

VILLAGE OF DOWNERS GROVE
REPORT FOR THE VILLAGE COUNCIL WORKSHOP
APRIL 14, 2009 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
Claremont Drive - Main Street to Fairview Avenue – Permanent Traffic Calming Improvements	Resolution Ordinance ✓ Motion Discussion Only	Naneil Newlon, P.E. Director of Public Works

SYNOPSIS

A motion is requested to direct staff to prepare construction plans for traffic calming improvements on Claremont Drive, between Main Street and Fairview Avenue.

STRATEGIC PLAN ALIGNMENT

The Five Year Plan and Goals for 2008-2013 identified *Exceptional Municipal Organization*. A supporting objective of this goal is *Top Quality Core Services Responsive to Current and Future Community and Citizen Needs*.

FISCAL IMPACT

The approved FY09 Budget for traffic calming is \$90,000. The construction cost estimate for this project is \$60,000.

RECOMMENDATION

Approval on the April 21, 2009, active agenda, per the Transportation and Parking Commission (TaP) recommendation.

BACKGROUND

A Neighborhood Petition Form was submitted in March of 2007 by residents on Claremont between Main and Claremont asking for interventions to reduce excessive speeding. After an initial neighborhood meeting and subsequent traffic monitoring, staff confirmed that that the 85th percentile speeds ranged from 34 to 40 mph, exceeding the posted limit of 25mph.

Pursuant to the Village's Traffic Calming Policy, staff installed four temporary rubber speed cushions (two each at two locations) in May of 2008. Subsequent speed measurements showed speeds were reduced to a range between 22 and 35 mph. Public response to these temporary improvements was mixed. Staff received 26 comments via letter, e-mail and phone with 13 supportive comments and 13 objecting comments.

Based upon the level of effectiveness of the initial four speed cushions, staff installed an additional six cushions in October 2008. Staff reviewed the effectiveness of the additional speed cushions. The analysis showed speeds to be between 24 and 32 mph and daily volumes reduced by 10% to 54%. Public response to the additional speed cushions was generally negative. Staff received 9 comments. Four were not supportive of the additional improvements. Four were not supportive of any of the traffic calming improvements and one supported the additional improvements.

With this input, staff designed a permanent traffic calming plan for Claremont which consists of:

- Medians at Fairview, Osage and Blackburn
- Bulb-outs or curb extensions near Grand and Lyman (both north and south)
- Permanent asphalt speed humps just east of Parkview and just west of Clayton

This plan was reviewed by TaP at their March 11, 2009 meeting. Of the residents at the meeting, nine supported the plan, four opposed it and three expressed reservations about specific elements (drainage impacts, visibility and narrowness). TaP recommended an additional rumble-strip median at Main Street as part of the plan. Staff concurs with the recommendation.

ATTACHMENTS

Meeting Minutes – March 11, 2009 TAP Commission
Exhibits 1 thru 7

**Transportation and Parking Commission Meeting
March 11, 2009**

File #02-09 Claremont Drive - Main St. to Fairview Ave., Permanent Traffic Calming Designs - Mr. Millette provided a recommendation for permanent traffic calming along Claremont between Main and Fairview. After the installation of the temporary speed humps, various traffic counts, and neighborhood feedback, he stated staff made a determination to use a combination of speed humps, island medians, and bulb-outs. Mr. Millette walked the commissioners through the proposed traffic calming devices, starting at the west end of the project, noting that the resident comments were considered and steps were taken so as not to divert traffic onto adjacent roadway networks.

Mr. Millette indicated that staff would prepare construction plans for bidding this year with the project estimated to cost about \$60,000. A complete resurfacing would take place in 2010 and all bulb-outs created would be filled with top soil and sod. Some minor drainage work would also take place. Per the village forester's recommendation, small dwarf-type trees can be planted in the barrier medians on either side of Osage. As to the area of Fairmont and Lyman, Mr. Millette noted that it was an area where the speed reduction was the least as compared to previously. Yield signs were being considered at the north and south legs of the project.

Police enforcement statistics were confirmed for 2008.

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

Mr. Bob Claes, 814 Claremont, pointed out his home and discussed the challenges of pulling out of his driveway and wanted to know the control of westbound traffic on Claremont once the bulb-out was to be installed. He voiced his reservations about the installation and measurements of the street.

Mr. Don Apel, 800 Claremont Drive, was initially opposed to the proposal, but after reviewing the information before him, he supported the proposal.

Mr. Charles Ivers, 7113 Osage, asked if staff considered adding additional stop signs at Lyman and along Claremont at various intersections. He also asked about making turns around median barriers.

Ms. Diana Pell, 800 Claremont Drive, asked if the same proposal was done anywhere else in Downers Grove, which the chair indicated not to such extent. She shared concerns about motorists passing her on the right and continuing to do so after the installation of the calming devices. She asked if there was ever future potential for a stop sign at Claremont and Fairview or a stop light at Main and Claremont.

Mr. David Fisher, 850 Claremont Drive, supported staff's proposal and asked when construction would begin. Mr. Millette estimated bids going out possibly in May 2009.

Mr. Charles Iris, 1306 _____, asked if Claremont would be resurfaced.

Mr. Bart Davis, 507 Claremont, inquired about the height of the curb build-out and was concerned about drainage. Mr. Millette responded that the storm sewer in that area would be extended and an inlet would be added to the west side to address the drainage of water.

Ms. Nancy McGregor, 7204 Grand Avenue, believe the village was setting itself up for car repairs, since she witnessed cars bottoming out. She did not favor the dwarf trees. She also questioned how many of the tickets were issued on Claremont when the speed humps were installed.

Ms. Lisa Woodman, 500 Claremont Drive thanked staff for the proposed plan.

Mr. Clarence Rak, 823 Claremont Drive, has not seen any increase in speeding since the time he moved into his home 15 years ago. He was concerned about safety around the S-curve. He did not support the proposal.

Michele York, 418 Claremont Drive, supported the proposal and commended staff.

Mr. John Wray, 916 Claremont, appreciated staff's work in coming up with an action plan and supported it.

Mr. Jim Wilson, 520 Claremont, also supported the proposal.

Mr. John Kaderabek, 601 Claremont Drive, believed the speed humps would help. He noted that cars would not be able to park by him due to the roadway be constrained. He supported the plan.

A resident inquired if reflectors could be placed in the middle of the street delineating the lines or have reflectors added to the curbs.

Mr. Millette explained staff would evaluate the area based on ambient light.

Mr. Ron Rodi, 425 Valley View Drive, asked if the project was budgeted, to which the Co-Chairman Gress confirmed in the positive but explained the Village Council would determine the final answer. He encouraged the residents to attend the Village Council meeting on this matter.

A resident asked if a calming measure could be added at Claremont and Main, similar to the other one at Fairview. Mr. Millette stated the issue was looked at but possibly a rumble median could be added at a cost of about \$2000.

Mr. John Wray, 916 Claremont, stated there was a downgrade in that area and many people may end up on the median at that intersection. Discussion followed that it may not be feasible based on what was being discussed. Co-Chairman Wendt suggested the consideration be addressed in a motion.

MR. STUEBNER MADE A MOTION TO RECOMMEND THAT THE PERMANENT TRAFFIC CALMING DESIGNS, AS PRESENTED, WITH THE MODIFICATION OF POSSIBLE RUMBLE STRIP AT THE INTERSECTION CLAREMONT AND MAIN STREETS BE CONSIDERED.

MR. SCHILLER SECONDED THE MOTION .

ROLL CALL:

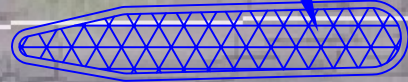
**AYE: MR. STUEBNER, MR. SCHILLER, MR. GRESS, MR. WENDT, MR. SARICKS,
MR. CRONIN, MS. VAN ANNE, MR. BARRY.**

NAY: NONE

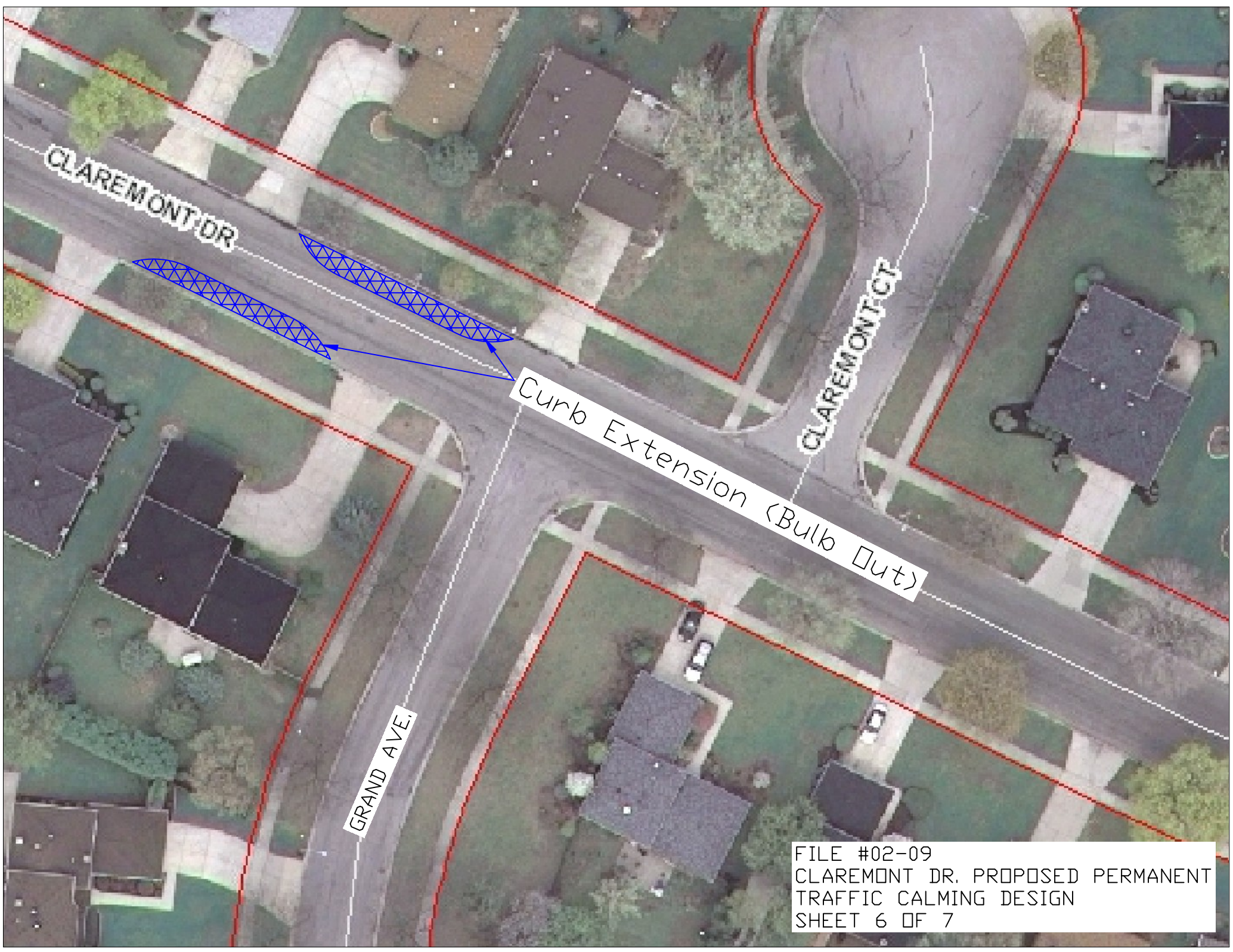
MOTION CARRIED. VOTE: 8-0

BLACKBURN

Barrier Median



FILE #02-09
CLAREMONT DR. PROPOSED PERMANENT
TRAFFIC CALMING DESIGN
SHEET 5 OF 7



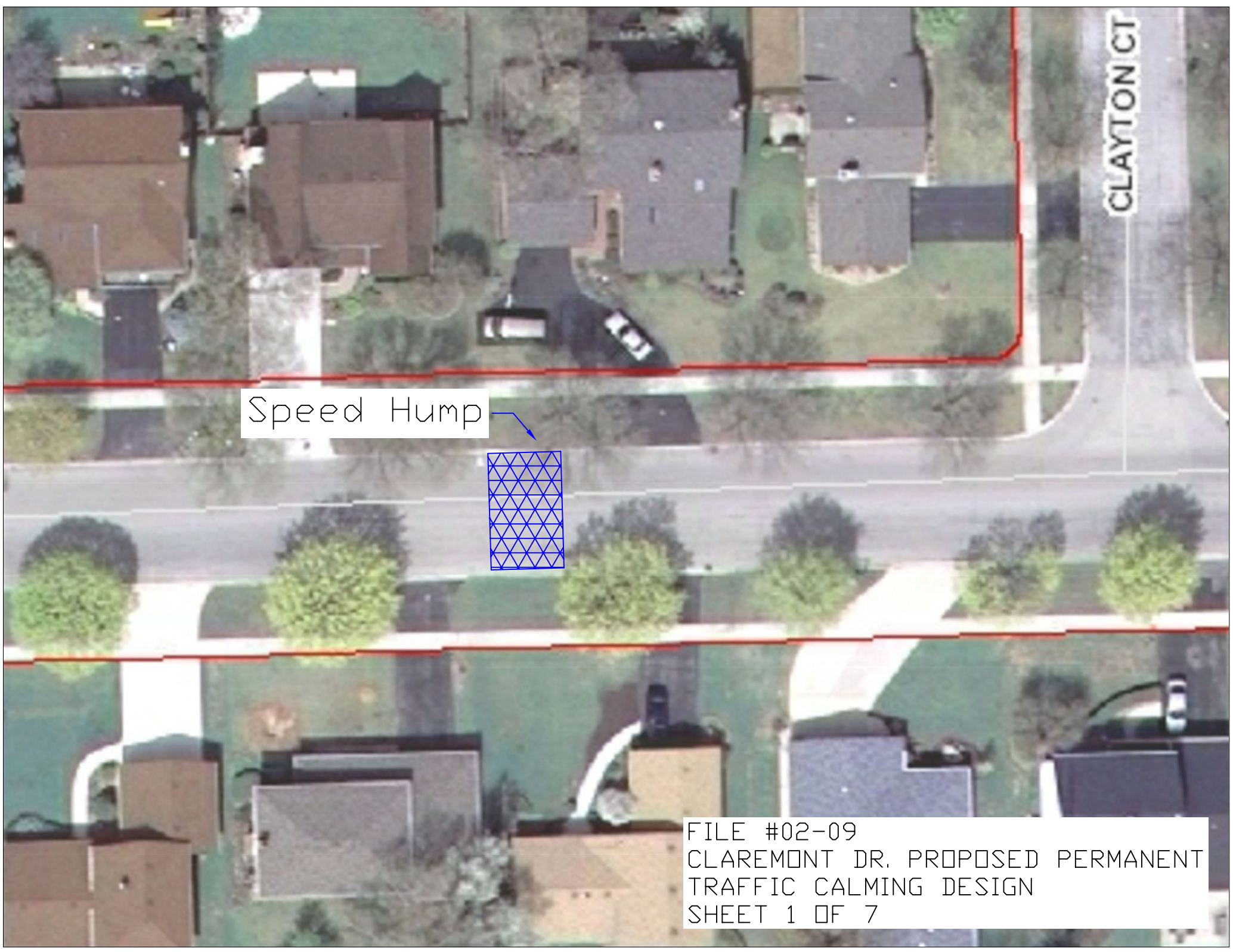
CLAREMONT DR

CLAREMONT CT

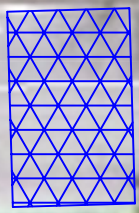
GRAND AVE.

Curb Extension (Bulk Out)

FILE #02-09
CLAREMONT DR. PROPOSED PERMANENT
TRAFFIC CALMING DESIGN
SHEET 6 OF 7



Speed Hump

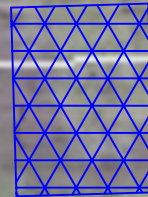


CLAYTON CT

FILE #02-09
CLAREMONT DR. PROPOSED PERMANENT
TRAFFIC CALMING DESIGN
SHEET 1 OF 7

PARKVIEW DR

Speed Hump



FILE #02-09
CLAREMONT DR. PROPOSED PERMANENT
TRAFFIC CALMING DESIGN
SHEET 4 OF 7



LYMAN AVE.

Curb Extension (Bulb Out)

FILE #02-09
CLAREMONT DR. PROPOSED PERMANENT
TRAFFIC CALMING DESIGN
SHEET 3 OF 7



Curb Extension (Bulk Out)

LYMAN AVE.

FILE #02-09
CLAREMONT DR. PROPOSED PERMANENT
TRAFFIC CALMING DESIGN
SHEET 2 OF 7

OSAGE AVE

Barrier Median

Mountable Median

FILE #02-09
CLAREMONT DR. PROPOSED PERMANENT
TRAFFIC CALMING DESIGN
SHEET 7 OF 7

