

VILLAGE OF DOWNERS GROVE
Report for the Village
6/5/2018

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

SYNOPSIS

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

STRATEGIC PLAN ALIGNMENT

The goals for 2017-2019 include *Exceptional Municipal Services*.

FISCAL IMPACT

N/A

RECOMMENDATION

Approval on the June 12, 2018 Active Agenda.

BACKGROUND

Installation of regulatory STOP signs at the intersection of Stonewall Avenue, at the northwest and southeast corners of the intersections of Stonewall Avenue and Oxnard Road. These STOP signs will direct traffic proceeding north or south on Stonewall Avenue to come to a full stop before proceeding across or into Oxnard Road.

The installation of STOP signs at this location 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 November 2017 Transportation and Parking Commission (TAP) meeting and approved 6-0.

ATTACHMENTS

Ordinance
 Exhibit
 Meeting Minutes – November 8, 2017 TAP Commission

TAP-2018

ORDINANCE NO. _____

AN ORDINANCE AMENDING TRAFFIC PROVISIONS

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".

* * *

~~Stonewall Avenue. At the northwest and southeast corners of the intersection of Stonewall Avenue and Oxnard Drive, regulating both northbound and southbound traffic on Stonewall Avenue; and at the southeast corner of the intersection of Stonewall Avenue and Bolson Drive, regulating northbound traffic on Stonewall Avenue.~~

* * *

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:

* * *

Stonewall Avenue. At the northwest and southeast corners of the intersection of Stonewall Avenue and Oxnard Road, to direct traffic proceeding northerly or southerly on Stonewall Avenue to come to a full stop before proceeding across or into Oxnard Road.

* * *

Section 3. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section 4. That this ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

TAP-2018

Mayor

Passed:

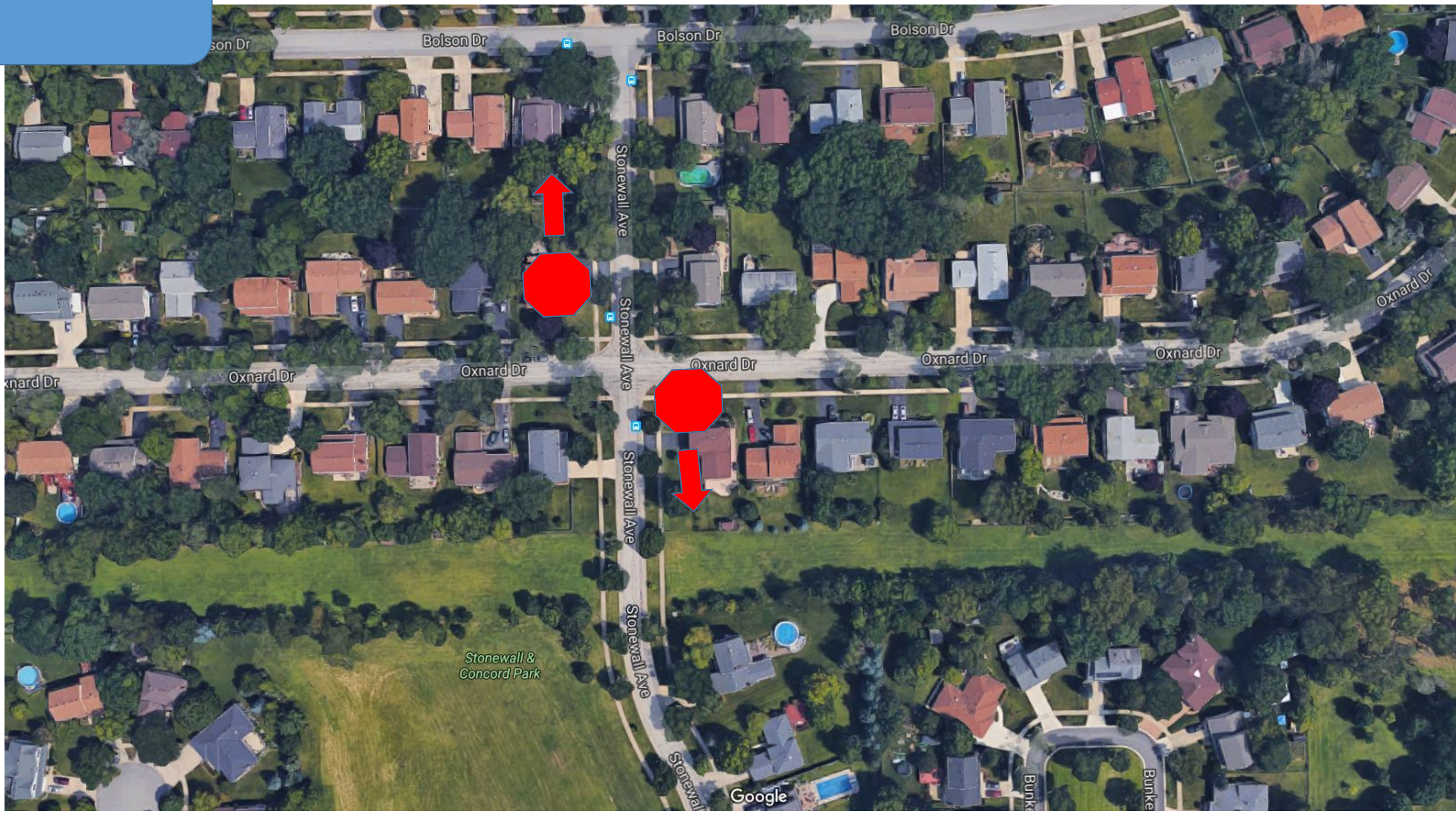
Published:

Attest: _____

Village Clerk

I:\mw\ord.18\TAP-18-short

EXHIBIT 20-17



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TRANSPORTATION AND PARKING COMMISSION
Minutes – November 8, 2017
Council Chambers – Village Hall
801 Burlington Avenue, Downers Grove

Chairwoman Dunne called the November 8, 2017 meeting of the Transportation and Parking Commission to order at 7:00 P.M. and led the recitation of the Pledge of Allegiance.

ROLL CALL

Present: Chairwoman Dunne, Commissioners Wrobel, Wilkinson, Schiller, Carter, Jenkins

Absent: Commissioners Saricks

Staff: Public Works Traffic Engineer Will Lorton

Visitors: **PLEASE ADD NAMES FROM SIGN IN SHEETS**

A quorum was established.

Chairwoman Dunne reviewed the procedures to be followed for the meeting, explaining that the Commission will forward a recommendation to the Village Council for approval.

APPROVAL OF JULY 12, 2017 MINUTES

MR. SCHILLER MOVED TO APPROVE THE MINUTES OF THE JULY 12, 2017 MEETING AS PRESENTED. MR. WILKINSON SECONDED THE MOTION.

ALL IN FAVOR. THE MOTION PASSED UNANIMOUSLY BY VOICE VOTE 6:0.

PUBLIC COMMENT ON NON-AGENDA ITEMS - None

File #20-17 Oxnard Drive at Stonewall Avenue – Traffic Control Revisions

Traffic Engineer Will Lorton stated that this item is presented in response to a resident petition about traffic control at Oxnard Drive and Stonewall Avenue. Residents have requested a 4-way stop at this location, as they are concerned with the speed of vehicles in the area and the safety of pedestrians. Mr. Lorton noted that Oxnard Drive is 30' wide, and a local east/west street. There is no parking from 7 AM to 4 PM weekdays due to the proximity of the high school. He noted that the intersection is under yield control in the north/south directions.

Mr. Lorton said that based on counts the warrants were not met for an all-way stop. The average speeds do not exceed 29 mph at any count location, with the 85th percentile speeds exceeding 30 mph. However, based on the criteria, Staff is recommending that the Yield be converted to a two-way stop control in a north/south direction. Crash criteria is not met for an all-way stop.

Mr. Lorton stated that Staff is requesting input from the Transportation and Parking Commission, and recommends the installation of a two-way stop control in place of the two-way Traffic & Parking Commission

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Yield control to regulate the north and south traffic on Stonewall Avenue. Staff will also work with PD on specific hours of increased speed for monitoring and enforcement. Staff received eight emails, two in favor of the two-way stop, two in favor of change in general, four favored installation of an all-way stop, and one referenced speed bumps. One phone call was received adamantly opposed to the installation of speed bumps, but in favor of stop control at the intersection.

In response to Chairwoman Dunne's request for clarification of the requirements for an all-way stop, Mr. Lorton said the criteria is 200 vehicles per hour over an 8-hour period. He added that there was a recent crash in November, but prior to that the most recent was in 2012. In further response to Chairwoman Dunne's inquiry as to the type of traffic, Mr. Lorton replied that based on the volumes and speed, which are spread out during the day, it does not seem to peak either at the beginning or end of the school day.

Responding to a Commissioner, Mr. Lorton said that the reason for the resident request for an all-way stop was speed control.

1. Dorothy Sexton resides on Oxnard. She has no children but cares about her neighbors' kids and is concerned about people like herself who don't move very quickly. She said the problem comes from the two-way stop. She noted that Oxnard is downhill going east, and motorists often drive right through. She thinks a 4-way stop would be wise, although she is willing to see any change that might help.

Mr. Sexton said that there is a downhill grade from Woodward and he thinks they come as fast as 40 mph. It seems as though the traffic is heaviest in the morning. If children are outside playing they could easily be injured. He thinks some of the traffic is people just going through the area who don't live there. Stop signs are good, but people often roll right through them. He then asked about the 4-way stop at Springside and Bolton and the reason they received that stop. Mr. Lorton said he did not have that information, but it could have been put in place some time ago. He added that he would have a speed sign put up on the street, and then replace that with a speed limit sign.

Ms. Sexton said that they only received the notification of the meeting on Monday, and thought the residents would be able to attend if they were given more time prior to the meeting to rearrange their schedules.

There were no further comments from the public and Chairwoman Dunne closed the public portion of the hearing.

Commissioner Schiller said it might be helpful for the minutes to explain how warrants are established, and noted that they are not determined by the Commission.

Mr. Lorton replied said that the warrants come from the Manual on Uniform Traffic Control Devices (the "Manual"), a document put together by the Federal Highway Administration (FHWA). They compiled a set of criteria that must be met in order to install a 4-way Stop. Staff looks at the volume of traffic, the crash history, or the speed. The speed adjusts the volume criteria and is not a stand-alone criteria. If the speed exceeds 45 mph you can reduce the volume slightly. Looking at the criteria as established in the Manual a recommendation can be made to install either a 2-way or a 4-way Stop.

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Commissioner Wrobel asked Mr. Lorton if they have tested the fact that Downers Grove is a Home Rule community. Under Home Rule as he understands it, you cannot lessen a State or Federal law, but you can tighten it up. He asked if any thought has been given to tightening up the law. Mr. Lorton said that he thinks if you don't follow the Manual and install unwarranted devices, you could possibly lose Motor Fuel Tax funding. He seems to recall that occurred with another organization, and moving forward without proper warrants would affect receipt of the federal funds. Commissioner Wrobel asked if this has been tested in any way, and whether the Village Attorney's opinion has been obtained. Mr. Lorton said he has not brought this to the Village's Attorney's attention.

Chairwoman Dunne agrees that a common concern of residents is that traffic seems to be unsafe. The issue is speeding and stop signs are not the most effective tool. She has seen cases of people rolling through stop signs.

Commissioner Wrobel added that the downhill nature of the roadway creates a perfect situation for speeding. He suggested that they could consider putting in a "reverse" speed hump where instead of having the bump above the pavement, there is a depression made into the pavement. It's an interesting dynamic that calls attention to the drivers to reduce their speed.

Mr. Lorton said the Village has taken a stance against the use of speed bumps because of maintenance concerns, so any such change in a roadway can create a difficulty, particularly when it comes to plowing. In addition, if the speed bump is not placed appropriately, drivers tend to speed between them to make up for lost time. It results in moving the problem, rather than correcting it.

Commissioner Wrobel said that in the years since he has been on the Commission he has heard many people say that speed bumps were a wonderful idea, until someone wanted to put one in front of their house. Then it becomes the worst decision in the world, and a realtor will never be able to sell their house.

Commissioner Carter commented on the traffic counts, and asked whether Staff also looks at pedestrian traffic. Mr. Lorton replied that pedestrian traffic was not looked at for this area. Commissioner Carter thought that would be something worth looking at.

Commissioner Wrobel asked whether this intersection qualifies to have a dedicated striped crosswalk, as that is considered a traffic-calming device as well. Mr. Lorton responded that it is something that could be done; however, this late in the season striping would not be done. He added that he would prefer to do a pedestrian count prior to putting in a striped crosswalk.

Chairwoman Dunne suggested they start with Staff's current recommendations and determine their effectiveness. They can revisit this if the recommendations do not improve the situation.

MR. WROBEL MOVED TO FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL AS REQUESTED ON PAGE 2 OF STAFF'S REPORT DATED NOVEMBER 8, 2017. MR. SCHILLER SECONDED THE MOTION.

ALL IN FAVOR. MOTION CARRIED UNANIMOUSLY BY VOICE VOTE 6:0.

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Old Business

Mr. Lorton noted that the Forest and 41st Street traffic calming is underway. They are still collecting data and hope to have something back to the Commission in the near future.

Chairwoman Dunne commented on the meeting minutes, noticing that they are always about two meetings behind, and she has trouble remembering what she said several months ago. She asked that Staff find a way to be timelier with preparation of the minutes. Mr. Lorton replied that the previous person who transcribed the minutes stopped doing them last June, and there is a different name at the end of the minutes. A new person did not come on board until September, and that person may be leaving after this meeting. Staff has been working to find a replacement sooner, since they typically need to get the minutes out within a few weeks of the meeting.

Chairwoman Dunne then noted that residents have commented recently that the mailings do not seem to be going out in a timely manner, which prevents residents from being able to attend the meetings. Mr. Lorton said the mailings typically go out to the residents the Wednesday or the Friday before the upcoming meeting. He said if the Commission feels the mailings should be in advance of that, it is something that could be done. The consensus of the Commission was to try and get the mailings out earlier.

Commissioner Wilkinson asked about measures put into place at McCollum Park about two years ago, prior to Mr. Lorton's joining Staff. The Commissioner inquired as to whether Staff had received any communications from residents or the Park District about those measures.

Mr. Lorton said he had received no positive or negative feedback regarding McCollum Park.

Communications - None

ADJOURN

**MR. JENKINS MOVED TO ADJOURN, SECONDED BY MR. SCHILLER.
MOTION CARRIED UNANIMOUSLY BY VOICE VOTE 6:0.**

Chairwoman Dunne adjourned the meeting at 7:29 PM.

Respectfully submitted,

/s/ Tonie Harrington
Recording Secretary
(transcribed from MP3 recording)