



TRANSPORTATION & PARKING COMMISSION

MEETING AGENDA

Date: February 14, 2018
Time: 7:00 p.m.
Location: Council Chambers – Village Hall
801 Burlington Avenue

- I. Call To Order
 - II. Roll Call
 - III. Approval of September 13, 2017 and November 11, 2017 Meeting Minutes
 - III. Public Comments – General Topics or Issues NOT on Tonight’s Agenda
-

1. File # 1-18 Mini Study 3 Locations – Traffic Control Revisions

Action Requested: Discussion

Description: Staff is initiating this request, based on the Transportation and Parking Commission not having objections to the first mini study. Locations have been identified for mini study. Staff is recommending this action and requesting APPROVAL from the Commission to move forward with data collection.

2. File # 18-17 41st Street – Traffic Calming Application

Action Requested: Discussion

Description: Staff is providing an update on the current status of the Traffic Calming Application. Staff is recommending no action until study is concluded.

IV. Old Business

V. Communications

VI. Adjourn

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

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TRANSPORTATION AND PARKING COMMISSION
Minutes – September 13, 2017
Council Chambers – Village Hall
801 Burlington Avenue, Downers Grove

Chairwoman Dunne called the September 13, 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 Wilkinson, Schiller, Saricks, Jenkins

Absent: Commissioners Wrobel, Carter

Staff: Public Works Traffic Engineer Will Lorton

Visitors: Harry McCabe, 4129 Saratoga; Lauren Lakeberg, 4909 Cross; Cathy Jenkins, 1631 Carol St.; Margaret Wheat-Joyce, 1639 Carol St.; Sarah Joyner, 1640 Carol St.; Bob Filer, 3912 Forest; Mike & Sheila Maschek, 4248 Saratoga; Greg & Diane Kubelski, 4914 Cross; Jeff Mond, 4605 Cross; Marissa Bonamer, 4133 Saratoga.

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 MINUTES - None

PUBLIC COMMENT ON NON-AGENDA ITEMS - None

File #17-17 Mini Study 2 Locations – Traffic Control Revisions

Traffic Engineer Will Lorton stated that Staff is presenting this item in response to the Commissions recommendation to move forward with replacing all uncontrolled 4-way Stops with a form of control. Counts were located at all three locations and it was determined to make all locations 2-way stop controlled in the east/west direction. Lee Avenue is the north/south roadway for all three locations, with cross streets of Virginia, Carol and Janet. After reviewing the crash history and making area visits it was determined that the location for stop controls would be for the east/west direction. There were five crashes reported and all were angle crashes, which are preventable with stop control. Staff recommends implementing 2-way stop controls.

Commissioner Saricks observed that if the majority of the uses occurred at Lee and Janet it indicates that the higher volumes are there, and asked if they anticipated an increase in volumes. Mr. Lorton said he did not see an increase in the volumes occurring.

There were no further comments from the Commission and none from the public. Chairwoman Dunne then closed the public portion of the hearing.

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Mr. Lorton said that Staff received two emails and one phone call all in favor of this action.

WITH RESPECT TO FILE #17-17, MR. SARICKS MOVED TO FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO INSTALL TWO-WAY STOP CONTROLS IN THE EAST/WEST DIRECTIONS AT THE THREE INTERSECTIONS ON LEE STREET AS PRESENTED BY STAFF. MR. WILKINSON SECONDED THE MOTION.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 5:0.

File #18-17 41ST Street – Traffic Calming Application

Mr. Lorton said Staff is initiating this request based on resident concerns with speeding and pedestrian safety on 41st Street between Saratoga and Forest. Counts have been taken and 85th percentile speeds were shown. Currently between Saratoga and Forest there is no parking on either side of 41st Street. This has been brought up a few times by residents and Staff has taken counts as a result of those complaints. Staff has already implemented gated pedestrian crossings where crossing signs were placed on both sides of the roadway on Forest. A majority of the average speeds was less than 25 mph; however, the 85th percentile does exceed 30 mph near 41st and Saratoga Street, west of Saratoga Avenue. The speed did reach 38.85 mph. Staff recommends implementing traffic calming by narrowing the roadway with pavement striping and implementing parking on the south side, or striping it shoulder to shoulder. There were only three crashes that occurred between 2005 and 2015 on this segment.

Chairwoman Dunne asked if there was an original history where parking was restricted, or has it always been no parking. Mr. Lorton said he believed it was always no parking. Chairwoman Dunne then asked about the apartment complex parking and he replied he was unsure. Chairwoman Dunne said that the average daily traffic looks to be about 2500, which seems higher than a general classification for a local roadway. She asked whether Staff believes this is cut-through traffic to get between Ogden and Main Street, or is it local traffic. Mr. Lorton said it is used as a cut-through by drivers.

In response to a question from the Commission, Mr. Lorton said that there will be all striping, and as for parking spaces, he said the number is to be determined depending upon the Commission's recommendation. In further response to adding parking spaces, Mr. Lorton said that just marking the shoulder area will have the effect of slowing traffic, but perhaps not as much as allowing parking on the roadway. He said his preference would be to have the shoulder only option, which would be beneficial to the sight line.

Commissioner Wilkinson commented that there is a lot of traffic that goes in and out of 41st Street, as well as the American Legion Post, and the High School baseball field, as well as Traffic Court. As for the bike path, Mr. Lorton replied that the shoulder option would effectively act as a bike lane, but will be striped as shoulder. As for going forward with allowing parking, a Commissioner commented that there are no stop signs at the access to the apartment complex and underground parking garage, and expressed concern about sight lines. Mr. Lorton said not all driveways or underground parking accesses warrant a stop sign.

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1. Phillip Price of 4121 Forest Avenue said the neighborhood considers the situation to be dangerous. Two residents had their dogs killed by hit-and-run drivers. Drivers speed through the neighborhood coming from Ogden down Saratoga, down 41st Street all the way to 39th Street, and then they go north and west. He suggested they make 41st Street a one-way street because people coming from the west from Ogden would have to go to Main Street. He doubts they would make a west turn down 41st Street and then go to Forest Avenue. The neighbors are trying to stop the speeding, stop the animals from being killed, and not have to come before the Commission next year because a person has been hit. The drivers just speed away. The residents are also suggesting installing a camera that the drivers cannot see.

2. Silvia Hildebrand of 4120 Forest said their request was to lower the speed limit to 20 mph and put another speed limit sign at the corner of Saratoga and 41st Street, and a no left hand turn sign between the hours of 6:00 AM and 9:00 AM that would limit some of the traffic coming from Ogden Avenue. She doesn't believe any yellow striping is going to make a difference. She also believes they should approve a no right turn sign on Main Street going south, on 41st Street going west between the hours of 3:00 PM and 7:00 PM. In addition, at Doerhoefer Park sporting events should have "right turn only" going south onto Saratoga after ball games because that brings a tremendous amount of traffic on 41st Street.

3. Mary Burquardt at 4125 Forest encouraged the use of signage for the traffic calming measures as well. She noted that there are precedents all over town along Ogden Avenue and Main Street. On the east side of the street it becomes sidewalk-free with two blind hills where there have been accidents because of sight issues. She said there is a group of children in the neighborhood between about 8-15 years of age walking to Highland School without sidewalks. Ms. Burquardt said she has gone so far as to follow some cars and noted some went to Good Samaritan and some to the highway, so they are not local traffic. She also sat at Main and Ogden and the jump light lets 17 cars go, which is a lot of traffic.

4. Mike Maschek of 4248 Saratoga said they are part of the condo complex with about 600 families living in the complex. With the complex, American Legion and the ball field they experience a lot of traffic. A one-way street out is not a good answer for anyone. He would recommend a simple speed bump or two. Putting parking spaces there would create more congestion. The condo complex has sufficient parking and is not an issue. Striping might help.

Sheila Maschek said she was speaking for the Oak Creek subdivision in Orchard Brook. When she goes to Jewel or the bank and goes back to 39th Street, if she has to go to Highland it is very busy and dangerous. There is a lot of overgrowth at 41st and Highland that causes a sight issue. She thinks speed bumps will slow it down. She doesn't favor any other type of signage regulation.

Mr. Maschek said there are about 600 families total in both condo complexes.

5. Harry McCabe of 4129 Saratoga commented that they could put in another Stop sign at 41st and Forest in the evening rush hour. He saw no need for parking on the north side of Saratoga due to visibility of traffic exiting the complex. The obvious change would be to lower the speed limit to 20 mph. He referenced the cross walk at Forest where school buses pick up students. He asked about the peak number of cars during rush hour and was told it was about 97 vehicles per hour.

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6. Bob Filer of 3912 Forest Avenue commented that 90% of what they are talking about is people who are speeding through the neighborhood. He felt drivers were not gaining much by using 41st Street as a by-pass. He thought a “local traffic only” sign would be helpful at 41st Street and at Main Street.

7. Suzy Thomas had lived in Orchard Brook for years. She doesn't like the idea of additional parking spaces or speed bumps. She would like them to lower the speed limit on Forest.

8. Brook Rutger of 4201 Forest Avenue resides at the southeast corner of Forest and 41st Street. He has three young children. He asked why the area between Forest and Main Street was not considered in this study. He also asked the percentage of people who were not speeding. Mr. Lorton replied that more than half were not speeding with the remainder at above the speed limit. Mr. Rutger said he thought speed bumps would be helpful. He also was aware of some other kind of bump that makes cars slow down more; however, Downers Grove is apparently opposed to those. He is concerned about drivers who are speeding. His recommendation would be a speed hump between Forest and Main Street, and between Saratoga and Forest. He also saw the option of a roundabout to slow down traffic. Their neighborhood is a unique situation given the condominiums, sports field, American Legion, etc. He asked if they are close enough to a park to get a reduced speed.

A question was raised if Mr. Rutger saw a lot of traffic coming on his street off Forest, and Mr. Rutger said there has been a lot of additional traffic since he moved there.

9. Ted Bohn of 4140 Main Street lives on the northwest corner of Main and 41st Street. His deck is 6' off the ground, and the drivers come from Main Street and see a straight a way in front of them so they speed. There is not good traffic control, and he doesn't understand why they don't see police monitoring the traffic. The drivers have to be ticketed. As far as striping is concerned, there is no room for parking.

10. A resident of 4221 Forest Avenue said there should be no parking on 41st Street at all. There are speeders on 42nd Street as well and the study should have included 42nd Street. There are more children living on the block. He added that there's a fair amount of smaller commercial traffic going down Forest Avenue or 41st Street.

11. Stella Banik of 4043 Saratoga, the condominium complexes on the north side of the street, said she has seen a traffic increase and believes it will continue to increase. She is opposed to the parking on 41st Street, making 41st Street a one-way street, and any turning limitations. She doesn't want to be restricted and wants to see a free-flow of traffic for her convenience. She believes the signage can work.

Mr. Lorton said that since November 1, 2016 there were 339 citations in the area given, 181 of which were actual citations and the remainder were warnings.

12. Carol Belmont at 4221 Forest said there are several children in her neighborhood and drivers come around the corner and some do not stop at the stop sign. She thinks they need a 4-way stop sign; the traffic from Main would have to stop. Her suggestion is that the problem starts

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on Havens Court coming off Main at 41st and up Forest to 39th. They need to see where all the cars are coming from. She is also opposed to parking on 41st.

There being no further comments, Chairwoman Dunne closed the public portion of the hearing.

Chairwoman Dunne then asked Staff whether the Village has a policy on how to implement turning restrictions during peak hours. Mr. Lorton said that Main Street at that location is not under Village jurisdiction and turning restrictions would have to go through the County. As for speed bumps, the Village is opposed to them due to maintenance issues as well as the impact it has on speeding. You reduce the speed at the speed bump, but speed increases between the speed bumps, similar to when there are too many stop signs in an area. As to lowering the speed limit, she thinks the speed limit might actually end up being higher based on IDOT's method of determining speed limits.

As to why the recommendation does not include additional stop signs, Mr. Lorton responded to the Commission that the volumes do not warrant the addition at Forest or Saratoga, even during peak periods. They would be about 50 vehicles short of the required volume to increase signage. The proximity of surrounding facilities such as the park does not add to the volume. The traffic counts were taken on weekdays last November. It does not include weekend traffic from athletic events.

A Commissioner recommended tabling this petition and having a study done off the map to determine where the traffic is coming from.

Chairwoman Dunne said that she's heard people say they would not be in favor of parking. She would like Staff to extend this to a few more streets for additional data, and come back with additional calming methods.

Another recommendation was to submit this for a mini-study and extending it to other streets in the area. Mr. Lorton said that the Village has a striping contract to be awarded before the end of the month and this represents about 5% of that contract. Chairwoman Dunne said she thought it would be worth waiting a year and not get it under the present striping contract. Mr. Lorton said there are other areas that will be striped and this could be included in those areas.

MR. JENKINS MOVED TO TABLE FILE #18-17 FOR A MINI-STUDY, SECONDED BY SCHILLER.

ALL IN FAVOR. MOTION CARRIED UNANIMOUSLY TO TABLE BY VOICE VOTE OF 5:0.

Mr. Lorton responded to questions from the public saying that the earliest they could get counters onto the streets would be tomorrow, with data obtained by sometime next week.

File #19-17 Cross Street – Parking Regulation Revision

Mr. Lorton said this was initiated by a resident at Cross and Burlington. Commuters were seen parking in the residents' front yards and leaving trash in the area. Other residents also complained about non-residents using the area as de facto commuter parking and then walking to

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Belmont. Additionally, Cross Street is only 24' wide with a vertical curve that reduces the sight line. The initial proposal was to establish no parking on either side of the street; however, Staff would like to revise that recommendation to limit the east side of the street to 4-hour parking, and the west side to no parking based on the comments of residents.

There were no questions from the Commission.

1. Chuck Mathis of 4927 Cross Street said the problem he has with this is the process. Residents received a letter about this on Monday and knew nothing about it until then. He and his wife went around Cross Street this afternoon. He said he spoke with Mr. Lorton and asked him to make the revision. One of the resident's homes is on the west side. He was disappointed in the process and the lack of information to the residents. They would like this reversed to 4-hour parking on the west side and no parking on the east side.

Mr. Lorton said that the Manager's Memo was made so they could correct a problem occurring on the south end of the street. The letters were sent out on Friday, which is the typical lead-time.

2. Greg Kubelski of 4914 Cross Street said the only people who leave garbage in his front yard are the lawn-cutting crews hired to cut the grass. He asked if he is sealing his driveway, whether he can park in front of his house. What if he has guests, can they park in front of his house? Or is he the only one who can't park on the street? Mr. Lorton said they would park on the other side of the street. When he is seal coating his driveway he can notify the police and get permission to park. Mr. Kubelski asked why he cannot park on his own street. He wants no parking restrictions. He doesn't see commuters parking on his street. The garbage comes from the grass cutters.

Chairwoman Dunne said that the purpose of the meeting is to get resident input since Staff doesn't always get to speak with everyone. She thanked the residents who do attend and give their input to the Commission.

3. Jeff Mond of 4605 Cross said he lives north of Haddow. He saw the no parking signs go up, which he thinks are a travesty and uncalled for. If anyone was ticketed they should fight it. The meeting should have come about before signs were put up. He thinks there are people who might park at Cross Street and Burlington, which would present a problem for the residents, but he asked if they could place a specific time period for no parking, rather than no parking at all on both sides of the street. The streets are narrower there so when they have guests coming over there are parking constraints.

4. Ms. Sheryl Green of 4927 Cross said they have lived there 27 years with no problem with parking. Mr. Green said there is no place to park except the street if they have guests. There is no parking on Burlington or any other side streets. She can't see "no parking" on both sides of the street. Mr. Green has no problem with the commuters parking there. She said it happens maybe once a week, and it doesn't bother them. If they had guests they'd have to have them park at the train station and go pick them up. Mr. Green said that the garbage situation comes from the garbage trucks.

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5. A resident from 4929 Cross Street lives at the northeast corner of Cross and Burlington. She said she is the one who originally called because they have had commuters park in front of their house well into the evening. There are also people other than commuters who park there. It is not safe to pull out of their driveway, and school buses cannot get around the corner. She has personally seen commuters throw trash on her property. She would prefer that the 4-hour parking not be on her side of the street. She doesn't want to see parking allowed in front of her house.

6. Lauren Lakeberg of 4909 Cross Street lives three houses away from Haddow on the east side. She has never seen an issue with commuters parking. She thinks the 4-hour parking on both sides of the street would be fine. At her location there is a new house going in across the street, and there is also a fire hydrant across the street.

There being no further comments from the public, Chairwoman Dunne closed the public portion of the hearing.

A Commissioner said the 4-hour window could be Monday-Friday, and not seven days a week. He said the residents of the street were present and the Commissioner said Staff should get the temporary signage removed immediately and move forward with the consensus of what the homeowners have requested on that street.

Another Commissioner said he thought the 4-hour restriction would allow any common service people to do their job and leave within the allotted time. If they are expected to stay longer, the owner could notify the police. The important thing is to keep the commuters where they belong and paying for parking privileges.

Mr. Lorton said the only issue Staff would raise is with parking on both sides of the street due to the size of the street. As to emergency vehicles, there should be sufficient room for them to access the street.

7. Kevin Saylor of 4929 Cross lives on the corner and said there is no problem with neighbors. The problem is the commuters and they usually don't park past his house. If there can be a sign saying "no parking" during the morning hours, it would help. All the residents want to do is keep the commuters from parking on their street. He added that he does get a lot of trash on his property from commuters as well. Mr. Saylor noted that he has seen a lot more traffic on his street since the train station was improved, but he doesn't think they have to make the parking situation so extreme.

Chairwoman Dunne said that she thinks no parking for 4-hours on both sides seems to be acceptable to all, during the weekdays and excluding weekends and holidays.

MR. JENKINS MOVED IN FILE #19-17 TO ESTABLISH 4-HOUR PARKING RESTRICTIONS ON BOTH SIDES OF THE STREET MONDAY THROUGH FRIDAY, EXCLUDING WEEKENDS AND HOLIDAYS. MR. SARICKS SECONDED THE MOTION.

ALL IN FAVOR. THE MOTION PASSED UNANIMOUSLY BY VOICE VOTE.

Chairwoman Dunne reopened the Public Hearing.

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1. Margaret Wheat-Joyce of 1639 Carol Street, part of the Burlington Highlands, said she has been a resident since 1995. Her late husband told her that back as far as 1963 there was concern that there is no stoplight to enter or exit Ogden Avenue into that area from Saratoga to Finley Road. It is not a safe area. She wants someone to consider putting a stop light somewhere so they can make a left turn onto Ogden Avenue.

Chairman Dunne said Ogden Avenue is a State Road and IDOT would probably have jurisdiction.

Mr. Lorton said there has been a long-term plan to look at Lacey and Ogden with the Packey Webb dealership, and there have been ongoing discussions with IDOT to make that a reality. It is in the process, but the timeframe is unknown at this time.

Old Business - None

Communications - None

ADJOURN

**MR. SCHILLER MOVED TO ADJOURN, SECONDED BY MR. WILKINSON.
MOTION CARRIED UNANIMOUSLY BY VOICE VOTE 5:0.**

Chairwoman Dunne adjourned the meeting at 8:32 PM.

Respectfully submitted,

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

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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)

Public Works Staff Report
File # 1-18
Mini Study 3

BACKGROUND

This item is being presented by staff in response to previous Transportation and Parking Commission meetings in reference to establishing intersection control. Locations are identified. See **Exhibit**.

STUDY

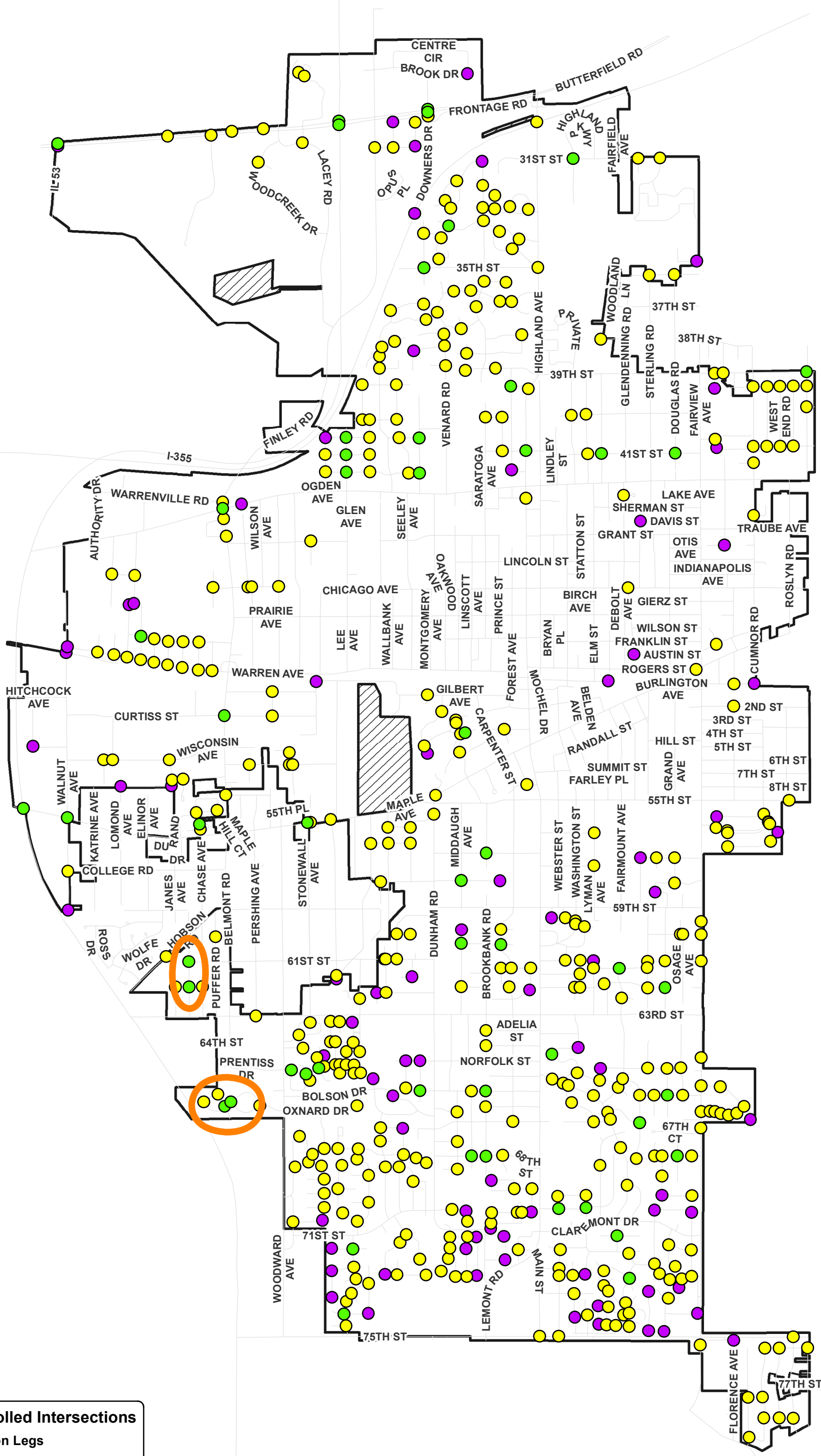
Staff has reviewed available data in GIS and confirmed with aerial photos in Google Earth the second three locations for counts to be taken. These were selected as the next location as their proximity to each other. The four intersections represent two pairs.

1. Leonard Avenue at 61st Street
2. Leonard Avenue at 62nd Street
3. Midhurst Road at Puffer Road
4. Midhurst Road at Oxnard Drive

RECOMMENDATION

Staff requests input from the Transportation and Parking Commission.

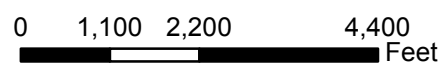
- **STAFF WILL PROCEED WITH COUNTS AND CRASH HISTORY REVIEWS TO ESTABLISH REPORTS WITH RECOMMENDED INTERSECTION CONTROL IDENTIFIED.**



Uncontrolled Intersections

Intersection Legs

- 2 (78)
- 3 (380)
- 4 (53)



**Public Works Staff Report
File # 18-17
Traffic Calming 41st Street**

BACKGROUND

This item is being presented by staff in response multiple residents expressing concerns with the traffic on 41st Street between Saratoga Avenue and Forest Avenue. Residents are concerned with the speeds of vehicles in the area and the safety of pedestrians.

The existing width of 41st Street is 30 feet near Saratoga and then tapers down to 24 feet at Forest Avenue. It is classified as a local street and carries traffic in the east/west directions. Currently there is no parking on either side of 41st Street.

A meeting was held to discuss alternatives on 41st Street at the September Transportation and Parking Commission meeting and residents requested that the study be expanded to include adjacent areas.

STUDY

Staff has visited the site multiple times and reviewed various speed data. Staff also observed morning and afternoon pedestrian activity at Forest Avenue, with few pedestrians in the morning peak.

Counts were completed on September 28th based on Commissioners request at the September meeting. Staff would like to complete the study with a second series of counts in the spring to confirm the speed data received in September.

RECOMMENDATION

Staff requests input from the Transportation and Parking Commission.

- **STAFF IS ONLY PROVIDING TRANSPORTATION AND PARKING COMMISSION AN UPDATE.**