department's concerns over the cushions, staff had them installed with two gaps between them for vehicle clearance purposes. After monitoring the cushions, a double-yellow line was painted down the center. However, seeing that it was safe for any fire department transport to go over them, the remaining pieces were used to close up the eastern end of the cushions. Per Millette, monitoring traffic took place and the cushions were very effective, decreasing speeds from 35 to 37 miles per hour down to 22 to 29 miles per hour after installation, or a 37% decrease in speeds. Other statistics followed.

Per Millette, traffic volumes increased on the eastern edge, while volumes decreased on the western edge. Staff suspected there may be an increase in traffic on Valley View Drive heading toward Lyman to avoid the speed cushions. A public meeting was also held to discuss this particular traffic calming feature and prior to the meeting some correspondence was received with 8 individuals supporting the intervention; 13 individuals with no support; and 5 individual supporting with some design changes, such as removing the gap.

Staff recommended two options for the commission to consider: 1) install a total of 8 speed cushions in single fashion in the areas as depicted in Option 1; or 2) install 10 sets of speed cushions in singular form as shown in Option 2. Staff recommended that this measure be undertaken as temporary for the remainder of the season (October) and recommended that this be included as a potential capital project for next year using part of the \$100,000 budgeted (proposed) for next year to install the cushions as permanent speed tables. Mr. Millette referenced the correspondence (emails, letters, faxes, etc.) that were attached in the packet and the notification to the residents. Six additional pieces of correspondence were also received (attached).

Confirmation followed from staff on those residents who received notification and when the cushions would be picked up, i.e., prior to November 1st before snow season. Co-Chair Wendt asked if a decision to have permanent cushions could be made after that time rather than tonight. Mr. Millette stated that if the same level of compliance along the entire route occurred, staff would go directly to Village Council.

Mr. Schiller suggested receiving public comment on the matter and asked those who thought the cushions were a detriment, to speak up. Mr. Fera felt that based on the e-mails, letters, etc. received, the residents were split on being for or against the cushions.

Per a question Mr. Fera confirmed that signage was required to notify the motorist that he/she will be coming to the first set of the cushions. Mr. Stuebner inquired about the impact of snow plowing over the permanent cushions, wherein Mr. Millette confirmed the plows would go directly over them. When the temporary cushions are removed, Lt. Nehls stated officers would return to the area to enforce speeds.

Co-Chairman Wendt opened up the meeting to public comment.

Mr. Anthony Beidel, 7101 Lyman Ave., asked if the cushions would be placed to the Claremont curbs. Mr. Wendt indicated Option 2 had cushions on the curbs; Option 1 did not. Mr. Beidel was concerned about the cushion near Lyman and Claremont because many motorists traveled over the curve too fast and recommended staff to monitor it.

Mr. Alan Fisher, 7100 Lyman Ave., who has resided at his home for 30 years, confirmed the village's justification for the cushions was to reduce the speed from 35 MPH to 30 MPH or from 30 MPH to 22 MPH. He believed the cushions were a nuisance and did not achieve the purpose they were intended and stated they could exacerbate the issue and cause a driver to lose control. In the last four years he saw three serious accidents which occurred at the curve at Claremont and Lyman. He stated the drivers the commission was trying to control were those who followed the speed limits. He believed a round-about would be more effective at the curve. He pointed out the poor condition of the curve which needed to be fixed in order for cars to stay in their lane. Lastly, he voiced the safety concerns when school buses drop off students at Claremont and Lyman and the fact that the area is used by pedestrians to get to the nearby park. He asked that permanent solutions be considered.

Co-Chair Wendt asked that Mr. Fisher recognize that the village will have to work through the issue and use the devices that are available currently and the cushions could become permanent.

Mr. Bill Wrobel, 7800 Queens Court, Downers Grove, briefly addressed Mr. Fisher's comments. He explained that five years ago the village did not have a traffic calming policy and that the village was making progress by forming this commission to address the issues raised by Mr. Fisher. To Mr. Fisher's comments, Mr. Wrobel indicated that it would require Mr. Fisher's street to be closed off and a barricade installed to discourage traffic. He stated the speed humps, however, were effective and many communities used them. Lastly, he stated he traveled many times down Claremont and paid attention to the driver behind him, who eventually slowed down to his speed. He encouraged neighbors to follow suit to correct other motorists. He commended the commission being formed, staff's assistance, and the village appropriating the funds for such measures.

Ms. Sue Maher, 7108 Blackburn, asked how the commission was going to direct the diversion of traffic down Blackburn and other thoroughfares. She stated there was no speed cushion on the west side of the intersection. In response, Mr. Millette stated he did not see a diversion on Blackburn, but did see one on Valley View. Staff did identify with placing traffic calming on roads that tend to be collectors. Mr. Millette indicated he could place counters there but also place speed humps in areas where the traffic appears to be heading.

Ms. Maher asked why a stop sign could not be installed on Blackburn and Claremont, wherein Mr. Millette reported that the counts did not warrant a stop sign there.

Ms. Lisa Woodman, 500 Claremont Drive, has been fighting this issue for over two years and thanked the staff for being proactive. She did not want traffic to be diverted to other streets. However, she stated the counts did not support that the traffic was heading anywhere specifically. She is a stay-at-home mom with her son for seven years and has seen the traffic travel the area with traffic speeds as high as 56 miles per hour on a 25 MPH street, as reported by police. She had photographs of cars traveling through the center of the humps. Police were also enforcing them at the time. She stated that for amount of traffic traveling down Claremont, such as 1200 cars per day, 15% of those cars was a large number to be traveling over the speed limit. Other safety issues were mentioned and she believed the humps were a good first step.

A resident inquired as to why the speed humps had to be so large, since the Village of Darien used smaller ones. Mr. Millette stated it came down to a decision by the fire department. However, he said the fire chief decided a permanent deployment would have the gaps at the curb. The resident inquired about using stop signs instead.

Traffic Manager Fera explained the reasons why certain streets were designated as through streets. He understood that residents did not want Claremont to be designated as a thoroughfare-type street. However, he offered to do a vehicle count for a stop sign warrant. Co-chair Wendt suggested a pedestrian count as well, near the park.

Mr. Robert Kinsinger, 839 Claremont Drive, has resided at his home for 30 years and he stated part of the problem was that the kids like to go through the curve and speed up. His child was hit by one of the cars some time ago traveling the area. He asked that when the humps are installed, to avoid placing them near mailboxes so that residents do not get hit by cars.

Mr. Ed Pawlak, 6936 Parkview Drive, has been in the village for 25 years and stated traffic has been growing because businesses have been growing, citing 75th and Lemont, as an example.

Regardless of how Claremont was classified, it was straighter and wider than most streets. He believed traffic would follow its natural course through the area and the speed humps were not a good solution because they were fighting the growth that was taking place. He noted that Prairie was 30 miles per hour and kept traffic off the other streets.

Mr. Todd Woodman, 500 Claremont, stated one of the humps was in front of his house and initially cars would brake hard prior to the hump. However, motorists have learned that they can approach the hump at 25/30 miles per hour because they are designed to be safe at those speeds. He disagreed with the previous comment. As to adding more humps, he believed it would further discourage motorists to travel the alternative and winding routes. He supported more humps.

Mr. Paul Jarosz, 831 Claremont, stated, in his wife's opinion, the traffic counts have gone down. From his perspective, the humps were good for him too because they did slow him down.

Mr. John Kaderabek 601 Claremont Drive, resides on the corner by Claremont and Blackburn and stated the traffic has become more reasonable. However, his concerns were motorists not respecting the solid yellow lines, having signage for motorists discouraging travel on residents' lawns to avoid the humps, and the safety of his children. He thanked the village for looking at the matter and having the police department present. His last concern was the removal of the humps come November.

Turning to the commissioners, Mr. Stuebner favored Option 2 on a temporary basis but he did have an option 3, which was to install Option 2, followed by traffic counts before and after, and for staff to report back with a final recommendation. Mr. Millette stated he would need a decision no later than January with a re-evaluation in the spring. He could also bring in accident statistics over the past two years and categorize them. Co-Chair Wendt recalled there was a report with figures, wherein Lt. Nehls recalled speeds were high but the accidents were low in the three-year period. He would come back with the information.

Mr. Saricks asked whether the monitoring program could determine smoothness of speed as opposed to not, wherein Mr. Millette stated that counters could be used between the humps.

Resident, Mr. Alan Fisher, asked what the possibility was for a round-about at Lyman and Claremont. Co-chair Wendt believed that staff was using what was available for now but agreed that a re-review could be possible when other street projects were being performed in the area. Mr. Fisher clarified his concern was the dangerous curve located there.

Co-chair Wendt stated this was a first step and that no other part of the village has received such attention as Claremont. He believed the commission should see the matter through and make a decision as to whether it should be a permanent solution or use other options to have smooth flow of traffic through the village.

Discussion followed by Mr. Millette that a temporary traffic circle was being created at College and Katrine and he did not believe a roundabout would be as effective at Claremont and Lyman for a motorist traveling 50 miles per hour and since it was at the narrowest part of Claremont and the roundabouts tended to be small with vehicles traveling over them, possibly even the fire trucks.

Dialog followed by Mr. Schiller proposing an Option 3A which would require moving some of the proposed speed humps to the specific problem area and then evenly spacing out the remainder in order to force drivers to slow down at the curve and see its effect; Mr. Millette concurred. Ms. Van Anne also supported adding the additional speed cushions and reviewing afterwards.

She believed once motorists were able to get used to the increased number of humps they would get used to it eventually. She was also curious to see if motorists were diverting to other streets.

Asked if Claremont was being used as a bypass for 75th Street, Millette confirmed it was.

Mr. Wrobel, 7800 Queens Court, stated his daughter resides in Fairview Commons and before he came to the speed hump at Blackburn heading east, two cars behind him turned onto Blackburn and eventually the cars went south on Fairview and turned into Fairview Commons. Since there was no entrance to Fairview Commons from the west, he believed it would be a contributing factor as to who uses Blackburn as a bypass.

Mr. Mike Szymczak, 7108 Blackburn, asked if a rumble strip could be placed down before the humps, wherein Co-Chair Wendt stated the neighbors may not favor the noise. Staff stated the permanent humps would have street striping.

Ms. Lisa Woodman, 500 Claremont, stated she met with Mr. Fera and 23 residents from Claremont. She recalled the residents did not want striping on their street. Rather than hearing that the speed issue was always "perception", she preferred that actual counts be taken on Blackburn. She did not want to push traffic onto the other streets. She stated that at her end of Claremont there was an increase of 200 cars. Staff confirmed that 170 cars were westbound while the 30 were eastbound. Mr. Millette stated the traffic counts were taken before and after school hours and were in weeks of each other.

Another option was offered by Mr. Stuebner: Option 3B which would be to add the traffic counts on Blackburn and Lyman to the reports; Mr. Millette confirmed.

Mr. Robert Kinsinger, 839 Claremont Drive, commented on the various blocked off street accesses to Fairview from 63rd Street to 75th Street and he could not understand why. He asked if some of the blocked accesses could be opened to possibly solve the problem. Mr. Millette offered to study the issue as part of his normal process.

Co-chair Wendt entertained a motion.

MR. STUEBNER MADE A MOTION TO FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO RECOMMEND OPTION 3A WITH TWO ADDITIONAL HUMPS (FOR A TOTAL OF 11 HUMPS), WITH THE 11TH HUMP BEING STRATEGICALLY PLACED BETWEEN THE TWO HUMPS AT LYMAN AVENUE. THIS WILL BE A REVISION TO THE TEMPORARY INSTALLATION WHICH WILL BE MONITORED, FOLLOWED BY A REPORT FROM STAFF TO THE COMMISSION PRIOR TO EARLY SPRING 2009 IN ORDER TO GET TRAFFIC COUNTS PRIOR TO MAKING THE HUMPS PERMANENT.

SECONDED BY MR. SARICKS.

Mr. Millette asked Resident, Mr. Fisher, for his input on the location of the 11th speed hump at Lyman Avenue, i.e. on the curve.

ROLL CALL:

**AYE: MR. STUEBNER, MR. SARICKS, MR. WENDT, MR. SCHILLER, MR. CRONIN,
MS. VAN ANNE**

NAY: NONE

MOTION CARRIED. VOTE: 6-0

File #02-08 Mochel Dr. and Curtiss St. - Intersection Upgrade and Mid-block Crossing - Traffic Manager Dorin Fera reported that the request for this matter has come from staff partly as a housekeeping matter and partly as a Chapter revision. Mr. Fera summarized that at one time there was no Mochel Drive but there was a mid-block crossing in the ordinance. Due to time lapsing and the lack of a commission, the change was not done. Therefore, staff was requesting that the mid-block crosswalk designation be removed from Chapter 14.68 and added to Chapter 14.67 of the Ordinance for consistency purposes.

Mr. Millette pointed out that if one reads the ordinance, the intent was to not have pedestrians jay-walking at mid-block crossings. For informational purposes only, Mr. Millette stated that a two-way stop sign will be installed at Mochel Drive and Curtiss, given that at the peak morning hours, there are 240 pedestrians per hour that cross through the intersection from the parking deck heading north. Based on the warrant criteria, an option exists to control pedestrian conflicts with vehicles near locations that generate high pedestrian volumes. The signs will be installed for eastbound Curtiss and northbound Mochel Drive. Asked if additional pedestrian signage was necessary for motorists, Mr. Millette did not consider it, but said it could be considered.

Co-chair Wendt entertained a motion.

MR. SCHILLER MADE A MOTION THAT THE VILLAGE COUNCIL REVISE CHAPTER 14.67 AND CHAPTER 14.68 OF THE MUNICIPAL CODE AS PRESENTED BY STAFF.

SECONDED BY MR. CRONIN.

ROLL CALL:

**AYE: MR. SCHILLER, MR. CRONIN, MR. STUEBNER, MR. SARICKS, MS. VAN ANNE,
MR. WENDT**

NAY: NONE

MOTION CARRIED. VOTE: 6-0

A side discussion followed regarding the installation of stop signs.

File #03-08 Florence Ave. and Sheldon Ave. - Intersection Upgrade - For informational purposes again, Mr. Millette reported that he did not see the volumes high enough to warrant a stop sign at the referenced intersection. The particular intersection was reviewed due to a request from a resident on Florence Avenue. However, due to a new sidewalk installation on the west side of Florence, the area becoming more attractive for pedestrian use, and due to a slight hill and jog on Sheldon Avenue, staff reviewed the area again. As a result of the ordinance, the Deputy Village Manager approved the installation for temporary yield signs on north/south Florence Avenue. Per Millette, the village council would be hearing this matter at a future meeting for their application. Staff did not consider painting a crosswalk across Florence because striping was usually considered for the downtown area and for bus routes, but it could be revisited if necessary. Per a question, costs did not play into that decision. Mr. Fera also stated that a few crosswalks have been added when safety complaints have been received.

On another matter, Mr. Cronin produced a photograph and asked if a bush could be trimmed by the village that was shielding the Yield Sign heading north on Florence Avenue. Mr. Fera

discussed the other signs that are placed prior to entering horizontal curves in the roads. Mr. Fera offered to follow up on this matter.

OLD BUSINESS

Mr. Millette stated the remainder of the packet dealt with sample correspondence, old copies of the Neighborhood Petition forms, and a draft Neighborhood Traffic Calming Program Petition. Some of the items were tentatively scheduled for the September meeting. Also, some items remained from the former Parking and Traffic Commission which would be scheduled accordingly. Some petitions had been received that were not reflected in the packet.

Asked if the commission was to consider the Concord Drive matter any time soon, Mr. Fera confirmed traffic counts were underway. Because Co-chair Wendt resides on the street, he questioned whether the entire street had the problems as portrayed in the letter. Other comments followed on the recent sewer installation on Concord and Camden and how it slowed down traffic. Mr. Millette concurred and explained that a number of "tools" existed to slow down traffic speed. He commented that the element of fear or making a motorist uncomfortable sometimes slows them down. Adding to that, Mr. Fera stated that nothing in the ordinance states that the village can't mix and match calming efforts or combine them to get the desired effect. He cited the previous discussion about speed control on Claremont. Mr. Millette discussed the effects of volume control and cut-through traffic and the steps that will be taken to monitor cut-through traffic on the above-referenced Claremont matter.

Mr. Schiller suggested that if Claremont was a recurring problem with cut-through traffic, he questioned if it was reasonable to assume the motorists were the same individuals and to place a radar car on the street a few times a month and issue tickets. Lt. Nehls responded that officers spent a significant amount of time on Claremont and a traffic unit does regularly hold neighborhood radars. Claremont was monitored a couple of times a month. However, if a resident does call and complain, the lieutenant stated he will have an officer sit in the resident's driveway. Lieut. Nehls stated other areas of the village had the same issues and complaints. He offered to get issued citation information for the 400 block to 600 block of Claremont in the past 7 to 10 years, which he believed was more than was written for the entire street of Prairie between Main and Belmont.

COMMUNICATIONS

The following communications were received on File # 01-08: an e-mail to Mr. Millette from Ms. Wendy Harrison dated May 7, 2008; three e-mails to Mr. Millette from Mr. Tom Novotny dated May 15, 2008, May 8, 2008, and July 16, 2008 respectively; an e-mail to Mr. Millette from Mr. Fera dated June 2, 2008; an e-mail to Mr. Fera from Mr. Wrobel dated June 5, 2008; a facsimile from John, Elaine and Michael Wray, dated June 8, 2008; an e-mail to Mr. Fera from Mr. Dominguez dated June 9, 2008; an e-mail to Messrs. Porter, Black and Fieldman from Ms. Weaver; an e-mail to Mr. Fera from Mr. Harrison dated June 10, 2008; an e-mail to Mr. Millette, from Mr. Wrobel dated June 11, 2008; e-mails to Mr. Millette from Laura Canino dated June 19 and June 23, 2008 respectively; an e-mail to Mr. Millette from Judi Louis dated July 9, 2008; an e-mail to Mr. Millette from Wendy Leto; dated July 9, 2008; an e-mail to Mr. Millette from William Marr dated July 14, 2008; an e-mail to Mr. Millette from Farhan Younus dated July 14, 2008; an e-mail to Mr. Millette from Eric Wagner dated July 14, 2008; an e-mail to Mr. Millette from John and Dana Kaunas dated July 16, 2008; an e-mail to Mr. Millette from Chris Karmgard dated July 16, 2008; a letter to Ms. Robin Weaver from Therese Feltman dated July 19, 2008; an e-mail to Mr. Fera from Jim Wright dated August 9, 2008; an e-mail to Mr. Fera from Raymond Gallian dated August 11, 2008; to Mr. Fera from Cheryl Pawlak dated August 12, 2008; an e-mail to Mr. Fera from Amy Reeter dated August 12, 2008; an email to

Mr. Fera from Lor-Ann Cwiakala dated August 12, 2008; and an email to Mr. Fera from Ed Pawlak dated August 13, 2008;

Record of Phone Conversations to the Village were received from Dennis Bennema dated July 10 and July 15, 2008; from Anonymous dated July 10, 2008; from Gene Varnesh dated July 14, 2008; from Cathy Harnot dated July 14, 2008; from Bob Rada dated July 15, 2008; from Ed Reed dated July 17, 2008; from Joann Rodi dated July 18, 2008; from Anonymous dated July 18, 2008; and lastly,

The following communication was received on File #02-08: a memo to the Transportation and Parking Commission from the Linda Kunze/Downtown Management Corporation dated August 13, 2008.

ADJOURN

MR. SCHILLER MOVED TO ADJOURN THE MEETING. MR. STUEBNER SECONDED THE MOTION. THE MEETING WAS ADJOURNED AT 9:20 P.M.

Respectfully submitted,

Celeste Weilandt,
Recording Secretary

Excerpt from Draft Minutes of August 11, 2008 Transportation and Parking Commission meeting

File #02-08 Mochel Dr. and Curtiss St. - Intersection Upgrade and Mid-block Crossing - Traffic Manager Dorin Fera reported that the request for this matter has come from staff partly as a housekeeping matter and partly as a Chapter revision. Mr. Fera summarized that at one time there was no Mochel Drive but there was a mid-block crossing in the ordinance. Due to time lapsing and the lack of a commission, the change was not done. Therefore, staff was requesting that the mid-block crosswalk designation be removed from Chapter 14.68 and added to Chapter 14.67 of the Ordinance for consistency purposes.

Mr. Millette pointed out that if one reads the ordinance, the intent was to not have pedestrians jay-walking at mid-block crossings. For informational purposes only, Mr. Millette stated that a two-way stop sign will be installed at Mochel Drive and Curtiss, given that at the peak morning hours, there are 240 pedestrians per hour that cross through the intersection from the parking deck heading north. Based on the warrant criteria, an option exists to control pedestrian conflicts with vehicles near locations that generate high pedestrian volumes. The signs will be installed for eastbound Curtiss and northbound Mochel Drive. Asked if additional pedestrian signage was necessary for motorists, Mr. Millette did not consider it, but said it could be considered.

Co-chair Wendt entertained a motion.

MR. SCHILLER MADE A MOTION THAT THE VILLAGE COUNCIL REVISE CHAPTER 14.67 AND CHAPTER 14.68 OF THE MUNICIPAL CODE AS PRESENTED BY STAFF.

SECONDED BY MR. CRONIN.

ROLL CALL:

AYE: MR. SCHILLER, MR. CRONIN, MR. STUEBNER, MR. SARICKS, MS. VAN ANNE, MR. WENDT

NAY: NONE

MOTION CARRIED. VOTE: 6-0

Curtiss/Mochel Stop & X-Walk

ORDINANCE NO. _____

**AN ORDINANCE AMENDING TRAFFIC REGULATIONS
AT CURTISS STREET AND MOCHEL DRIVE**

BE IT ORDAINED by the Village Council of the Village of Downers Grove in DuPage County, Illinois, as follows: (Additions are indicated by shading/underline; deletions by ~~strikeout~~):

Section 1. That Section 14.67. is hereby amended to read as follows:

14.67. Crosswalks designated.

(a) Pedestrian crosswalks are hereby designated at the locations listed below on the following streets:

* * *

Curtiss Street. Across Curtiss Street on the east and west sides of Mochel Drive.

* * *

Section 2. That Section 14.68. is hereby amended to read as follows:

14.68. Crossing Main Street at crosswalks required between Burlington Avenue and Curtiss Street, Crossing Curtiss Street at crosswalks required between Washington Street and Main Street.

No pedestrian shall cross Main Street in an easterly or westerly direction between Burlington Avenue and Curtiss Street, except at the designated crosswalks on Burlington Avenue, Curtiss Street and at a point two hundred seven feet south of the property line of Burlington Avenue.

~~————— No pedestrian shall cross Curtiss Street in a northerly or southerly direction between Washington Street and Main Street, except at the designated crosswalks on Washington Street and Main Street and at a point three hundred eleven feet east of the east line of Main Street. ————(Ord. No. 689, § 1; Ord. No. 2745, § 28.)~~

Section 3. That Section 14.80 is hereby amended to read as follows:

14.80 Isolated stop signs.

There shall be erected in conspicuous places as hereinafter designated, signs lettered with the word "Stop", which signs shall be so located as to direct vehicular traffic on the specified streets to come to a full stop before proceeding into or across the intersecting streets:

* * *

Curtiss Street. At the southwest corner of the intersection of Curtiss Street and Mochel Drive, to direct vehicular traffic proceeding easterly on Curtiss Street to come to a full stop before proceeding across Mochel Drive.

* * *

Section 4. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Curtiss/Mochel Stop & X-Walk

Section #5. That this ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

Mayor

Passed:

Published:

Attest: _____

Village Clerk

l\m w\Curtiss&MochelStop&X-Walk-short