



# TRANSPORTATION & PARKING COMMISSION

## MEETING AGENDA

**Date:** March 9, 2016  
**Time:** 7:00 p.m.  
**Location:** Council Chambers – Village Hall  
801 Burlington Avenue

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- I. Call To Order
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- II. Roll Call
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- III. Approval of *December 9, 2015* TaP Commission Minutes
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- III. Public Comments – General Topics or Issues NOT on Tonight’s Agenda
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### 1. File # 01-16 Springside Condos – Parking Restrictions

**Action Requested:** Discussion and Recommendation to Council

**Description:** Staff is initiating this request, in response to resident petition to review daytime parking availability within the Springside Condominium area. Currently this area has on-street parking restrictions in efforts to prohibit the overflow parking from the Downers Grove South High School students. Staff is recommending the placement of a “No Parking 7 a.m. to 9 a.m.” restriction on the residential streets within Springside Condos. Staff is recommending this action and requesting APPROVAL from the Commission.

### 2. File # 02-15 Warren Avenue – Parking Restrictions

**Action Requested:** Discussion and Recommendation to Council

**Description:** Staff is initiating this action, in response to a request from Mayflower Tours request to implement on-street parking time limits from unrestricted to “No Parking 8:00am – 6:00pm” restriction. This action would enhance the sight lines of vehicles exiting the property currently and reduce the potential for vehicle and pedestrian conflicts on Warren Avenue. Staff is recommending this action and requesting APPROVAL from the Commission.

### 3. File # 03-15 PACE – Service Route Update

**Action Requested:** Discussion and Information Only

**Description:** In February the local bus service provider, PACE, met with the Village to discuss the reallocation of resources in order to improve service throughout Downers Grove and neighboring municipalities. This Agenda item will provide a brief presentation and overview of those changes in service and allow for a general comment. Future communications and public meetings will be held by PACE later in Spring of 2016.

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- IV. Old Business
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- V. Communications
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- VI. Adjourn
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*This is a tentative regular meeting agenda that is subject to change.*

DRAFT

**TRANSPORTATION AND PARKING COMMISSION  
Minutes**

December 9, 2015, 7:00 p.m.

Council Chambers - Village Hall  
801 Burlington Avenue, Downers Grove

Chairman Pro tem Schiller called to order the December 9, 2015 meeting of the Transportation and Parking Commission at 7:00 p.m. and explained the protocol for the meeting.

Roll call followed and a quorum was established.

**ROLL CALL**

Present: Chairman Pro tem Schiller, Commissioners Aguzino, Carter, Saricks, Wilkinson, Wrobel

Absent: Commissioner Golomb, Chairman Stuebner

Staff Present: Transportation Division Manager Matt Mayer

Public: Mr. Mike Hymann, 6013 Blodgett Ave.; Ms. Kim Stapleton, 6005 Blodgett Ave.; Mr. Brian Spang, 6029 Blodgett Ave.; Mr. John Wendt, 1701 Concord Drive; Mr. Eric Vodnik, 1601 Concord Drive

**MINUTES OF OCTOBER 14, 2015**

Mr.. Saricks commented that Attorney Rathje had some very nice words to share about this commission and the Public Works staff regarding the approved resolution for the Belle Aire and Janet parking matter. **MINUTES OF THE OCTOBER 14, 2015 MEETING WERE APPROVED ON MOTION BY MR. SARICKS, SECONDED BY MR. WROBEL. MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.**

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

A change in the agenda followed:

**File # 17-15 Blodgett Avenue – All-Way Stop Control Action Requested:** Per Traffic Manager, Matthew Mayer, this item was at the request of a resident who wanted staff to review safety concerns at 60<sup>th</sup> Street and 61<sup>st</sup> Street, along Blodgett Avenue, due to safety concerns near Fairmount School and O'Neil School (SW corner of Blodgett and 59<sup>th</sup> St.). After the review of the safety issues at the intersections of 60<sup>th</sup> Street and 61<sup>st</sup> Street were completed, staff concluded that given the pedestrian volume of school crossings and the proximity to the two schools, that an all-way stop control be installed at the intersection of 60<sup>th</sup> Street and Blodgett.

(Mr. Mayer confirmed that his report was in error and the installation for an all-way stop should be at 60<sup>th</sup> Street (not 61<sup>st</sup> Street) and Blodgett Avenue. He did notify the residents regarding this error.) Mr. Mayer continued to review Exhibit 1 from his staff report and said that he conducted speed and volume counts on 60<sup>th</sup> and 61<sup>st</sup> Streets and compared the data with the MUTCD (used for guidance), which indicated that all-way stop controls were not warranted at either intersection. However, from his field observation, he found that the designated school crossing at 60<sup>th</sup> Street served students of both Fairmount School and O'Neil Middle School, a fair amount of activity took place at the eastern leg of 61<sup>st</sup> Street and Blodgett, and no crossing guard was assigned to the location. Therefore, he recommended approval for an all-way stop control.

Chairman Pro tem Schiller opened up the meeting to public comment.

Mr. Mike Hymann, 6013 Blodgett, stated he lives in the middle of the block and he and his neighbors supported the recommendation and appreciated staff's quick response. He expressed concern about safety during the summer months because no traffic control existed between 63<sup>rd</sup> and 59<sup>th</sup> Streets. While he appreciated staff's recommendation for the control sign at 60<sup>th</sup>, he would have liked to see an additional control sign at 61<sup>st</sup> and Blodgett since he believed traffic would increase speed from the stop sign to make up for lost time. Mr. Hymann also shared personal comments about the drop off/pickup times at Fairmont School.

Ms. Kim Stapleton, 6005 Blodgett Avenue, recommended that if another stop sign could not be installed, that the installation of a speed bump be considered. She asked staff to explain the process for when the sign would be installed, if approved. Lastly, she commented on some of the blind spots she sees on the west side of Blodgett near the schools.

As a secondary option, Mr. Saricks recommended the village install speed radar signs to slow down/monitor vehicles on Blodgett, to which Mr. Mayer agreed was a valuable data tool. As to the speed bump, Mr. Mayer explained it was a difficult maintenance issue especially during the winter months as well as difficult for emergency vehicles. He further provided his explanations as to why a second stop sign was not being installed at this time, i.e., vehicles ignoring too many stop signs and the visibility concerns on the west side of Blodgett. Other questions followed on what the long-term effects were, if any, of the speed radar signs. Pedestrian street markings were also asked to be considered by Mr. Carter, which staff was open to at 61<sup>st</sup> Street since it was a low-cost, high impact alternative.

Chairman Pro tem Schiller pointed out that the aerial photograph depicted four small baseball diamonds which, to him, reflected a significant amount of foot traffic that should be considered as well as meet the definition of what warrants a stop sign. If it was not to be considered, he supported having the street markings be installed, as suggested above.

Mr. Brian Spang, 6029 Blodgett, stated he regularly schedules girls' softball teams and the fields are in use from April through the end of June. In August, another team uses them. Per Mr. Carter's question, Mr. Spang explained where vehicles were parking if they were visiting the fields, i.e., the parking lots at Fairmont School and O'Neil Middle School and along Blodgett.

Chairman Pro tem Saricks then asked commissioners and staff for a justifiable approach to satisfy the situation, wherein Mr. Mayer recommended staff's approval with the recommendation that staff review the in-roadway sign at the south end to provide a "bookend" effect before installing any regulatory signage. Mr. Mayer offered to follow-up with Mr. Saricks' suggestion to monitor speed between 60<sup>th</sup> and 67<sup>th</sup> Streets to confirm whether vehicles were accelerating from the stop signs.

**MOTION WAS MADE BY MR. AGUZINO THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO APPROVE THE INSTALLATION OF AN ALL-WAY STOP CONTROL AT THE INTERSECTION OF BLODGETT AVENUE AND 61st STREET (WITH THE UNDERSTANDING THAT STAFF WILL FOLLOW UP WITH ADDITIONAL ACTION ITEMS, AS DISCUSSED AT THE MEETING).**

**SECONDED BY MR. WILKINSON.**

**MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.**

**File # 15-15 Concord Drive – Parking Restrictions Action Requested:** Mr. Mayer reported that staff was initiating this request in response to a resident petition seeking to review parking along Concord Avenue. Currently the area around Concord Park was being allocated for overflow parking from the Downers Grove South High School. Staff recommended implementing a 3-hour parking limit on the southeast corner of the park to improve the availability of residential parking. A review of the aerial photo followed.

Mr. Mayer explained in further detail how the area currently served as overflow parking for the high school. He provided the history of a recent road reconstruction project that took place back in 2013, affecting the various on-street parking restrictions that were placed on Concord Avenue under the village ordinance. In order to create some balance with the parking spaces, he said three spaces were identified to have a three-hour limit of “NO PARKING 8:00 AM TO 11:00 AM” on the north side of Concord Drive from Stonewall Avenue to Bunker Hill Circle, and “NO PARKING ANY TIME” restrictions along the entire south side of Concord Drive from Stonewall Avenue to Springside Avenue. These restrictions would hinder student parking.

Additionally, Mr. Mayer pointed out that some contradiction existed in this area as to the signage posted and what was written in the ordinance. Details followed. As part of his study, Mr. Mayer said he plans to initiate a work order to correct the contradiction which will also free up about six or seven parking spaces for overflow student parking.

Commissioner comments/questions followed as to the type of use at Concord Park.

Mr. John Wendt, 1701 Concord Drive, stated he resides at the intersection of Camden Road and Concord Road. He explained the park was heavily used for soccer or lacrosse. He also complimented the village on some recent traffic controlling signals. He questioned why the village was restricting the parking for the high school students when he believed it was pushing “the problem” down the street.

Mr. Eric Vodnik, 1601 Concord Drive, said he was the one who requested the petition because he could not have visitors to his home since there was no parking in the area. He questioned why the 17 parking spaces between Camden and Springside could not be located to Stonewall rather than the three proposed parking spaces. He voiced his frustrations regarding speeding and trash that was thrown on his street and the lack of enforcement. He did not feel it was fair that he had to walk half a block to park a car.

As to whether the high school had the figures for those students who park on the street, Mr. Mayer stated he did not have the figures but surmised that the high school would have them. He offered to find out more information. Mr. Carter suggested staff have an open dialog with the high school.

Staff further explained that the reason for this request was due to the case having a history behind it but also to find a middle ground. A motion was then entertained. However, more dialog vacillated, including whether to table the matter, decide if all of the spaces should be three-hour restricted, potential enforcement issues, student parking permits, and to possibly divide and turn some of the 17 parking spaces to 3-hour parking. It was also pointed out that Concord Park had no on-site parking available.

Mr. Wendt returned and recommended agreeing to staff’s recommendation regarding the three parking spaces, pointing out that the residents basically did not use the 17 parking spaces during early morning hours when the students were using them. It was only until after 1:00 p.m. when students began to leave the high school that spaces became available. He also

presumed that the high school would not have any available parking permits since permits, in general, were very competitive.

Lastly, the timing for the installation of the signage was explained by Mr. Mayer. After some dialog a motion was entertained by the chairman pro tem.

**MOTION BY MR. CARTER THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO INSTALL “3-HOUR PARKING LIMIT BETWEEN 7:00 A.M. AND 4:00 P.M., EXCEPT ON SATURDAYS, SUNDAYS AND LEGAL HOLIDAYS” ALONG CONCORD DRIVE FROM THE WEST LINE OF SPRINGSIDE AVENUE TO 180 FEET WEST OF THE WEST LINE OF SPRINGSIDE AVENUE.**

**SECONDED BY MR. SARICKS.**

**MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.**

As a last comment to the above discussion, Chairman Pro tem Saricks acknowledged that the high school's capacity had increased and so had its parking need. He suggested that in the future, someone from the village council speak to the school district about constructing a parking deck, given that residents pay plenty of taxes and cannot parking in front of their own homes.

**File # 16-15 Maple Avenue – Parking Restrictions Action Requested:** Mr. Mayer discussed that this matter was coming before the commissioners as a result of the newly-constructed Maple Avenue roadway, which had its on-street parking and traffic lanes reconfigured. Due to the reconstructed roadway (with new curb and gutters) and new pavement markings, no ample space existed for vehicles to park on the street. Staff believed restrictions should be put in place. In reviewing the aerial photograph on the overhead, Mr. Mayer explained that this project was part 1 of a two-phase request from a village council agenda item. Specifically, Mr. Mayer said the restrictions were on both the north and south sides of Maple Avenue from Fairview to about 200 feet east of Wilcox Avenue and involved three 11-foot lanes, which did not allow enough room to park a vehicle. Identifying the specific area on the overhead, Mr. Mayer requested that no on-street parking take place in the areas and recommended installing a 24-hour parking restriction and that it be written into the village's ordinance. At a later date, he stated, the 200 foot road segment of Wilcox to the village's limits would be brought to a public hearing.

Per a question, staff did not hear anything from the residents on this matter, nor from the project manager for the Maple Avenue reconstruction. General conversation followed that the matter appeared straight-forward. A motion was entertained.

**MOTION BY MR AGUZINO THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO INSTALL “NO PARKING ANYTIME” DESIGNATION ALONG THE NORTH AND SOUTH SIDES OF MAPLE AVENUE, FROM THE EAST LINE OF FAIRVIEW AVENUE TO A POINT 200 FEET EAST OF WILCOX AVENUE.**

**SECONDED BY MR. SARICKS.**

**MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.**

**OLD BUSINESS**

Mr. Mayer updated the commissioners on the following approved cases: 1) the Belle Air Lane on-street parking; 2) 4248 Maple Avenue parking restrictions – he does have a relocation plan for the mailboxes; 3) Washington and 63<sup>rd</sup> parking restrictions; and 4) the Highland Elementary School and St. Luke’s Church entrance/exit driveway restrictions.

Regarding the Avery Cooley School matter, Chairman Pro tem Schiller recalled he made a comment at the last meeting stating he thought the No Left Turn sign had been installed on a utility pole in front of Cooney School, where, in fact, it was now relocated on a separate steel pole directly in front of the school’s driveway. Mr. Mayer stated he viewed the sign and thought it was adequate for the needs of the intersection.

**COMMUNICATIONS** – See packet for any communications.

**ADJOURN**

**MR. WROBEL MADE A MOTION TO ADJOURN THE MEETING AT 8:18 P.M.  
MR. WILKINSON SECONDED THE MOTION. MOTION CARRIED BY VOICE VOTE OF 6-0.**

**Public Works Staff Report**  
**File # 01-16**  
**Springside Condos - Parking Modifications**

**BACKGROUND**

This item is being presented by staff in response to a request from a resident living in the Springside Condos, located at the southwest corner of 63<sup>rd</sup> Street and Springside Avenue. The grounds of this development is maintained by a Home Owners Association and the roadways are covered with an easement for Village maintenance and enforcement.

In general the roadways within the Springside Condos development “No Parking Any Time” on one side of the street and “No Parking 7am – 4pm” restrictions along the other. The roadway width is 27 feet wide, which is why the parking is prohibited on one side to maintain an access route for emergency response vehicles. On the east side of Springside Avenue is the Downers Grove South High School and student permit parking Lot Z.

The homes in this area have a single car garage and a driveway long enough to fit approximately one vehicle. There are eight guest parking spaces that open for general use after 10:00 am, and are located on the east side of the complex near the community pool.

**STUDY**

Staff does not have any issues with modifying the existing on-street parking. Several alternative restriction times and scenarios were evaluated to understand the behavior of possible overflow parking from the high school students. Ultimately, a 2-hour morning restriction from 7 am to 9 am was determined to provide the best outcome. This restriction gives flexibility for residents, deters the overflow parking from students and provides a fixed window to patrol for enforcement. Similar parking restrictions have successfully been in place along the west side of Highland Avenue near the Downers Grove North High School. Staff is therefore recommending that on-street parking restrictions and time limits be modified as proposed in **Exhibit 1**.

**RECOMMENDATION**

Staff recommends the Transportation and Parking Commission forward a positive recommendation to the Village Council that the following be implemented:

- **REVISE PARKING RESTRICTIONS IN THE SPRINGSIDE CONDOS AREA FROM “NO PARKING 7AM-4PM” TO “NO PARKING 7AM – 9AM” AS SHOWN ON ATTACHED DRAWING.**

**File #01-16 – Exhibit 1**  
**Springside Condos “No Parking 7 am – 9 am” Parking:**



**Public Works Staff Report**  
**File # 02-16**  
**Warren Ave - Parking Modifications**

**BACKGROUND**

This item is being presented by staff in response to a request from the Mayflower Tours, located at 1225 Warren Avenue. The business is experiencing safety problems with the sight lines while leaving their driveway due to lack of time limits currently in the on-street parking.

Warren Avenue is a two-way collector roadway with current “No Parking Any Time” and “4-Hour Parking” restrictions along the north and south sides of the study area, respectively. The roadway width is 29 feet wide, with a wider 48 foot section to the east between Saratoga Avenue and Forest Avenue. The BNSF Railroad line runs adjacent to and south of Warren Avenue in this section.

Warren Ave, east of Saratoga Ave generally has “3-Hour Parking” restrictions along both sides. These restrictions are appropriate and there are no known parking issues in this section. Warren Ave proceeding westward until Middaugh Ave is consistent with the study area parking restrictions. A change occurs at Middaugh Ave where a “No Parking Anytime” restriction on the south curblines is in place for the driveways at 1301 Warren Avenue and then beyond all restrictions are lifted for the south curb.

**STUDY**

Staff has observed generally full use of these on-street parking spaces throughout many field visits to this area. The safety concerns and reported accidents at Mayflower Tours has sparked requests from the owner for consideration to implement a time limit to allow for restrictions to on-street parking during business hours.

Staff does not have any issues with implementing an on-street parking restriction during business hours, as this area is would generally serve the Mayflower Tours business parking needs. Also, the proposed parking restriction would be in possible conjunction with reversing the circulation around the Mayflower Tours building, providing improved sight lines for exiting vehicles from the west driveway. Staff is therefore recommending that on-street parking restrictions and time limits be modified on the south sides of Warren Ave between the driveway entrance and exit to Mayflower Tours as proposed. See **Exhibit 1**.

**RECOMMENDATION**

Staff recommends the Transportation and Parking Commission forward a positive recommendation to the Village Council that the following be implemented:

- **INSTALL “NO PARKING 8AM – 6PM” ALONG WARREN AVE BETWEEN LINSOTT AVE AND SARATOGA AVE AS SHOWN ON ATTACHED DRAWING.**

File #02-16 – Exhibit 1  
Warren Avenue “No Parking 8 am – 6 pm” Parking:



1221 WARREN AVE :  
MAYFLOWER TOURS