



TRANSPORTATION & PARKING COMMISSION

MEETING AGENDA

Date: July 11, 2018
Time: 7:00 p.m.
Location: Council Chambers – Village Hall
801 Burlington Avenue

- I. Call To Order
 - II. Roll Call
 - III. Approval of May 9, 2018 Meeting Minutes
 - III. Public Comments – General Topics or Issues NOT on Tonight’s Agenda
-

1. File # 3-18 Neighborhood Traffic Study 6

Action Requested: Discussion and Recommendation to Council

Description: Staff is providing the presentation for Neighborhood 6 at the TAP meeting with short term recommendations. 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 – May 9, 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 7:01 P.M. and led the recitation of the Pledge of Allegiance.

ROLL CALL

Present: Chairwoman Dunne, Commissioners Wilkinson, Schiller, Saricks, Carter

Absent: Commissioners Wrobel, Jenkins

Staff: Public Works Traffic Engineer Will Lorton

Visitors: Officer Sembach

Residents: Emil Balarjan, Michael Robertson, Barb Delgato, Jennifer Chavez, Carol Doty, Joe Gertoff, Lee Johnson,

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 FEBRUARY 14, 2018 MINUTES

CORRECTIONS FOR CLARIFICATION. UNDER POINT 1 PUBLIC COMMENT ON THE AGENDA ITEMS: THINKS THERE ALREADY IS A STOP SIGN AT 63RD AND BROOKBANK, COULD THAT ACTUALLY MEAN 60TH FOR THE RECOMMENDATION AS TO POSSIBLE TRAFFIC CALMING STRATEGIES. PAGE 2 POINT 2 THE LAST SENTENANCE REFERS TO LIGHTS AT DUNHAM AND MAIN WHICH CANNOT BE CORRECT BECAUSE THOSE ARE PARALLEL STREETS, SO IT MUST BE 63RD AND DUNHAM. PAGE 4 OLD BUSINESS TALKING ABOUT THE REVISIONS TO THE SIGN ON 55TH STREET, THERE ARE TWO REFERENCES TO SIGHT TIME – SHOULD BE CYCLE TIMES. FURTHER DOWN THE SITE DISTANCE SHOULD BE SIGHT. SAME PARAGRAPH SECOND LINE DUDOT SHOULD BE DUPAGE COUNTY.

ALL IN FAVOR. THE MOTION PASSED UNANIMOUSLY BY VOICE VOTE 5:0.

PUBLIC COMMENT ON NON-AGENDA ITEMS

1. Emil Balarjan, 1938 Hitchcock: Has lived at address since 2010, eight years. Is right in line with Glenview, so the people that are impeded by the traffic on Glenview and Hitchcock are probably the most impacted. When backing out of driveway has to look out for traffic coming from East and West, and the South. Except for the parking with which he agrees with what has been proposed with enforcing more stringent parking on the west side of Glenview, hasn't had

DRAFT

issue with situation. Thinks there is speeding from time to time on Hitchcock, but doesn't feel adding stop signs is a good way to enforce speed limits. If the police were interested in enforcing the speed limit on Hitchcock they're welcome to sit in his driveway and have a good view of Hitchcock going in both directions and that would be the way to fix that.

Chairwoman Dunne thanked for comments and stated comments on that item would be later, currently asking for comments on non-agenda items. Invited to speak later after staff presents.

Chairwoman Dunne proceeded to files on the agenda.

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

Traffic Engineer Will Lorton reported this was initiated by a request from a resident who had been in touch with PD via phone call and email. Currently the intersection at Hitchcock and Glenview, and Curtiss and Glenview are both uncontrolled. There is a concern with speed and the request was for all way stops to control speed. Knows speed is not controlled by stop signs, but based on the request and petition, went ahead and collected traffic data.

The existing width of Hitchcock Ave is roughly 20 feet, it's a local street, carries traffic in the east west directions. West of Glenview Ave the restrictions on the north side of Hitchcock is no parking anytime, while the south side of Hitchcock is 4 hour parking from 6am to 6pm. Curtiss is very similar at 22 feet wide, local street as well, carrying traffic in the east and west directions with the same parking restrictions; west of Glenview on the north side there is no parking anytime, and on the south side of Curtiss there is 4 hour parking 6am to 6pm. Glenview is the north south street that connects the two, is a local street as well, it's roughly 20 feet wide, and carries traffic north south directions. The west side of Glenview Ave is restricted to no parking between 6am and 9am, while the east side is restricted to no parking anytime.

Staff visited the site multiple times and reviewed various speed data. The volumes on Hitchcock Ave. exceed 500 vehicles in both directions, while the 85th percentile speeds exceeds 36 mph. The volumes on Curtiss exceed 300 vehicles per day, with 85th percentile of speeds of less than 35 mph. There was an issue with taking counts on Glenview, but based on the count locations in either direction, there was less than 200 vehicles per day. In addition the volume crash data was reviewed at both intersections. There were non-sufficient crashes for an all way stop control. There were only three crashes at Hitchcock and Glenview and two crashes at Curtiss and Glenview, with the majority of those being related to parked cars. Based on the available count data, speed data, and crash data; staff recommends that the T intersections become stop controlled in both north and south directions and we do not implement an all way stop control at either location.

In addition to this staff looked at parking. West of Glenview we have parking restrictions on both Hitchcock and Curtiss, and east of Glenview we have no parking restrictions. One of the concerns was commuters parking on either side of the street causing sight issues as well as narrowing the roadway width. In red is no parking anytime, yellow is 4 hour parking. Dash lines on Hitchcock are where we plan to extend the restrictions to match to the west. Staff is ultimately looking for 4 recommendations: One for the stop control at Hitchcock and Glenview. One for the stop control at Curtiss and Glenview. One for the north side of Hitchcock to have the no parking extended. One for the 4 hour parking restriction on the south side of Hitchcock to be extended. Both of those would be extended to Cornell.

Chairwoman Dunne pointed out the all way stop is not warranted, and stop signs are used to control right of way – not speed. Putting the stop sign on the terminating leg because it's part of the Village initiative to go through and have uncontrolled intersections become controlled. In support of stop sign for consistency and having all the uncontrolled intersections be controlled. She does not see where speeding is addressed and the 85th percentile speeds are pretty high. Questioned if there are any possible measures to control the speeding or if removing the parking will help control the speeding on the roadway.

Mr. Lorton reported that with the counts are the fifteen minute data increments showing the problematic times. Staff will work with giving those peak speed periods to PD for enforcement.

Commissioner questioned parking restrictions going right up to the intersections and with narrow streets some of the crash data shows some of the accidents are related to parked cars. Asked if it would make sense to limit some of the parking restriction to the intersection and give people some sight lines with the new stop signs.

Mr. Lorton reported that in addition to how parking regulations are identified, there is also a 20 ft buffer that's enforced in chapter 14 municipal code for intersections. Even though it shows going to, it would be defined as going to the west line of Glenview, and beginning again at the east line of Glenview and it's how it's defined in the municipal code.

Commissioner asked if the lines are actually pushed back than what is shown. Mr. Lorton confirmed this.

Chairwoman Dunne asked Mr. Lorton to confirm which residents were invited to this meeting. Mr. Lorton responded everyone on Hitchcock from Belmont to Cornell, as well as everyone on Curtiss from Belmont to Cornell. No addresses are actually on Glenview – they're all on Hitchcock and Curtiss.

CHAIRWOMAN DUNNE OPENED UP THE PUBLIC COMMENT PERIOD

PUBLIC COMMENT ON AGENDA ITEMS

1. Michael Robertson 1941 Hitchcock: Has one of the houses on the corner of Glenview and Hitchcock. One of the homes that don't have addresses. Is one of the people that has been raising this concern for years and appreciates it getting on docket. Wants to be clear that they don't want to create another problem which was already created by creating the underpass. Creating the underpass was wonderful for travel, however creating a large parking lot on both the north and south side of tracks, plus the VFW hall which rents out parking spaces, no one can turn left there at peak times. What happens is there is a three block radius to get back to up Hitchcock, down Glenview, down Curtiss to turn left. If you are a commuter coming out of the lot, you're not happy about that. They come flying down the block, turn hard on Glenview, they turn hard onto Curtiss and are probably not thrilled about the situation created by simply missing a light. A new light was created at the other corner at the other lot on the north side, but they skipped the one on their side. Originally it was proposed that they were going to dead end that street which would have been significantly worse traffic around their block. The solution is not putting the stop sign in because that will create another problem of noise. Cars driving by are not that loud. With stop signs there will be either rolling stops or hard acceleration creating another

DRAFT

issue. The stop sign will cause people to come up and fly out of the stop sign. There are over 30 kids that live on the block of Hitchcock between Cornell and Belmont. Concerned and states that 99% of time cars whipping around the corner are coming out of the commuter lot. Brought this to the attention of PW staff and is not trying to recreate another issue, but is trying to solve the issue of people who are trying to turn left and can't. Suggests speed bumps and police monitoring speed. Has only seen one police officer monitor speed once in twelve years of living there, and it was a Cook County Sheriff who only monitored speed and did not write tickets. Maybe if it is monitored that is a speed control. Doesn't think it's a right of way issue, thinks it's a speed and safety issue. If monitored on their block it would be seen. Is 100% in agreement that the problem is at the bottom of the street at Belmont and Hitchcock, not at Glenview or Curtiss, but down where people are trying to turn left. Thank you.

2. Barb Delgato 1936 Hitchcock: Agrees with everything Michael and Emil said. The stop sign is not the issue. The speed and parking are the issues. Has lived there all her life, 55 years, and ever since the underpass was put in (which is great) they have a parking problem. The parking problem for her is they park right by her driveway. She doesn't want to back into a car, and there are three cars that do it, unsure how the lot works and if people park there when lot is full or if they're assigned by quarter. Doesn't understand why parking wouldn't be the same on the east and west. Doesn't understand why that didn't happen. Doesn't want a stop sign and doesn't think that's the issue. Police are invited to stop in her driveway anytime, there is a big tree and people wouldn't see them. Anytime PD wants to park in her driveway come on down.

3. Jennifer Chavez 1903 Hitchcock: Furthest east on Hitchcock right before the stop sign at Cornell. On the part of the block where the majority of the children are. Not sure what to do to reduce the speed. Doesn't know what the stop signs would or would not do. Her concern is the parking, continuing the parking ban down at the intersection of Hitchcock. They have a lot of new families that have moved in and a lot of new construction that has torn down small houses. They have big families, holidays, birthday parties and they're all having people over. She has neighbors across the street who Friday night there were six cars parked outside their house, Saturday there were cars, which is fine but they're on their side which is the north side. She lives on south side of the street. By saying no parking on north side of the street, all those people are going to be parking on her side which is already difficult enough to get in and out of her driveway because people are flying from Gilbert around the corner down Hitchcock. Her personal thing is there should be a stop sign there too because it's like trying to watch out for your life trying to get the mail or even pulling in and out of the driveway. Putting the parking ban in just takes away people's space to be able to park, and if anything, the cars on the street are probably slowing people down because they have to kind of maneuver around. The accidents that were there are because people were speeding, it's not because the cars are parked there. If you hit a parked car, there's obviously an issue with the driver because there's no one in the other vehicle. Has an issue with the parking as far as a lot of families have companies that come and do grass work, landscaping, and there are these huge trucks and trailers. Right now they're on the north side doing their work. If you put the parking ban into place, they're going to be on her side parking, which again impedes her from getting in and out of her driveway and blocking her way, and for people to be able to park for her family. She's against that and it will create more havoc with all the families there and all the things going on. They don't have any commuter issues going on there. Her family has been in that house for over thirty-five years, and she's never seen anyone park down there and walk to the train station. If they did, they're walking so far it's really not an issue and it's not consistent. Could be for a special event, but has not seen it to be an issue. It's mainly families parking and having parties and stuff, which they

DRAFT

should be able to park closest to their house. It's an inconvenience to have them all park on one side.

Chairwoman Dunne asked if she would be opposed to the north side instead of no parking anytime, to just a four hour restricted parking.

Resident responded that because it's only Monday through Friday then weekends and holidays are not included. Stated she had not thought of that and maybe it would be a solution, but to have absolutely no parking, there are so many families there, so many large homes being built on north side, she's in a smaller home on the south side and has children too. Doesn't think parking is the issue, thinks it's definitely the speeding and it probably is the commuters because they are coming from Gilbert and coming around, and then parking, and then going back that way or cutting down Glenview to go to Belmont. It is coming both directions. They witnessed quite a bit. She was coming up Lee Street to make a left on Gilbert and come around to Hitchcock and she has to go literally 5 mph just so the people behind her realize she's turning into her driveway immediately after she turns that corner because they are on her like crazy. There was an incident where someone was racing pretty much behind her and got out of the vehicle and started yelling at her because they were trying to go around her while she was pulling into her driveway. There just happened to be a police officer in the area driving by so she waved them down, but it's very very rare that they see any kind of police doing any kind of speed regulation over there. If they sat there for one week they would probably get so many people it would be unbelievable. Everyone's in a hurry they've got to get to work, they've got to catch that train, and instead of leaving ten minutes early they decide to fly down our street. But it is starting all the way from Gilbert coming around.

4. Carol Doty 1921 Curtiss: Has lived there about 45 years. There's a huge difference between Curtiss and the other street. Curtiss has almost no children. Hitchcock has lots of children and their safety with all the speeding should be a high priority. Can't see what putting stop lights, stop signs would solve. Issue began with the underpass as already noted. When you go down Curtiss to Belmont that stoplight is so long that a lot of people use Glenview to go over to Hitchcock and get on Belmont without the light, which adds to that traffic. Does not see what putting in two stop signs is actually doing.

Chairwoman Dunne stated that part of the initiative that the Village has been going through the past couple years is going through systematically every uncontrolled intersection with no signage will be signed to have the appropriate right of way that is essentially for safety, friendlier to younger drivers, just for consistency in the area. Thinks they're in agreement that yes those stop signs don't solve the issue, but now that they're taking a look at this neighborhood per Village policy the stop signs should go in on an uncontrolled intersection.

Resident concerned about noise. States there must be some solution to this because it's largely commuters going down Hitchcock and what can be done about that is the real issue.

5. Joe Gertoff 5128 Cornell: Has been a resident in that neighborhood for over 35 years now and has seen a lot of change. With regards to comments wants to point out that on Glenview northbound, when you get to that intersection at Hitchcock if you look at the terrain to the west you're actually going downhill. It's hard for cars on the hill approaching the intersection. Thinks parking proposals will make it more difficult in the intersection when trying to make a left turn. Thinks parking, hill and intersection make it hard to make a left turn. One suggestion might be to

DRAFT

instead of using 20 feet off the intersection, perhaps expand that to 120 feet which should be sufficient visibility to see oncoming traffic and able to proceed with a safe turn. The other thought too is with the parking on the south side of Hitchcock you are creating some issues there with visibility. Why not just move the parking over to the north side and then you'll have the same kind of experience there at Hitchcock and Glenview that you currently have at Glenview and Curtiss. When you approach Curtiss from Glenview you don't have any parked cars there in the area to be concerned about and can easily see oncoming traffic when turning there. While he appreciates the Village's thoughts about needing to put controls at uncontrolled intersections, living at the corner of Curtiss and Cornell there will be cars that will come south with a peel out making noise and especially in the middle of the night. Does not know that there will be a gain of any kind of traffic control but it will create a nuisance.

Chairwoman Dunne stated the Village sight distance of 20 feet but asked Mr. Lorton due to curvature of road to make sure national standards are still being met at the intersection.

6. Lee Johnson 1920 Curtiss: Halfway east of the intersection. Had a question for the police officer in attendance and one comment. He is pretty severely hearing impaired, really only hears sounds from one side, and is retired. He worries about himself when walking his dog twice a day. At least on two occasions on Curtiss at Glenview he's had people come down Curtiss so fast that they ignored him and he went out into the intersection not realizing they were coming that fast. Grew up with hearing impairment and is very visually aware of everything around him but can't hear a car coming at him. Doesn't worry as much about himself as he does the little kids. Is a retired school teacher and is sensitive to children, and parents aren't always as vigilant in seeing the cars as he is. He doesn't see creating a problem for commuters as an issue. Understands impatience of commuters wanting to get home but if putting a stop sign would slow people down on both streets but wonders if people are more likely to run a stop sign or speed. Wonders if running a stop sign is a more costly ticket than a speeding ticket. Thinks people are more likely to stop at a stop sign than to obey the speed limit. Thinks having the sidewalks put in years ago was a large help to children. Has an issue with city trucks going faster than speed limit on Curtiss and their vehicles won't stop as quickly as a regular vehicle will. Thinks stop sign will possibly help people to stop. Doesn't see the presence of police to curb speeding. Sees police presence on Belmont for speeding. Light at Belmont has helped left hand turners, but is too long a light that encourages jay-walkers. Thinks penalty needs to be higher and visible for people to stop and slow down on the street when the police aren't present.

7. Emil Balarjan, 1938 Hitchcock.: Apologized for speaking earlier than was intended for public comment. Wants to add that there's a stop sign in the parking lot coming out of the train station and he's gone down Hitchcock where people are going through at 5-10 mph blowing through the stop sign. Thinks enforcing that stop sign would be helpful. If it's permissible, day and night the police are welcome to sit in his driveway and monitor traffic.

8. Jennifer Chavez 1903 Hitchcock: Wants to know why the parking is even an issue if the problem is the speeding. Wants to know what parking will prevent or deter because there isn't an issue of commuter parking down there so how will that help reduce speeding?

Mr. Lorton responded that the original request was from residents for an all way stop at both the intersection of Hitchcock and Glenview and Curtiss and Glenview. There was also a request to look at parking east of Glenview. This was driven by residents, not by staff. Stop signs and parking are not to correct the speeding issue. To correct the speeding issue the count data will be

DRAFT

given to the traffic officers so they can be out there in those specific fifteen and thirty minute intervals when speeding is happening most frequently.

Ms. Chavez asked if there's more than one resident who reported commuter parking down there.

Mr. Lorton responded it was driven by one for the phone call and he's unsure if it was included in the petition since he was handed the petition the evening of the meeting.

Chairwoman Dunne asked if there were other residents on the east section of Hitchcock. It was confirmed by a resident they are in favor of no parking on north side and that it should be the same east and west, weekdays 6am-6pm, and won't affect weekends and holidays.

9. Resident from earlier: Lives right in line with Glenview. In regards to the parking he knows there are people that are going just past Glenview, parking, and walking to the train station. Has had people park in front of his house on the north side in front of his mailbox and the mail carrier can't even get to the mailbox.

No more public comment: Chairwoman Dunne closed public hearing

COMMENT FROM STAFF

Mr. Lorton stated staff received one email that was not in favor of any revisions at all. There were five phone calls received: three in favor of stop control, two in favor of more enforcement and tickets, and two in favor of the parking. Only one of the address in favor of parking was to the east of Glenview.

CHAIRWOMAN DUNNE CLOSED PUBLIC HEARING AND OPENED DISCUSSION AMONGST THE COMMISSION.

Commissioner asked Mr. Lorton if he had any discussions with Metra regarding their lot and is wondering if there is a way to restrict them from driving into the neighborhood when they leave that lot with a right turn out, and a right turn on Belmont. Thinks that could alleviate a lot of the speeding from the commuters.

Mr. Lorton stated some of the peak periods for speeding were after hours, roughly later than midnight and around 2-3am. It's not just commuters contributing to the speeds.

Commissioner asked if a right turn out could be considered and Mr. Lorton responded yes. Lot is the daily fee lot that the Village is responsible for. Officer Sembach explained they are three dollar daily spaces that they arrive and pay for that morning. Chairwoman Dunne stated that enforcement-wise it would be very effective if it's the same group of commuters every day that get ticketed as opposed to a group of people that infrequently use the lot, which would not be as effective.

Chairwoman Dunne asked about Curtiss and why the restriction there wasn't being extended and saw there wasn't anyone there from Curtiss there asking for it to be extended, so is ok with leaving that as is as proposed if the Commissioners are in agreement. All Commissioners were in agreement.

DRAFT

Commissioner stated that judging that the original request for 4 ways at both those intersections had to do with trying to get some control over the speeding on Hitchcock and to a lesser extent Curtiss, and while this doesn't address that, other than enforcement actions, are there any possibility of considering traffic calming measures that will get traffic to slow down through those areas – the east west traffic that's accessing or coming off of Belmont? Thought that was the driving force behind the request for the 4 way stops including the stops for east and west traffic on Hitchcock and Curtiss.

Chairwoman Dunne responded it sounded like a commuter speeding issue was the basis of this.

Commissioner stated to explore possible other mitigating measures even though the volumes do not meet the criteria, at least it will do something to get the speeding issue under control.

Chairwoman Dunne suggested an interim approach of starting with enforcement and then maybe a year from now in the spring do another follow up study and see if that has impacted the speeding behavior or not and that can be the trigger. The speeds are very high for an 85th percentile on a neighborhood road. If enforcement isn't working then they should definitely see if there are other measures.

Commissioner stated in addition to the enforcement, radar speed driver feedback signs could be put out there to start getting some more visible awareness, and then follow up with enforcement so the message gets across.

Mr. Lorton responded yes.

Commissioner asked Mr. Lorton it seems like the problem is caused by a lot of people who can't get out of the lot effectively. Wants to know if there is a way to put a stop and go light at the exit to the lot and have it electronically connected to the traffic signals on Belmont to create a one minute buffer between stoplights on Belmont giving exiting traffic a clear shot to pull out.

Mr. Lorton clarified synchronizing lights at Curtiss and Haddow to create empty space for people coming out of lots to make their turns. Does not think it would be easily addressed using that method because of the lots north of the tracks and ramps coming from Burlington and Warren which are controlled by stop signs. Any gaps on Belmont would be utilized by that traffic.

Commissioner asked if Mr. Lorton would entertain looking at dynamic of the intersections and parking lots on Belmont and see if there is a solution so the traffic coming out of the lot doesn't have to go through the neighborhood.

Mr. Lorton stated staff would look at it, however the right of way on Belmont is County, so any improvements on Belmont would not be driven by the Village.

Chairwoman Dunne suggested pulling the report from the phase one study of the underpass to see what projected traffic volumes were and if it's operating today as what was proposed whenever the study was done. Speeding, mitigation enforcement, talked about stop control. Outstanding item is whether to move forward with the parking restrictions as proposed, or if it would be better to have the north side be a four hour restricted parking instead of no parking at any time.

DRAFT

Commissioner would like to see the north side restricted to four hours so both sides would be four hours. All agreed Monday through Friday 4 hours restricted parking except weekends and holidays, consistent with what it is now 6am-6pm with four hour parking.

Motion to modify as the recommendation to proceed: First two - accepting the stop sign. The second two – the no parking restriction would be changed to a four hour parking restriction will be extended on the north side of Hitchcock from Glenview to Cornell. The four hour parking restriction on the south side of Hitchcock with no effect on Curtiss. Everything will be the same west of Glenview. To the east of Glenview and on Hitchcock, instead of having a permanent no parking on the north side, that will be a four hour prohibition from 6am to 6pm. It'll be the same on the north side as on the south side.

Mr. Lorton stated that everything east of Glenview on both Curtiss and Hitchcock presently has parking on either side of the street without restriction. Anyone who lives east of Glenview has parking on both sides of the street. The restrictions are west of Glenview.

Commissioner: This results in a modification to the recommendation where they're going to eliminate the specific recommendation about no parking and modify the second recommendation that the four hour parking restriction of the north and south side of Hitchcock be implemented from Glenview to Cornell.

Mr. Schiller seconded the motion.

ALL IN FAVOR. THE MOTION PASSED UNANIMOUSLY BY VOICE VOTE 5:0.

DISCUSISON OF OLD BUSINESS:

Mr. Lorton stated there is no old business to discuss. The next mini study counts will be taken as soon as possible and more than likely will have a meeting next month.

Chairwoman Dunne asked if 41st Street residents were going to be invited back in May. Mr. Lorton stated there will have to be another round of counts taken at that location as well.

Commissioner asked about study area six. Mr. Lorton stated that will probably not be at next month's meeting due to slower process.

Communications

1. No communications to report.

ADJOURN

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

Chairwoman Dunne adjourned the meeting at 8:01 PM.

Respectfully submitted,

/s/ Andrea Banke
Recording Secretary

Public Works Staff Report
File # 3-18
Neighborhood Traffic Study #6

BACKGROUND

This item is being presented by Staff in response to the completion of Neighborhood Study 6. Terra Engineering was retained by the Village in order to perform Neighborhood Study 6. This is the first neighborhood study performed by Terra. Terra performed traffic counts and site observations and provided the Village with a finalized report with recommendations. This item is to implement traffic control revisions and pavement markings.

The existing and proposed conditions are shown in Neighborhood Study 6 Report.

STUDY

Based on traffic counts and field observations Terra has provided a number of proposed stop locations. See attached **Neighborhood Study 6 Report**. The recommendations follow a similar approach that has been discussed at previous Transportation and Parking Commission meetings to establish right-of-way at uncontrolled intersections.

RECOMMENDATION

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

- **REVISE ORDINANCE FOR ALL PROPOSED STOP SIGNS PER REPORT.**
- **REVISE PAVEMENT MARKINGS PER REPORT.**