



TRANSPORTATION & PARKING COMMISSION

MEETING AGENDA

Date: March 11, 2020
Time: 7:00 p.m.
Location: Council Chambers – Village Hall
801 Burlington Avenue

- I. Call To Order
 - II. Roll Call
 - III. Approval of November 20, 2019 Meeting Minutes
 - III. Public Comments – General Topics or Issues NOT on Tonight’s Agenda
-

1. File # 1-20 Downtown Parking Study

Action Requested: Discussion

Description: *The purpose of the March 11, 2020 Transportation and Parking Commission meeting is to continue discussion on recommendations to the Village Council regarding improvements to the downtown parking system. At the meeting staff will present additional analysis and findings related to the downtown parking system and, again, seek general initial feedback.*

- 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 – November 20, 2019
Council Chambers – Village Hall
801 Burlington Avenue, Downers Grove

Commissioner Carter called the November 20, 2019 meeting of the Transportation and Parking Commission to order at 7:03 P.M. and led the recitation of the Pledge of Allegiance.

ROLL CALL

Present: Commissioners Wilkinson, Carlson, Novak, Carter

Absent: Commissioners Wrobel, Jenkins, Schiller

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

Visitor Roster: Noelle Schwartz, Mike Pries, Kim Breyer, Brady Dunlap, Mrs. Dunlap, Mary Boyle, Dr. Kevin Russell

A quorum was established.

Commissioner Carter 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 AUGUST 14, 2019 MINUTES
COMMISSIONER WILKINSON MOVED TO ACCEPT MEETING MINUTES AS PRESENTED. COMMISSIONER NOVAK 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.

Commissioner Carter proceeded to files on the agenda.

File #8-19 Kingsley School Parking Regulation Revisions & Crossing Guard Position
Traffic Engineer Will Lorton stated this is a joint partnership between Village Public Works staff, Village Police Department, and District 58. Previously there had been multiple items brought forth to the Transportation and Parking Commission over the last few years for Kingsley School. Each time it has been an individual item addressed individually. This time it is being looked at more comprehensively. This study was based on resident feedback and took a wholistic approach looking at the adjacent streets to the school and student pickup and drop off. The study included staff review of available data as well as site visits where staff worked with District 58 and the Police Department to get a better understanding of the limitations and challenges within the area. The existing drop off and pickup times lead to some confusion and congestion around the school. Problems that exist include cuing issues, sight distance, parking and congestion. The proposed revisions will eliminate parking on one side of the side streets which causes increased Traffic & Parking Commission

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congestion. Concerns from residents have been voiced about traffic around the school. Based on information gathered and meeting with the District, Village staff has recommendations to put into place. Recommendations:

1. School presently has a single crossing guard at Norfolk and Powell Street. The first recommendation is a crossing guard at the intersection of Barrett and Norfolk. The process for the position will be finalized in the coming days and operation is anticipated to begin as soon as possible. Any interested parties, parents, or residents are encouraged to apply. Posting for crossing guard positions are listed on the Village website.

2. Staff worked on the area where buses are typically cuing with District 58. Bus cuing area lead to buses overhanging onto Powell Street and the crossing at Powell and Norfolk. Staff will continue to work with District 58 to monitor the issue and ensure buses do not overhang the intersection, cause sight distance issues, or block crossings.

The next series of recommendations will most likely take place over winter break with Village staff working with District 58 for that timing:

1. More formal installations of school drop off zones on Powell and Norfolk. The one on Powell will be just south of Norfolk in a place that was zoned for a kids cab, that is not being used for that and is presently used by parents. The location on Norfolk is east of Barret where the roadway widens, and will support additional parked vehicles. Both locations have sufficient roadway width to support vehicles stopping and unloading.

2. Powell St. north of Norfolk on the east side, Barrett St. north of Norfolk on the west side, Saratoga Ave. north of Norfolk on the west side are the areas for parents to park and drop off children. These will be signed no parking 9am to 11am which will allow parents to park during both the morning and afternoon hours. Parking is reduced to one side of the street only to reduce congestion and promote safety. Initially the request was from 8-11am for drop off, but meetings with District 58 determined the time change from 9—11am to accommodate the parents who park and walk their children to the school.

Next step with regulations is the crossing guard will be handled differently and staff will try to get that in place as quickly as possible. For the regulations with the parking, staff will draft ordinances with code, revisions which will be taken to Village Counsel for approval. Following Counsel approval, signage will be installed and staff will work with the School District on the timeline for that. Once all of the improvements are implemented, staff will work with District 58 to monitor the effectiveness to make sure both safety and traffic flow have positive impacts around the school. Staff has received calls and emails that are beyond the scope of this study, and those items will be forwarded to the District because they include items such as changing the busing, zones and extra-curricular activities in the afternoon which the Village is unable to address.

COMMISSIONER CARTER OPENED UP THE PUBLIC COMMENT PERIOD

PUBLIC COMMENT ON AGENDA ITEMS

1. Noelle Schwartz: Repeating information from March 2019 meeting for new Commissioners. Illinois State Report Card stats: Kingsley Elementary has increased enrollment over 15% in the past 3 years. Community around Kingsley is growing. Old homes on large lots are being replaced with two homes, and many young families have joined the community. Hopes Village recognizes need and reevaluates safety of neighborhood children based on increased traffic. Kingsley is one block from Downers South which has an enrollment of 2700 students according to US News report which is over 3100 students commuting every day to Kingsley and

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DGS. Norfolk St. is the main road to Kingsley and one of the most traveled roads to DGS. Traffic during these commutes is not safe with vehicles breaking laws and people have been hurt. Unsupervised crosswalks on Norfolk at Kingsley with no stop signs. Only crossing guard was elderly who fell and was injured while on duty. Last year parents started a petition with over 600 signatures for additional sidewalks and stop signs at Saratoga and Norfolk at Powell. Parents requested District 58 and Will Lorton come up with solutions and went to Village meeting to voice concerns. There still has not been much progress since start of the school year. Teachers placed on the corners at Kingsley cannot cross the kids. Mr. Lorton indicated the walking surveys did not show enough traffic within specific time frames for stop signs. The police station does not have enough crossing guards to provide Kingsley with additional help. At the Village meeting the board recommended a strong police presence and ticketing, which is not happening. Requests for documents from the police department from 8/19/19 to 9/07/19 at the start of the school year showed police checked in at DGS 25 times, DGN 21 times, and Kingsley 1 time. Was crossing her 8-year-old at a marked crosswalk on Norfolk and was beeped at by high school bus as they were crossing. High school buses, students, and parents use Norfolk as a drag strip. The community is more concerned with safety of the children than numbers for stop signs. Has called DGS to ask why buses are routed down side streets of the elementary school and spoke with Omar Davis the assistant principle of DGS. Mr. Davis stated bus companies determine fastest route. Community wants high school buses to use main roads. On Norfolk in front of Kingsley there are 3 crosswalks, 1 crossing guard during arrival and dismissal, and no stop signs. This is not adequate for safety. Was told by the Village that stop signs will slow things down and change traffic, but that is what residents want. December 8, 2018, Mr. Feeley was retrieving his mail at 5:30pm and was struck by a car at 1015 Norfolk two blocks from Kingsley. The person who hit Mr. Feeley did not stop or come forward, and his family has filled out a police report. Mr. Feeley's injuries were life threatening and he may never recover. A neighbor has lost 2 dogs that were hit by cars. Mr. Davis also stated that DGS has hired a third-party consultant to work with the high schools and Village to make their pickup and drop off safer. Parents at DGN and DGS received an online traffic study to collect data and keep traffic safer. Finds it shocking that the youngest and most vulnerable children in the neighborhood are being overlooked. Pleading with District 99, District 58, and the Village to look at DGS, Kingsley and the surrounding community altogether. Shared this information March 13, 2019 and yet 8 months later they have not seen progress. Read in Suburban Life Newspaper that District 99 and the Village paid Sam Schwartz Company \$81,000 to come up with recommendations for safer traffic around DGN and DGS. The article stated the fee would be divided evenly between District 99 and the Village, each paying around \$45000. Attended the meeting at DGN and the recommendations Sam Schwartz has for DGN and DGS are: DGN – review signal timing to prioritize for pedestrians, school zone 20mph in front of DGN, Main St. speed limit reduced to 25mph Ogden to south of DGN, convert 4 lanes to 3 on Main St. between Sherman and Prairie, pedestrian islands at Sherman, Grant, and Lincoln, pedestrian scale lighting between Sherman and Lincoln, decrease posted speed limit and install speed feedback signs, install school speed limit, curb extensions, added sidewalk and raised intersection. DGS – light and crosswalk at 63rd and Springside approved for installation, changes on Dunham being discussed, fencing and streetscape on 63rd, decrease posted speed and install feedback at stop signs, new access to DGS on Dunham with a drop off proposed by District 99, smaller turning radius and curb extension, midblock crossing at Dunham, relocate crosswalk and install traffic signal at Oxford. Spoke with Kelly Connelly from Sam Schwartz who presented a traffic study around DGS and told her of concerns surrounding Kingsley. Mrs. Connelly stated she studied Norfolk from Main St. to the high school, and that she was shocked and recommended a 4-way stop sign at Powell and Norfolk by the elementary school. Met Dr. Thiele

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and voiced concerns about Kingsley. Dr. Thiele stated study was initiated after the tragedy at DGN and to give time for the elementary schools. District 99 and the Village have spent around \$80,000 to work with outside companies to give District 99 the Village recommendations, which if carried out will cost much more. Sam Schwartz stated they will have to work with the County to make some recommendations happen.

The Village is not working with District 58 to make their schools safer as much as they are the high schools. The rec center at Belmont has a new drop off and every Sunday she sees two police officers in front of St. Joe's crossing adults with children from parking lot to parking lot. There are two lights on each end of the block but the Village supplies officers every Sunday. There is a police officer at the corner of Wellness Way and the parking garage by Good Samaritan hospital, but the Village cannot provide any stop signs or crossing guards at Kingsley. Requesting the Village support Kingsley and District 58 and that the tragedy at DGN should help to make all students safe, not just the high school students. A resident recently contacted channel 2 news who did an investigative piece on one of the DG elementary schools and the dangerous traffic and speeding around the school. Downers Grove says there's no threat to public safety. District 99, District 58, and the Village need to work together to look at traffic around Kingsley and make changes.

2. Kim Brier: PTA President at Kingsley and mother of 6 children. Lives 3 blocks from Kingsley on Adelia and does not allow children to walk to school. Adelia is a 2-block street between Main St. and Saratoga. There are 32 children between 0-16 on her block, and 56 children within both blocks of Adelia. March 2019 meeting, they pointed out neighborhood was cut through for drivers avoiding light at Main St. At 3 different points on Saratoga are places where children would cross, but there is no signage or painted crosswalks where children could cross. Asking Village to pay attention to that area and entire radius around Kingsley. There were 20 parents present at March 2019 meeting who voiced concerns about traffic and limited stop signs on Carpenter Street. As PTA president works closely with school administration. They are not willing to stop or allow something horrible to happen in order for the Village and PD to make changes. There are 425 children at various points throughout the day who deserve attention as much as the high schools. It's not just about the data, it's about the kids who deserve to be protected.

3. Mike Pries: Potential for a 4-way stop sign at Norfolk and Powell. Feels the current 2-way stop is more of a hazard than a 4-way yield or stop would be for disruption of traffic flow. Thinks a 3-way stop should be put in at intersection of Powell and Palmer. There are 4-way stops to the west on Dunham at both of those intersections. It may be worth considering around perimeter of school on Powell and Palmer to convert those to one-way streets. May create less of a hazard and conflict in area to make those streets one way whether east or westbound. May reduce traffic flow and create less of a lane for DGS buses at least for half of the day.

4. Brady Dunlap: Lives on the side of Norfolk Street without a sidewalk. Goes to school early and doesn't feel safe crossing due to high schoolers and traffic coming from that side. Traffic does not stop on the corner of Norfolk and Saratoga. Walks through the grass or gravel in neighbor's yards to get to Kingsley. Does not feel safe crossing street with all the cars.

5. Mrs. Dunlap, Brady's mom: Has lived on Norfolk between Carpenter and Saratoga for 12 years. Recent years have seen a lot of new homes built in area with more people and increased traffic. Would like sidewalk to be put in on side of street where there is none. There is a crosswalk at Norfolk and Saratoga that traffic does not stop for. Consider stop "horse" sign. DGS

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has a new stop sign and horse in parking lot. Would like stop horses put along marked crosswalks at Kingsley school. Concerned with sidewalk on south side of Norfolk and natural prairies in ditches and requesting prairie growth be kept a shorter height due to sight issues. Parked cars are along Norfolk during the day when it is not allowed. Has photos. People walk on shoulder instead of crossing the street due to safety concerns. Wants to know if cars are supposed to stop for marked crosswalks even without a horse stop sign. School buses don't stop for the kids and friend's daughter almost got hit.

6. Mary Boyle: Daughter at Kingsley and two younger children who will also attend. When dropping off at school people cannot see pedestrians. Many blind spots. A 4-way stop would eliminate issue if everyone has to stop. Younger kids don't always look and need crosswalks. Kids have to walk across neighbor's yards for safety.

7. Kim Brier: Asked Officer Fisher about the cost of a ticket for passing a school bus with stop arm out. Officer Fisher believes it's \$250 but will double check. Asked the number of citations that have been written since March 2019 for vehicles passing stopped school buses. Office Fisher did not have the information but stated PD has been in the area enforcing. Asked when data can be made available and Office Fisher said through a FOIA request at PD. Stated she is there every day two times a day every day for 40 minutes and has not seen a ticket written since March 2019. Teachers no longer allowed to help kids cross the street due to insurance in case they are hit by a car, yet children are expected to cross on own without supervision. Asked if the Village split the \$80,000 bill with District 99 for the study. Mr. Lorton stated he did not have the information on that.

8. Dr. Kevin Russell District 58 Superintendent: Thanked all Village staff for work done and listening, for addressing this issue in separate meeting for students, thanked parents for advocating for safety of students, and thanked Brady for student perspective. Invited everyone in attendance to a meeting January 7, 2020 as follow up to learn more about Village recommendations and how the school District can do things differently. Looking at school procedures and ready to make amendments Village recommends. Busing on Norfolk is being addressed with District 99 and 5 morning routes and 4 afternoon routes have been moved off Norfolk. Does not include activity buses and there are still 2 morning routes and afternoon routes on Norfolk. Will continue to ask District 99 to remove routes from Norfolk and look at own busing. Wants to know about buses not stopping at crosswalks and asks residents to report it to school district.

Safety study with District 99 went first and District 58 has been talking to Village and is interested in continuing and deepening partnership with Village at all 13 sites. He, principle, and assistant principle are always open to hearing concerns and care about safety.

COMMISSIONER CARTER CLOSED THE PUBLIC COMMENT AND OPENED DISCUSSION AMONGST THE COMMISSION

Commissioner Carter asked about March 2019 meeting and cut through traffic from 63rd. Mr. Lorton spoke with the County and more discussion is required due to District 99 study and timing of traffic lights. Commissioner Carter thanked District 58 for meeting attendance.

Commissioner Wilkinson inquired about the status of the original petition for the stop sign. Mr. Lorton stated it can be looked at again in the future and counts can be taken again in a year. Asked if the current proposal is phase one in terms of what is being done for safety. Mr. Lorton

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stated that it will be monitored to ensure changes are working and compliance from buses and everyone present is happening, and further changes can be made. Asked if sidewalks can be put onto the Public Works list for completion. Mr. Lorton stated that current sidewalk policy is to put sidewalk on one side of every street. The process for a location without a sidewalk is to request it with a formal petition. Has copies of the petition with him. Previous petition received was a list of names with nothing attached to it. Will begin overall review of area and impacts. Ditches, trees, drainage system all factors. Residents can begin formal petition. Asked if there are any issues with afternoon dismissals or daytime activities. Mr. Lorton stated based on study, there do not seem to be issues outside of AM and PM peaks. Focus was on arrival and dismissal times for schools. After school activities would require a larger study. Asked if there was any discussion about staff monitoring for feedback and insight. Mr. Lorton stated they will have to rely upon District 58 to observe and give feedback.

Commissioner Novak asked Officer Fisher if the police department has dedicated patrol staff to Kingsley. Fisher stated there is a minimum of a series of directed patrol who are based in certain zones. Kingsley is on the directed patrol list and officers have been out there, but does not have exact number of times officers have been out there. Asked about use of technology such as camera systems to deter vehicles from passing stopped buses. Mr. Lorton stated that would have to be approved from someone higher up than himself and he can pose the question. Suggested there may be safety grants to help with cost.

Commissioner Carter asked crosswalk placards be put up in crosswalks to encourage vehicles to yield for pedestrians. Can be put up and taken down just for school hours. Thinks sight lines are being reduced, bus drop off area, extra crossing guard at Barrett, and District outreach to teach students about crossings will all be helpful. Impressed with Village recommendations and believes they are comprehensive and have tremendous benefits. Would like to see cut through traffic halted and police presence increased.

Commissioner Wilkinson asked Officer Fisher if traffic is supposed to stop on Norfolk when buses are stopped in drop off zone with stop sign out. Officer Fisher stated yes, the only time traffic does not need to stop is when there is opposing traffic on a four-lane highway. Loading is dictated by stop arm, not flashing lights. Arm out means everyone has to stop. District 58 is considering if Norfolk is the correct place for buses to load and unload including daycare buses. Wilkinson requested that officers look for and ticket vehicles not stopping for school buses.

WITH RESPECT TO FILE #8-19, MR. WILKINSON MADE A MOTION TO ACCEPT THE RECOMMENDATIONS BY STAFF AS PRESENTED WITH THE CAVEAT THAT CONTINUED OBSERVATIONS OCCUR.

SECONDED BY MR. NOVAK.

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

DISCUSISON OF OLD BUSINESS:

File #7-19 41st Street and Washington Street Traffic Control Revisions. The all way stop will not be pursued with a code revision. Code enforcement will actively pursue compliance with a sight distance. Once the sight distance is restored, the previous warrants are no longer met for the all-

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way stop. The code does allow for Community Development to approach the resident and have them clear the sight lines.

Communications

No communications to discuss.

ADJOURN

**MR. CARTER MOVED TO ADJOURN, SECONDED BY MR. NOVAK.
MOTION CARRIED UNANIMOUSLY BY VOICE VOTE 4:0.**

Commissioner Carter adjourned the meeting at 8:02 PM.

Respectfully submitted,

/s/ Andrea Banke
Recording Secretary



**VILLAGE OF DOWNERS GROVE
REPORT FOR THE TRANSPORTATION AND PARKING COMMISSION
MARCH 11, 2020 AGENDA**

SUBJECT:	SUBMITTED BY:
Downtown Parking Analysis	Jason R. Zawila, AICP Planning Manager

BACKGROUND

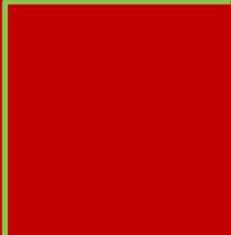
In 2011, the Village conducted a comprehensive downtown parking study. The purpose of this study was to ensure that the Village, in cooperation and coordination with the Downtown Downers Grove Management Corporation (DMC), was managing available parking in a manner that best serves downtown Downers Grove. As part of the 2011 effort, parking management practices were reviewed and recommendations for modifications were made. Since 2011, a significant amount of change has occurred in the downtown and it was determined that the study is in need of an update. Significant projects include the Marquis on Maple, Burlington Station and Maple & Main (which collectively added and additional 259 residential units); and the opening of several new restaurants and retail establishments.

At the February 12, 2020 Transportation and Parking Commission meeting, staff provided an overview of the comprehensive parking study that was presented to the Village Council at their [December 17, 2019 meeting](#).

RECOMMENDATION

The purpose of the March 11, 2020 Transportation and Parking Commission meeting is to continue discussion on recommendations to the Village Council regarding improvements to the downtown parking system. At the meeting staff will present additional analysis and findings related to the downtown parking system and, again, seek *general initial* feedback. The presentation has been provided in advance of the meeting (attached).

It is expected that the Transportation and Parking Commission will provide recommendations to Village Council during the May meeting. The Transportation and Parking Commission's April meeting will be dedicated to the District 99 Pedestrian Safety Study.



Downtown Parking

Presentation to the
Transportation and Parking Commission
March 11, 2020





Overview of Presentation

1. Background – 2019 Study
2. Overview of Parking Regulations
3. Occupancy of the Lots
4. Permit and Enforcement Data
5. Communication Efforts
6. Upcoming Downtown Projects
7. Observations/The Next Steps



Background – 2019 Study



The Process

1. 2011 Parking Study Conducted by Rich & Assoc.
2. 2019 Parking Study Update
 - a. Stakeholder Engagement led by Rich & Assoc.
 - b. Parking System Observations & Counts Performed by Rich & Assoc. and Walker Consulting
 - c. Analysis & Recommendations by Walker Consulting



The Survey Results

Open online survey conducted in June 2019

Survey Results Summary

1. 1,606 total responses from residents/visitors, Downtown employees, Downtown business owners & commuters
2. 79% stated that there are not enough publicly available spaces for customers and visitors
3. 80% of respondents are willing to walk two blocks or less
4. 46% of visitors most often park on the street, while 46% park in the deck or a public lot
5. 53% indicated there is not enough commuter parking
6. 44% of business owners do not have a policy discouraging employees from parking on street

Parking Analysis Key Findings

1. 25% of parking spaces were available during peak hour demand (12:00 to 1:00pm).
2. The amount of available spaces increased to 46% at 4:00pm.
3. On-street parking occupancy increased since 2011 by 4.9% and off-street parking decreased by 6.5%.
4. There is a slight parking surplus for residents at Maple & Main Apartments, and minor deficits for resident parking at Burlington Station and Marquis on Maple.

Survey:

Many respondents expressed dissatisfaction and frustration with the current parking system.

Analysis:

Even during peak demand, there are reasonably accessible spaces available to most users of the system.



Saturday, Nov. 23 - 12:45pm



Saturday, Nov. 23 - 12:46pm



Distance: 870 feet
Approx. Walk Time: 3 min. 11 sec.





Key Recommendations

1. Do not pursue additional structured parking at this time
2. Formalize Recommended Level of Service concept
3. Consider operational, technological and policy improvements to the existing system
4. Promote walkability of Downtown area



Recommendations in Detail

1. Do not pursue additional structured parking at this time
2. Formalize Recommended Level of Service concept
3. Promote walkability of the Downtown
4. Resident overnight (Lot R) permits - Increase volume, expand access to & consider other parking locations
5. Expand shared parking opportunities by partnering with private lot owners (AT&T Lot/Forest, Masonic Temple, 5207 Main, Church lots, etc.)
6. Improve directional and lot signage throughout system (includes potential use of changeable copy signs)
7. Improve ease of use and streamline parking webpages
8. Evaluate expanded use of valet service & potential shared-valet arrangements
9. Improve ease of use and ability to access guest overnight parking
10. Install electric vehicle charging stations
11. Consider shared, on-demand vehicle arrangements
12. Consider relocation of employee permit (DB) and commuter parking areas
13. Introduce technology that effectively improves user experience, awareness of & access to the parking system
14. Engage Downtown Management Corp. on strategies to improve parking system usage by businesses/employees
15. Engage METRA regarding commuter system operations to include potential fee adjustments, system maintenance, cost sharing, etc.



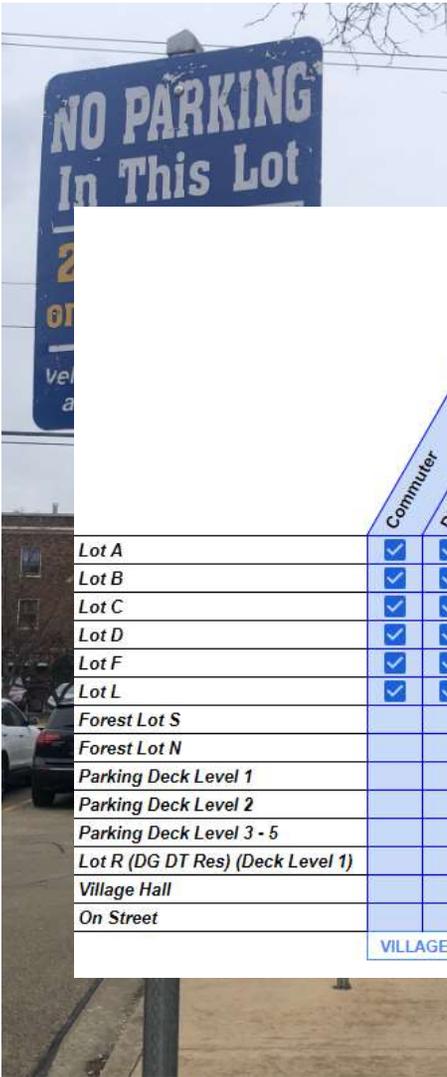
Desired Outcomes

1. The parking system is less complicated to understand.
2. The parking system is better communicated.
3. Use of staff time is made more efficient in the areas of Administrative Support, Enforcement and System Maintenance.



Overview of Parking Regulations

23 Sets of Regulations!



	Commuter	DB after 8:30	DB	Reverse Commuter	Free after 11AM	Free after 3PM	Free Sat and Sun (No 2-5AM)	4HR Shopper	3HR Shopper	2HR Shopper	15 Minute	Residential (Guaranteed 2-5AM)	Residential Overnight	Immanuel Residences	Daily Fee	Parqex	One Day, After 8:30	Meters (9AM-6PM, M-F) and Sun Only (Free)	Weekend Overnight (Level 5 Only)	Village Employee	Handicap	Motorcycle	Loading Zone
Lot A	✓	✓			✓	✓			✓								✓						
Lot B	✓	✓			✓	✓											✓				✓		
Lot C	✓	✓			✓	✓				✓							✓				✓		
Lot D	✓	✓			✓	✓							✓				✓				✓		
Lot F	✓	✓			✓	✓											✓						
Lot L	✓	✓			✓	✓							✓				✓						
Forest Lot S					✓	✓															✓		
Forest Lot N			✓		✓	✓			✓												✓		
Parking Deck Level 1			✓	✓	✓	✓		✓													✓	✓	✓
Parking Deck Level 2			✓	✓	✓	✓		✓													✓	✓	✓
Parking Deck Level 3 - 5					✓	✓									✓				✓				
Lot R (DG DT Res) (Deck Level 1)												✓											
Village Hall						✓									✓					✓			
On Street						✓		✓	✓	✓						✓				✓			✓
	VILLAGE ISSUED PERMIT			FREE			TIME RESTRICTION				RESIDENTIAL		PAID			MISCELLANEOUS							

If this were a Facebook Relationship ...



... It's Complicated

Commuter Permit

355 Designated Spaces

Free Parking after 11AM

Approx 75% Occupied AM Peak





Commuter Permit

Aurora to Chicago - Monday through Friday		EFFECTIVE: September 3, 2019																																			
Zone	Station	Train #	1200 AM	1202 AM	1204 AM	1206 AM	1208 AM	1210 AM	1212 AM	1214 AM	1216 AM	1218 AM	1220 AM	1222 AM	1224 AM	1226 AM	1228 AM	1230 AM	1374 AM	1232 AM	1234 AM	1236 AM	1238 AM	1240 AM	1242 AM	1244 AM	1246 AM	1248 AM	1250 AM	1252 AM	1254 AM	1256 AM	1258 AM	1370 AM	1260 AM		
● H	Aurora	LV:	4:09	4:38	5:11		5:45	5:30	5:57					6:24	6:11		6:49		7:01			7:17				7:34	7:11		7:52					8:14	8:30		
● G	Route 59		4:18	4:46	5:21		5:57	6:09						6:37	6:20		7:01		7:13			7:29				7:46	7:21		8:04					8:26	8:40		
● F	Naperville		4:24	4:51	5:28		6:04	6:16						6:44	6:25		7:10		7:21			7:37				7:54	7:26		8:12					8:34	8:45		
● E	Liste		4:30	4:57	5:36		6:12	6:24	6:19				6:37	6:31		7:03				7:24					7:49	7:32		8:19					8:19	8:51			
● E	Downers Grv./Main St.		4:37	5:04	5:45		6:21	6:29	6:29	6:29			6:38	6:38		7:13				7:34					7:58	7:39		8:28					8:28	8:58			
● D	Westmont		4:42	5:09	5:41	5:55	6:03	6:35	6:43	6:53	7:04	7:14	7:22	7:32	7:40	7:47	8:06	8:19	8:26	8:33	8:41	8:48	8:55	9:02	9:09	9:16	9:23	9:30	9:37	9:44	9:51	9:58	10:05	10:12			
○ D	Clarendon Hills		4:45	5:12	5:44	5:58	6:06	6:38	6:47	6:57	7:08	7:17	7:26	7:35	7:44	7:53	8:02	8:11	8:20	8:29	8:38	8:47	8:56	9:05	9:14	9:23	9:32	9:41	9:50	9:59	10:08	10:17	10:26	10:35			
○ D	West Hinsdale		4:48	5:14	5:46	6:00	6:12	6:44	6:53	7:04	7:14	7:23	7:32	7:41	7:50	8:00	8:09	8:18	8:27	8:36	8:45	8:54	9:03	9:12	9:21	9:30	9:39	9:48	9:57	10:06	10:15	10:24	10:33	10:42			
● D	Hinsdale		4:49	5:16	5:49	6:03	6:15	6:47	6:56	7:07	7:17	7:26	7:35	7:44	7:53	8:03	8:12	8:21	8:30	8:39	8:48	8:57	9:06	9:15	9:24	9:33	9:42	9:51	10:00	10:09	10:18	10:27	10:36	10:45			
D	Highlands		4:51	5:18	5:51	6:05	6:17	6:49	6:58	7:09	7:19	7:28	7:37	7:46	7:55	8:05	8:14	8:23	8:32	8:41	8:50	8:59	9:08	9:17	9:26	9:35	9:44	9:53	10:02	10:11	10:20	10:29	10:38	10:47			
● D	Western Springs		4:52	5:21	5:55	6:09	6:21	6:53	7:02	7:13	7:23	7:32	7:41	7:50	8:00	8:09	8:18	8:27	8:36	8:45	8:54	9:03	9:12	9:21	9:30	9:39	9:48	9:57	10:06	10:15	10:24	10:33	10:42	10:51			
○ C	LaGrange, Stone Ave.		4:53	5:24	5:59	6:13	6:25	6:57	7:06	7:17	7:27	7:36	7:45	7:54	8:04	8:13	8:22	8:31	8:40	8:49	8:58	9:07	9:16	9:25	9:34	9:43	9:52	10:01	10:10	10:19	10:28	10:37	10:46	10:55			
● C	LaGrange Rd.		4:56	5:26	6:01	6:15	6:27	6:59	7:08	7:19	7:29	7:38	7:47	7:56	8:06	8:15	8:24	8:33	8:42	8:51	9:00	9:09	9:18	9:27	9:36	9:45	9:54	10:03	10:12	10:21	10:30	10:39	10:48	10:57			
C	Congress Park		4:57	5:28	6:03	6:17	6:29	7:01	7:10	7:21	7:31	7:40	7:49	7:58	8:08	8:17	8:26	8:35	8:44	8:53	9:02	9:11	9:20	9:29	9:38	9:47	9:56	10:05	10:14	10:23	10:32	10:41	10:50				
○ C	Brookfield		4:58	5:30	6:05	6:19	6:31	7:03	7:12	7:23	7:33	7:42	7:51	8:00	8:10	8:19	8:28	8:37	8:46	8:55	9:04	9:13	9:22	9:31	9:40	9:49	9:58	10:07	10:16	10:25	10:34	10:43	10:52				
○ C	Hollywood (Zoo Stop)		4:59	5:32	6:07	6:21	6:33	7:05	7:14	7:25	7:35	7:44	7:53	8:03	8:12	8:21	8:30	8:39	8:48	8:57	9:06	9:15	9:24	9:33	9:42	9:51	10:00	10:09	10:18	10:27	10:36	10:45	10:54				
○ C	Riverside		5:00	5:34	6:09	6:23	6:35	7:07	7:16	7:27	7:37	7:46	7:55	8:05	8:14	8:23	8:32	8:41	8:50	8:59	9:08	9:17	9:26	9:35	9:44	9:53	10:02	10:11	10:20	10:29	10:38	10:47	10:56				
● B	Harlem Ave.		5:01	5:37	6:12	6:26	6:38	7:10	7:19	7:30	7:40	7:49	7:58	8:08	8:17	8:26	8:35	8:44	8:53	9:02	9:11	9:20	9:29	9:38	9:47	9:56	10:05	10:14	10:23	10:32	10:41	10:50					
● B	Berwyn		5:02	5:39	6:14	6:28	6:40	7:12	7:21	7:32	7:42	7:51	8:01	8:10	8:19	8:28	8:37	8:46	8:55	9:04	9:13	9:22	9:31	9:40	9:49	9:58	10:07	10:16	10:25	10:34	10:43	10:52					
● B	LaVergne		5:03	5:41	6:16	6:30	6:42	7:14	7:23	7:34	7:44	7:53	8:03	8:12	8:21	8:30	8:39	8:48	8:57	9:06	9:15	9:24	9:33	9:42	9:51	10:00	10:09	10:18	10:27	10:36	10:45	10:54					
B	Cicero		5:04	5:45	6:20	6:34	6:46	7:18	7:27	7:38	7:48	7:57	8:07	8:16	8:25	8:34	8:43	8:52	9:01	9:10	9:19	9:28	9:37	9:46	9:55	10:04	10:13	10:22	10:31	10:40	10:49	10:58					
A	Western Ave.		5:05	5:50	6:25	6:39	6:51	7:23	7:32	7:43	7:53	8:02	8:12	8:21	8:30	8:39	8:48	8:57	9:06	9:15	9:24	9:33	9:42	9:51	10:00	10:09	10:18	10:27	10:36	10:45	10:54						
A	Halsted St.		5:06	5:54	6:29	6:43	6:55	7:27	7:36	7:47	7:57	8:06	8:16	8:25	8:34	8:43	8:52	9:01	9:10	9:19	9:28	9:37	9:46	9:55	10:04	10:13	10:22	10:31	10:40	10:49	10:58						
● A	Chicago CUS	AR:	5:14	6:00	6:12	6:30	6:38	6:45	6:51	6:55	7:02	7:08	7:14	7:18	7:23	7:27	7:31	7:35	7:40	7:45	7:50	7:55	8:00	8:05	8:11	8:16	8:21	8:26	8:30	8:35	8:40	8:46	8:51	8:59	9:03	9:07	9:57
🚲	# of bikes allowed per train		10	10	5	5																												10			

5:45 - 6:29 - 6:48 - 7:13 - 7:34 - 7:58 - 8:28
AM EXPRESS TRAINS

NO PARKING
In This Lot

208 Designated
Spaces – M to F

After 8:30 – Permits
accepted in **ORANGE**

349 Issued Permits

Downtown Business



NO PARKING
In This Lot

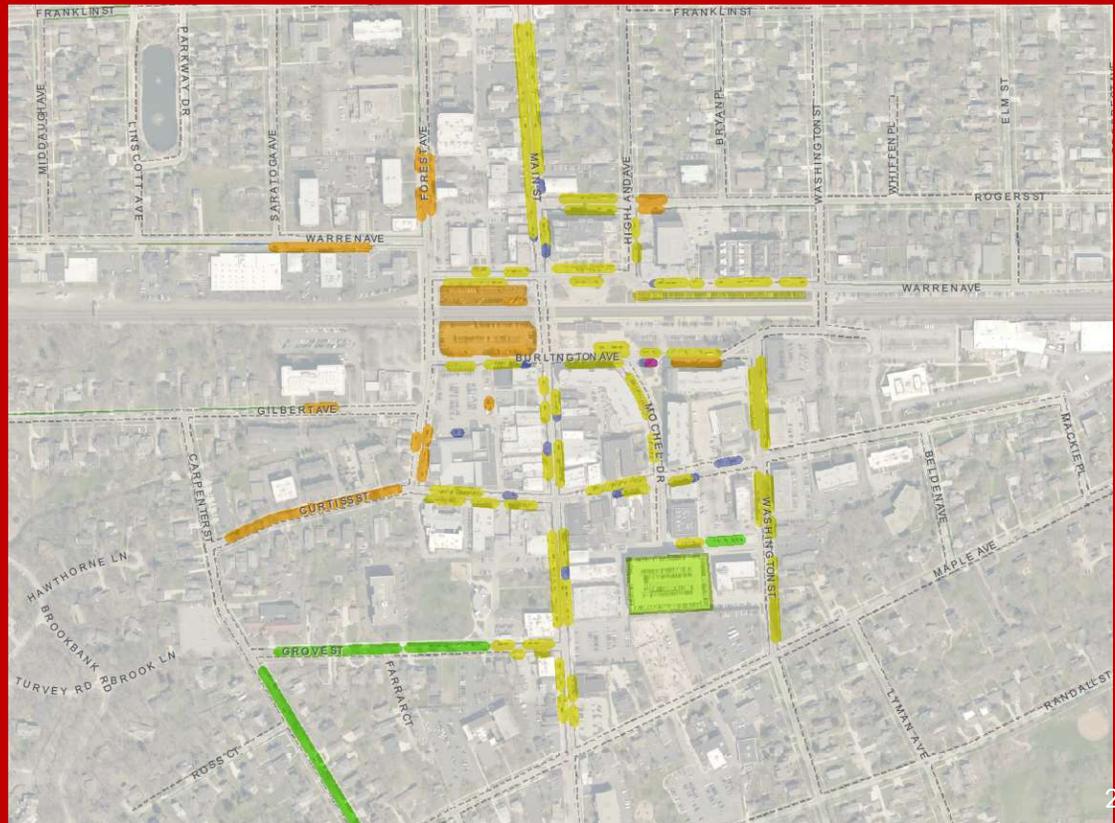
4HR Shopper
Free - **COLOR**

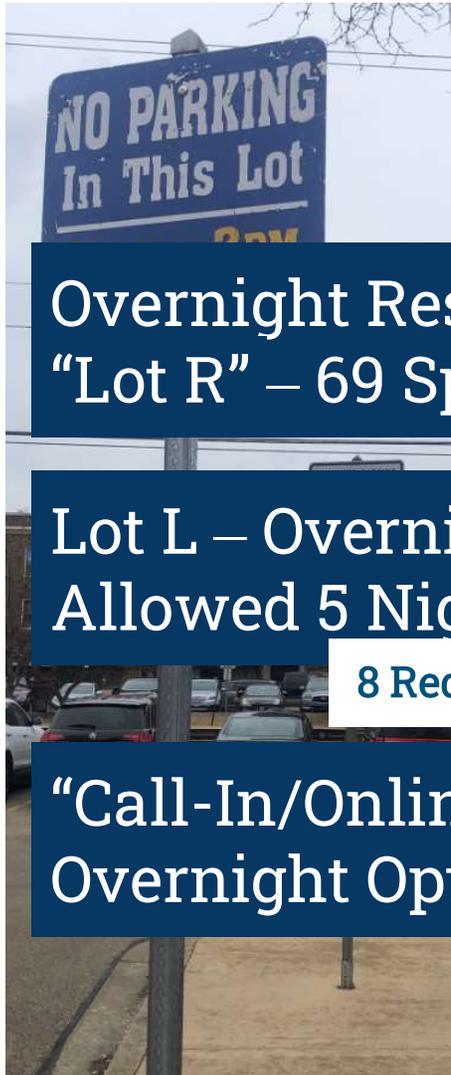
3HR Shopper
Free - **COLOR**

2HR Shopper
Free - **COLOR**

15 Minutes
Free - **COLOR**

Free Spaces (Hourly Limit)





Overnight Residential
“Lot R” – 69 Spaces

Lot L – Overnight
Allowed 5 Nights/Mo.
8 Requests/Month

“Call-In/Online”
Overnight Option

Residential Permits



Various Parking Options



One Day (After 8:30)

Avg. 4
Issued
Daily



Parqex
16 Spaces

At 100%
Capacity
M-F





Total Spaces

38
Spaces

Average Occupancy
AM Peak

Near
100%

Parking Passport
Users

3 out of 4

Meters



Parking Deck

Daily Fee Spaces
(Commuter)

505

Average AM
Occupancy

Near
100%

DB Parking Lv 2

Lot R Lv 1

4HR Shopping Lv 1

Free after 3PM

ALL





Let's talk about Occupancy

NO PARKING
In This Lot

208 Spaces
M to F - BLUE

After 8:30 – Permit
accepted in ORANGE

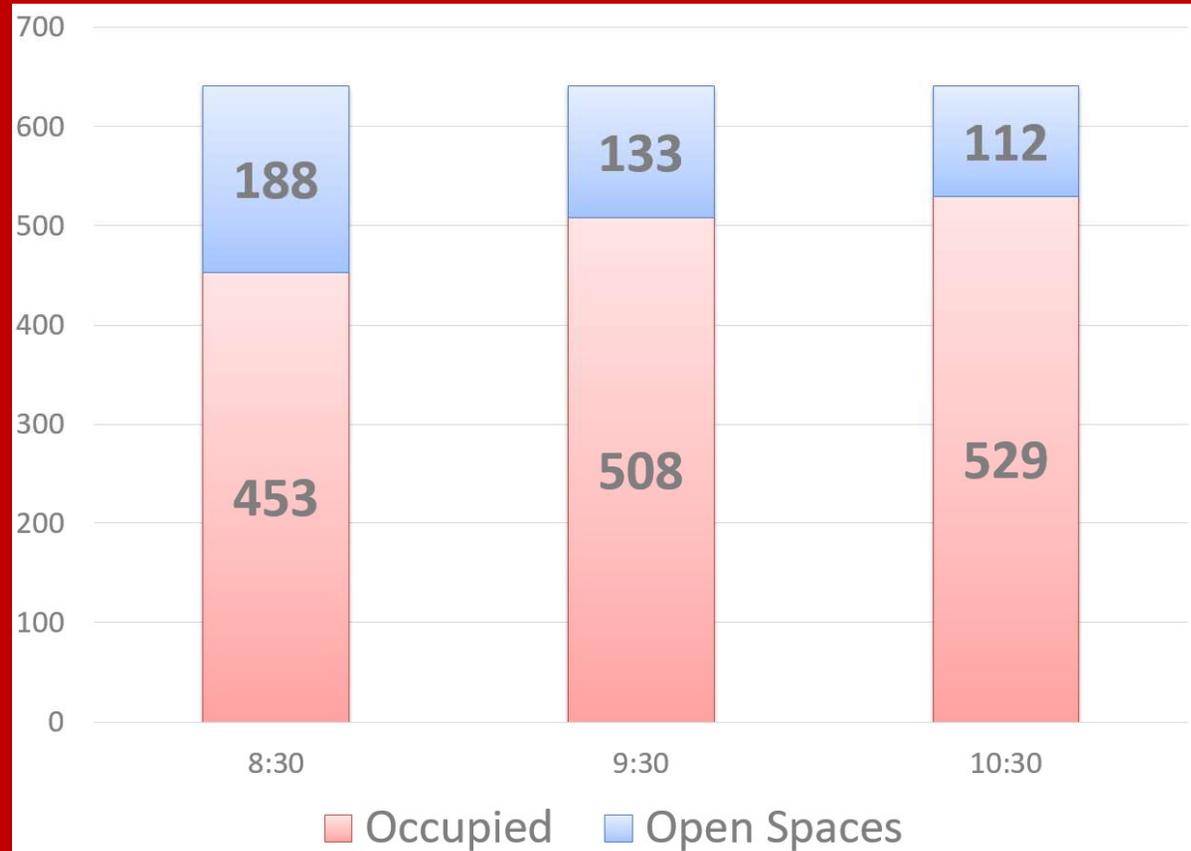
349 Active Permits

Open Spaces – DB Eligible

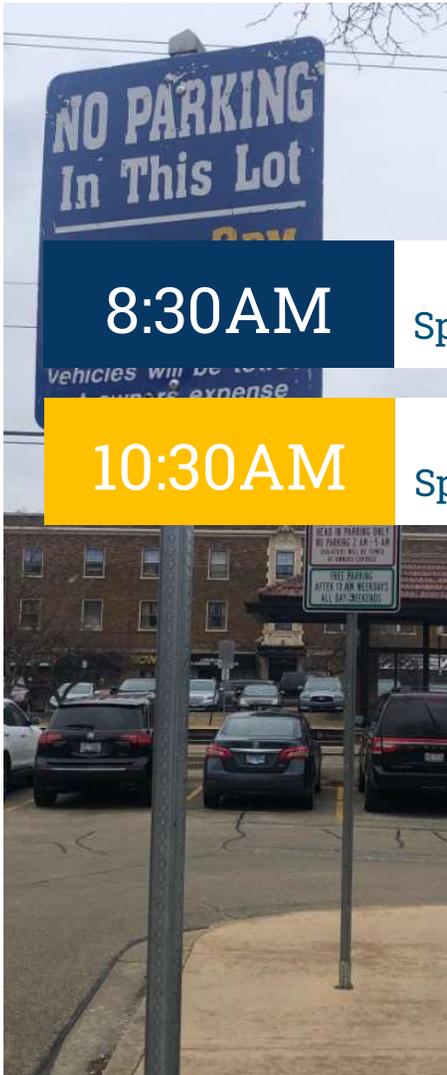




Open Spaces – DB Eligible

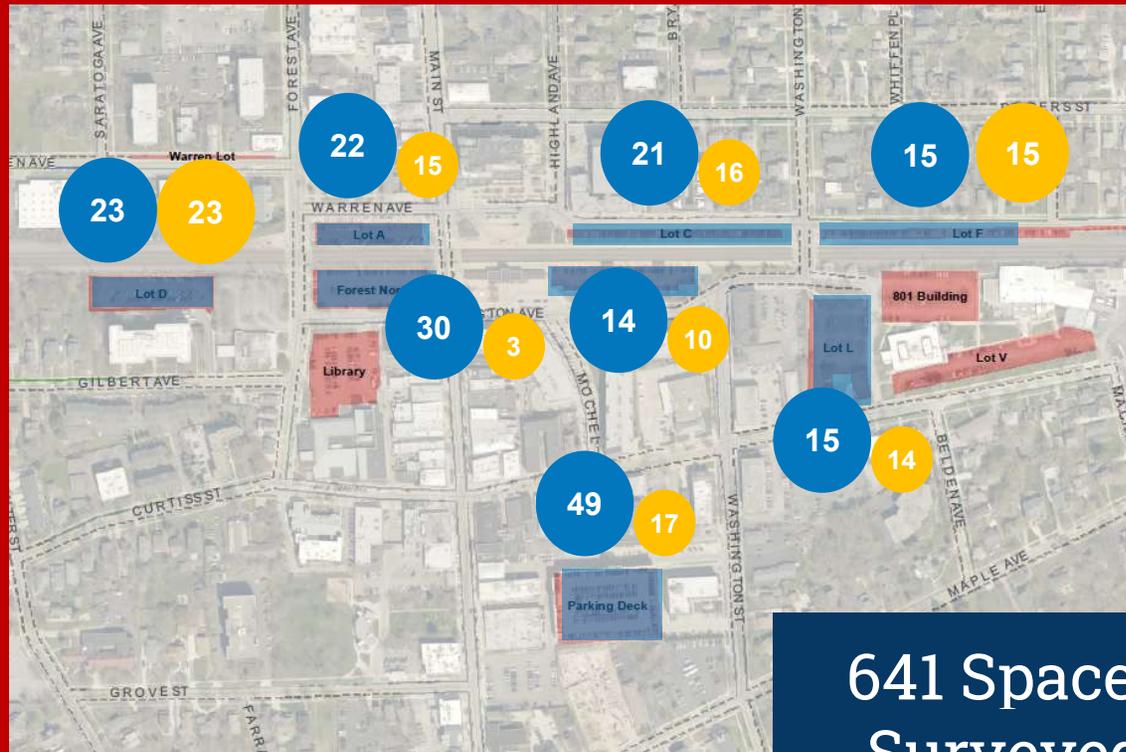


Where are the Open Spaces?



8:30AM 189 Spaces

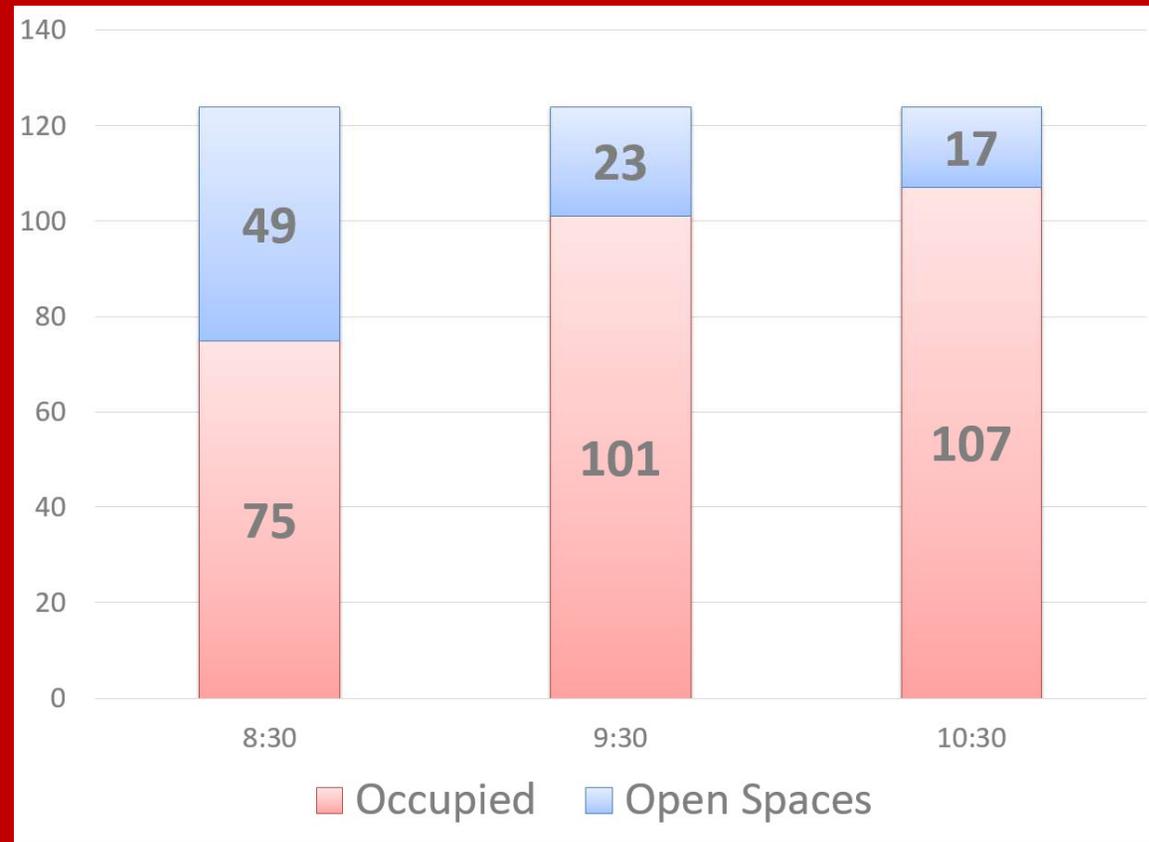
10:30AM 113 Spaces



641 Spaces Surveyed

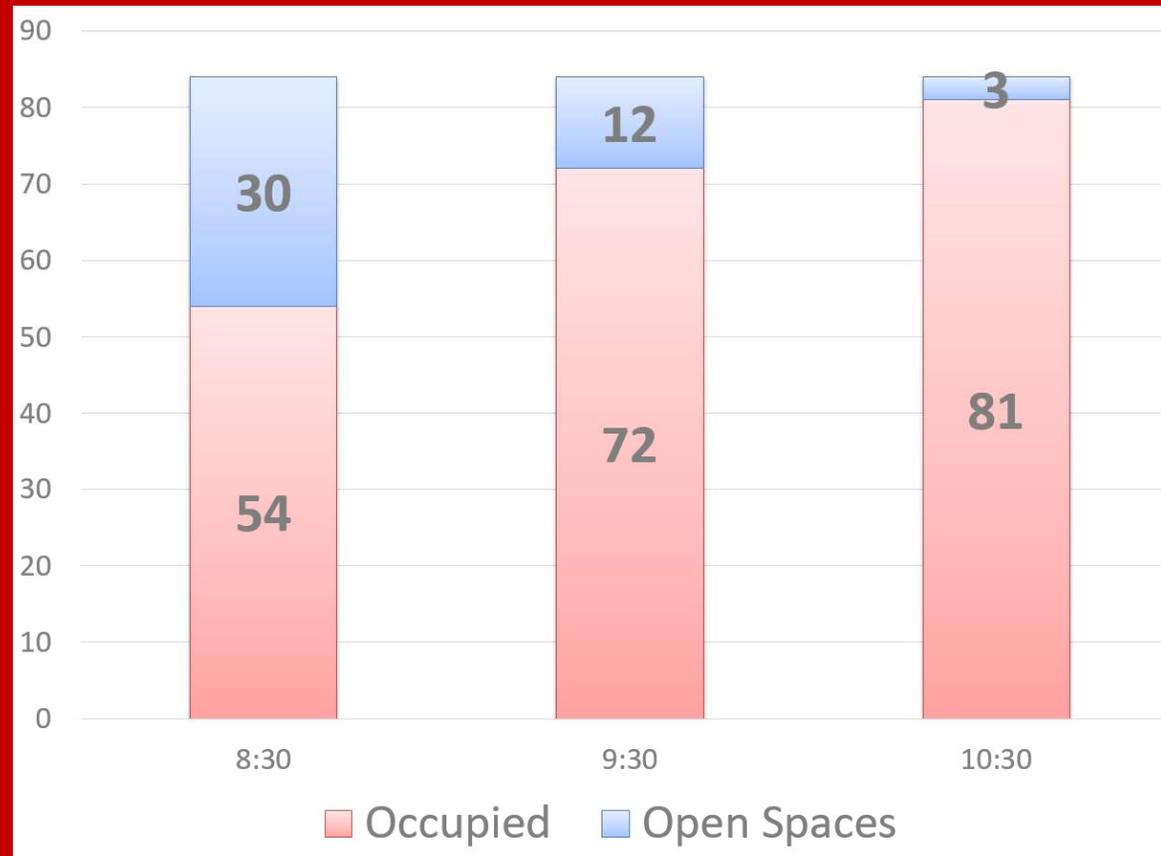


Open Spaces – Level 2 (Garage)





Open Spaces – Forest Lot North



Downtown Business Permits

DB Permits Issued
2020 Q1

349

DB Permits Used in
8:30 AM Survey

121

35%

DB Permits Used in
10:30 AM Survey

166

48%



Enforcement Data

Parking Enforcement

License Plate Reader

Daily Fee Machines

DGPD Officers



Parking Enforcement By The Numbers

In 2019, a total of 2,388 citations were issued in the downtown off street parking lots.

Parking Garage

82%

Downtown Lots

18%

Parking Enforcement By The Numbers

In 2019, a total of 1,956 citations were issued in the GARAGE.

Failure to Pay
Daily Fee

69%

Overtime Parking 4HR

14%

No Permit

13%

Parking Enforcement By The Numbers

A total of 432 citations were issued in the DOWNTOWN LOTS.

No permit

75%

Overtime Parking
(3HR Zone)

20%

No Overnight Parking
2AM to 5AM

3%



Current Communication Efforts

Parking Signage



Village Website and Handouts



Home » Resident » Parking and Transportation

Parking and Transportation

Last updated: Webmaster | Wednesday, January 22, 2020

General Parking Reminders

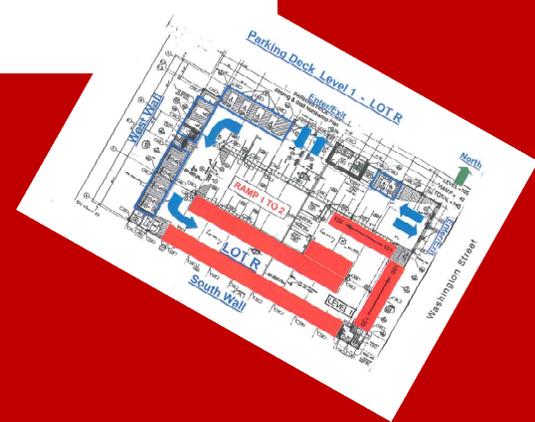
The following regulations can all be found in the Downers Grove Municipal Code.

- Overnight parking on Village streets between the hours of 2:00 a.m. and 6:00 a.m. is prohibited.
- Parking on sidewalks, or otherwise obstructing the sidewalk is prohibited and subject to a \$25 fine.
- When three or more inches of snow have fallen within a 24-hour period or less, parking is prohibited on streets and public parking lots between 9:00 p.m. and 6:00 a.m.

Related

Related Information

- Commuter Parking
- Downtown Employee Parking
- Downtown/Shopper Parking
- Commuter Shuttle
- Overnight Parking/Parking Tickets/Vehicle Stickers
- Village Bikeway Plan





Future Construction Projects

Forest Lot North



Village Facilities





Observations/Next Steps



Key Observations

1. Varying regulations over the years has led to a complicated parking system that is difficult to communicate and inefficient to manage.
2. Hourly parking is inconsistent, which may lead to user confusion, under utilization and increased enforcement.



DOWNTOWN
Downers Grove

P 

FOREST NORTH

FREE PUBLIC PARKING
AFTER 11AM (MONDAY TO FRIDAY)
ALL DAY SATURDAY AND SUNDAY

DOWNTOWN BUSINESS
PARKING PASSES

—————

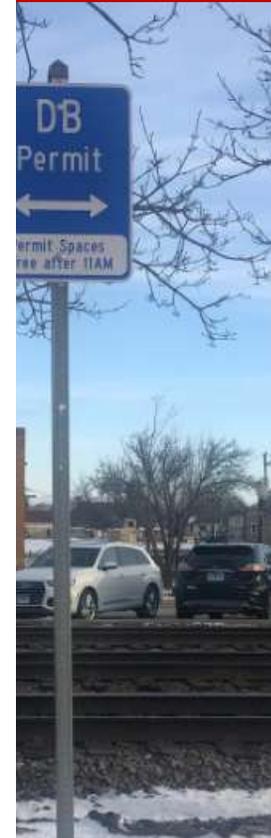
ONE DAY PARKING PASSES
AFTER 8:30AM (MONDAY TO FRIDAY)

—————

3 HOUR SHOPPING – 20 SPACES

—————

PARKING PROHIBITED 2AM TO 5AM





Key Observations

3. There is an opportunity to maximize of the open spaces during the AM peak in Level 2 parking garage and Main Street Lots before 11:00AM.
4. We currently use outdated technology.
5. Construction may affect implementation of certain recommendation items.



Desired Outcomes

1. The parking system is less complicated to understand.
2. The parking system is better communicated.
3. Use of staff time is made more efficient in the areas of Administrative Support, Enforcement and System Maintenance.



Next Steps

Tonight

Gather additional feedback from TaP

May TaP

Staff will provide initial and long term action items in addition to recommended regulatoin changes.

The April TaP will be dedicated to the District 99 Pedestrian Safety Study