

## **Staff Responses to Council Questions**

### **March 4, 2014**

#### **7. CONSENT AGENDA**

##### **What is the \$600 payment to the US Treasury for (#012755)?**

This is a payment to a vendor (Tacho's Brick Pavers) for snow removal services. The Village was directed to send all payments due to this vendor to the IRS.

#### **8. ACTIVE AGENDA**

##### **A. Ordinance: Amend Chapter 14 of the Downers Grove Municipal Code to Establish Reverse Commuter Parking and Amend Parking Lot Provisions**

*What prohibits persons from purchasing a permit that is not intended for their use (lot R or Reverse Commuter)?*

The Reverse Commuter parking permit is for commuters who ride the train to Downers Grove; staff will require proof that the vehicle is registered outside of Downers Grove. Additionally, parking officers perform enforcement for the use of parking permits and violators could lose permits or be fined as described in Chapter 14. The Police Department performs similar enforcement for the use of Downtown Business Permits to ensure that they are not used as commuter permits.

#### **9. FIRST READING**

##### **A. Motion: Recommend Intersection Design to DuPage County for 55th and Webster**

*Please provide the information and agenda materials including neighbor petitions from previous Village Council consideration of this item.*

The agenda materials and minutes are attached and available online at:

[http://www.downers.us/public/docs/agendas/2012/01-03-12/ORD00-04735\\_WebsterSt.pdf](http://www.downers.us/public/docs/agendas/2012/01-03-12/ORD00-04735_WebsterSt.pdf)

[http://www.downers.us/public/docs/agendas/2012/01-03-12/Council\\_Minutes\\_12-13-11.pdf](http://www.downers.us/public/docs/agendas/2012/01-03-12/Council_Minutes_12-13-11.pdf)

##### **C. Ordinance: Amend the Zoning Ordinance, Chapter 28, of the Downers Grove Municipal Code**

*How many parcels would be affected by amending the language in the R-5 District to permit permit townhouses?*

Under the language, 123 parcels would be affected. A map showing which parcels is attached.

#### **Non Agenda**

*Does Peapod have a liquor license? Can they sell liquor for pick-up?*

No Peapod does not have a liquor license in Downers Grove. They cannot sell alcohol for pick-up at the Downers Grove location.

**Online Comments**

There were no online comments this week.

**ATTACHMENTS**

January 2012 Agenda Materials for 55th and Webster

December 2011 Council Meeting Minutes Regarding 55th and Webster

Map of R-5 Parcels

**VILLAGE OF DOWNERS GROVE  
REPORT FOR THE VILLAGE COUNCIL MEETING  
JANUARY 3, 2012 AGENDA**

SUBJECT:	TYPE:	SUBMITTED BY:
Turn Restrictions – Webster Street at 55 <sup>th</sup> Street	✓ Resolution Ordinance Motion Discussion Only	Nan Newlon, P.E. Director of Public Works

**SYNOPSIS**

An ordinance has been prepared to amend sections of the Municipal Code to permit right turns only on southbound Webster Street at 55<sup>th</sup> Street.

**STRATEGIC PLAN ALIGNMENT**

The goals for 2011-2018 include *Top Quality Infrastructure*.

**FISCAL IMPACT**

N/A

**UPDATE & RECOMMENDATION**

This item was discussed at the December 13, 2011 Village Council meeting. At the request of the residents of Webster Street that petitioned for the road closure, staff reviewed updated vehicle collision data and confirmed that it was consistent with the data cited in the original staff recommendation. Staff recommends approval on the January 3, 2012 Active Agenda.

**BACKGROUND**

During the 2010 Neighborhood Traffic Study in January, 2011, the Village received comments as well as petitions from residents of the Webster Street neighborhood regarding safety concerns due to sight distance limitations at this intersection and cut-through traffic. The residents requested a complete road closure of Webster Street at 55<sup>th</sup> Street.

Staff reviewed this intersection and found the following:

- The sight distance for southbound Webster Street traffic for left, through and right turn movements is less than the minimum recommended.
- Traffic volumes on this street are significantly lower than average for residential streets with 230 vehicles/day.
- Vehicle crashes in the vicinity of the intersection have not been higher than average during the past three years.

To address the sight distance concerns, staff reviewed several alternatives. The alternatives are summarized in the attached report to the Transportation and Parking Commission. Based on the review of the operation of this street, staff recommends permitting right turns only on southbound Webster Street at 55<sup>th</sup> Street. In addition, DuPage County has installed warning signs on 55<sup>th</sup> Street to alert motorists of the approaching intersection at Webster Street.

In 2012, DuPage County and the Village will begin a larger Phase I Engineering study for the future improvement of the 55<sup>th</sup> Street/Main Street intersection. Staff will recommend that the intersection of Webster Street and 55<sup>th</sup> Street is included in the analysis and engineering designs.

This item was presented to the Transportation and Parking Commission on November 16, 2011. The Commission voted 4-0-1 to permit right turns only on southbound Webster Street at 55<sup>th</sup> Street. Staff concurs with this recommendation.

**ATTACHMENTS**

Staff Report and Meeting Minutes – November 16, 2011 Transportation and Parking Commission Ordinance

**VILLAGE OF DOWNERS GROVE**  
**COUNCIL ACTION SUMMARY**

**INITIATED:** Public Works                      **DATE:** January 3, 2012  
(Name)

**RECOMMENDATION FROM:** Transportation and Parking Commission   **FILE REF:** \_\_\_\_\_  
(Board or Department)

**NATURE OF ACTION:**

**STEPS NEEDED TO IMPLEMENT ACTION:**

- Ordinance
- Resolution
- Motion
- Other

Motion to Adopt "AN ORDINANCE RESTRICTING VEHICLE MOVEMENT ON WEBSTER STREET", as presented.

**SUMMARY OF ITEM:**

Adoption of the attached ordinance shall amend turning restrictions on Webster Street.

**RECORD OF ACTION TAKEN:**

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Webster Right Turn Only

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE RESTRICTING VEHICLE MOVEMENT ON WEBSTER STREET**

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 14.52.22. is hereby added to read as follows:**

**14.52.22. Restrictions on Movements of Vehicles from Webster Street onto 55th Street.**

It shall be unlawful for any person driving or operating any automobile, truck or other vehicle to proceed straight southbound or left eastbound on Webster Street at 55th Street. The only permitted movement is a right turn westbound onto 55th Street.

**Section 2.** That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

**Section 3.** 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



VILLAGE OF DOWNERS GROVE - PUBLIC WORKS DEPARTMENT  
TRANSPORTATION AND PARKING COMMISSION  
**ORDINANCE REQUEST FORM**

1. Chapter and Section of the Municipal Code to be amended 14.52.22.
2. Amend text of ordinance requested (including measurements, complete street names (i.e. Avenue, Road, etc.), directions, etc.):

**NEW SECTION ADD:**

**Section 14.52.22. Restrictions on movements of vehicles from Webster Street onto 55<sup>th</sup> Street.**

It shall be unlawful for any person driving or operating any automobile, truck or other vehicle, at any time proceeding southbound on Webster Street to continue through across 55<sup>th</sup> Street or left onto eastbound 55<sup>th</sup> Street; such that the only permitted movement shall be a right turn only onto westbound onto 55<sup>th</sup> Street.

3. Current restrictions at this location. (For example, is there currently a stop sign that is to be changed to a yield sign?)

N/A

4. List of all current ordinances that will conflict with or be affected by the requested ordinance and the requested changes to these ordinances:

N/A

*Please attach this form to the Council Action Summary Sheet.*

**Public Works Staff Report**  
**File # 12-11**  
**Webster Street at 55<sup>th</sup> Street – Safety Review**

**Background**

At the May, 11, 2011 Transportation and Parking Commission meeting, staff summarized the results of the intersection safety and sight distance review, which began following the January, 2011 Neighborhood Traffic Study presentation. Staff stated that the north leg of Webster Street has intersection sight distance issues at 55<sup>th</sup> Street.

At this same meeting, the Commission discussed possible operational and physical options for addressing the intersection safety for Webster Street traffic north of 55<sup>th</sup> Street; however, no formal recommendation was made at that time.

Since the May, 2011 meeting, staff has been reviewing this intersection and adjacent area intersections. In addition, staff met on-site with the DuPage County DOT staff to review the intersection safety issues, to gain concurrence on improvements that the County would support. The DuPage County DOT has agreed to install intersection warning signs along 55<sup>th</sup> St in this area; it has recently been awarded federal funding to complete full intersection improvements at Main Street/55<sup>th</sup> Street. The Village is working with the DuPage County DOT on the design for these improvements and has requested that the scope of the study include the Webster Street/55<sup>th</sup> Street intersection so that the vertical geometry and sight distance issues can be reviewed in more detail.

The neighborhood has re-submitted a petition to close Webster St at 55<sup>th</sup> Street. A petition has been submitted from Summit St residents in support of this action as well. Both petitions are made part of staff's report.

**Summary of Data**

**Traffic Volume** – The traffic volume on this street has been measured within the range of 150 to 250 vehicles per day. Fourteen residential properties have driveway access from this street and staff estimates the predominant users of the street are the local residents themselves. Approximately 75% of the daily vehicles on the street are northbound and 25% are southbound. (See **Figure 1**).

The width of the public right-of-way is 50 feet. The street is approximately 24 feet wide and is constructed with curbs and gutter and public sidewalk on both sides.

The crash data shows that this is not a high accident location, nor is there an identifiable accident problem or pattern. The recorded data at this intersection shows the following crashes have occurred:

- 2009: 0 crashes
- 2010: 2 crashes on 55<sup>th</sup> St- W. of Webster (sideswipes)
- 2011: 1 crash on Webster (parked vehicle); 1 crash on 55<sup>th</sup> W of Webster (rear end)



### **Previously Identified Options**

The following potential improvements to address the concerns about restricted sight distance at this intersection include three alternates that involve changes to turn movements through regulation and signage, and three alternates that involve physical changes to the intersection. These potential improvements are described below and illustrated on **Figure 2**.

**Alternate 1:** Prohibit southbound lefts, thru, or right turns from southbound Webster Street onto 55<sup>th</sup> Street. Allow northbound turns from 55<sup>th</sup> Street onto Webster Street.

**Pros:** Addresses the intersection sight distance deficiency. Maintains access from 55<sup>th</sup> Street to the neighborhood and access for Emergency vehicles to neighborhood via Webster Street and from 55<sup>th</sup> Street. Low cost to implement and modify if needed.

**Cons:** No access from neighborhood to 55<sup>th</sup> Street; would rely on signing and Police enforcement. Could increase backing on the street and turning around in driveways.

**Alternate 2:** Convert Webster Street to 1-way Northbound.

**Pros:** Addresses the intersection sight distance deficiency. Maintains access from 55<sup>th</sup> Street to the neighborhood and access for emergency vehicles from 55<sup>th</sup> Street. Low cost to implement and modify if needed.

**Cons:** No access from neighborhood to 55<sup>th</sup> Street (southbound); would rely on signing and Police enforcement. Residents would have to access neighborhood from 55<sup>th</sup> Street.

**Alternate 3:** Permit southbound right turns only from Webster Street, done with signing and lane striping of pavement.

**Pros:** Addresses the intersection sight distance deficiency for thru and left turn cases. Maintains access from neighborhood to 55<sup>th</sup> Street and access for emergency vehicles to neighborhood via Webster Street and from 55<sup>th</sup> Street. Low cost to implement and modify if needed.

**Cons:** Would rely on striping, signing and Police enforcement.

**Alternate 4:** Right-in-right-out design, done with physical island barrier design. Restrict all Webster Street southbound left and thru movements. Allow right turns inbound from 55<sup>th</sup> Street to Webster Street.

**Pros:** Addresses the intersection sight distance deficiency for thru and left turn cases. Maintains access from neighborhood to 55<sup>th</sup> Street and access for emergency vehicles. Provides physical barriers to access.

**Cons:** Additional right-of-way required. Higher cost to implement, due to physical changes involved. Approval and design support would be required from the DuPage County DOT for this alternate.

**Alternate 5:** Right-In design, done with physical island barrier. Restrict all Webster Street southbound movements. Allow only right turns inbound from 55<sup>th</sup> Street to Webster Street.

**Pros:** Addresses the intersection sight distance deficiency. Maintains access from 55<sup>th</sup> Street to the neighborhood. Provide physical barriers to access.

**Cons:** Higher cost to implement, when compared to Alternate 4. Limits access from Webster Street to 55<sup>th</sup> Street. Approval and design support would be required from DuPage DOT for this alternate. Additional right-of-way potentially required to construct.

**Alternate 6:** Total closure of Webster Street at 55<sup>th</sup> Street, done with physical barrier.

**Pros:** Addresses the intersection sight distance deficiency. Provides physical barriers to access.

**Cons:** Higher cost to implement. Would restrict all access (inbound and outbound) from Webster Street to 55<sup>th</sup> Street; no access for Emergency vehicles from 55<sup>th</sup> Street. Approval and design support would be required from DuPage DOT for this alternative. Backing trucks for routine refuse collection and snow removal operations. Decreased prioritization for snow removal from through street to non-through street.

## **RECOMMENDATION**

At this time staff recommends implementation of Alternate 3, to prohibit southbound through and left turn movements and permit right-turn only movements for southbound Webster Street traffic. This alternate addresses the intersection sight distance deficiency for the thru and left turn movements and maintains access from the neighborhood to 55<sup>th</sup> Street and through access for service, delivery and emergency vehicles to the neighborhood. The change could be implemented quickly without permitting from the DuPage County DOT. If implemented staff would continue to monitor the traffic operation at this intersection and work with DuPage County to improve signage on 55<sup>th</sup> Street.

Staff recommends that the Transportation & Parking Commission forward a positive recommendation to the Village Council that the following be implemented:

- **MODIFY THE EXISTING OPERATION OF WEBSTER STREET AT 55<sup>TH</sup> STREET, IN ACCORDANCE WITH ALTERNATE 3 AS PRESENTED, SUCH THAT SOUTHBOUND WEBSTER STREET APPROACH IS RESTRICTED TO RIGHT TURNS ONLY WITH SIGNAGE AND STRIPING;**
- **REQUEST THAT DUPAGE COUNTY DOT INCLUDE THE INTERSECTION OF 55<sup>TH</sup> ST AND WEBSTER STREET IN THEIR PHASE I ENGINEERING FOR MAIN ST AND 55<sup>TH</sup> STREET IMPROVEMENTS.**

# TRANSPORTATION AND PARKING COMMISSION MEETING MINUTES

NOVEMBER 16, 2011

1. **File # 12-11. Webster Street at 55<sup>th</sup> Street - Follow-up Safety Review.** Traffic Manger, **Mr. Fera**, reviewed a Power Point presentation on the data collection he received regarding the Webster Street at 55<sup>th</sup> Street petition. He reviewed the history of this area, discussed the neighborhood meetings that took place, and spoke about the various traffic counts from the study. A final traffic count was done in November 2011 only on Webster Street which resulted in a finding that the daily average traffic count from the last two traffic counts (September & November) on Webster is 230 cars, which was different from the original data collection due to it being a different time of year and other events going on in town. Speed was about 29 MPH which was in keeping with the neighborhood. Crash data for both streets and the intersection were reviewed.

In addition, **Mr. Fera** addressed the fact that both the DuPage County DOT and the Village of Downers Grove did receive some grant funding for improvements but the county's main goal was to address improvements along 55<sup>th</sup> Street, with focus on intersections such as Main St. and Fairview Ave. to consider providing exclusive left-turn lanes.

**Mr. Fera** recalled at the May (2011) meeting there were six alternative scenarios that were discussed for the area, with three of them being turn restrictions. Staff was recommending Alternative No. 3, an operational change, that included exclusive signage and striping to provide only a south-bound right turn lane off of Webster onto 55<sup>th</sup> Street. Staff felt the alternative would address many of the issues with the intersection and preferred that implementation and observation take place for approximately six to nine months. Staff also requested that a recommendation be made to the county to have the DuPage County DOT include the Webster Street intersection as part of its Phase I Engineering designs.

**Mr. Fera** reminded the Commission that the neighborhood request was for a full closure of Webster Street and Summit Streets. Staff felt a full closure would require many operational changes as well as a lowered priority of snow removal because the street would be treated as a cul-de-sac.

Asked why the retention of the left turn (eastbound 55<sup>th</sup>) into northbound Webster Street would remain prior to addressing the issue of sight distance through the re-design of Main Street/55<sup>th</sup> intersection, **Mr. Fera** explained that the best solution expected would be that the roadway was lowered to reduce the roadway profile but he did not expect that to be addressed by the county. However, he called attention that the eastbound left-turn maneuver onto 55<sup>th</sup> Street was a shorter maneuver and required less gap time versus making a full left-turn out of Webster and onto 55<sup>th</sup> Street. He reported that the data reflected that rear-end accidents were not occurring when encountering eastbound left-turners onto Webster Street because drivers were finding other ways to get to Webster. **Mr. Fera** had no specific turn data on that intersection due to it being the DuPage County DOT's jurisdiction.

**Mr. Wrobel** was concerned about left turners onto Webster due to the proximity of Webster to Main Street and the traffic flowing through the stop signs because they were very quick. He believed drivers would be traveling at higher rates of speed, because of the pressure from traffic, people's schedules, etc. He cited other examples and did not believe staff's study addressed those drivers coming straight across 55<sup>th</sup> Street from the southern part of Webster or those vehicles traveling to Maple.

Responses by staff included that No Turn signage would be installed on Webster St, and that the peak hours of Webster Street are approximately 8:15 AM to 9:15 AM and 5:00 PM to 6:00 PM. Also, the extent of vehicle stacking on both 55<sup>th</sup> Street and on Webster Street was asked. **Mr. Fera** stated from his observations, there was a lot of stacking on 55<sup>th</sup> Street at Main Street. Also, in the peak AM and PM hours, drivers on Webster need to be cautious and look in all directions in order to exit safely from Webster Street. Other questions followed regarding the land grades for both streets, sight lines, and where the money would come from for any physical barriers. **Mr. Fera** stated there was no money anticipated in the 2012 budget for physical barriers.

Should staff's recommendation be forwarded, **Mr. Schiller** asked if the recommendation for the DuPage County DOT's portion be put through in 2012, wherein **Dir. Newlon** explained she was meeting with the county next week to begin the process of hiring an engineering firm for the early part of 2012. Breaking ground, she expected, would be about three years after going through the various governmental agencies. Details followed on what was to be expected up to that time.

**Mr. Schiller** opened up the meeting to public comment:

**Mr. Mike Ruta**, 5405 Webster Street, on behalf of his neighbors on the 5400 block of Webster, prepared a packet of key points which he hoped the commission would consider. He stated it was the neighbors' position, as well as the Public Works Department, that the recommendations did not address the true safety concerns, which were the sight line difficulties and the cut-through traffic. Instead he said it was more of a response to the proposed changes that were going to be made on Washington Street. He restated the cut-through traffic on northbound Webster from westbound 55<sup>th</sup> Street was still a concern, pointing out the data found by the Public Works Department, which supported same. Other concerns included the deficiencies in traffic patterns, increased traffic on Webster Street and the Public Works Department not following through on site/distance measurements for vehicles making a left turn off of 55<sup>th</sup> Street onto Webster Street. He stated the safety problems alone resulted in the inadequate sight lines and justified the neighbors' request for a dead-end.

**Mr. Ruta** further cited other communities which had streets along 55<sup>th</sup> Street which were, basically, closed off due to cut-through traffic. He pointed out the fact that he reached out to surrounding residents and discussed with them the idea of blocking off Webster Street. Surrounding residents on Summit Street between Washington and Main agreed with his neighbors as well as residents along Main Street between 55<sup>th</sup> and Summit. **Mr. Ruta** stated that the residents' petition did meet all of the requirements of the village's Road Closure Policy. Lastly, he reported that should the commission and village council support the street closure, the residents agreed to fund the closure construction through an SSA (Special Service Area).

**Mr. Schiller** stated the PowerPoint presentation indicated that the 24-hour traffic volume had only 230 vehicles and that there had not been a large increase in vehicle volume since the other plan was implemented. Wherein, **Mr. Fera** responded that this matter was discussed at staff level and staff agreed that the original data from the first counts were not indicative of the actual traffic and the 230 figure was more representative of what was occurring currently. However, **Mr. Fera** did not believe traffic from the east was shifted westward to Webster. He stated the October 2010 traffic count was the "soft" number, while the counts in 2011 were more solid. Also, he pointed out the fact that it was a "snapshot" of the area at the time and date and, other factors, such as construction, could change the numbers.

Regarding the safety issue and the left turn issue, **Mr. Schiller** pointed out there were no crashes in 2009; there were two in 2010; and two incidences in 2011. He queried staff

as to how the intersection under discussion compared with other areas, wherein **Mr. Fera** stated it had a very low number as compared to other locations in town.

**Ms. Vicek** asked **Mr. Ruta** if he and his neighbors were prepared that a street closure would affect access for safety vehicles, snow plows, etc., to which **Mr. Ruta** responded positively and believed the street would only be affected in severe weather. As to emergency vehicles, he and his neighbors spoke among themselves and he assumed that the emergency vehicles could “handle making it through the city and the one-way streets,” etc. He and his neighbors did discuss that if parking was limited to one side of the street, it would be more than enough room for vehicles to back up. He and his neighbors understood the ramifications.

**Mr. Cronin** raised the question on whether the Commission could close a street thru Public Works only, without the consultation of the Police and Fire Departments and that possible liabilities existed to the village. **Dir. Newlon** responded that she was not too concerned about emergency vehicles since the village already had streets with similar configurations. Details followed on how various service vehicles already handled such streets. **Mr. Cronin** stated he wanted input from the police, fire, and emergency departments.

**Mr. Wrobel** discussed his observations seen in the Village of Cicero where streets were turned into one-way streets using a right-turn out to a main street only. He believed it could be a compromise for the residents and the service vehicles. A dialog followed on this suggestion.

However, **Mr. Ruta** pointed out that if the above suggestion was used, the house that sits on the east corner of Webster and 55<sup>th</sup> Street posed a sight line concern.

**Ms. Vicek** asked if time restrictions could be placed on Webster to restrict traffic volume during peak traffic hours, wherein **Mr. Fera** stated all of the turns off of Webster could be restricted but those on 55<sup>th</sup> Street would have to be agreed to by the county. Furthermore, **Mr. Fera** reported it could be done but it is not preferred due to the fact that sight line issues deficiencies are not tied to the traffic volumes, and happen every time a vehicle from Webster Street tries to access 55<sup>th</sup> Street.

**Mr. Jason Hagen**, 5417 Webster, stated that the fire station was a block away from Webster and he did not see any concerns with emergency access to the block. As to installing the restrictive signage, he asked how the signage would be enforced and questioned its effectiveness. He cited the points made by **Mr. Ruta** and the street's existing deficiencies.

**Mr. Cronin** did not believe there was any liability with unsafe conditions anywhere, which was why he wanted to hear from the other emergency departments.

**Mr. Schiller** summarized that he believed it was necessary to move from the least invasive approach to the most drastic. He personally supported staff's Alternative No. 3 as stated, with the understanding that the village did not know what the DuPage County DOT was going to do in the future. He did not support closing a street until there was more input and more study.

**Mr. Kevin Osterman**, 5406 Webster, did not see much difference with Alternative 3 as to what already existed. He questioned the collected data regarding speed on Webster and where the data locations were located. **Dir. Newlon** clarified the speed was in the 85<sup>th</sup> percentile speed, explaining that all vehicles traveling on the street were traveling less than the 29 MPH. It was not the average speed. **Mr. Fera** responded that data was collected at mid-block locations.

**Mr. Don Schultz**, 5400 Webster, discussed the petition and the unanimous decision that his block of residents and another block supported. He discussed the near misses his neighbors voiced when presenting them with the petition, the difficulty of making a right turn out of Webster Street and the backed up traffic on 55<sup>t</sup> Street. He supported signage changes or pork-chops in the future.

A resident asked whether other municipalities were contacted regarding their own experience with road closures, i.e., whether the results proved positive or negative.

**Mr. Wrobel** asked **Mr. Ruta** about the location of the property on the west side of Webster next to 55<sup>th</sup> Street and the sidewalk location, to which **Mr. Ruta** stated it was not similar to the property at the east corner and he was not sure of the position of the sidewalk.

**Mr. Cronin** closed by commenting that due to lack of money, the village could not construct any physical barriers. He asked staff why it did not consider Alternate No. 2. **Mr. Fera** responded that the one-way direction would, again, create similar issues as Alternate No. 1 with no southbound access to 55<sup>th</sup> Street, and that Alternative 3 would address all of the issues and the accessibility to the neighborhood. **Dir. Newlon** also agreed that with Alternative No. 1, most of the neighbors already avoided the Webster and 55<sup>th</sup> Street intersection and travelled northbound to avoid same. Making the street one-way would force the residents on that street to go through 55<sup>th</sup> Street and they would not have the option of going to Webster from the north. One-way streets are very difficult to control as far as vehicles not seeing the restrictive signs and causing head-on collisions.

**Mr. Saricks** asked if the commission's decision to approve an alternative affected the county's future plans and whether this matter could be revisited, wherein **Mr. Fera** stated the Commission could always revisit the intersection, during design preparations and even after the county's improvements are done.

Mr. Wrobel invited commissioners to consider Alternate No. 4, given there was a lane restriction on Claremont as one comes off of Fairview, along with a physical barrier. Mr. Saricks noted that Alternative 3, however was basically Alternative 4 without the physical barrier and county-approval was necessary for No. 3 while the village had no money for the physical barrier of Alternative No. 4.

A motion was entertained by Mr.Schiller:

**MR. CRONIN MADE A MOTION TO APPROVE STAFF'S ALTERNATIVE NO. 3, AS PRESENTED. THE VILLAGE WILL COORDINATE WITH THE DUPAGE COUNTY DEPARTMENT OF TRANSPORTATION ENGINEERING STUDY AND SHOULD BETTER IMPROVEMENTS BE MADE AVAILABLE BY THE COUNTY, THE VILLAGE WILL REVISIT THIS LOCATION TO DISCUSS OPTIONS IN THE FUTURE.**

**SECONDED BY MS. VLCEK.**

**ROLL CALL FOLLOWED:**

**AYE: MR. SCHILLER, MR. SARICKS, MR. CRONIN, MS. VLCEK**

**NAY: NONE**

**ABSTAIN: MR. WROBEL**

**MOTION CARRIED. VOTE: 4-0-1**

**Indexes:** Tax Levy Abatement, Tax Levy - 2011

**ORD 00-04729** M. Ordinance: Abate a Portion of the 2011 Tax Levy Related to the General Obligation Bonds, Series 2009  
**Sponsors:** Manager's Office  
**Summary of Item:** AN ORDINANCE ABATING A PORTION OF THE 2011 TAX LEVY RELATED TO THE GENERAL OBLIGATION BONDS, SERIES 2009

ORDINANCE NO. 5245

**A motion was made to Adopt this file. Mayor declared the motion carried.**

**Indexes:** Tax Levy Abatement, Tax Levy - 2011

**ORD 00-04730** N. Ordinance: Abate a Portion of the 2011 Tax Levy Related to the General Obligation Bonds, Series 2010  
**Sponsors:** Manager's Office  
**Summary of Item:** AN ORDINANCE ABATING A PORTION OF THE 2011 TAX LEVY RELATED TO THE GENERAL OBLIGATION BONDS, SERIES 2010

ORDINANCE NO. 5246

**A motion was made to Adopt this file. Mayor declared the motion carried.**

**Indexes:** Tax Levy Abatement, Tax Levy - 2011

**ORD 00-04731** O. Ordinance: Abate a Portion of the 2011 Tax Levy Related to the General Obligation Bonds, Series 2010B  
**Sponsors:** Manager's Office  
**Summary of Item:** AN ORDINANCE ABATING A PORTION OF THE 2011 TAX LEVY RELATED TO THE GENERAL OBLIGATION BONDS, SERIES 2010B

ORDINANCE NO. 5247

**A motion was made to Adopt this file. Mayor declared the motion carried.**

**Indexes:** Tax Levy Abatement, Tax Levy - 2011

## **8. First Reading**

**ORD 00-04735** A. Ordinance: Restrict Vehicle Movement on Webster Street  
**Sponsors:** Public Works and Transportation and Parking Commission  
*Nan Newlon, Director, Public Works, said residents of Webster Street initially addressed this issue earlier this year. She displayed a map of the area in question. Residents expressed safety concerns, and problems with cut-through traffic. They requested the closure of Webster. The Transportation and Parking Commission (TAP) discussed the request at its May and November meetings. She reviewed their findings, which found Webster to be in the average range in terms of number of vehicles, speed, and accident rate. Alternate solutions were presented. Staff recommends turning restrictions on the street. Warning signs have been installed. Constructing physical barriers would have to go through the County because of the narrow County right-of-way at 55th Street. Turning restrictions will allow only right turns.*

*Ms. Newlon further explained that in early 2012 the County and Village will conduct an*

engineering study of the intersection of Main Street and 55th Street to determine lane widening at that location. Ms. Newlon added that staff's recommendation was reviewed by TAP at its November meeting.

Mayor Tully noted that he owns property within 100 feet of this intersection.

Commissioner Neustadt said that the Council has received many respectful comments from the residents in this area. It is important to note that there will be work conducted with the County for a full intersection analysis for intersection improvements.

Ms. Newlon said the study will start in the spring and will probably take a year.

Commissioner Rheintgen thanked staff for providing more information regarding the sight distance. She noted that this is a short length of Webster and involved only about 12 houses. She thought 230 cars seemed significant.

Commissioner Schnell stated that the first step is to try signage. The key is enforcement. Letting the neighborhood know about this is very important.

Commissioner Barnett asked whether the Village looked at turns into Webster. Ms. Newlon said it did, and it is below the design standard for turn movement. Commissioner Barnett added that he agrees traffic is big for this area, and is cut-through traffic. He gets frustrated with this type of situation, and understands the concerns of the neighbors. He said closing the street would reduce traffic, and would likely improve that neighborhood as a residential neighborhood. He is an advocate, and will continue to be, for a general Village-wide philosophy to try and eliminate cut-through traffic with physical barriers. There are signs posted all over, and drivers still ignore those. He drives down Maple and always sees people cutting into the side streets. He doesn't see why the Village would want people turning into Webster Street. He is disappointed with the recommendation, and he thinks they should be pursuing closure of Webster, and any other streets that residents think would be acceptable. He would hope to revisit this some day, as it doesn't seem to him that this is enough.

The Mayor repeated that he owns property within 100 feet of the affected portion of Webster. It is clear that something had to be done about the sight issue. There are numerous stretches of street in town where people feel the same way. The Mayor said the proposal shows recognition of the problem, and a stipulation to address it and engage in further analysis. He noted that if you close one cut-through street, everyone moves to the next street. It is a Village-wide issue. He is fully cognizant of the issue, and it has been experienced in many parts of town. He believes they must be objective in reviewing this. Mayor Tully said this is a good start, and no one will forget about this. He thanked the people on Summit and Mackie for their communication with the Council. They represented the area well. He agrees something needs to be done and is mindful of competing interests.

Commissioner Rheintgen said that making a right on Webster going west-bound is the only way to avoid sight restrictions.

Ms. Newlon said that restricting left turns onto Webster from 55th Street would require study and approval by the County, and she reminded everyone that the County is planning a study of the entire area surrounding the intersection.

Ms. Newlon added that staff is very concerned about cut-through traffic, and is pleased that funding has been received to improve the traffic at 55th and Main Street. In the long term this will have positive benefits.

Commissioner Barnett said that they must ask what is intended for the long-term environment they are creating. He said that neighborhood after neighborhood is concerned. People are



*always bringing up traffic issues to him, over and over. He doesn't think they need to wait to have the County tell the Village what is going on at 55th and Main. There are a lot of tax dollars spent to try and drive people to our downtown area. He asked where all those cars are being placed. It's a question, in his mind, that they cannot answer with Webster. He believes they have to create a philosophy about traffic in the Village and where they will put cars. He will be pressing to discuss these traffic issues over the next year. He doesn't think they need to have the County tell them how to manage Village streets. He is hopeful the Village will keep addressing traffic calming.*

*The Mayor said that the biggest single issue for the Village is the condition of the roads. He hasn't heard anyone suggest doing nothing.*

*Commissioner Barnett responded that the Village is saying it is putting up signs and hoping that the people will pay attention while the Village attempts to enforce them. As Commissioner Rheintgen pointed out they are trying to create an environment knowing that the existing terms permitted under the new signage are still not safe.*

*Mayor Tully replied that they must address the sight distance issue at that location. They start with the simplest solution and see if it works. He is not saying that this is the only way this should be addressed. He is suggesting that they need to be fair and equitable, since this is a Village-wide issue.*

*Commissioner Schnell agreed that this is a Village-wide issue. She referenced a study done in the past between Main and Fairview. She said there was a desire to have certain streets closed to increase safety. However, if you closed one street, the traffic would move to another. It creates a domino effect because each subsequent street then wants enforcement. She agreed that this has to be done equitably, and they should discuss which streets can handle the traffic. This is not an easy, simple solution. She asked how you decide which ones get closed and which ones get more traffic. They need to do something and so they start with signage. If the signage doesn't work they'll move to the next step. She noted that the Village has been wrestling with this for 23 years, and the problem is very difficult to solve.*

*Commissioner Barnett said what he's struggling with is whether it wouldn't be better to push the cars to Main or Washington, rather than on Webster. Mayor Tully responded that they won't be on Main or Washington. They'll move to another side street.*

*Commissioner Waldack said he attended the first TAP meeting on this issue where they said that the next street over from Webster had a traffic count of more than 800 cars in the same time period. He said that the sign will be taking a step and hopefully make it a bit safer. The key is that the County will check into this though he is disappointed that this will take a whole year. This will then go through TAP and he feels the solution will be reasonable and will, hopefully, solve the problem. It is incumbent on drivers that use Webster to be careful and to take other routes.*

*Mayor Tully asked what staff anticipates happening after six to nine months.*

*Ms. Newlon said that they will establish a checkpoint, they will review pertinent data, touch base with TAP and neighbors and check in with the County. If the simplest approach doesn't work, they will need to take additional steps. She said that this will be included in the report to TAP.*

*Mayor Tully asked if there are any other situations where installation of a sign worked.*

*Commissioner Neustadt said that a resident told him that there were more crashes than reflected in the documents. He suggested looking at the crashes on 55th Street, rather than on Webster.*

*Mike Ruta, 5405 Webster Street, said he was present on behalf of the residents of Webster Street.*

*He said they prepared an informational packet representing two years of work between the residents, Village, Public Works and others. They are unique. He noted that they are the only street between Main and Washington Streets. He referenced key factors supporting their petition and request for a closure of Webster Street at 55th Street. He reviewed the points made in the informational packet. Mr. Ruta said that based on the sight distance problem alone, the residents feel closing the street is justified. They believe 75% of the traffic is moving northbound. There are 14 houses on Webster, with two cars per house, two trips per day, which comes to about 60 cars. He noted that the majority of the traffic on the street is cut-through. Every one of the residents on Summit Street supported the closure, as did residents on Washington and Main Street. He noted that the request meets the Downers Grove Road Closure Policy. Clarendon Hills, Westmont and Hinsdale have all closed streets which are adjacent to the main through street leading into their downtown areas. He said that residents have documented that it is unsafe to turn off of Webster, and he asked about the objective criteria needed to determine if the sign is successful. Mr. Ruta said that they have talked with DuPage County representative John Loper. He said changes were in the works for the area, but have been pushed back. Mr. Ruta thanked the Council for listening and hoped that the concerns of the residents are taken seriously.*

*Mayor Tully noted that this issue will be on the January 3, 2012 Agenda.*

**Indexes:** Turning Restrictions

**MOT 00-04670**

**C. Motion: Accept Downtown Parking Study**

**Sponsors:** Public Works

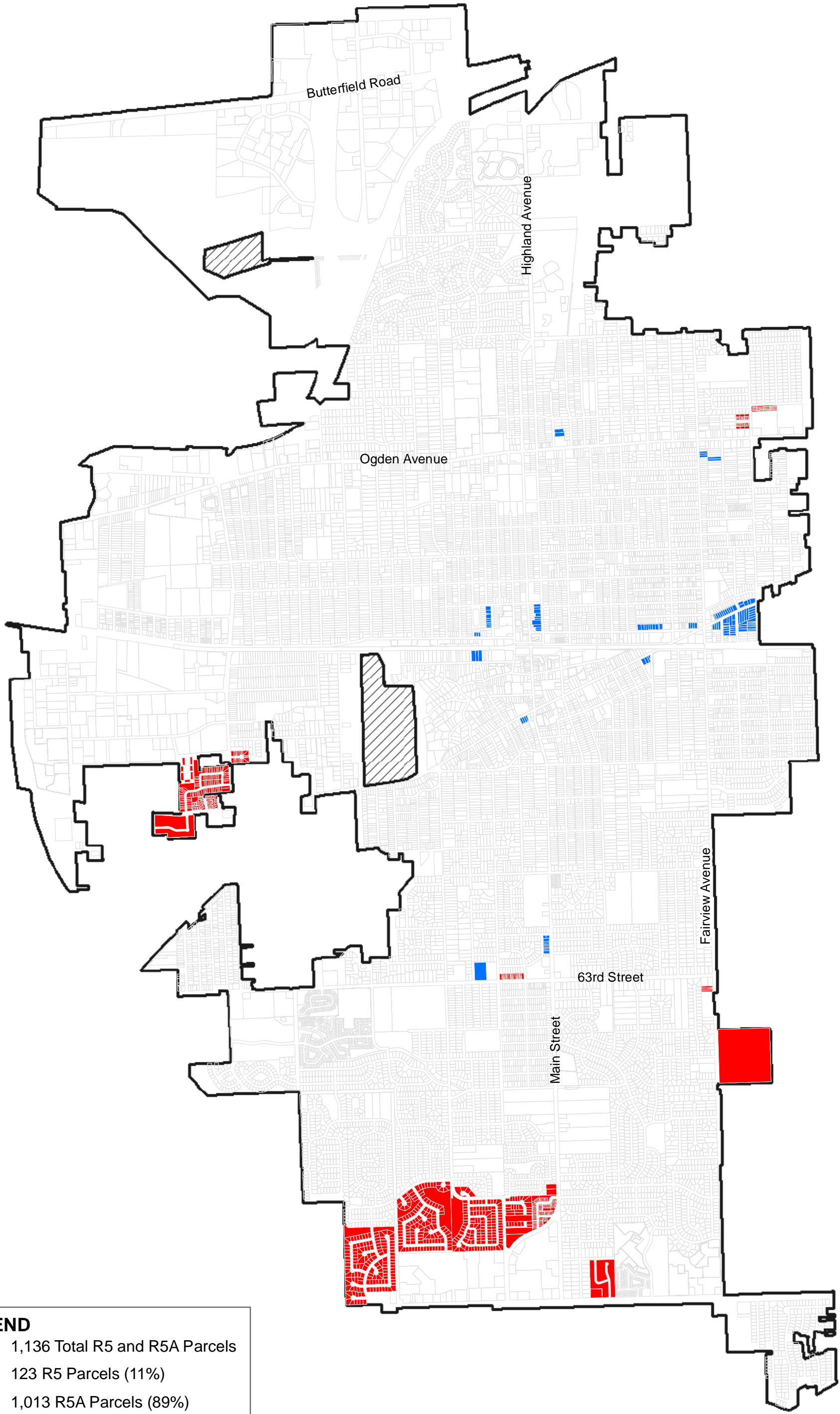
*Village Manager Dave Fieldman noted that acceptance of the Parking Study does not approve or disapprove any element of the Study or any recommendation.*

*Ms. Newlon said that this Study was one of the Strategic Plan projects for 2011. She said she would provide parking system information, background on the parking study, and will focus on the findings and recommendations.*

*Ms. Newlon said there are currently over 4,000 parking spaces in the downtown area, 911 commuter parking spaces, 1,237 shared-use spaces for 2-4 hour time periods, 1,524 single-purpose spaces on private business property, and 400 residential parking spaces. Regarding commuter parking, the numbers and rates are controlled by agreements with BNSF & Metra, and she showed an exhibit of the five lot locations. Financially, 85% of the revenue from the parking fund is generated from commuter parking permits and daily use fees, with the remainder from parking tickets and fines. She said 100% of the parking fund revenue for capital projects comes from Metra as well as from commuter parking permits and fees. She reviewed Metra's contributions and obligations for parking assistance.*

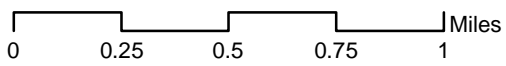
*Ms. Newlon said that in May 2011, the Village contracted with Rich and Associates to conduct the Parking Study, analyze the existing situation and make recommendations based on best practices. They compared the current parking demand based on use and turnover, to the build-out of the downtown area. Public input was obtained through a Steering Committee, surveys, interviews and the TAP Commission. Findings are available on the Village's website.*

*Ms. Newlon said that when parking is 85% occupied, drivers tend to think of it as difficult. During peak times, Monday through Friday, midday, shared-use parking is at or over 85% capacity. In the parking deck, there is an average occupancy of 90%. Commuter parking areas are at almost 100% capacity. There is a limited availability for future development. The shared use/single purpose parking ratio is less than optimal and single purpose parking is underutilized. The mix of 2, 3 or 4-hour parking times is good; however, there was a need expressed for strategically placed short-term spaces to facilitate short trips. She said that Library patrons' feedback indicates that parking is inadequate. More Handicapped spaces are*



**LEGEND**

- 1,136 Total R5 and R5A Parcels
- 123 R5 Parcels (11%)
- 1,013 R5A Parcels (89%)



**R5 and R5A Parcels**

