

**TRANSPORTATION AND PARKING COMMISSION
Minutes**

December 11, 2013, 7:00 p.m.

Council Chambers - Village Hall
801 Burlington Avenue, Downers Grove

Chairman Stuebner called to order the December 11, 2013 meeting of the Transportation and Parking Commission at 7:00 p.m. and led the commissioners in the recital of the Pledge of Allegiance.

Roll call followed and a quorum was established.

ROLL CALL:

Present: Chairman Stuebner, Commissioners Cronin, Saricks, Schiller, Vlcek, Wrobel

Absent: None

Staff Present: Mr. Dorin Fera, Transportation Division Manager

Others Present: Mr. Tom Weiler, 709 N. Maple Ave., Downers Grove

APPROVAL OF OCTOBER 9, 2013 MINUTES

Per a question on the minutes, **Mr. Fera** clarified the length of time it may take for the first phase of the bike/pedestrian projects to be completed under the plan.

**MR. CRONIN MADE A MOTION TO APPROVE THE MINUTES, AS PRESENTED.
SECONDED BY MR. SARICKS. MOTION CARRIED BY VOICE VOTE OF 4-0-2. (ABSTAIN:
MR. SCHILLER, MS. VLCEK)**

PUBLIC COMMENT (non-agenda items) - None

File # 16-13 – Mid-Block Crossing on Carpenter Street at Immanuel Lutheran - Traffic Manager, Dorin Fera, summarized this project resulted out of the sidewalk program where the village was speaking with the church about installing a mid-block crossing from the church to its parking lot. (An aerial photo was referenced.) Due to the consolidation of crossings, **Mr. Fera** explained that by this spring, after signing and striping takes place, two crossings will exist: one crossing to the church and one crossing at Grove Street. All other crossings on the east side will have been removed. **Mr. Fera** elaborated on the various activities that take place at the church, resulting in the mid-block crossing.

Mr. Fera also discussed that in conjunction with the above project, this particular section of Carpenter Street was also a pick-up location for Hillcrest School and he was working to install a paved pick-up bus area for students riding to Hillcrest School. Per a question, the ADA curb cut treatments were currently in place. Some general questions and positive comments followed by commissioners, as well as questions about the mid-block signage to be installed.

A question followed on whether warrants for the pedestrian crossing existed and how staff addressed/evaluated the requests for mid-block crossings in general.

A motion was entertained by **Chairman Stuebner**.

MR. WROBEL MADE A MOTION TO APPROVE THE DESIGNATION OF AN EAST-WEST “MID-BLOCK PEDESTRIAN CROSSING” LOCATION AT APPROXIMATELY 5211 CARPENTER STREET, FOR PEDESTRIAN CROSSING ACTIVITY, WITH PROPER PAVEMENT MARKINGS AND SIGNAGE.

MR. CRONIN SECONDED THE MOTION.

MOTION CARRIED BY VOICE VOTE OF 6-0.

File # 17-13 – Fairview Ave. / Maple Ave. Traffic Study – Project Overview - **Mr. Fera** reported this traffic study was posted on the village’s web site and resulted out of the reconstruction of Maple Avenue that was planned for next spring between Fairview Ave and east of Cumnor Rd. He summarized how the study was looked at by the village’s engineering consultant, who looked at the entire area (after reviewing the village’s 2011 comprehensive plan), and arrived at design recommendations for the area which were included into the analysis. As a result, **Mr. Fera** said the study reflects some short-term and long-term possibilities and takes into consideration what Fairview Ave and Maple Ave could look like. He explained the benefits of the study, pointing out that the DuPage County’s Department of Transportation (DuPage DOT) was already working on 55th Street, and there was the possibility of removing some traffic from Maple and diverting it via Fairview Ave, then to 55th Street. Details followed.

Mr. Fera referenced the short-term changes in the study that could be done to Maple Avenue in the interim, citing that for tonight’s discussion, the commissioners could focus on the roadway portion of Maple Avenue and some of the changes that could be considered, such as more room for westbound left-turners at Fairview Ave, better definition of the curb and gutter areas, and a potential bike lane. The question **Mr. Fera** posed to the commissioners was whether they wanted to consider install parking in lieu of bike lanes on that section of street, east of Fairview. He noted that there appeared to be ample internal parking on the north side. Additionally, he pointed out that if the village increased its car storage length on Maple Ave to 360 feet from Fairview Ave to Wilcox Ave versus the current 110 feet, it would better separate the left-turn drivers from the through drivers at the intersection. **Mr. Fera** reiterated that the design before the commissioners was not the ultimate design, but a reasonable approach given the right-of-way limitations and adjacent land uses.

Turning to Exhibit A-12 in the commissioners’ packets, **Mr. Fera** referenced some of the design concepts that have already been applied, to the Maple Ave/Fairview Ave Study area under discussion, explaining that the changes would open up the neighborhood to future development between Rogers and Burlington, as well as carry/separate east-west traffic into two different routes versus one.

He encouraged the commissioners to go through the information and analyses. Per a question, **Mr. Fera** explained the signal coordination concept for the Fairview/Maple Avenue intersection: traffic will come from 55th Street to Hill, to Second Street, and then to Maple Avenue. He agreed the detail would have to be reviewed carefully up to Lincoln Avenue and that a well-coordinated improved timing system should be considered for the section.

Mr. Fera expected that engineering meetings for the Maple Avenue topic would begin some time in January 2014, followed by a village planned meeting in February covering the separate Neighborhood Traffic Study #3 (between 55th, Fairview, Ogden and Williams), followed by a refined recommendation in April, 2014 at this Commission. The Village Council will receive this presentation in May, 2014. Asked what type of development was envisioned for the vacated

areas of Maple and Burlington, **Mr. Fera** indicated that development information could be found in the village's Comprehensive Plan. Responding to a question about access, he pointed out that Exhibit A-12 depicted potential alignments for the area. Challenges to sections of Rogers Street were also mentioned.

Mr. Wrobel raised dialog regarding the Village of Westmont's curb improvements to Maple Avenue, which he personally considered as an arterial road, and questioned how the Village of Downers Grove planned to treat its portion of Maple from Cumnor to Fairview Avenue. He expressed the challenges that came with Maple Avenue in general. **Mr. Fera** agreed there were various challenges and explained that the village was trying to convert portions of Maple Avenue to be a lesser street through re-design, such as changing the wide-open look with the addition of trees and/or medians.

Asked if the consultant considered a traffic circle for the intersection since it was near the train and it was being widened, **Mr. Fera** did not recall it being considered.

Ms. Vicek referenced staff's report and the mention of congestion around Second Street and Fairview with traffic heading south to 55th Street and the fact that the lane diminishes to one lane. She asked how staff planned to address that. **Mr. Fera** reported that the configuration will reflect a different cross section that will be striped; he shared some of the details. Asked if the bike lane that was not going through on Maple was still a consideration to bring to the neighbors, he stated that the bike lane issue along Maple Ave is still under discussion.

Chairman Stuebner invited the public to speak.

Mr. Tom Weiler, 709 Maple Avenue, Downers Grove, inquired about the Maple Avenue discussion, wherein the chairman informed **Mr. Weiler** of the upcoming engineering meeting that was planned for January and directed him to the information he could take with him.

Although a formal vote was not requested, the consensus of the committee was unanimously in favor of the Fairview/Maple Avenue traffic study recommendations.

NEW BUSINESS

Mr. Fera provided highlights on the following: 1) the 2014 sidewalk program, mainly to focus on gaps; 2) applying for funding under the 2014 Safe Routes to School program for sidewalk gaps near schools; and 3) completing the Phase 1 portion of the DuPage DOT's 55th Street project (details followed).

Referring to sidewalks near schools, **Mr. Wrobel** suggested to consider widening them for school children walking near the 55th and Fairview area to Main Street. **Mr. Fera** agreed and also explained how the county was addressing some of the sidewalk issues being raised, such as changing profiles, reviewing driveways, etc.

Mr. Cronin asked about the status of the installation of turning signs near Avery Coonley Elementary School, to which **Mr. Fera** replied that overall the motorists are generally obeying the posted restrictions. **Ms. Vicek** mentioned she knew of an interested party for the bike path committee, wherein **Mr. Fera** asked that she forward the information to him.

COMMUNICATIONS - None.

ADJOURN

**MR. SARICKS MADE A MOTION TO ADJOURN THE MEETING AT 8:05 P.M.
MR. SCHILLER SECONDED THE MOTION. MOTION CARRIED BY VOICE VOTE OF 6-0.**

Respectfully submitted,

Celeste Weilandt,
Recording Secretary
(as transcribed from MP3 digital recording)