

VILLAGE OF DOWNERS GROVE
Report for the Village Council Meeting
6/6/2017

SUBJECT:	SUBMITTED BY:
Amend Various Sections of the Municipal Code Concerning Parking and Traffic Regulations	Nan Newlon Director of Public Works

SYNOPSIS

An ordinance has been prepared to amend various sections of the Municipal Code concerning parking and traffic regulatory sign revisions.

STRATEGIC PLAN ALIGNMENT

The goals for 2015-2017 include Exceptional Municipal Services.

FISCAL IMPACT

N/A

UPDATE & RECOMMENDATION

This item was discussed at the May 16, 2017 Village Council meeting. Staff recommends approval at the June 6, 2017 Village Council meeting.

BACKGROUND15 Minute Parking Spaces

Revision of two downtown parking spaces from two-hour to 15 minute spaces; west side of 5216 Main Street and east side of 5229 Main Street. This item was presented at the December 2016 Transportation and Parking Commission meeting. This item was initiated and supported by the business owners in this area and the Downtown Management Corporation. This item was presented at the December 2016 Transportation and Parking Commission meeting and approved by a vote of 5-0.

Regulatory Signs - Traffic

Installation of regulatory STOP signs at the intersections of:

- Plymouth Street and 61st Street, controlling the northbound traffic on Plymouth Street
- Plymouth Street and 62nd Street, controlling the southbound traffic on Plymouth Street

The installation of STOP signs at these locations was initiated by residents' concerns about safety at these uncontrolled intersections. Staff conducted a review of traffic in this area and concluded the proposed two-way stop control was warranted. These items were presented at the December 2016 Transportation and Parking Commission meeting and approved 5-0.

Regulatory Signs – Parking – Kingsley School

This item is a revision of parking restrictions on Powell Street adjacent to Kingsley Elementary during the afternoon school pick-up times. This request was initiated by school personnel to facilitate the use of private transportation services during the afternoon pick-up operation. Staff observed existing traffic regulations and traffic patterns and concurred with the request. This item was presented at the February 2017 Transportation and Parking Commission meeting and was approved by a vote of 6-0.

Regulatory Signs – Parking – 61st Street and Lyman Avenue

Revision of parking restrictions on 61st Street and Lyman Avenue

This item is a revision to parking restrictions on 61st Street and Lyman Avenue and was initiated at the request of residents in this area to prevent vehicles from parking within the corner radii, immediately adjacent to the fire hydrant on 61st Street, and within the pedestrian crossing of Lyman Avenue. This item was reviewed by staff and presented at the February 2017 Transportation and Parking Commission meeting and was approved by a vote of 5-0.

Revision to ADA Accessible Parking Spaces – Public Works Facility

During reconstruction of the Public Works facility's parking lot in late 2016 the number of ADA accessible parking spaces was increased as a result of the restriping of onsite parking, which was updated to include two additional spaces.

Addition of Crosswalks

A request to add defined pedestrian crosswalks on Blanchard Street, Carpenter Street, Middaugh Avenue, and 41st Street was initiated by resident concerns and facilitated through Village Staff. Staff reviewed each location and implemented the work through the annual striping contract.

Regulatory Signs – Parking – Burlington Avenue

The purpose of this requested Code modification is to provide consistency between the Code language and the existing signage, which is functioning well at this location (four-hour parking location on Burlington Avenue from 90' east of Fairview to Wilcox Avenue).

ATTACHMENTS

Ordinance

Meeting Minutes – December 14, 2016 TAP Commission

Meeting Minutes – February 8, 2016 TAP Commission (Draft)

Exhibits

VILLAGE OF DOWNERS GROVE
COUNCIL ACTION SUMMARY

INITIATED: Public Works DATE: June 6, 2017
(Name)

RECOMMENDATION FROM: _____ FILE REF: _____
(Board or Department)

NATURE OF ACTION:

STEPS NEEDED TO IMPLEMENT ACTION:

- Ordinance
- Resolution
- Motion
- Other

Motion to Adopt "AN ORDINANCE AMENDING PARKING AND TRAFFIC REGULATIONS", as presented.



SUMMARY OF ITEM:

Adoption of the attached ordinance shall amend certain parking and traffic provisions.

RECORD OF ACTION TAKEN:

TAP-17

ORDINANCE NO. _____

AN ORDINANCE AMENDING 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 14.67. 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:

Barrett Street. Across Barrett Street at the north side of Norfolk Street.

Blanchard Street. Across Blanchard Street on the west side of Middaugh Avenue.

Blodgett Avenue. Across 55th Street on the west side of Blodgett Avenue.

Brook Drive. Across Brook Drive at 1525 Brook Drive address.

Burlington Avenue. Across Burlington Avenue on the west side of Fairview Avenue.

Burlington Avenue. Across Burlington Avenue on the east and west sides of Main Street.

Burlington Avenue. Across Burlington Avenue on the east side of Forest Avenue.

Carpenter Street. Across Carpenter Street on the north side of Grove Street.

Carpenter Street. Across Carpenter Street on the north and south sides of Maple Avenue.

Carpenter Street. Across Carpenter Street on the south side of Curtiss Street extended west.

Chicago Avenue. Across Chicago Avenue on the west side of Douglas Road.

Curtiss Street. Across Curtiss Street on the east and west sides of Forest Avenue extended south.

Curtiss Street. Across Curtiss Street on the east and west sides of Main Street.

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

Curtiss Street. Across Curtiss Street on the east and west sides of Washington Street.

Douglas Road. Across Douglas Road on the north and south sides of Chicago Avenue.

Downers Drive. Across Downers Drive at a point two hundred seventy-two feet south of Brook Drive.

Elm Street. Across Elm Street on the north and south sides of Franklin Street.

Elmore Avenue. Across Elmore Avenue on the west side of Bending Oaks Place.

Fairview Avenue. Across Fairview Avenue on the south side of Second Street.

Fairview Avenue. Across Fairview Avenue on the north and south sides of Maple Avenue.

Fairview Avenue. Across Fairview Avenue on the south side of Burlington Avenue.

Forest Avenue. Across Forest Avenue on the north side of Warren Avenue.

Forest Avenue. Across Forest Avenue on the north side of Curtiss Street.

Forest Avenue. Across Forest Avenue on the south side of Gilbert Avenue extended east.

Franklin Street. Across Franklin Street on the east and west sides of Elm Street.

Gilbert Avenue. Across Gilbert Avenue on the west side of Forest Avenue.

Grove Street. Across Grove Street on the west side of Main Street.

Highland Avenue. Across Highland Avenue on the north side of Warren Avenue.

Highland Avenue. Across Highland Avenue from the southwest corner to northeast corner of the intersection at Warren Avenue.

Hillcrest Road. Across Hillcrest Road on the north side of Jefferson Road.

Lee Avenue. Across Lee Avenue on the south side of Elmore Avenue.

Mackie Place. Across Maple Avenue on the east side of Mackie Place.

Main Street. Across Main Street on the north and south sides of Maple Avenue.

Main Street. Across Main Street on the north side of Grove Street extended east.

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Main Street. Across Main Street on the north and south sides of Curtiss Street.
Main Street. Across Main Street on the south side of Burlington Avenue.
Main Street. Across Main Street on the north side of Warren Avenue.
Main Street. Across Main Street at a point two hundred seventy feet north of 68th Street.
Main Street. Across Main Street on the north and south sides of Ogden Avenue.
Maple Avenue. Across Maple Avenue on the east and west sides of Main Street.
Maple Avenue. Across Maple Avenue on the east and west sides of Carpenter Street.
Maple Avenue. Across Maple Avenue on the east and west sides of Fairview Avenue.
Maple Avenue. Across Maple Avenue on the east and west sides of Washington Street.
Middaugh Avenue. Across Middaugh Avenue on the north side of Blanchard Street.
Ogden Avenue. Across Ogden Avenue on the east and west sides of Main Street.
Prairie Avenue. Across Prairie Avenue on the east and west sides of Washington Street.
Prince Street. Across Prince Street, two hundred fifty-four feet north of Grant Street.
Saratoga Avenue. Across Saratoga Avenue at the north side of Norfolk Street.
Warren Avenue. Across Warren Avenue on the west side of Forest Avenue.
Warren Avenue. Across Warren Avenue on the west side of Main Street.
Warren Avenue. Across Warren Avenue on the west side of Highland Avenue.
Warren Avenue. Across Warren Avenue on the east side of Forest Avenue.
Washington Street. Across Washington Street on the north and south sides of Curtiss Street.
Washington Street. Across Washington Street on the north and south sides of Maple Avenue.
Washington Street. Across Washington Street on the north and south sides of Prairie Avenue.
55th Street. Across 55th Street on the west side of Carpenter Street.
55th Street. Across 55th Street on both sides of Benton Avenue

extended south.

It shall be unlawful for any person driving or operating any vehicle to fail to yield the right of way to any pedestrian within the crosswalk designated by this section or entering upon any walk. (Ord. No. 1261, § 1; Ord. No. 1302, § 1; Ord. No. 1502, § 1; Ord. No. 1511, § 1; Ord. No. 1999, § 2; Ord. No. 1935, § 6; Ord. No. 2030, § 1; Ord. No. 2546, § 5; Ord. No. 2738, § 2; Ord. No. 2908, § 2; Ord. No. 3118, § 7.)

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:

* * *

Plymouth Street. At the northeast corner of the intersection of 61st Street and Plymouth Street, regulating the northbound traffic on Plymouth Street.

Plymouth Street. At the northwest corner of the intersection of 62nd Street and Plymouth Street, regulating the southbound traffic on Plymouth Street.

● * * *

Section 3. 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:

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* * * Lyman Avenue, on both sides, from the north line of 61st Street to fifty feet south of the south line of 61st Street

* * * 61st Street, on both sides, from fifty feet west of the west line of Lyman Avenue to the east line of Lyman Avenue.

* * *

Section 4. That Section 14.99.1. is hereby amended to read as follows:

14.99.1. No Parking--School bus loading zone.

The following locations are designated as "school bus loading zones" and, except for school owned or controlled buses no person shall park or let stand therein any automobile, motor vehicle or other vehicle at any time on school days:

Douglas Road, on the east side, from the north line of Prairie Avenue to a point one hundred forty (140) feet north of the north line of Prairie Avenue.

Highland Avenue, on the west side from the north line of Franklin Street to a point two hundred twenty (220) feet north of said north line of Franklin Street between the hours of 6:00 A.M. to 9:00 A.M. and 1:30 P.M. to 2:30 P.M.

Hill Street, on the north side, from a point one hundred thirty-four (134) feet west of the west line of Grand Avenue to a point one hundred ninety-four (194) feet west of the west line of Grand Avenue.

Powell Street, on the east side, from seventy-five (75) feet south of the south line of Norfolk Avenue to two hundred (200) feet south of the south line of Norfolk Avenue between the hours of 2:30 P.M. to 3:00 P.M.

Prairie Avenue, on the north side, from the east line of Douglas Road to a point six hundred (600) feet east of the east line of Douglas Road between the hours of 7:00 A.M. to 4:00 P.M.

59th Street, on the south side, from the east line of Fairmount Avenue to a point ninety (90) feet west of the west line of Dearborn Parkway, extended. (Ord. No. 2605, § 3; Ord. No. 3146 § 9; Ord. No. 3255, § 3; Ord. No. 3367, § 3.)

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:

* * *

Municipal Lot - Public Works Facility, at 5101 Walnut, as posted (~~two~~four stalls).

* * *

Section 6. That Section 14.108.6. is hereby amended to read as follows:

14.108.6. Fifteen minute parking.

(a) It shall be unlawful to park or let stand any vehicle for more than fifteen (15) consecutive minutes on a daily basis in the following locations:

(1) The north side of Curtiss Street from a point forty feet (40') west of the west line of Washington Street to a point one hundred eighteen feet (118') west of such west line.

(2) The two spaces (by disabled parking) in south corner of the Library Lot.

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- (3) The south side of 935 Burlington Avenue.
- (4) The south side of 937 Curtiss Avenue.
- (5) The south side of 1001 Curtiss Avenue
- (6) The north side of 1028 Curtiss Avenue.
- (7) The east side of 4947 Main Street.
- (8) The east side of 5002 Main Street.
- (9) The west side of 5006 Main Street.
- (10) The east side of 5115 Main Street.
- (11) The west side of 5122 Main Street.
- (12) The east side of 5157 Main Street.
- (13) The west side of 5216 Main Street
- (14) The east side of 5229 Main Street.

~~(13)~~ (15) The north side of 940 Warren Avenue.

(b) It shall be unlawful to park or let stand any vehicle for more than fifteen (15) consecutive minutes between 6:00 a.m. and 6:00 p.m., Monday through Friday in the following locations:

(1) The south side of Burlington Avenue, from a point fifty (50) feet west of the west line of Main Street, to a point sixty (60) feet west of the west line of Main Street.

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

Passed:

Published:

Attest: _____
 Village Clerk

DRAFT

TRANSPORTATION AND PARKING COMMISSION
Minutes

December 14, 2016, 7:00 p.m.

Council Chambers - Village Hall
801 Burlington Avenue, Downers Grove

Chairwoman Dunne called to order the December 14, 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 Saricks, Schiller, Wilkinson, Wrobel

Absent: Commissioners Aguzino, Carter

Staff Present: Public Works Traffic Engineer Will Lorton

Others: Downers Grove Police Officer Tim Sembach, Resident Kelly Fallon-Wilson, 6127 Plymouth St., Downers Grove

MINUTES OF OCTOBER 12, 2016

It was noted that Police Officer Sembech was in attendance and to reflect same in the minutes. Page 2, third paragraph from bottom of page, Mr. Wrobel referred to the sentence "Someone then suggested the village inform" and recommended that the word "someone" be replaced with the appropriate person's name. Top of Page 3, in the motion, correct the words "Transportation" and "Recommendation." **MINUTES OF THE OCTOBER 12, 2016 MEETING WERE APPROVED, AS REVISED, ON MOTION BY MR. SCHILLER, SECONDED BY MR. SARICKS. MOTION CARRIED BY VOICE VOTE OF 4-0-1. (MR. WILKINSON ABSTAINS.)**

PUBLIC COMMENT (on non-Agenda items) – None.

File #12-16 Downtown Main Street – Parking Revisions: Mr. Lorton reported the Main and Maple lot was removed due to concerns raised by the construction in the area. Therefore, two parking spaces on Main Street, in front of the Main and Maple parking lot, would be removed and two of the 2-hour spaces would be replaced with two 15-minute spaces. He located the spaces on the overhead for the commissioners, explaining that he wanted to get the perspective of the downtown south of the railroad tracks.

Per the chair's question, Mr. Lorton said he heard no negative responses from the downtown businesses regarding this matter nor from the police department's perspective. Officer Sembach confirmed there was a parking enforcement person dedicated to the downtown area using the chalking system and/or the LPR camera system.

Chairwoman Dunne opened up the meeting to public comment. No comments received.

Mr. Wilkinson queried staff whether it had looked into parking turnover for the future, specifically if the two-hour limitations would extend to the weekend, since the 15-minute spaces were seven days per week. Officer Sembach stated it was not taken into consideration. Mr. Wilkinson shared his concerns that it should be looked into because there was no Saturday parking restriction and employees appeared to be parking on the street during the weekends and

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therefore turnover was not occurring. He cited the post office as an example and asked that the two-hour parking restriction be considered in the future on the weekends.

In response to the concerns, Traffic Engr. Lorton explained that any new residents of the new proposed construction would have their own parking garage. However, he offered to look into the turn-around issue on the weekends. Dialog followed regarding overnight parking issues.

Per the chairwoman's questions, the proposed parking spaces that were chosen were chosen because they were located at the end of a group of parking stalls; however, staff was open to moving the spaces to other locations within the block, if desired. Per Mr. Wrobel's request, the specific definitions of the parking spaces followed and well as the rationale for their locations.

Hearing no further comments, the chairwoman entertained a motion.

WITH RESPECT TO FILE #12-16, MR. SCHILLER MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO APPROVE THE PROPOSAL AS REQUESTED BUT, AS MORE REQUESTS COME FORWARD, THAT THE COMMISSIONERS BE MADE AWARE OF THE NATURE OF THE BUSINESS IN FRONT OF SUCH PARKING SPACES.

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

MOTION CARRIED. VOTE: 5-0

File # 13-16 Plymouth Street at 61st Street – Two Way Stops : Mr. Lorton reported this request came from a parent who was driving with his son on a learner's permit, at the referenced intersection. Per staff, the intent of this petition was to identify the intersection's right-of-way for younger drivers. Classification of Plymouth and 61st Streets followed with staff confirming that the intersection was currently uncontrolled.

Mr. Lorton stated he visited the intersection and researched crash data from 2005 to 2015 which identified two PDO crashes at this intersection: the first crash was a construction vehicle that backed into a parked vehicle. The second crash involved a truck turning, striking a utility pole.

Per Mr. Lorton, staff recommended installing a stop sign on the south leg only. A four-way stop was not warranted. Staff also recommended adding a stop sign on Margo Court to define the right-of-way due to the proximity. Mr. Saricks asked staff to consider the timing of the implementation of that stop sign, seeing that there would be no traffic generated from that street. Staff was open to the suggestion.

Chairwoman Dunne shared her concerns about installing a stop sign at a T-intersection only to have another one installed two blocks down that has not been resident-driven yet, and therefore, has not been signed. She felt conformity within a neighborhood was crucial to safety.

(A short dialog then followed regarding the number of names needed to file a petition.) Mr. Lorton reported that he received two emails which were supportive of adding the proposed stop sign but one of the residents also suggested adding a stop sign on 62nd Street. Since there was discussion about deferring the stop sign at Margo Court, Mr. Wilkinson asked if staff could move it down to Ridgewood. The chairwoman preferred not to add it for now.

Chairwoman Dunne opened up the meeting to public comment.

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Ms. Kelly Fallon-Wilson, 60127 Plymouth Street, stated the letter she received did not specify that the stop sign was for Plymouth and so she and her neighbors thought the sign was going to be installed on 61st Street, which they were excited about. She stated she and her neighbors were not opposed to the installation of a stop sign on Plymouth. However, she and her neighbors wanted a stop sign at Plymouth on 61st Street due to the number of children in the area and speed was a concern. She preferred a four-way stop at that intersection.

Mr. Lorton responded that the traffic volumes there did not warrant an All-way stop sign; however, he did offer to look at head-counts during peak hours. He also offered to do an engineering study to include pedestrian safety. Chairwoman Dunne emphasized the need for a crosswalk sign at the intersection since a crosswalk existed.

Ms. Fallon-Wilson also explained how the dynamics of the neighborhood had changed over the past three years – there were six families in the area now.

Chairwoman Dunne then recommended that staff look at this issue in the spring if, in fact, there were that many families in the area and it was the main route being taken to school. She also asked that staff look at the speeding issue on 61st Street from a safety point prior to the springtime. Conversation followed regarding the marked crosswalks in the area.

Dialog then followed on how to move the recommendation forward with the chairwoman suggesting that the recommendation/motion go forward as is but that staff do a further assessment as to what other measures could be done in the future.

Per Mr. Wilkinson's question, Ms. Fallon-Wilson stated she and her neighbors preferred a stop sign on 61st Street at Plymouth. She stated she could get five signatures on a petition by tomorrow morning if needed. Instead, commissioners explained to her what she had to do by next month's meeting.

While the chairwoman understood there was concern, she did not want to hold up staff's request and stated that a resident concern existed but there would be no additional data collection that would warrant an all-way stop sign. If the traffic volumes were low, as mentioned, she believed the only warrant that would be met would be the pedestrian volumes, which would not be collected until the spring.

Ms. Fallon-Wilson inquired as to how she would follow the case once her petition was filed. Staff asked that she contact the village.

The chairwoman confirmed that Ms. Fallon-Wilson was comfortable with staff's proposed stop sign location on Plymouth Street at 61st Street and also at 62nd Street, to which Ms. Fallon-Wilson was amenable.

WITH RESPECT TO FILE 13-16, MR. WILKINSON MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL THAT A STOP SIGN 1) BE INSTALLED AT THE SOUTH LEG OF PLYMOUTH STREET AND 61ST STREET; 2) THAT THE STOP SIGN FOR MARGO COURT BE DEFERRED; AND 3) THAT A STOP SIGN BE INSTALLED AT 62ND STREET AND PLYMOUTH STREET.

SECONDED BY MR. SCHILLER.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 5-0.

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File #14-16 Traffic Control Revisions – Uncontrolled to Two-way Stops: Traffic Engr. Lorton reported this was a discussion item for the commission and to provide staff with direction on how to treat such requests internally. He acknowledged there was concern about the uncontrolled intersections in the village and proceeded to cite a two-year fatal crash study that was done (from 2010 to 2012) by the ITE which reported that for every 10 fatal crashes, 7 occurred at unsignalized or uncontrolled intersections. Recently, the village's GIS department identified 538 uncontrolled intersections within the village, many of which sat in the older residential parts of town. Few existed in the center of the village, due to the neighborhood studies that were already completed and assigned right-of-ways.

Mr. Lorton explained some of the challenges that young drivers were experiencing when coming to such intersections, as discussed above, and stated the village was trying to address the issue by developing a holistic policy by assigning rights-of-ways to a number of uncontrolled intersections. Addressing T-intersections specifically, Mr. Lorton pointed out that the vehicle code basically defines the right-of-way for T-intersections and, based on that information and the number of intersections staff wanted to approach, the issue was based on severity. Four leg, uncontrolled intersections would be considered first, followed by T-intersections at a later time.

A review of the number of uncontrolled intersections followed with Mr. Lorton pointing out that the 538 figure drops to 47 when looking at just the four-leg uncontrolled intersections. And, assuming that two-way stops are installed at those locations versus four-way stops, he estimated the signage and installation costs to be less than \$20,000, as compared to \$83,000. Mr. Lorton continued to explain how the village would be divided into zones, similar to the snow routes, and the signs would be installed accordingly over time versus a one-time cost. A further explanation followed on how he would bring his installation requests before the commission as an action item for each zone. The goal he said is that by the end of the process there would be uniformity within the entire village as far as established right-of-ways for drivers.

Per the chairwoman's question, Mr. Lorton explained he would bring the uncontrolled intersections before the commission as a "package" to approve and that the commission could pull out specific intersections to discuss if it wanted. Details followed. The chairwoman supported the idea but also hoped that there would be a set of criteria that the commission would review for each zone.

Mr. Wilkinson added that conceptually the traffic flow process being discussed tonight was also in the village's Comprehensive Plan and so it appeared the village was on track. Consensus was that the commissioners were in support of staff's proposal.

OLD BUSINESS – None.

COMMUNICATIONS – None.

OTHER

Asked if the commissioners preferred to have their meeting agendas sent via email or delivered physically, Chairwoman Dunne asked that commissioners contact staff on their preference.

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ADJOURN

**MR. SCHILLER MADE A MOTION TO ADJOURN THE MEETING AT 7:56 P.M.
MR. SARICKS SECONDED THE MOTION.**

MOTION CARRIED BY VOICE VOTE OF 5-0.

Respectfully submitted,

Celeste Weilandt
Recording Secretary
(transcribed from MP3 recording)

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TRANSPORTATION AND PARKING COMMISSION
Minutes

February 8, 2016, 7:00 p.m.

Council Chambers - Village Hall
801 Burlington Avenue, Downers Grove

Chairwoman Dunne called to order the February 8, 2017 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, Wilkinson

Absent: Commissioner Wrobel

Staff Present: Public Works Traffic Engineer Will Lorton

Others: Downers Grove Police Officer Tim Sembach; Downers Grove residents: William Fitzgerald, 1241 Maple; Ted Searcy, 750 61st St.; Norm Kerr, 1314 Maple Ave.; Theresa Schulz, 1307 Maple Ave.; Don Renner, 1304 Maple Ave.; Clint Trapp, 1333 Maple Ave.; Todd Thiessen, 1311 Maple Ave.; Alan Kwak, 800 61st St.; Mike Breagel, 812 61st St.; James Turner, 801 61st St.

APPROVAL OF MINUTES - DECEMBER 14, 2016

A change was noted on page 3, second paragraph, delete the word "head counts" and insert the word Ped-counts (pedestrian counts); also on bottom of Page 3, a revision to No. 3 within the motion should read "that a stop sign be installed on the north leg of 62nd Street and Plymouth Street. **MINUTES OF THE DECEMBER 14, 2016 MEETING WERE APPROVED, AS REVISED, ON MOTION BY MR. SCHILLER, SECONDED BY MR. SARICKS. MOTION CARRIED BY VOICE VOTE OF 6-0.**

PUBLIC COMMENT (on non-Agenda items) – None.

File #1-17 Maple Avenue – Pavement Marking Revisions: Traffic Engineer Will Lorton stated this case was in response to a resurfacing project, specifically to address Dunham Avenue to Carpenter on Maple Avenue. Currently there were only parking restrictions on the south side of Maple at the discussed location. For 550 feet east along the curve at Dunham Street to Carpenter, no parking restrictions existed on the north side of Maple. Staff was looking for resident and commission input on three alternatives: 1) to leave the roadway striped as is; 2) shift the center lane to the south and create a 9-foot lane for eastbound traffic; or 3) offset the center lane with two 9-foot lanes striped with parking boxes provided with omissions for driveways/hydrant. Staff supported Alternative 3.

Mr. Lorton shared that he did not know why the parking was originally restricted on the south side of Maple. He confirmed he was not recommending the offset due to speeding issues. Mr. Schiller pointed out that the areas under discussion were including sites where crashes occurred, wherein Mr. Lorton explained that 17 traffic crashes occurred on Carpenter (over a five-year period) which were related to improper backing of vehicles. It was noted by the chair that given this was a five-year period and only 3 or 4 sideswipes occurred she did not feel it was atypical of parking on a roadway, which would support staff's Alternative 3.

Chairwoman Dunne invited public comment.

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Mr. Clint Trapp, 1333 Maple Avenue, Downers Grove, asked if there were any other success stories, besides Prairie and Carpenter, that what was being proposed was subjectively beneficial, wherein Mr. Lorton summarized that speed is reduced when a travel lane width is reduced. Mr. Trapp believed a before and after study would be beneficial. Continuing, Mr. Trapp asked what options were reviewed by staff to ease or slow down traffic, since he had his own ideas and shared that the area was a pass-through street for drivers. Mr. Trapp suggested a No Right Turn on Red onto Maple Avenue.

Mr. Lorton explained that the project was a resurfacing project with an intent to replace. The curb line could not be changed unless ADA compliance ramps were being added. The re-striping was a minimal cost and there was state funding connected to the project.

Mr. Trapp summarized that high school students were in the area and it was very busy where he lived. He believed installing a stop sign at Brookbank would be beneficial and deter traffic to 55th Street, wherein Mr. Lorton explained that a future county project was occurring at 55th and Main Streets with added left-turn lanes. Mr. Trapp believed those would be beneficial.

Responding to Mr. Trapp's question regarding the length of a traffic study for a stop sign, Mr. Lorton explained how a warrant for an all-way stop would be conducted.

Mr. Trapp said he would rather see more information regarding the parking boxes on Maple Avenue. He stated that most residents were not aware they could park on the north side of Maple Avenue and when the boxes are striped, he said more parking would be available. He hoped it would help with his complaints.

Mr. Don Renner, 1304 Maple Ave., Downers Grove, opposed Alternative No. 3. He asked staff what residents asked for the parking space demarcations on the north side and who were the parking spaces going to accommodate? He stated that everyone knows that if you park on the north side your car will get side-swiped; not enough room existed to add the parking lane. Lastly, he asked why was the only portion west of Carpenter to Dunham was being discussed and not the portion of Maple Avenue from Washington Avenue to the train tracks?

Mr. Lorton summarized how the resurfacing project for Maple Avenue was made up of two projects coupled together to receive additional funding but then were separated. Details followed, noting residents would be notified regarding the eastern portion of Maple.

Continuing, Mr. Renner explained the traffic issues that arise when a Swan's delivery truck make deliveries on the north side of Maple – noting the truck is pulled all the way to the side and westbound and eastbound traffic have to alternate stopping. If parking is allowed on the north side, he saw no difference with the traffic issue and asked if that was the point -- to continue to cause traffic jams. Mr. Renner also stated that if he was an Avery Coonley parent he would probably park in front of his house (north side) and wait for the child, back into a driveway and then head eastbound on Maple instead of waiting in a long line. Furthermore, he stated that between 3:00 pm and 4:00 pm the line of cars waiting for the Avery Coonley students backs up past his home on Maple. He has seen tire tracks from parents who have pulled up on his grass to turn around instead of waiting in line for their student. He believed adding parking spaces would cause issues.

Furthermore, he described that he and his wife will experience challenges when trying to back out of their driveway when cars are parked on both sides of the driveway. Sight lines will be an issue. Mr. Renner said he was fearful of children playing around parked cars, as they are another obstruction to vehicles traveling down Maple. Landscapers currently parked on

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Brookbank and on Maplewood Streets and if the village moved forth with the recommendation, the village would be encouraging the landscapers to park their vehicles in the marked stalls and the same issues would exist as the delivery trucks. Mr. Renner voiced issues about: the lost parking at Main and Maple; commuters will consider the free parking west of Carpenter on Maple Avenue; emergency vehicles maneuvering; and having parked cars on the north side of Maple took away the aesthetics of Maple Avenue.

Discussing the alternatives, Mr. Renner stated the village's code lists 25 MPH for all village streets unless otherwise posted. He stated Maple Avenue was currently 30 MPH and could be changed to 25 MPH, along with enforcement. He suggested as another alternative to install a stop sign at Brookbank, since a majority of speeders were traveling during the PM rush hour, so that traffic could be diverted to 55th Street. He preferred that staff make its recommendation after receiving public comment.

Per the chair's question on whether there was any history of citations or sideswipes on Maple Avenue during current conditions, Officer Sembach did not have that information nor knew if there were any speed studies done. Under present conditions, Officer Sembach stated that from his observation he saw very little parking along the north side of Maple Avenue. The majority of parking was on Maplewood. Understanding what was being proposed would generate more parking, Mr. Saricks thought it prudent the village look at it from a safety standpoint on Maple Avenue.

Mr. Norm Kerr, 1314 Maple Avenue, Downers Grove, opposed the parking boxes, as proposed, voicing concern about safety and clearance. He asked whether traffic traveling westbound would have to stop in order for a car to pass, citing the safety issue that existed currently when cars are parked. Mr. Lorton provided his response. Mr. Kerr elaborated on the current safety issues of Maple Avenue and added that he attended a similar meeting back in 2004/2005 where the reduction of speed (to 25 MPH) and police enforcement was discussed. He cited that placing parking boxes on the north side was not a good idea and he opposed it for safety and traffic reasons. Asked what option he preferred, Mr. Kerr stated to leave it as is.

Mr. Kerr asked Mr. Lorton on the type of center line that would be painted wherein Mr. Lorton said it would be a solid double yellow line and the width should be enough to clear the parking without cars leaving their lane. Mr. Kerr voiced otherwise and explained that currently vehicles had to cross over the line to avoid coming close to a parked vehicle. Even if the line was moved south (four and one-half feet), Mr. Kerr stated drivers would have to cross the double yellow line in order to get around the parked cars.

For clarification purposes the chair noted that while Alternative 1 would solve Mr. Kerr's concerns, she was worried Alternative 3 would exasperate the existing conditions wherein Mr. Kerr added that Alternative 3 "would invite people to park in an unsafe situation."

Mr. Todd Thiessen, 1313 Maple Ave., Downers Grove, agreed with the above comments. However, he lived on the south side of Maple and said if the parking boxes were there, he would have to back out of his driveway into traffic and into a parked car. Pointing out the 9 feet width of the lanes, Mr. Thiessen said imagine driving into your one-car garage (9 feet wide) at 30 MPH and see how many times before you take off a mirror. He tells relatives/friends to not park on Maple Avenue.

Mr. Bill Fitzgerald, 1241 Maple Ave., Downers Grove, agreed with the above comments and stated parking should not be allowed on Maple; it should be 25 MPH and a stop sign should be installed at Brookbank and Maple. He asked if there was any discussion about a crosswalk being installed at Brookbank and Maple, since there were pedestrian safety concerns at that

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location. He described the lack of sidewalk existing to get to Denburn Woods. If a stop sign were to be installed, he suggested doing it right by including a crosswalk.

Dialog ensued regarding crosswalks and why and where they are installed as it relates to stop signs.

Ms. Theresa Schulz, 1307 Maple Ave., Downers Grove, asked if there was any discussion, internal or at prior public hearings, about adding a stop sign at Brookbank and Maple. She stated that the sign was requested prior and she wanted to ensure that there was follow up since she proposed the installation. Commissioner comments followed that it may not have come before this committee; it may have not met the warrants; and that Mr. Lorton did not see such petition since his joining the village in August 2016.

Ms. Schulz expressed concern that there were requests by many people to have a stop sign installed there for safety and the issue was raised again tonight. Mr. Schiller stated he and some other commissioners were on the commission a number of years but he did not recall the request coming up which was why he suspected the sign did not meet the state's required warrants. He stated the residents had the option to fill out the petition again, have management review it, and if it met the requirements, then it would come before this commission.

Ms. Schulz stated she did bring the request up at an important public hearing, but many issues were raised as well. However, she said this issue was important for safety and she emphasized that it was important to have a stop sign installed at Brookbank and Maple. She asked if there was another process to follow and if so, to put the current issue on hold. Ms. Schultz added that she was opposed to the parking boxes and relocating the line. She requested that the roadway remain as is. She asked if there was a study done when the parents are parked at Avery Coonley School, noting it was very challenging to pass those vehicles at a consistent speed, and would also be a challenge when the vehicles are parked there all day long.

On another point, Ms. Schulz voiced the challenge of crossing with her child to the other side of Maple, due to waiting for a break in the traffic. Having parked cars there now would increase that difficulty due to the visual barriers. She stated she does not have her guests nor herself park on Maple due to safety concerns. She recommended that besides the stop sign, she would like a longer left turn arrow on Maple to go south on Main Street to allow for better traffic flow. Lastly, she said it was difficult for her to back out of her driveway and stay in one lane. If her lane was narrowed to nine feet she would not be able to pull out of her driveway safely.

Mr. Norm Kerr, 1314 Maple Ave., returned and explained that when events take place in the village, the police will install No parking signs along Maple from Carpenter to Avery Coonley. Should the parking boxes be painted, he asked whether that would continue, wherein Officer Sembach did not know if that was looked into. Mr. Kerr commended the commission and asked that they do the right thing for this particular case and not make the changes.

Mr. Don Renner, 1304 Maple, confirmed the acronym "ADA" (American with Disabilities Act) with staff and acknowledged that funding would be provided if ADA improvements were made. Mr. Lorton clarified that the funding for the project included funds to upgrade the crosswalks. Internally, staff was adding them along stretches of Maple and he recollected a crosswalk was being to Brookbank and Maple. Mr. Renner asked staff to explain the next steps for the recommendation and asked what happens if the plans are not submitted to IDOT by March 20th. Mr. Lorton indicated that plans were prepared for all three alternatives and it was a matter of selecting an alternative and voting on the recommendation at the March 8th TAP meeting.

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A resident came forward and asked if there was a date for the resurfacing project, to which Mr. Lorton indicated there was not.

Chairwoman Dunne closed public comment. She emphasized that the commission was not advocating for anything and that staff was seeking public input on this matter. And, after hearing the input, she believed there was a consensus that parking on the north side of Maple in delineated boxes would not be the preferred alternative.

Commissioner Schiller asked the residents if anyone had an objection if the resurfacing project moved forward with the center line down the middle of the street. Then, when the other petitions are filed and investigated, the commission could review them at that time. Residents spoke up and stated that was what they wanted.

Commissioner Carter asked staff whether a speed limit study could be conducted for a period of 60 days, for example, since that was a concern, as well as adding the stop sign at Brookbank if the volume warrants were met. Mr. Lorton indicated that both a speed study and volume counts could be done near Brookbank; however, he stated that installing a stop sign should not be used for speed control. He elaborated on different scenarios where it would not be beneficial. Lastly, Mr. Lorton confirmed he could look at both issues for Mr. Carter.

In preparation for next month's meeting Commissioner Wilkinson suggested that the residents prepare their petition listing each of their points/requests for staff and that the final resurfacing project be presented at the next TAP meeting.

File # 2-17 Kingsley School Parking – Powell Street – Parking Revisions: Mr. Lorton reported this was a staff initiated request in response to Kingsley School contacting the village in December. The school was having ingress/egress issues with certain vehicles during the afternoon. Mr. Lorton reported that currently parking was allowed on the east side of Powell Street with a No Parking restriction from 8 AM to 11 AM. He further described what he found during a site visit to the school. After speaking with the officials from the school, he said it was determined to revise the loading zone to include a restriction from 2:30 PM to 3:00 PM, since the Kids Cabs loaded earlier than the school buses, and it would help with site circulation.

Mr. Lorton referenced the proposed revision for Section 14991, No Parking Zones – School Bus Loading Zones, including School Vehicles. He stated the restriction would be on the east side of Powell Street, 65 feet south of the south line of Norfolk Street to 145 feet south of the south line of Norfolk Street between the hours of 2:30 PM to 3:00 PM. An additional sign to an existing sign post would be added.

The chairwoman asked staff to explain before and after scenarios for better clarification. General questions followed, noting the school contacted staff to review and investigate the area to assist with facilitation. Lastly, it was pointed out that a number of different No Parking signs, with restrictions, were located on Powell Street heading south from Norfolk, which were confusing. Mr. Lorton explained the differences. Confirmation followed that the parking parents were being pushed back to the south. Mr. Lorton said the only issue was when parents arrived early to park, resulting in the Kid Cab vehicles not being able to park together.

Responding to the chairwoman's question on the expectation that the line would move up when the Kids Cabs drove off or would anxious parents cut in line at 2:55 PM to avoid the longer line, Mr. Lorton stated either could occur. Other questions followed as to how parents would know that the last (4th) Kid Cab left for the day. Mr. Lorton stated a time restriction would exist.

Public comment was invited by the chairwoman. No public comment received.

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Chairwoman Dunne believed that it was a better resolution than intermingling vehicles but may not be the best solution. Yet, she did not see a better solution to resolve the issue. As a result, she would support staff's recommendation given that the school made the request.

WITH RESPECT TO FILE 12-17, MR. SCHILLER MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO INSTALL CUSTOM SIGNS ON POWELL STREET THAT DESIGNATE THE FIRST 100 FEET OF EAST CURB AS A DESIGNATED SCHOOL VEHICLE LOADING ZONE FROM 2:30 PM TO 3:00 PM AND TO REVISE VILLAGE ORDINANCES TO REFLECT THE PARKING REVISION.

SECONDED BY MR. CARTER.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.

File #3-17 61ST Street at Lyman Avenue – Parking Revisions: (Mr. Aguzino leaves meeting 8:20 pm) Traffic Engr. Lorton reported this was a resident-initiated request on January 18, 2017 with the issue of vehicles parking on the curb, impacting vehicle movements through the curb. Per staff, the existing restriction that should be in place would limit the parking near the fire hydrant on the north side of 61st and the restriction should be placed on Lyman to limit parking near the unmarked crossing. Characteristics of both streets followed. On a field visit and through Google Earth, Mr. Lorton stated he took curb measurements. There was no crash history from 2010 to 2016 but that did not include any near misses. Photos were referenced.

Mr. Lorton asked that commissioners consider two scenarios: 1) vehicles parking on the curb, and 2) vehicles parked on either side on the approach of the curb. Exhibits followed, noting the issues that come with both scenarios. The proposed revision was in Section 1498 of the Ordinance: No Parking Zone, Generally. Proposed is to box 15 feet west of the hydrant on 61st Street and 20 feet south of the crosswalk on Lyman. No restrictive hours would be placed on the signage. Mr. Saricks pointed out that had this been a standard ninety-degree intersection of two streets the parking restrictions would be in place but the only difference was due to the continuous curve.

Public comment was invited by the chairwoman.

Mr. James Turner, 801 61st St., Downers Grove, sent in the petition and discussed how over the years people would park and eventually started parking in the curve and driving on the grass. The snow plows also travel over the curve annually. Safety was a concern.

Asked if Mr. Turner was concerned that cars would be shifted closer to his home, he stated it was "part of the deal – they come for awhile; then they go away." He further comment that it became dangerous for his wife when vehicles start overlapping lanes. He viewed the matter as a safety issue, per the chair's questions.

Mr. Ted Searcy, 760 61st Street, Downers Grove, asked how far an intersection is back from a sidewalk to have no parking, to which Mr. Lorton explained the MUTCD refers to an unmarked crossing and would place it at 20 feet. Clarification followed by staff.

Mr. Mike Breagel, 812 61st St., resides three houses west of the curve. He voiced there were safety concerns with parking on both sides of the street, especially when activities were underway at the YMCA as well as negotiating out of his driveway when vehicles were parked on

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both sides. Mr. Breagel summarized other issues included cut-through traffic to avoid the stoplight at 63rd and Main at rush hour as well as speeding on his street that is never enforced. Mr. Alan Kwak, 800 61st St., Downers Grove lives in front of the fire hydrant. He could go "either way with" the parking issue. His concern was that the intersection was dangerous because it was used as a cut-through to get off of Main Street to miss the light at Main/63rd. He believed it was a stop sign issue. In order to slow down speeding vehicles he has parked his vehicle on the street; his neighbors supported same. He was against the parking since it was near the park but because of the curve, he could see the danger. He believes it will push the parking further down the street and leave him with one parking space in front of his home. Mr. Kwak suggested installing a stop sign at Washington and 61st Street or at 61st and Lyman. Personally, he did not notice anyone parking on the curb. He believed if a No Parking sign was going to be installed, so should a stop sign.

Asked if he would be impacted with the change, Mr. Kwak said he would have one parking space versus two currently, but he was not concerned with that because it was a safety issue regarding the speed. There were also no warning signs approaching the curve.

Mr. Ted Searcy returned and stated he was in favor of not having the parking along the curve section. He further stated the busiest times were during the summer on Saturday mornings, next to the soccer fields, where cars parked up and down the street in each direction. He said if parked cars existed on the curve there were sight line issues when two cars were trying to pass each other. He supported extending the curve restriction for another 20 feet.

Mr. James Turner, 801 61st Street, returned and shared his concern that 20 feet may not be enough but deferred to the ordinance. He added that since the installation of the sidewalk it may tempt drivers to drive into the YMCA field since they cannot park in the curve anymore. Lastly, he expressed concern about emergency vehicles getting through the area.

Mr. Mike Breagel returned and stated he lived in his home since 1979 and only recalled two accidents where cars did not negotiate the curve going east on 61st and eventually traveling through a neighbor's fence.

Public comment was closed.

Mr. Wilkins suggested the No Parking Anytime sign be considered as well as staff adding the warning signs about children playing or adding Slow signs on either side of the curve. In response, Mr. Lorton stated he would go forward with the parking restriction but would forward the petition to those residents who emailed him to look at traffic calming measures one of which could include striping the No Parking area as well as adding additional signage on the curve. He would investigate stops signs based on the warrants. Mr. Saricks questioned staff whether it was prudent to add signage that states "Caution: Blind Curve Ahead" wherein staff indicated it could be considered. Also if vehicles enter the field, Mr. Lorton said he could discuss with the YMCA the installation of sign posts with diamonds in order to prevent vehicles from entering the field.

WITH RESPECT TO FILE #3-17, MR. SARICKS MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO APPROVE THE INSTALLATION OF NO PARKING SIGNS ON THE CORNER OF 61ST STREET AND LYMAN AVENUE AND TO REVISE VILLAGE ORDINANCES TO REFLECT THE PARKING REVISION.

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SECONDED BY MR. SCHILLER.**MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 5-0.**

File #4-17 Mini Study 1 Update: Traffic Engr. Lorton recalled this was in response to the December meeting where staff would provide smaller studies to expedite adding control to 4-way uncontrolled intersections. Due to weather, the counters could not be placed in the locations. The three locations that fell under the snow route of the replacement program included Oak Hill Court/Venard Road; Pomeroy Road/35th Street; and Williams St./39th Street. Staff asked for commissioner support to get the counts – weather permitting – and then provide the reports individually. Asked if this matter would return next month, Mr. Lorton said it would depend upon weather permitting. Future packets would include anywhere from 3 to 6 intersections depending on the snow route. Details followed.

Asked what staff's procedure would be for meeting the two-way stop control, Mr. Lorton explained that the network surrounding the intersection would need to be reviewed, not just the intersection itself. The commission was fine with staff moving forward on the above study.

File #05-17 Traffic Count Update: Traffic Engr. Lorton stated an RFP was initiated on February 3, 2017 requesting yearly traffic counts, including ADTs, which would be done by a traffic consultant. Peak hour pedestrian volumes were added. Proposals will be accepted until February 17, 2017. Clarification followed by Mr. Lorton that the pedestrian counts will be throughout the 2017 calendar year, as needed, provided there is a remaining budget.

OLD BUSINESS: Per Mr. Saricks' question about an update to the village's bicycle and pedestrian plan, Mr. Lorton explained the focus was on pedestrians and ensuring current pedestrian accommodations meet ADA. The bicycle plan was set aside as the need arises. From what he understood, Neighborhood Study 5 would bring delineation with sharrows as an alternative. Details followed. Regarding the bike path planned for 31st Street, Mr. Lorton was not sure if it was delayed due to the state's budget.

Per staff, Neighborhood Study 5 will be held at Puffer Elementary School on February 16-17, 2017 at 6:30 p.m. if commissioners wanted to attend.

Mr. Wilkinson asked if there were plans to restripe many of the intersections in school crossings throughout town as well as some roadways. Mr. Lorton reported for this year \$50,000 was budgeted for restriping with no specific plan determined yet.

COMMUNICATIONS – In commissioners' packets.

ADJOURN

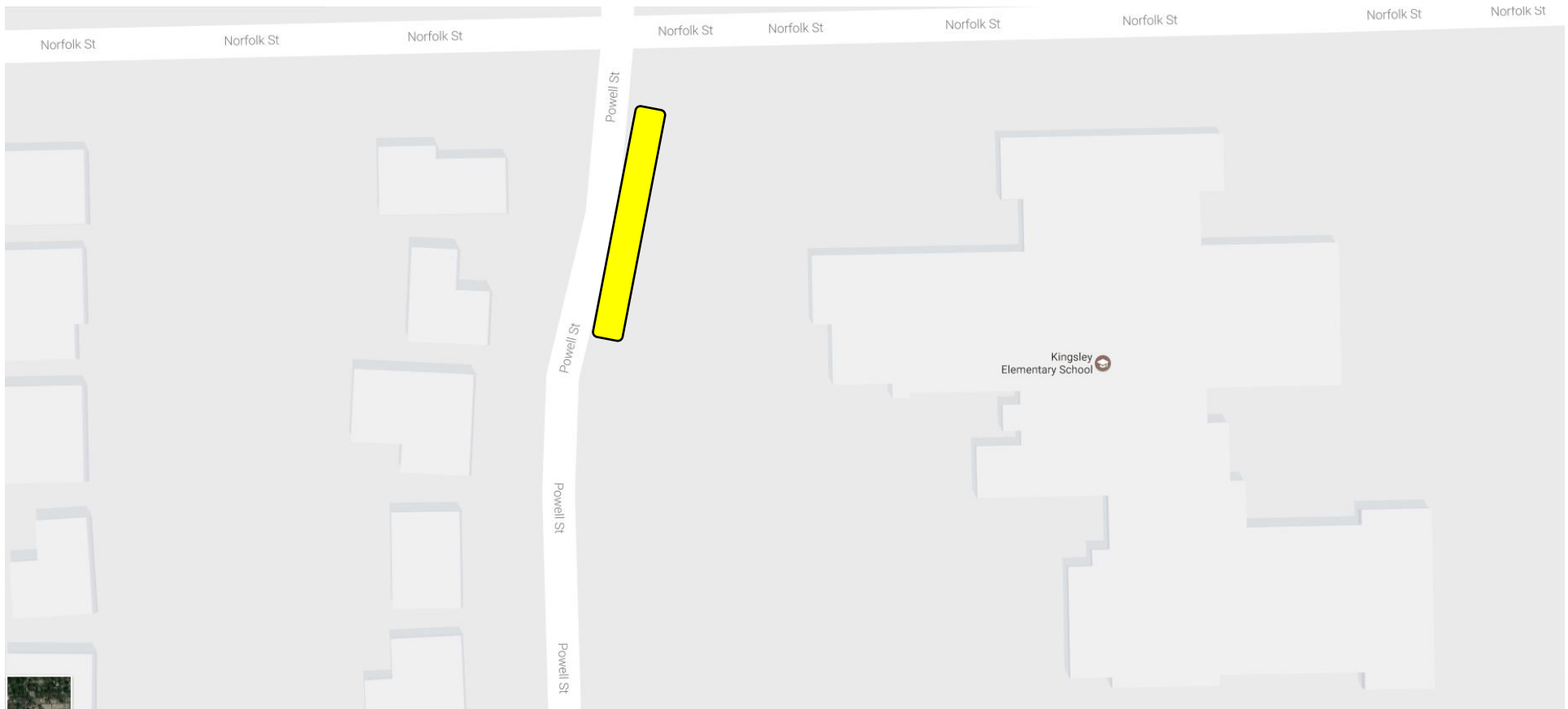
**MR. SCHILLER MADE A MOTION TO ADJOURN THE MEETING AT 8:52 P.M.
MR. CARTER SECONDED THE MOTION. MOTION CARRIED BY VOICE VOTE OF 5-0.**

Respectfully submitted,

Celeste Weilandt
Recording Secretary
(transcribed from MP3 recording)

EXHIBIT 1 – FILE 2-17

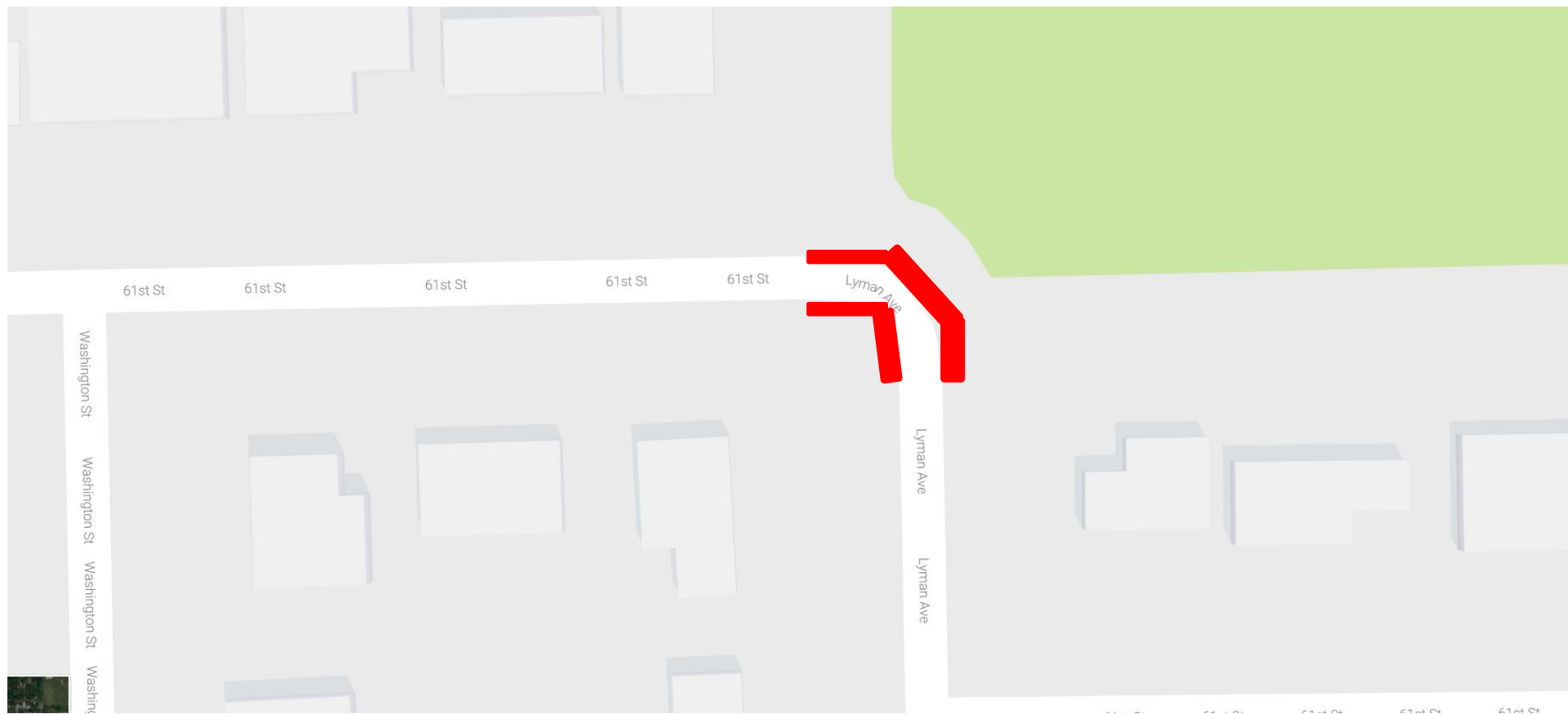
Powell Street adjacent to Kingsley Elementary School



PROPOSED
LOADING AREA

EXHIBIT 1 – FILE 3-17

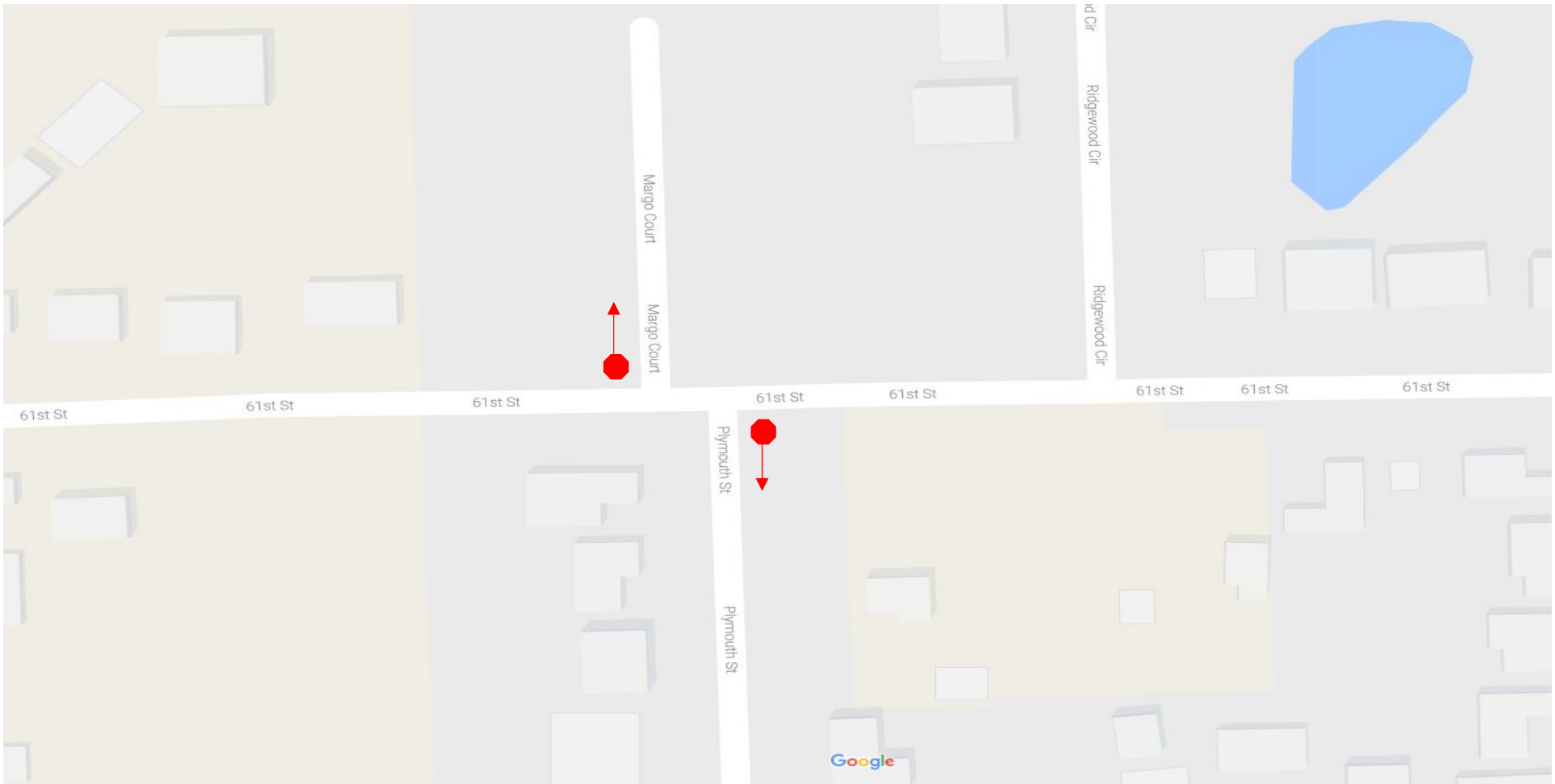
61st Street at Lyman Avenue





PROPOSED NO
PARKING


EXHIBIT 1 – FILE 13-16

Plymouth Street at 61st Street



 EXISTING YIELD SIGN

 PROPOSED STOP SIGN

 EXISTING STOP SIGN