



# TRANSPORTATION & PARKING COMMISSION

## MEETING AGENDA

---

**Date:** May 9, 2018  
**Time:** 7:00 p.m.  
**Location:** Council Chambers – Village Hall  
801 Burlington Avenue

---

- I. Call To Order
  - II. Roll Call
  - III. Approval of February 14, 2018 Meeting Minutes
  - III. Public Comments – General Topics or Issues NOT on Tonight’s Agenda
- 

**1. File # 2-18 Hitchcock at Glenview and Curtiss at Glenview – Traffic Control Revisions**

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

**Description:** Staff is initiating this request, based on a resident request. Staff is recommending that the parking restrictions be extended on Hitchcock Avenue to Cornell Street and two-way stops be installed as existing uncontrolled intersections. Staff is recommending this action and requesting APPROVAL from the Commission.

- IV. Old Business
  - V. Communications
  - VI. Adjourn
- 

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

---

DRAFT

**TRANSPORTATION AND PARKING COMMISSION**  
**Minutes – February 14, 2018**  
**Council Chambers – Village Hall**  
**801 Burlington Avenue, Downers Grove**

Chairwoman Dunne called the February 14, 2018 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:** Chairwoman Dunne, Commissioners Wilkinson, Schiller, Saricks

**Absent:** Commissioners Wrobel, Carter, Jenkins

**Staff:** Public Works Traffic Engineer Will Lorton

**Visitors:** Officer Sembach

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 SEPTEMBER 13, 2017 MINUTES**

**MR. SARICKS STATED THE USE OF THE WORD “USES” DID NOT MAKE SENSE. ASKED FOR A CHANGE TO “CASES” 2<sup>ND</sup> PARAGRAPH FROM BOTTOM. MR. SCHILLER MOVED TO ACCEPT AS CORRECTED AND MR. SARICKS SECONDED THE MOTION.**

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

**APPROVAL OF NOVEMBER 11, 2017 MINUTES**

**MS. DUNNE STATED ON FIRST PAGE THE HOLDER WAS NEVER PLACED UNDER VISITORS DOES NOT LIST ADDRESSES OF RESIDENTS THAT ATTENDED THE MEETING AND SHOULD BE CLEANED UP ON THE MEETING MINUTES. MR. SCHILLER MOVED TO ACCEPT AS CORRECTED. MR. WILKINSON SECONDED THE MOTION.**

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

**PUBLIC COMMENT ON NON-AGENDA ITEMS**

1. John Seale, 1124 61<sup>st</sup> St.: Re: Brookbank & Retention Pond Project. Residents concerned about exacerbation of existing danger to pedestrians. The speed limit is 25mph but is routinely observed that cars speed in excess of 35mph. Believes opening southbound route will make situation worse. Meeting with neighbors resulted in requesting the following: neck downs, speed tables, stop signs at 63<sup>rd</sup> and Brookbank and 61<sup>st</sup> and Brookbank, more speed limit signs, traffic monitoring, speed study with results before and after work, and signage about kids in

Staff requests input from the Transportation and Parking Commission.

- **STAFF RECOMMENDS THAT THE INTERSECTION OF HITCHCOCK AVENUE AND GLENVIEW AVENUE BECOME STOP CONTROLLED WITH THE NORTHBOUND TRAFFIC STOPPING.**
- **STAFF RECOMMENDS THAT THE INTERSECTION OF CURTISS STREET AND GLENVIEW AVENUE BECOME STOP CONTROLLED WITH THE SOUTHBOUND TRAFFIC STOPPING.**
- **STAFF RECOMMENDS THAT THE NO PARKING RESTRICTION ON THE NORTH SIDE OF HITCHCOCK BE EXTENDED FROM GLENVIEW TO CORNELL.**
- **STAFF RECOMMENDS THAT THE 4 HOUR PARKING RESTRICTION ON THE SOUTH SIDE OF HITCHCOCK BE EXTENDED FROM GLENVIEW TO CORNELL.**

DRAFT

neighborhood. Main concern is keeping kids safe. Will submit petition with neighbor's signatures to be filed.

Traffic Engineer Will Lorton stated a meeting was held regarding looking at traffic prior to and following construction. Areas of study are Brookbank from 59<sup>th</sup> to 63<sup>rd</sup> and adjacent side streets that run parallel to Brookbank to see impact of completed roadway from Brookbank.

Chairwoman Dunne asked when construction will commence and Mr. Lorton stated it will start sometime in May. Chairwoman Dunne asked if the traffic study will be used to take some of the resident concerns and suggestions into consideration, and Mr. Lorton confirmed that would be the case.

2. Bruce Mitchell of 1134 60<sup>th</sup> Pl. also speaking Re: Brookbank and Retention Pond Project. Stated he has timed cars with a stopwatch and many vehicles exceed 45mph. Stated speeding is particularly bad during morning and evening commute rush hour times and people routinely go against the one way. Reported seeing several collisions near his residence. Wants traffic control for safety. States that there is already a speeding and safety problem, and once Southbound is open it will be much worse because people already used their street to bypass lights at Main and 63<sup>rd</sup>, and Dunham and Main.

3. Greg Smith 6028 of Brookbank. Stated that decades ago both sides of Brookbank went one direction. Residents would like the idea being entertained again, especially 63<sup>rd</sup> going north, because as stated earlier, people are turning to avoid the light. Thinks both sides going one way would be very helpful. The main problem is at 63<sup>rd</sup>, so southbound needs to be addressed most.

Mr. Schiller asked Officer Sembach if it's possible in the interim to get increased police attention in the area with regard to issuing speeding tickets. Officer Sembach replied he will pass this along to the traffic sergeant who will assign officers to that. Officer Sembach asked for specific hours the increased police presence is needed. Residents responded that mornings 8-9:30am when people are taking kids to school and going to work and in the afternoon during rush hour when people are returning home from work.

Chairwoman Dunne stated it is time to move on to the files on the agenda.

### **File #1-18 Mini Study 3 Locations**

Traffic Engineer Will Lorton stated that similar to the previous two mini studies that have been done, two pairs of intersections were identified near the south end of the Village: Leonard Avenue at 61<sup>st</sup> and 62<sup>nd</sup> Streets, as well as Midhurst Rd. at Puffer Rd and Oxnard Dr. This is to present and begin the process of the draft and the study once snow operations end and they're able to take counts. Staff is being proactive in bringing these to the department of transportation committee.

Chairwoman Dunne requested a reminder of how the intersections for study are being selected as they move throughout the Village.

Mr. Lorton reported that first looked at are the 4 leg intersections that are uncontrolled and typically wherever they're grouped so they can be installed and in pairs, and these were the next two identified moving south in the Village.

DRAFT

Chairwoman Dunne asked if more emphasis is being placed on intersections that are uncontrolled that actually have more traffic based on the configuration, or is it just geographic.

Mr. Lorton responded that it is geographic.

Mr. Saricks asked if Leonard flow either north or south meet the stop sign warrants under present definition. Mr. Lorton stated he did not have the information on hand and would look it up.

**WITH RESPECT TO FILE #1-18, CHAIRWOMAN DUNNE REQUESTED A MOTION AND WAS TOLD A MOTION WAS NOT NECESSARY. ALL DECIDED TO PROCEED UNNANIMOUSLY BY VOICE 4:0**

**File #18-17 41<sup>ST</sup> Street - Traffic Calming Application**

Mr. Lorton reported that this location was originally defined as Saratoga between 41<sup>st</sup> and Main Street, then upon the transportation and parking commission meeting and public comment, it was expanded to include Forest and some adjacent streets. Preliminary counts were taken. Based on the original counts on 41<sup>st</sup> street alone, average speeds were 28mph or less and they have recommendations for a simple striping revision. The crash history was not great enough to warrant any additional stop control at the locations identified. Since expanding and looking at the speeds back in November, the average speeds are right around 30mph, with the 85<sup>th</sup> percentile creeping up to about 34mph. The issue with this is the largest speeds are on Forest. There are three highlighted areas where there are clusters and crashes. The one furthest to the right is Forest and 41<sup>st</sup> Street. North of that is where there is a speeding issue and no crash history within that area. Ogden and Main Street is clearly defined by the number of crashes there. Staff would like to perform another round of counts as well as field observations prior to making any recommendations and bringing this back. At that time, residents would be notified again to attend the meeting.

Mr. Schiller mentioned the residents were fairly agitated about the activity in the broader area. Asked if this was expanded by a half mile in each direction and how much it was expanded over the original. Mr. Lorton stated this was expanded based on resident's concerns to add Haven's Court, Forest all the way to Herbert Road. In addition to 41<sup>st</sup> Street, the North South of Forest and the East West of Haven's and Herbert Street were added based on resident request. Mr. Schiller stated we could be fairly confident that if we did make some changes with stop signs or whatever that people would not just turn a block sooner or go past it a block and continue. Mr. Lorton stated that is correct. Mr. Lorton reported that with Forest running northbound only north of 41<sup>st</sup> Street, it prevents any improvement made between 41<sup>st</sup> and Main St. on 41<sup>st</sup>, and that cars cannot cut on Herbert and go the wrong way.

Chairwoman Dunne recommends when putting together the report that the resident's suggestions for traffic calming be addressed. Recommends Mr. Lorton put together a list of resident suggestions and go through each one explaining why something is not an appropriate measure there or is against Village policy, to ensure it is organized going forward since a lot of people will be coming out and interested to see what the results are.

Mr. Wilkinson asked if they are still looking at Main Street all the way to Saratoga on 41<sup>st</sup> to the entrance to the park. Mr. Lorton stated it originally came from Saratoga to Main only on 41<sup>st</sup>. It has been expanded on the East side. Mr. Wilkinson asked if the plan is to do the next count in

## DRAFT

spring when baseball and softball seasons are underway. Mr. Lorton confirmed that the next counts will be done to include all the activity from the various sites. Mr. Wilkinson clarified on the West side there is a park zone similar to a school zone, which flags the speed limit to be 20pmh and asked if that definition can be applied to the East side around 41<sup>st</sup> and Saratoga. Mr. Lorton stated he's unsure and said to consider that even if the speed limit is dropped by 5mph, there will still be the speeders that they already have now. He believes that solution won't actually solve any problems, and depending upon the length of the road could increase crashes. Mr. Lorton stated he will consider each bullet point given by the residents. Mr. Wilkinson brought up the point of the amount of traffic in the area; including cars that cut through to avoid traffic on Ogden, the parks, traffic court, and American legion.

Chairwoman Dunne stated everyone looks forward to seeing the results and to move on to the next item.

### Old Business

1. Mr. Schiller asked if there was any word from IDOT on the left turn situation at 55<sup>th</sup> and Main. Mr. Lorton stated that DUDOT is going through the finalization of the right of way acquisition for this year and will be doing utility relocates before the end of the year. Mr. Schiller asked if there were any changes on the site times on 55<sup>th</sup> or changes on 55<sup>th</sup>. Mr. Lorton stated they will be adding left turn lanes and will be increasing the site times for the vehicles. Mr. Schiller stated it would still be a year away. Mr. Lorton responded that it is in progress and is moving forward with the utility relocates. Mr. Saricks asked if there are any plans to change the grade East of Main to increase the site distance. Mr. Lorton stated they will be adjusting it slightly. Stated there would not be a big increase due to the neighbors on the South side of 55<sup>th</sup> Street with too many impacts to existing curb cuts and driveways.
2. Mr. Saricks asked if there was any follow up to the prior mini study on Virginia & Janet asking if the stop signs are in place and if it's working as expected. Mr. Lorton said yes it is in place and he has had no complaints or issues reported.

### Communications

1. Mr. Lorton stated the neighborhood 6 traffic study is almost completed, he has a draft report and is working on putting together a neighborhood meeting. Commissioners will be notified when date and location is determined if they would like to attend. It's looking like April or May will house the next neighborhood study recommendations.

### ADJOURN

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

Chairwoman Dunne adjourned the meeting at 7:26 PM.

Respectfully submitted,

/s/ Andrea Banke  
Recording Secretary  
(Transcribed from MP3 recording)

**Public Works Staff Report**  
**File # 2-18**  
**Hitchcock at Glenview and Curtiss at Glenview**

**BACKGROUND**

This item is being presented by staff in response to residents concern regarding the parking and traffic within the area.

The existing width of Hitchcock Avenue is 22 feet. It is classified as a local street and carries traffic in the east/west directions. West of Glenview Avenue the restriction on the north side of Hitchcock is no parking anytime while the south side of Hitchcock is 4 hour parking from 6am to 6pm.

The existing width of Curtiss Street is 22 feet. It is classified as a local street and carries traffic in the east/west directions. West of Glenview Avenue the restriction on the north side of Curtiss is no parking anytime while the south side of Curtiss is 4 hour parking from 6am to 6pm.

The existing width of Glenview Avenue is 20 feet. It is classified as a local street and carries traffic in the north/south directions. The west side of Glenview Avenue is restricted to no parking between 6am and 9am while the east side is restricted to no parking anytime.

**STUDY**

Staff has visited the site multiple times and reviewed various speed data. Counts were taken on either side of Glenview Avenue on both Hitchcock Avenue and Curtiss Street. Volumes on Hitchcock Avenue exceed 500 vehicles in both locations. The 85<sup>th</sup> percentile speeds west of Glenview exceed 36mph. Volumes on Curtiss exceed 300 vehicles with 75% of the 85<sup>th</sup> percentile speeds less than 35 mph. Counts were not taken on Glenview but based on the figures collected it is expected that the total ADT on Glenview is less than 200 VPD in either direction, which would signify that the warrants were not met.

Crash history was reviewed and neither intersection had 5 correctable crashes within the last 10 years of available data. Total crashes were 12 crashes from 2005-2015. There was only one crash in 2015. Crashes at Hitchcock and Glenview were 2 parked car crashes and 1 rear end crash. Crashes at Curtiss and Glenview were 1 parked car crash and 1 fixed object crash. Additional crashes in the area of study include 3 parked car crashes, 2 angle crashes (Driveway related) and 1 rear end crash.

Based on the available counts and data, Staff recommends that the T intersections become stop controlled and both have the North/South traffic under stop control. Additionally, the resident has expressed concern for of commuters parking in front of residences and Staff recommends that the restrictions on Hitchcock be extended to the east, until Cornell Avenue. The 4 hour parking is the least restrictive and easiest to enforce for PD. See **EXHIBIT 2-18** showing proposed configuration.

**RECOMMENDATION**

EXHIBIT 2-18

WB ADT 662 Vehicles  
WB 85<sup>th</sup> 38.28 MPH  
EB ADT 695 Vehicles  
EB 85<sup>th</sup> 36.42 MPH

WB ADT 551 Vehicles  
WB 85<sup>th</sup> 36.64 MPH  
EB ADT 544 Vehicles  
EB 85<sup>th</sup> 35.73 MPH

NB ADT >200 Vehicles  
SB ADT >200 Vehicles

WB ADT 489 Vehicles  
WB 85<sup>th</sup> 36.79 MPH  
EB ADT 381 Vehicles  
EB 85<sup>th</sup> 34.62 MPH

WB ADT 315 Vehicles  
WB 85<sup>th</sup> 34.58 MPH  
EB ADT 371 Vehicles  
EB 85<sup>th</sup> 34.21 MPH

