



TRANSPORTATION & PARKING COMMISSION

MEETING AGENDA

Date: March 13, 2019
Time: 7:00 p.m.
Location: Council Chambers – Village Hall
801 Burlington Avenue

- I. Call To Order
 - II. Roll Call
 - III. Approval of January 9, 2019 Meeting Minutes
 - III. Public Comments – General Topics or Issues NOT on Tonight’s Agenda
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1. File # 2-19 Lester School – Traffic Control Revisions

Action Requested: Discussion and Recommendation

Description: Staff is initiating this request, based on the School reaching out to Village Staff to help facilitate better site circulation. Staff is recommending this action and requesting APPROVAL from the Commission.

1. File # 3-19 Carpenter Street at Carol Street Petition – Discussion

Action Requested: Discussion

Description: Staff is initiating this request, based on receipt of a resident petition for the intersection of Carol and Carpenter. Additional residents have come forward with concerns in the area for additional traffic concerns. Staff is recommending continuing the monitoring of this location and taking pedestrian counts and requesting APPROVAL from the Commission to move forward with data collection.

IV. Old Business

V. Communications

VI. Adjourn

This is a tentative regular meeting agenda that is subject to change.

DRAFT

TRANSPORTATION AND PARKING COMMISSION
Minutes – January 9, 2019
Council Chambers – Village Hall
801 Burlington Avenue, Downers Grove

Acting Chairperson Saricks called the January 9, 2019 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: Commissioners Jenkins, Saricks, Schiller, Wilkinson

Absent: Chairwoman Dunne, Commissioners Carter, Wrobel

Staff: Public Works Traffic Engineer Will Lorton, Officer Fisher, Public Works Administrative Secretary Andrea Banke

Visitor Roster: No visitors signed in on roster

A quorum was established.

Acting Chairperson Saricks 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 SEPTEMBER 12, 2018 MINUTES

COMMISSIONER SCHILLER MOVED TO ACCEPT MEETING MINUTES AS PRESENTED. COMMISSIONER WILKINSON SECONDED THE MOTION.

ALL IN FAVOR. THE MOTION PASSED UNANIMOUSLY BY VOICE VOTE 4:0.

PUBLIC COMMENT ON NON-AGENDA ITEMS

No public comment on non-agenda items.

Acting Chairperson Saricks proceeded to files on the agenda.

File #1-19 Mini Study #4 Traffic Control Revisions

Traffic Engineer Will Lorton presented the request based on guidance from TAP to establish control at previously uncontrolled intersections. These four locations were chosen following Mini Study #3 as they are very closely related and were not selected last time. All four intersections are four leg uncontrolled intersections and meet the highest criteria of importance. The next locations for counts to be taken are: Devereux Rd. at Hall Pl. and Hall St., Camden Rd. at Hatch St., Valley View Dr. at Lyman Ave., and Valley View Dr. at Webster St. Staff is looking for input from the TAP Commission and would like to proceed with counts and crash history reviews to establish control at the recommended intersections.

Commissioner Saricks requested a synopsis of why these four intersections were selected at this time.

DRAFT

Mr. Lorton stated the traffic studies have been primarily located in the central and northern part of the Village, and these locations have been identified in the southern portion where they have not yet done traffic studies. These were identified as possibly not being included in the next few years for the neighborhood studies. They are two pairs of closely spaced intersections and may be done efficiently.

Commissioner asked if these selections were based on any sort of cluster of incident reports or any other activity in that area.

Mr. Lorton stated previously some studies have been done based upon resident demand, but there have not been any requests for studies recently. This is staff driven based on location data.

Commissioner asked if Valley View Dr. is being utilized as a cut through or alternative route.

Mr. Lorton stated not that staff is aware of.

Commissioner clarified that it does not relate to any traffic patterns that are increasing danger to students or anything else.

ACTING CHAIRPERSON SARICKS OPENED DISCUSSION AMONGST THE COMMISSION

Commissioner Wilkinson asked if there are any parks or schools nearby.

Mr. Lorton stated he would have to look and see what they have for the impacts. Thinks there may be some on Valley View.

Officer Fisher stated that El Sierra is the closest school to Valley View.

Commissioner asked if 75th St. was at the southern end of the road. It was confirmed that Devereux Rd. does come into 75th St.

Mr. Lorton stated that the other item to be considered is that Public Works is currently in snow operations, so pending the weather, these counts may not be taken until March or April.

Commissioner confirmed that school traffic could be seen in these numbers.

Commissioner confirmed that the study is being done within Village incorporated limits. Mr. Lorton confirmed this. There was discussion among Commissioners that there could be commercial property on the southern end impacting the traffic numbers.

ACTING CHAIRPERSON SARICKS OPENED UP THE PUBLIC COMMENT PERIOD
PUBLIC COMMENT ON AGENDA ITEMS

1. Unnamed woman did not give name or sign roster: Asked if this is for stop signs.

Mr. Lorton confirmed that it is.

DRAFT

Commissioner Saricks stated it is for any type of potential traffic control with stop signs most likely, but it is not known yet.

Commissioner asked if there is any idea how many uncontrolled intersections of this type that are still in the Village.

Mr. Lorton replied that the number is in the image but is hard to see. He believes there is somewhere between fifteen and thirty remaining, but that number has changed with the neighborhood studies that have been completed.

Commissioner confirmed that ultimately the goal is to have some kind of control at virtually all the intersections.

Mr. Lorton confirmed this and stated that the number of remaining intersections could be included at the next TAP meeting.

ACTING CHAIRPERSON SARICKS CLOSED PUBLIC HEARING AND OPENED DISCUSSION AMONGST THE COMMISSION

WITH RESPECT TO FILE #1-19 MINI STUDY #4, MR. SCHILLER MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION ACCEPT STAFF RECOMMENDATION AND AUTHORIZE STAFF TO PROCEED WITH COUNTS AND CRASH HISTORY REVIEWS TO ESTABLISH REPORTS WITH RECOMMENDED INTERSECTION CONTROL IDENTIFIED.

SECONDED BY MR. JENKINS.

ALL IN FAVOR. THE MOTION PASSED UNANIMOUSLY BY VOICE VOTE 4:0.

DISCUSSION OF OLD BUSINESS:

No discussion of old business.

Communications

No communications to report.

ADJOURN

MR. SCHILLER MOVED TO ADJOURN, SECONDED BY MR. WILKINSON. MOTION CARRIED UNANIMOUSLY BY VOICE VOTE 4:0.

Acting Chairperson Saricks adjourned the meeting at 7:13 PM.

Respectfully submitted,

/s/ Andrea Banke
Recording Secretary

Public Works Staff Report
File # 2-19
Lester School Circulation – Indianapolis Avenue

BACKGROUND

This item is being presented by staff in response to school staff providing a petition reaching out to the Village for improvements of school circulation. See **Exhibits of circulation**. School narrative that was attached to the petition is included following the exhibits.

Initially the various parking restrictions were thought to be the problem with site circulation. There are multiple signs in the area for 5 ordinances restricting parking/traffic immediately adjacent to Lester School on Lincoln Avenue and Indianapolis Avenue.

- General No Parking
- No Parking between 8:00 AM and 9:00 AM, 2:00PM and 3:00PM on School Days
- No Parking between 7:00 AM and 9:00 AM, except on weekends and holidays
- No Parking between 7:00 AM and 9:00 AM, 2:30 PM and 3:30 PM except weekends and legal holidays
- Temporary Road Closures – School Zones 8:00 AM to 9:00 AM and 2:30 PM to 3:30 PM

Lincoln Avenue and Indianapolis Avenue are both East-West roadways classified as local streets. Lincoln Avenue is approximately 24' wide while Indianapolis Avenue is approximately 23' wide.

STUDY

Staff has reviewed available data in GIS and narrative provided by the school. This area was observed previously and brought to the Transportation and Parking commission for parking restrictions on the south side of Indianapolis Avenue. School staff reports that there are issues still occurring. The largest concern that is happening is two way traffic between Fairview and Florence on Indianapolis while vehicles are parked. The width of Indianapolis does not support heavy two way traffic and parking.

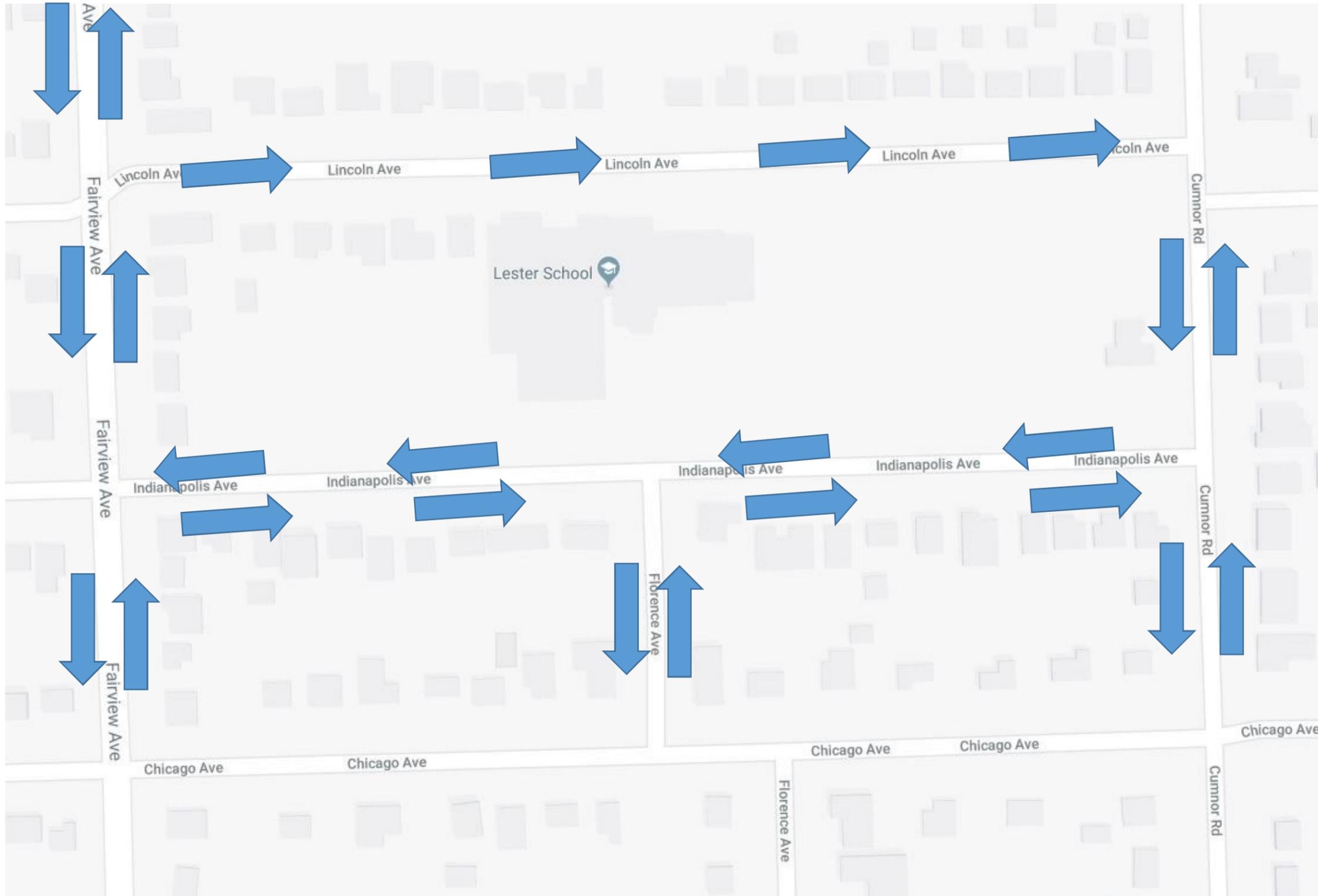
Additionally, Staff would like to monitor the implementation and work with school staff to provide parents directions and information on how pick up and drop off can be more effective.

Staff would like to phase this for the signage to be installed over the summer and ordinances in effect for next school year. In the interim, staff would propose working with school staff on generating an informational pamphlet to hand out to students/parents to begin rerouting them.

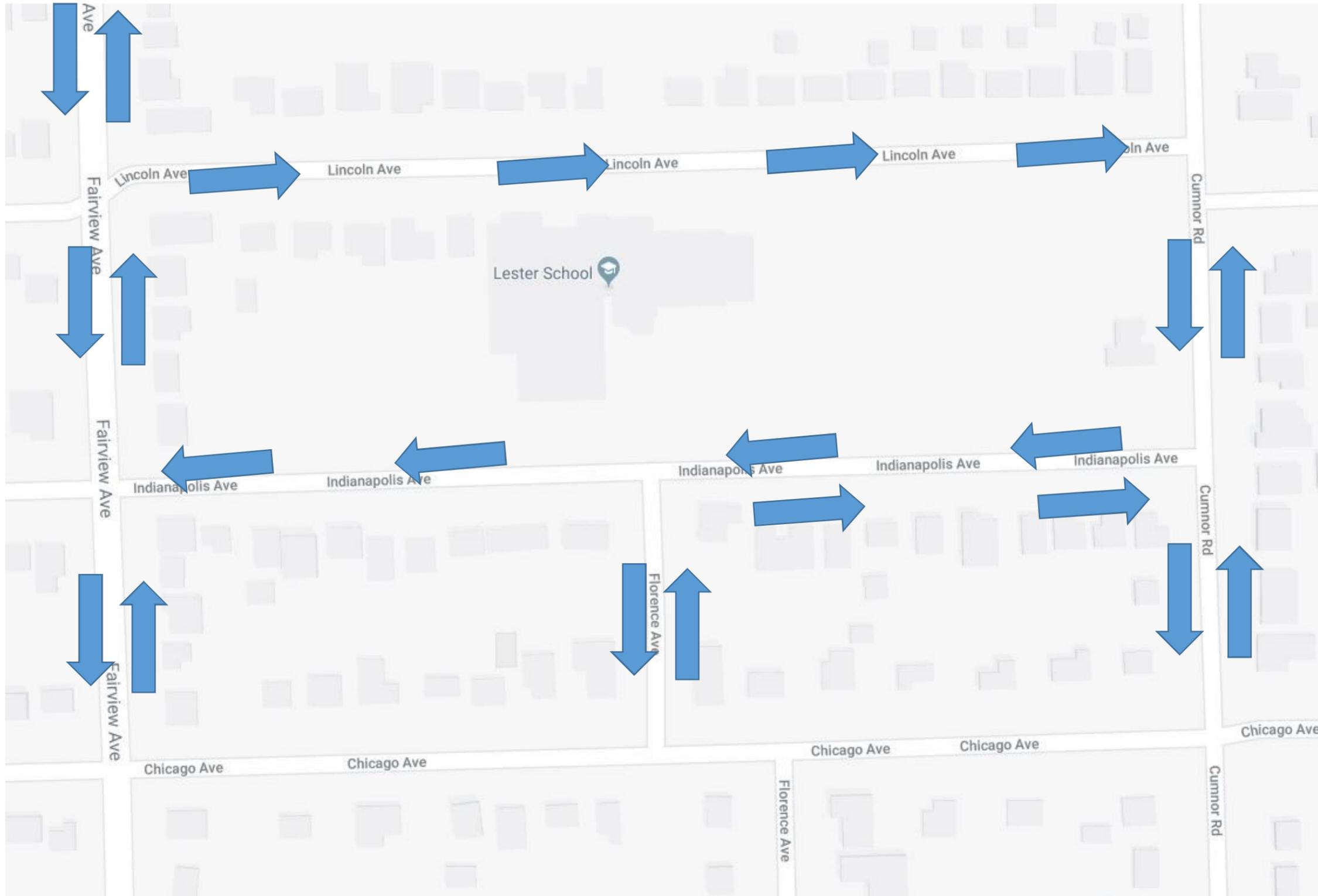
RECOMMENDATION

Staff requests input from the Transportation and Parking Commission.

- **STAFF RECOMMENDS IMPLEMENTING ONE WAY TRAFFIC ON INDIANAPOLIS AVENUE FROM FAIRVIEW AVENUE TO FLORENCE AVENUE DURING THE TIMES OF 8:00 AM TO 9:00 AM AND 2:30PM to 3:30PM. STAFF RECOMMENDS THE ADDITION OF FLORENCE AVENUE SIGNAGE FOR NO U-TURNS.**



EXISTING LESTER SCHOOL CIRCULATION



PROPOSED LESTER SCHOOL CIRCULATION

Rationale for making a traffic flow change at Lester School:

We recently put an addition onto our building and had to shift the locations of grade level classrooms/offices. This in turn shifted the location of where our students line up for arrival and the door location for dismissal. We have also had a new influx of students this year: 522 (up from 503 in 17-18)

As a result of these pieces, we decided to review the traffic patterns around the school to maintain a safe environment. We reached out to the DG Police Department and asked to meet with officers to help us problem solve through. Tim Sembach, April Clarke and Nick Curcio met with us at the beginning of the school year. We reviewed current traffic patterns and problem solved concerns:

Traffic flow is one-way on Lincoln (from west to east: Fairview to Cumnor) with a pedestrian crossing that is manned by school personnel at arrival/dismissal and a curbed student drop off region for cars. (Drop Off Zone #3) Traffic flows smoothly on Lincoln. The east blacktop area near Zone #3 is utilized for student line up in the mornings and is opened up for parent parking at dismissal in the afternoons. A crossing guard is also present at Lincoln & Fairview to safely get children across Fairview at the stoplight.

Traffic flow on Cumnor and Fairview is two-way.

Traffic on Indianapolis is currently two-way. We have a crossing guard at Indianapolis & Florence to move students/families across Indianapolis. We need two-way traffic to remain in place on Indianapolis from Cumnor to Florence. Our school driveways are located within this region and we need to be able to have our before/after school child care buses and parents be able to enter the middle driveway and head to their respective drop-off zones (Drop Off Zone #2 & Bus Drop Off) and be able to exit appropriately.

Moving further west on Indianapolis, we have Drop Off Zone #1. Cars line up along Indianapolis moving west and drop off/pick up children in this area. Some parents choose to park along the Indianapolis which interrupts traffic flow. Examples of disruption to traffic flow include but are not limited to:

- Parents choose to park along the northside of Indianapolis
- Traffic (west to east on the south side) stops to let a child out/or calls a child to come out to the car in the middle of the street
- A parent double parks/pulls next to a car/pulls around a car that is already situated on the north side of the street causing blockage on the road in both directions
- We have a yellow school bus that makes its way down Indianapolis - with cars pulling into the middle of Indianapolis or stopping, this bus ends up blocking driveways and struggling to pull through when the driver has to go around two cars next to each other.

In addition, this is complicated by the traffic flow on Florence. Cars park on the sides of Florence at drop-off and dismissal. I have heard from families that cars will not only block their driveways,

but actually pull into their driveways and wait for children. Rather than pulling through to Indianapolis, drivers are doing 3-point turns on Florence to turn back to Chicago Ave. When a driver attempts this, it blocks traffic in both directions on Florence and has ruined the grass/landscaping of our neighbors when the cars have driven up onto lawns.

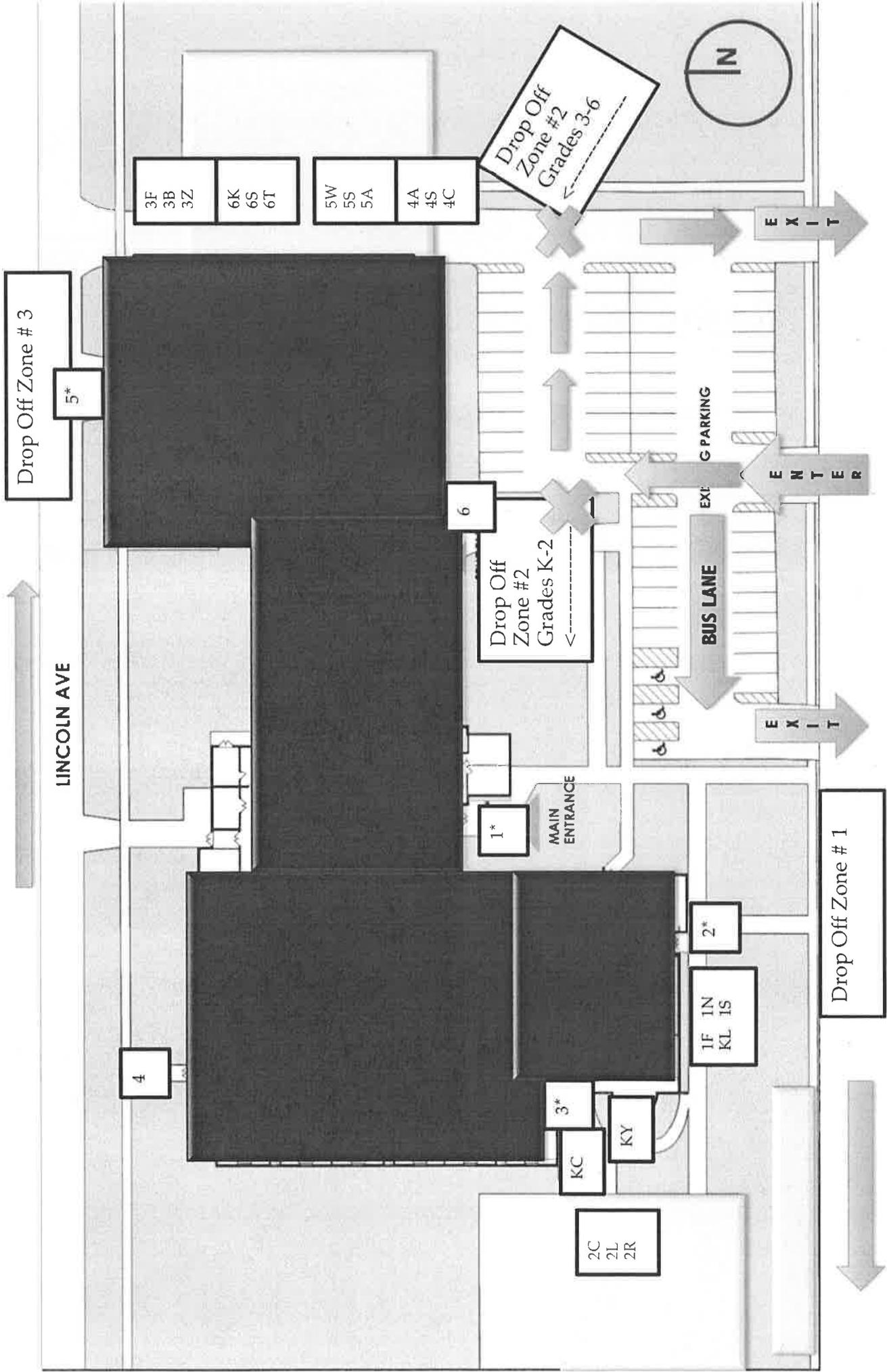
Inclement weather such as rain or snow brings out more cars to the streets surrounding Lester of families who typically walk/bike to school.

We would like to propose making a change to two of the streets around the perimeter of the school:

- Make Florence a one-way street northbound
- Make Indianapolis a one-way street westbound from Florence to Fairview

These changes would only be in effect during the drop-off/pick-up hours for the school when traffic congestion is at its worst. (AM - Arrival: 8:00 - 8:45 am & PM - Dismissal: 2:30 - 3:15 pm)

With these changes in effect, we will be able to keep children safe at arrival/dismissal by reducing traffic congestion and increasing the smooth flow of traffic.



Lester School Drop Off Zones

**Public Works Staff Report
File # 3-19
Carol at Carpenter Petition**

BACKGROUND

This item is being presented by staff in response to resident petition in 2018. Staff has completed traffic counts, site visits, and aerial review. Staff is providing an update on the numbers and inviting area residents to provide comment on the location.

The existing width of Carol Street is 19' and is classified as a local street that carries vehicles in the east/west directions. Currently west of Carpenter Street there are parking restrictions of no parking between 7 AM and 4 PM due to the proximity of the high school.

The existing width of Carpenter Street is 24' and classified as a local street that carries vehicles in the north/south directions. North of Carol Street on the west side of the street is restricted to no parking anytime. North of Carol Street on the east side of the street is restricted to no parking between 7 AM and 4 PM. South of Carol Street there are parking restrictions of no parking between 7 AM and 4 PM. All parking restrictions are due to the proximity to the high school.

STUDY

Staff has reviewed available data in GIS and performed vehicle counts at the subject intersection in the fall of 2018. Staff review crash data at Carol and Carpenter and there only 3 crashes identified since 2005. One angle crash, one rear end, and one parked vehicle crash. The warrants for the all way stop would not be met based on crash data.

Counts at the intersection of Carol and Carpenter see peak hour volumes of less than 30 vehicles on all legs. The North-South 85th percentile speeds exceed 30 mph and Staff will follow up with PD on the times of noncompliance for enforcement. Staff will also move a driver feedback sign into the area.

Additional complaints had been received for the area and staff began to look at a larger area. Staff included Barrett Street at Norfolk Street and Saratoga Avenue at Norfolk Street in widening the area of concern, however Staff will approach each intersection individually and then look at the area as a whole. Pedestrian counts will be performed at the identified intersections in addition to Carol at Carpenter.

RECOMMENDATION

Staff requests input from the Transportation and Parking Commission.

- **STAFF WILL PROCEED WITH COUNTS AND ADDITIONAL CRASH HISTORY REVIEWS TO ESTABLISH REPORTS WITH RECOMMENDED INTERSECTION CONTROL IDENTIFIED. STAFF WILL WORK WITH PD TO PROVIDE SPECIFIC 15 MINUTE INTERVALS OF SPEEDING ISSUES.**