

VILLAGE OF DOWNERS GROVE
Report for the Village Council Meeting
12/13/2016

SUBJECT:	SUBMITTED BY:
Proposed Revisions to Various Traffic and Parking Regulations	Nan Newlon Director of Public Works

SYNOPSIS

An ordinance has been prepared to amend various sections of Chapter 14 of the Municipal Code concerning traffic and parking regulations including the:

- Temporary suspension of regulations,
- Deletion of references for the parking lot at Main and Maple,
- Modifications to parking restrictions on Loomes Ave and Bates Pl, and
- Conversion of Yield signs to Stop signs.

STRATEGIC PLAN ALIGNMENT

The goals for 2015-2017 include *Exceptional Municipal Services*.

FISCAL IMPACT

N/A

UPDATE & RECOMMENDATION

This item was discussed at the November 22, 2016 and the December 6, 2016 Village Council meetings. Per council discussion, section 14.4 has been removed for further consideration at a future meeting. This approves the remainder of the ordinance that was presented on December 6, 2016.

BACKGROUND**Temporary Suspension of Regulations, Section 14.4**

This proposed amendment to Section 14.4 would allow the Village Manager to approve the suspension of traffic regulations in Chapter 14 for up to 180 days, with one extension of an additional 180 days. In the case of construction there are instances where temporary modifications to traffic regulations are necessary for more than the sixty (60) days currently provided by the Village Code.

Deletion of References to the Village Parking Lot at Main Street and Maple Avenue

All references to the Main and Maple lot are being removed as this parking lot no longer exists.

Temporary No Parking Restrictions between the hours of 8:00 am and 11:00 am on Loomes Avenue and Bates Place

This item was presented to the Transportation and Parking Commission at their meeting on October 12, 2016 in response to resident concerns with Downers Grove South High student parking on Loomes Avenue. Currently there are only parking restrictions on the north side of Loomes Avenue with restrictions on both sides beginning about 600 feet away from Woodward Avenue.

All surrounding streets have parking restrictions as a result of student parking. After staff review, temporary no parking restrictions between the hours of 8:00 am and 11:00 am were implemented on Loomes Avenue and Bates Place.

This item was presented to the Transportation and Parking Commission on October 12, 2016 and the Commission voted 6-0 to approve this action.

Conversion of Yield Signs to Stop Signs, Phase 1

This item was presented to the Transportation and Parking Commission at their meeting on October 12, 2016 in response to resident concerns with traffic control at various locations. Concerns are related to noncompliance and disregard at locations under yield control. The Village of Downers Grove Police Officers have also provided input regarding the difficulty of enforcing yield sign violations.

The Village has been replacing yield controlled intersections with stop controlled intersections as it has conducted neighborhood traffic studies with positive results. This modification to the Code would expedite this process and allow for the establishment of consistent Stop control, making streets in the Village friendlier for inexperienced drivers and drivers unfamiliar with the area. Additional communities including Mount Prospect have followed the same practice with positive results.

This item was presented to the Transportation and Parking Commission on October 12, 2016 and the Commission voted 6-0 to approve this action.

Staff plans to implement these sign changes in Phases, as time allows and as signs are replaced to improve retroreflectivity.

ATTACHMENTS

Ordinance

Exhibit

Meeting Minutes – October 12, 2016 TAP Commission

VILLAGE OF DOWNERS GROVE COUNCIL ACTION SUMMARY

INITIATED: Public Works **DATE:** December 13, 2016
(Name)

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

NATURE OF ACTION:

- Ordinance
- Resolution
- Motion
- Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to Adopt "AN ORDINANCE AMENDING CERTAIN TRAFFIC PROVISIONS", as presented.



SUMMARY OF ITEM:

Adoption of the attached ordinance shall amend certain traffic provisions.

RECORD OF ACTION TAKEN:

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ORDINANCE NO. _____

**AN ORDINANCE AMENDING CERTAIN
PARKING AND TRAFFIC REGULATIONS**

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 14.63 is hereby amended to read as follows:**14.63 Isolated yield right-of-way signs.**

On the basis of traffic investigations at the below named intersections, it is found that traffic conditions warrant preference to traffic as indicated and that the enumerated streets should be designated as "yield right-of-way entrances".

* * *

~~Coralberry Lane. At the northeast corner of the intersection of Coralberry Lane and Downers Drive, regulating westbound traffic on Coralberry Lane.~~

* * *

~~_____ Drove Avenue. At the northeast corner of the intersection of Belle Aire Lane and Drove Avenue, regulating westbound traffic on Drove Avenue.~~

* * *

Saratoga Avenue. At the northwest and southeast corners of the intersection of ~~39th Street and Saratoga Avenue and 67th Street and Saratoga Avenue~~, regulating northbound and southbound traffic on Saratoga Avenue.

* * *

~~_____ Venard Road. At the northwest corner of the intersection of Venard Road and 35th Street, regulating southbound traffic on Venard Road.~~

* * *

Section 2. 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:

* * *

Coralberry Lane. At the northeast corner of the intersection of Coralberry Lane and Downers Drive, regulating westbound traffic on Coralberry Lane.

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* * *

Drove Avenue. At the northeast corner of the intersection of Belle Aire Lane and Drove Avenue, regulating westbound traffic on Drove Avenue.

* * *

Saratoga Avenue. At the northwest and southeast corners of the intersection of 39th Street and Saratoga Avenue, regulating northbound and southbound traffic on Saratoga Avenue.

* * *

Venard Road. At the northwest corner of the intersection of Venard Road and 35th Street, regulating southbound traffic on Venard Road.

* * *

Section 3. That Section 14.85. is hereby amended to read as follows:

14.85. Definitions.

* * *

For all purposes hereof, *Village parking lots* shall be designated as follows:

~~———The Main Street and Maple Avenue Parking Lot shall be the Village parking lot situated at the northeast corner of Main Street and Maple Avenue.~~

* * *

Section 4. That Section 14.98 is hereby amended to read as follows:

14.98 No parking zones-Generally.

No person shall park or let stand, any automobile, motor vehicle or other vehicle at any time in any of the following locations:

* * *

~~———*Loomes Avenue*, on the south side, from the east line of Woodward Avenue to a point one hundred twenty five feet east of the east line of Woodward Avenue.~~

* * *

Section 5. That Section 14.108. is hereby amended to read as follows:

14.108. Parking places reserved for disabled persons.

(a) The following off-street locations shall be designated as parking reserved for disabled persons:

* * *

~~The Main Street and Maple Avenue Lot, as posted (one stall)–~~

* * *

Section 6. That Section 14.103.4. is hereby amended to read as follows:

14.103.4. No Parking--Between 8:00 A.M. and 11:00 A.M., except on weekends and holidays.

No person shall park or let stand any automobile, motor vehicle or other vehicle at any time between the hours of 8:00 A.M. and 11:00 A.M., local time, on any day except Saturday, Sunday and

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holidays, in any of the following locations:

Bates Place, on both sides.

Bunker Hill Circle, on both sides.

Bush Place, on both sides, from the north line of Prentiss Drive to the end of Bush Place.

Camden Road, on both sides, from Concord Drive to Camden Court.

Chicago Avenue, on the south side, from the east line of Washington Street to the west line of Elm Street.

Concord Drive, on the north side, from a point 250 feet east of Bunker Hill Circle to a point 50 feet east of Bunker Hill Circle.

Concord Drive, on the north side, from Stonewall Avenue to Bunker Hill Circle.

Elm Street, on both sides, from Chicago Avenue to Grant Street.

Elm Street, on the east side, from Grant Street to Ogden Avenue.

Grant Street, on both sides, from Elm Street to Stanley Avenue.

Highland Avenue, on both sides, from a point 528 feet south of the south line of 41st Street to a point 1,055 feet north of the north line of 41st Street.

Kensington Place, on both sides, from Wellington Place to Prentiss Drive.

Lincoln Avenue, on both sides, from the east line of Elm Street to the west line of Stanley Avenue.

Lindley Street, on both sides, from the north line of Ogden Avenue to the south line of 41st Street.

Loomes Avenue, on the south side, from the east line of Woodward Avenue to approximately 550 feet east of Woodward Avenue

Oakwood Avenue, on both sides, from the south line of Chicago Avenue to the north line of Prairie Avenue.

Sheridan Place, on both sides, from the east line of Washington Street to the easterly terminus of Sheridan Place.

Sherman Street, on both sides, from the east line of Elm Street to the west line of Stanley Avenue.

Stair Place, on both sides, from the south line of Stair Place to Prentiss Drive.

Stonewall Avenue, on the east side, from a point three hundred feet south of the south line of Oxnard Drive, to the north line of Concord Drive.

Ticonderoga Road, on both sides, from Camden Road to Alamance Place.

Wellington Place, on both sides, from Kensington Place to Stair Place.

41st Street, on both sides, from the east line of Main Street to the west line of Lindley.

41st Street, on both sides, from the west line of Main Street to Forest Avenue.

Section 7. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section 8. That this ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

Mayor

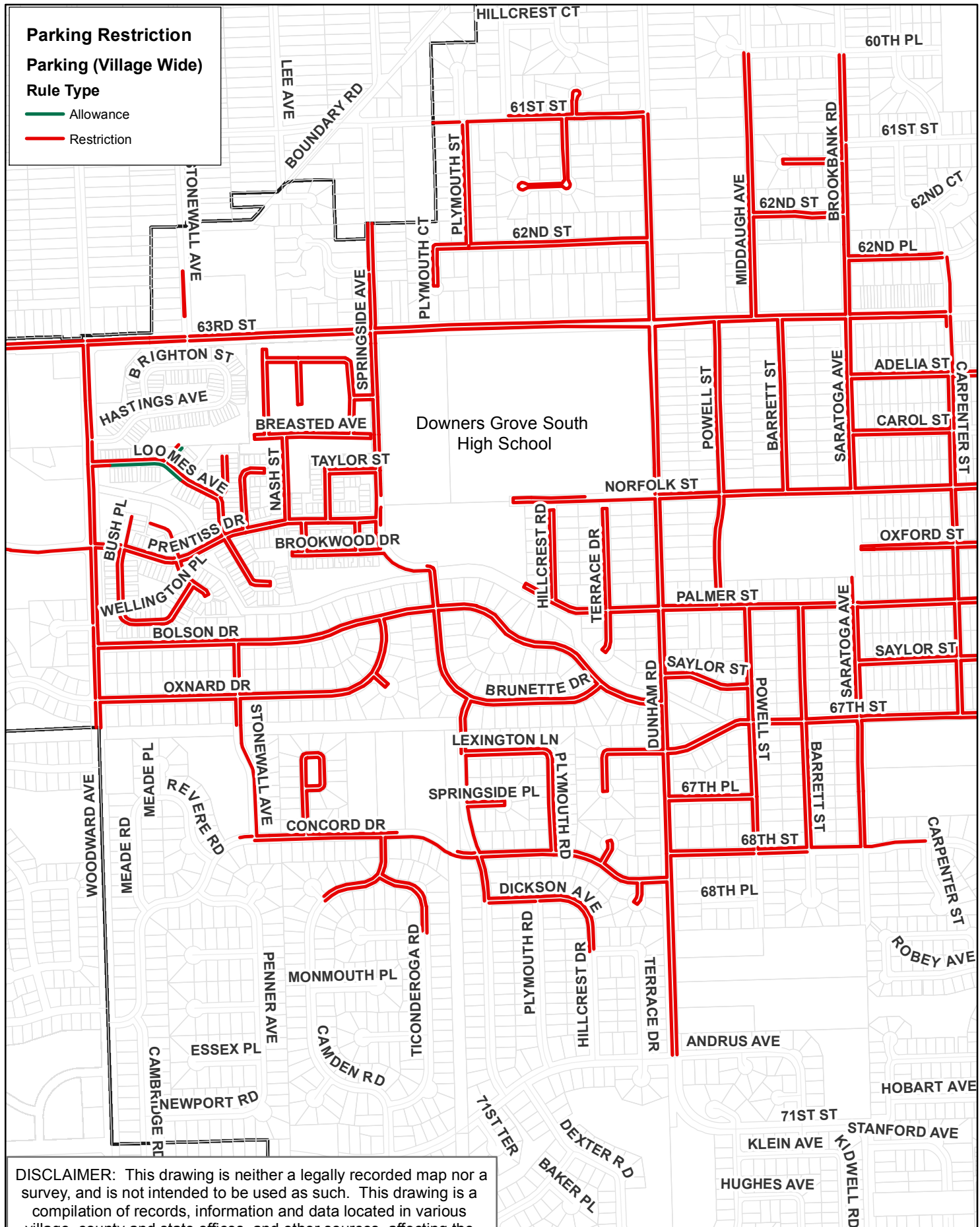
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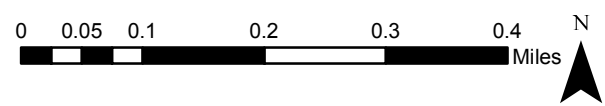
Attest: _____

Village Clerk

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DISCLAIMER: This drawing is neither a legally recorded map nor a survey, and is not intended to be used as such. This drawing is a compilation of records, information and data located in various village, county and state offices, and other sources, affecting the land area displayed and is to be used for reference purposes only. The Village of Downers Grove shall not be responsible for any inaccuracies herein contained. If discrepancies are found, please contact the Downers Grove Information Technology Department.



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TRANSPORTATION AND PARKING COMMISSION
Excerpted Minutes

October 12, 2016, 7:00 p.m.

Council Chambers - Village Hall
 801 Burlington Avenue, Downers Grove

Chairwoman Dunne called to order the October 12, 2016 meeting of the Transportation and Parking Commission at 7:00 p.m. and led the meeting with the recital of the Pledge of Allegiance. Roll call followed and a quorum was established.

ROLL CALL

Present: Chairwoman Dunne, Commissioners Aguzino, Carter, Saricks, Schiller, Wrobel
 Absent: Commissioner Wilkinson
 Staff Present: Public Works Dir. Nan Newlon; Traffic Engineer Will Lorton
 Public: None

File #10-16 Loomes Avenue – Parking Revisions: Mr. Lorton reported that this request was staff initiated due to a resident concern with students parking in the area. There are no parking restrictions currently. A temporary ordinance has been put in place (Sept. 15) and includes restrictions of No Parking 8:00 a.m. to 11:00 a.m. A variety of photographs were depicted on the overhead.

Two residents did contact Mr. Lorton prior to the meeting – one in favor of the temporary ordinance and the other requesting that the signage be revised to Resident Parking Only.

Mr. Lorton explained that a couple of student-related activities took place in the area which the residents voiced concern over: left over garbage, speeding down the street, etc. Furthermore, he explained that the surrounding parking restriction for the area was 7:00 a.m. to 4:00 p.m. but on Kensington it was 8:00 a.m. to 11:00 a.m. to minimize restrictions to the residents. A similar area – Springside and 63rd – was also referenced. Dir. Newlon explained that under the manager’s authority, staff is allowed to implement a temporary restriction up to 60 days to see how the restriction is working. She emphasized that the restriction hours were a “balance” so not to overly restrict the residents.

Further discussion followed. The chairwoman entertained a motion

MOTION BY MR. SARICKS THAT THE TEMPORARY ORDINANCE BE REVISED TO BE PERMANENT PER THE REQUESTS OF THE AREA RESIDENTS AND TO HAVE MORE CONTROL OVER PARKING BY HIGH SCHOOL STUDENTS. PARK RESTRICTION WILL BE 8:00 A.M. TO 11:00 A.M.

SECONDED BY MR. WROBEL. A VOICE VOTE WAS TAKEN.

MOTION CARRIED. VOTE: 6-0

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Present: Chairwoman Dunne, Commissioners Aguzino, Carter, Saricks, Schiller, Wrobel
 Absent: Commissioner Wilkinson
 Staff Present: Public Works Dir. Nan Newlon; Traffic Engineer Will Lorton
 Public: None

File # 11-16 Traffic Control Revisions – Yields to 2-way Stops: Mr. Lorton reported this discussion was based on the previous TAP Commission meeting and he was hoping to get input from the commissioners regarding this policy revision. Mr. Lorton elaborated on how the police department has indicated that yield signs are typically not enforceable because they are subject to interpretation. Therefore, he asked that yield signs not be taken out of the ordinance entirely due to certain conditions, such as a merge condition.

Asked if this would be a village-wide endeavor or reviewed on a case by case basis, Mr. Lorton indicated it would be a village wide-replacement. Asked if the MUTCD had a specific recommendation or endorsed replacing yield signs with stop signs, where feasible, Mr. Lorton did not believe a position was taken; only warrants were required. Mr. Saricks inquired whether there was anything in the warrants that would preclude the yield signs from being replaced by stop signs.

Language from the MUTCD was read by the chairwoman which indicated that considerations for control should be first considered with yield signs because they are less restrictive. And, as Mr. Wrobel pointed out, Mt. Prospect and similar communities were cited as seeing a positive effect when yield signs were replaced with stop signs at an intersection.

Mr. Wrobel then provided his own perspective on stop signs and those drivers who do not necessarily stop at them. Mr. Schiller also provided his take on what the commission heard over the years from residents who requested stop signs be installed on certain corners, thinking they provided a traffic calming effect. Whether they worked or not, Mr. Schiller believed that if other communities experienced a positive impact by replacing the yield signs with stop signs, then the village should also try it.

Citations for yield signs versus citations for stop signs were discussed, as was consideration for taking traffic counts and determining major streets/minor streets, as brought up by Mr. Lorton. Chairwoman Dunne agreed with the policy that many of the locations would improve with stop signs but she also believed it should not be a “blanket” change and stated that certain intersections could be reviewed by staff.

However, discussion followed by Dir. Newlon that staff was trying to change the yield signs into stop signs without coming to the commission for every single location and to put in more “teeth”

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by inserting stop signs instead of yield signs. Dialog turned to those neighborhood areas that were not studied. Someone then suggested that the village inform the public in advance that there would be stop signs installed at certain locations.

Asked what the logic was for a two-way stop and a four-way stop sign, Mr. Lorton explained it was based on traffic volumes on the major and minor streets, the available gaps, or it could be triggered by angle crashes, etc.

Asked if there was going to be a testing period and area before the blanket change occurred, Dir. Newlon indicated the process was already occurring for the past five years via the neighborhood traffic studies and no complaints or concerns were seen. She suggested addressing the largest issues – the uncontrolled intersections and the yields on a policy matter – instead of going through the neighborhood traffic studies, due to the time and expense. Signage costs as well as signage replacement throughout the entire village was discussed.

WITH RESPECT TO FILE 11-16, MR. CARTER MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL THAT THE FOLLOWING BE IMPLEMENTED: REVISE THE TEMPORARY ORDINANCE TO BE PERMANENT AND THE SIGNS TO REMAIN.

SECONDED BY MR. AGUZINO.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.