



TRANSPORTATION & PARKING COMMISSION

MEETING AGENDA

Date: July 12, 2017
Time: 7:00 p.m.
Location: Council Chambers – Village Hall
801 Burlington Avenue

- I. Call To Order
 - II. Roll Call
 - III. Approval of April 26, 2017 and May 10, 2017 TAP Meeting Minutes
 - III. Public Comments – General Topics or Issues NOT on Tonight’s Agenda
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1. File # 15-17 Granville Road– Parking Regulation Revisions

Action Requested: Discussion and Recommendation to Council

Description: Staff is initiating this request, based on resident concern with cars parking near the intersection of Burlington Avenue and Granville Road. The cars parking on the minimal width roadway caused ingress/egress issues. A staff report has been prepared and letters were sent to residents in this neighborhood notifying them of the discussion. Staff is recommending this action and requesting APPROVAL from the Commission.

2. File # 16-17 Haddow Avenue – Parking Regulation Revisions

Action Requested: Discussion and Recommendation to Council

Description: Staff is initiating this request, based on resident and school officials concern with the existing restriction near Puffer School. A staff report has been prepared and letters were sent to residents in this neighborhood notifying them of the discussion. Staff is recommending this action and requesting APPROVAL from the Commission.

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

Action Requested: Discussion

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

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**

April 26, 2016, 7:00 p.m.

Council Chambers - Village Hall
801 Burlington Avenue, Downers Grove

Chairwoman Dunne called to order the April 26, 2017 meeting of the Transportation and Parking Commission at 7:00 p.m. and led the meeting with the recital of the Pledge of Allegiance. Roll call followed and a quorum was established.

ROLL CALL

Present: Chairwoman Dunne; Commissioners Carter, Saricks, Wilkinson, Wrobel

Absent: Commissioner Schiller

Staff Present: Public Works Traffic Engineer Will Lorton

Others: Aaron AND Raegan Cates, 2531 Indianapolis Ave.; Lauren and Anders Singdahlnson, 2529 Indianapolis Ave.; Phil Albert, 4839 Cross St.; Sue Zid, 4528 Cross St.; Bill and Nalen Hollison, 4852 Fransisco Ave.; Tony and Irma Tran, 4708 Cross St.; Robert Bartos, 4750 Cross St.; Donna & Mark Samiec, 4615 Drendel Rd.; Karen Samiec, 4613 Drendel Rd.; Judith Davenport, 4617 Cross St.; Scott Rogers, 4504 Drendel Rd.; Adam & Beth Curey, 4524 Cross St.; Michael Hendron, 4823 Cross St.; Jackie Olkiewicz, 4506 Drendel Rd.; Guy Thacher, 4521 Cross St.; Dan & Miriam Fife, 4516 Cross St.; David Growdy, 4801 Cross St.; Jeff Mont, 4605 Cross St.; Wayne Hoppendorf, 4512 Cross St.; Kurt Schaefer, 4510 Drendel Rd.; Garry Horak, 4507 Drendel Rd.; Katie Novosel, 236 Indianapolis Ave.

Chairwoman Dunne explained the protocol for the meeting.

APPROVAL OF MINUTES – FEBRUARY 8, 2017

MINUTES OF THE FEBRUARY 8, 2017 MEETING WERE APPROVED ON MOTION BY MR. SCHILLER, SECONDED BY MR. CARTER. MOTION CARRIED BY VOICE VOTE OF 4-0-1 (MR. WROBEL ABSTAINS).

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

File #6-17 Lester School – Indianapolis Ave. – Parking Revisions: Traffic Engineer Will Lorton summarized that this matter was raised by Lester School which was experiencing circulation issues with a change in the dismissal bell. Apparently parking restrictions were in place along Lincoln to coincide with the dismissal of the school but the parking restrictions on Indianapolis were not changed. During an on-site visit, staff observed vehicles parking earlier (2:45 PM) which was prohibited. With vehicles parking on both sides of the street, it made it difficult for two-way traffic to travel and circulation issues existed.

Staff was proposing to revise the parking restriction to match the dismissal bell to provide better circulation for the school. A map reflecting same followed. Mr. Lorton summarized that the hours on Lincoln Avenue had been modified previously and the restriction was tied into a one-way operation, i.e., one direction from 2:30 PM to 3:30 PM, reflecting the dismissal of the 2:55 PM bell. Mr. Lorton could not provide an estimate of how many vehicles parked on the south side of the street but stated that 2 to 3 vehicles would impede traffic for about 10 minutes. Responding to the chairwoman's question of whether staff had a history of the No Parking Any Time restriction on the south side of Florence, Mr. Lorton said he did not have that information. He also added that there were no concerns of discrepancy along Indianapolis Avenue.

Asked if staff saw any benefit to revising the current afternoon restriction on Lincoln Avenue (2:00 PM to 3:00 PM) to the same restriction on Indianapolis Avenue (2:30 to 3:30 PM) for consistency purposes in the area, Mr. Lorton indicated he did not see a benefit because, based on his observation, there was no disruption on Lincoln during the PM peak time.

Hearing no further comments, the chairwoman invited the public to speak.

No public comment was received. Mr. Lorton added that he received an email from a resident requesting that all parking restrictions be removed.

Public comment was closed.

Chairwoman Dunne stated staff's recommendation was valid and was an improvement. Mr. Saricks also added that it was based on what the school had requested.

WITH RESPECT TO FILE #6-17, MR. WROBEL MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO REVISE THE ORDINANCE FOR INDIANAPOLIS AVENUE, ON THE SOUTH SIDE, BETWEEN FAIRVIEW AVENUE AND FLORENCE AVENUE, TO BE BETWEEN 7:00 AM AND 9:00 AM AND 2:30 PM AND 3:30 PM.

SECONDED BY MR. WILKINSON.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 5-0.

Traffic Engr. Lorton premised the next three cases with the reminder that Neighborhood Study Nos. 5, 1, 2, and 4 were performed by KLOA Consultants, contracted by the village, for the studies. He reminded commissioners that this study was bounded by Ogden, Walnut, Burlington and Belmont and it included traffic counts, geometric review, safety review and the neighborhood as a whole.

File #7-17 Neighborhood Study – Traffic Control Revisions: In this study, it was pointed out there were a number of uncontrolled intersections within the neighborhood study area. Traffic counts were conducted in the fall of 2016. Review of all-way stop controls were reviewed based on the MUTCD warrants; two-way and one-way stops were based on the Illinois Vehicle Code; and the terminating leg required a stop similar to what was brought to the commission's attention previously. Per Mr. Lorton, there were recommended improvements near the Metra station that staff wanted to investigate in the future due to impacts on the overall parking.

Mr. Lorton noted there were 16 proposed changes to two-way and one-way stops and one location to become an all-way stop. A detailed map followed. Staff was asking to go forward with the recommendation from the neighborhood study and implement all of the stop control locations with the exception of the Metra station.

Chairwoman Dunne asked whether staff supported KLOA's recommendation on Cross Street regarding the S-curve because she believed it differed from the purpose of an uncontrolled intersection.

In response, Mr. Michael Worthman with KLOA, explained that with the S-curve the recommendation was to stop the traffic because it was a narrow section of road and it was difficult for two vehicles to pass each other. It also allowed a stopped vehicle to see the other vehicle and allow it to pass. Further explanation followed.

Mr. Saricks, calling attention to the intersection of Edward and Haddow, asked whether the recommendation for a four-way was based on traffic volumes on Edward approaching Haddow or as a way to stop traffic from speeding up going east and west on Haddow. Mr. Worthman explained it was a combination of the volume as well as a high pedestrian safety reason.

Mr. Wilkinson asked if there was consideration of parking off of Ogden and Drendel with the strip mall and Hertz, due to it being an avenue off of Ogden and the fact that parking takes place on both sides in that area. Mr. Worthman explained he did not review shopping centers nor did he receive any response from the neighborhood on the matter. He did not notice anything when traveling in the field but said it did not mean that it did not happen. Mr. Wilkinson recalled this matter was raised by the neighbors because again, when vehicles parked on both sides of the street, the street became narrower. Mr. Worthman offered to review it again and follow up with the commissioners.

In addition, Mr. Wilkinson inquired about the two streets that back up to the park and whether there was any activity in the park that would cause traffic to park in the neighborhood, i.e., development of a soccer field. Mr. Worthman stated he heard that the field was under consideration but that currently the park did have a parking lot that was sufficient, from his observation but, again, did not visit the site on the weekends when the fields were being used. He heard no neighbor complaints.

Per the chairwoman's question, Mr. Lorton stated there was minimal crash history for the S-curve of Cross Street, noting there were no crashes for the past five years.

Chairwoman Dunne invited public comment.

Mr. Robert Bartos, 4750 Cross Street, stated there no crashes on the S-curve. However, his concerns included that traffic from both ends of the street was being stopped and a bus and/or truck could not make the turn while staying in its own lane when coming around the S curve and coming from the north, due to the telephone pole and the tree blocking the other stop sign. He discussed the difficulty of vehicles traveling during the winter months and trying to get traction. He did not support the stop signs for that location.

Mr. Wayne Anderson, 4805 Cross Street, asked for the cost of the traffic study (\$14,000). Regarding the S-curve, he raised the fact that sidewalks were not being addressed at this time and could change the things on the corner, i.e., trees and bushes may have to be cut down to improve visibility. However, when traveling north on Cross Street at the S-curve, he surmised a stop sign at that location would keep the vehicles from traveling into Mr. Bartos's yard.

Mr. Dave Grandi, 4801 Cross Street, supported Mr. Anderson's comments regarding the locations of sidewalks. He could not envision stop signs at the south end nor at the north end of the S-curve because it was a tight and pasture-like setting. He has not seen any accidents, believes drivers will see the S-curve and slow down naturally.

Ms. Karen Samiec, 4613 Drendel, said she had never seen a crash at the S-curve and believed the stop sign would not improve anything. As far as the other two stop signs on Indianapolis, she stated not enough traffic warranted them. However, she did have parking concerns at the Hertz location because parking occurred on both sides and overnight parking took place. There was no enforcement. She distributed photos of the Hertz dealership reflecting how the road's shoulder had been expanded through illegal dumping of gravel to make a parking lot. The gravel now blocked drainage and the street flooded. She stated that emergency vehicles or a snow plow could not get through and safety was a concern. She wished the village could address the issue.

Mr. Garry Horak, 4507 Drendel Road, acknowledged the infringement of parking that Hertz was doing and, in previous years, called the village to see who was cleaning up the area due to litter,

lawn cutting, etc. Mr. Horak further explained that signs would get knocked over and not picked up. However, he did believe stop signs installed at the S-curve would prevent accidents. As for the topics of sidewalks, curbs, sewers, etc. he believed it was an agenda based around the recreation center that was being constructed. He believed none of the residents wanted the proposed changes and suggested they be surveyed first.

Mr. Mark Samiec, 4615 Drendel, reported that the Hertz company came in on a Saturday night, dumped gravel and made their own parking lot and no one followed up. (The chairwoman appreciated the comments and believed someone at the village should know about it.)

Mr. Garry Horak, 4507 Drendel Road, returned and said there is no enforcement regarding the Hertz parking. Also, there was confusion as to who owned the nearby land which was supposed to be protected prairie. It was a traffic safety hazard since cars coming off of Ogden did not expect to see the Hertz parked cars.

Mr. Lorton offered to have staff find out who owned the parcel and follow up.

Mr. Robert Bartos, 4715 Cross St., voiced the challenges of traffic near Puffer School and the extensive vehicle line that extends into Belmont making it difficult to make a left turn off of Belmont coming northbound onto Haddow in one's own lane to go past the traffic. Today, he saw 10 cars parked by the soccer field which were commuters.

Chairwoman Dunne closed public comment and invited comments from the commissioners.

The chairwoman, again, voiced concern about the two-way stop for Cross Street.

Chairwoman Dunne re-opened the public comment.

Mr. Wayne Hoppenrath, 4512 Cross Street, noted the village installed three stop signs in Klein Estates to slow down traffic but it just inconvenienced the residents there. No enforcement existed.

The chairwoman closed public comment and again stated the neighbors on Cross Street were not supportive of the stop signs and compliance would not be good. The safety issue, based on experience, either did not exist or would not be a problem fixed with the stop signs. She proposed to amend the recommendation to not include the two-way stops on Cross Street. Mr. Carter concurred, given the comments received from the Cross Street residents; other commissioners concurred.

Mr. Carter inquired of KLOA staff whether any widening of the S-curve could be done, wherein Mr. Lorton explained this particular location was one of the locations where a half right-of-way existed and the east/west portion across did not have 60 feet but, instead, had 35 feet of right-of-way so not enough room existed to widen the road significantly and there would be an impact to vegetation. As for the proposed stop sign (east ramp) for Warren Avenue, Mr. Lorton explained that particular location would have to be reviewed further, given there would be removal of additional parking spaces, a change in the curb line, and a future crosswalk. The chair concurred, asking the motion to reflect that Warren Avenue is open to further study. Regarding the Edward and Haddow location, Mr. Worthman confirmed for the chairwoman the reasoning for the control was to provide for safer pedestrian crossing. It was located mid-block and was the main entrance to the golf course.

Mr. Wilkinson asked whether the inclusion of the No Parking restrictions on Drendel, raised earlier, should be included in the motion, wherein the chair believed the focus should be on the traffic control revisions signs but to direct staff to consider the concerns raised by the residents.

WITH RESPECT TO FILE #7-17, MR. SARICKS MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO REVISE THE ORDINANCE FOR THE PROPOSED STOP SIGNS SHOWN IN FIGURE 9, WITH THE FOLLOWING EXCEPTIONS:

- THE EASTBOUND WARREN AVENUE STOP SIGN AT THE METRA STATION; AND
- THE TWO NEW PROPOSED STOP SIGNS ON THE CROSS STREET/PRAIRIE AVENUE CURVE AREA

SECONDED BY MR. CARTER.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 5-0.

File #8-17 Neighborhood Study – Pavement Marking and Sign Revisions: Traffic Engr. Lorton reported that KLOA has also recommended in this study to revise all cross walks to include high visibility ladder-style cross walks to draw attention to drivers for safety and use of an S-11 with plaque on Haddow for eastbound traffic near the school, again, to catch drivers' attention and let them be aware of students crossing. Lastly, he said there was a recommendation to install sharrows to allow bike ride sharing at Cross Street, Burlington and Warren Streets. Staff preferred to defer that recommendation pending any demand with future improvements. Another recommendation was to include a crosswalk at the Metra station but due to impacts, staff would hold off to a later date for further investigation. Another recommendation was to install a pedestrian refuge island on Belmont Road to allow persons traveling east/west to Puffer School to cross half way and allow the cross time to be shortened but it required county coordination. Due to impacts and construction, staff believed it should be considered in the future during improvements. Map details followed.

Dialog followed on whether the village intended to install a crosswalk in the concrete sidewalks at the one-way drop-off for Puffer School as well as at the entrance to the golf club, seeing there were crosswalks going through private driveways. Mr. Worthman explained there would be no need for pavement markings across the driveways. In response, the chairwoman recommended modifying Figure 10 noting the proposed crosswalks on the north leg of the parking lots are currently private driveways with sidewalks through them and would not need an additional crosswalk marking.

In addition, she raised dialog about the distance of the crosswalk and stop sign to the intersection of **Rose and Western ??** and if there were concerns about it, wherein Mr. Lorton stated that they would meet the minimum requirements of the MUTCD and if there was need for realignment, he would "work through that."

Chairwoman Dunne opened up the meeting to public comment.

Mr. Wayne Anderson, 4805 Cross Street, inquired about calming striping near the golf course and why the bike route did not continue on Burlington to Walnut, thereby removing the bikes from Cross Street, and then route them onto Walnut to Ogden to view the parks there. He suggested spending more money on marking the lanes in the village and skipping the bike lines. Lastly, he asked staff for clarification of how the holding island in the middle of the street (for Puffer School students) would work, to which Mr. Lorton explained but said it would not be implemented at this time due to county coordination and costs. Mr. Anderson expressed safety concerns and did not support it.

Ms. Lauren Singdahlon, 2529 Indianapolis Ave., supported the village moving pedestrians and anything that was not vehicle traffic off of the Cross S-curve and onto Franciso, which was a dead-end street.

Mr. Wayne Hoppenrath, 4512 Cross Street, referring to the above comment, indicated that there was an 8 to 10 foot elevation difference between Cross and Franciso and it would get slippery when it was icy and there were many coyotes in the area.

Regarding the above comments about the bike route, Mr. Lorton stated the area was identified previously but not updated in the plan. It was not being proposed at this time.

Mr. Mark Samiec, 4615 Drendel, referring to the intersection of Haddow and Belmont, discussed the visibility challenges of marking a right turn off of Haddow onto Belmont due to landscaping in front of the school. Adding any traffic control to push a driver back further from the street would create difficulty.

Mr. Robert Bartos, 4715 Cross St., asked if this meeting would cover any road resurfacing in the area of Puffer School or would it be discussed at a different meeting to which Mr. Worthman, of KLOA, responded it was a different subject and related to an overall look at the next agenda item.

The chairwoman closed public comment and invited commissioner discussion.

Overall, the commissioners supported the recommendations with Mr. Saricks pointing out that the changes being made basically followed the "Safe Routes to Schools" program.

WITH RESPECT TO FILE #8-17, MR. CARTER MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL IMPLEMENT THE FOLLOWING:

- **IMPLEMENT PROPOSED CROSSWALKS WITH EXCEPTION TO THE PROPOSED CROSSWALK THAT CROSSES WARREN AVENUE.**
- **IMPLEMENT PROPOSED S1-1 SIGN ON HADDOW AVENUE.**

SECONDED BY MR. SARICKS

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 5-0.

File #9-17 Neighborhood Study – Sidewalk Installation: Traffic Engr. Lorton reviewed a history of the former sidewalk matrix program. He explained the new sidewalk study recommended a sidewalk on at least one side of the roadways within the neighborhood with improvement on pedestrian safety and improving separation of pedestrians and vehicles. Mr. Lorton shared the discussion from the neighborhood meeting in February 2017. Details followed regarding the physical installation of the sidewalks and the fact that a tree survey would be completed prior to installation of a sidewalk. Installation would cut through driveways with temporary access provided and the parkway would be restored when completed.

Mr. Lorton emphasized the design was not finalized and tonight's discussion would only focus on whether sidewalks should be implemented and to receive feedback from the neighborhood. Further details followed on the steps that would be taken if sidewalks were desired and the fact that more discussion would take place. Mr. Lorton explained that the location of the sidewalks will be based on the least impact of the trees, drainage, overall costs, driveways, and neighborhood feedback.

Chairwoman Dunne invited public comment.

Ms. Karen Semiec, 4613 Drendel Road, stated there were much more severe problems than kids walking to the bus stop since the area was served by school buses. No children were walking from her area to the school so there was no need for sidewalks. However, she proposed that the location of the sidewalk be on the opposite side of where the children lived and direct the walkway to the bus stop. She stated the drainage in her area was made "awful" by the village by it allowing high density housing. The roads were in terrible shape and proposed sidewalks would sink due to the area's drainage issues. She suggested spending money on other improvements. (Ms. Semiec provided photos to Mr. Lorton.)

Mr. Garry Horack, 4507 Drendel, asked for an explanation of staff's comment about a 50/50 chance of not running into infrastructure and how staff proposed to do that.

To the chairwoman's question about funding sources to pay for the sidewalks, Mr. Lorton was not sure about the funding sources, but offered to say that costs would probably be broken into a two or three-year phase. Mr. Worthman stated that would be a village council discussion/decision.

Mr. Dan Fife, 4516 Cross St., expressed concern about the logic of the entire study, commenting that it was basically delaying the resurfacing/refinishing of a road that the village neglected.

A resident returned, recalling he saw a sidewalk study that was done last year reflecting the estimated costs broken down by block. He estimated it was about \$200,000 for sidewalks and suggested reviewing the Public Works records.

To Mr. Saricks' question regarding the installation of the sidewalks where drainage was an issue, Mr. Lorton explained an ongoing engineering study was taking place where drainage and topography were being reviewed for possible solutions. Should sidewalks be installed, the drainage would be designed to handle the additional impervious area. Should they not be installed, an issue could arise in the future. Mr. Worthman added that was the reason why they were looking at the neighborhood holistically, commenting that the village did not want to resurface streets only to have to rip them up a few years later to install storm sewers to improve drainage.

Mr. Robert Bartos, 4715 Cross Street, shared concerns about a water main existing under Cross Street on his side of the street and how it would affect the appearance and condition of the sidewalk when the village had to access the older water main. He did support sidewalks.

Ms. Mary Fife, 4516 Cross, supported sidewalks if the road was not going to be widened. She expressed that there were safety concerns for her children when walking on the current narrow roads, especially when it snowed. If the roads were going to be widened she would not support sidewalks. She discussed the amount of vehicle and pedestrian traffic she sees going to the train station and supported sidewalks. Recalling last year's petition she spoke with many of the neighbors and recalled many of the neighbors on the west side of Cross Street supported sidewalks. Per a question, she stated that the right-of-way along the rear of the golf course was used by the residents/students walking to the school. And in the winter, it could get icy.

Ms. Donna Samiec, 4615 Drendel Road, reiterated that the village cannot install sidewalks on her road because it is a dead-end street due to the slope and drainage. She discussed the amount of water that accumulated during a past storm. She noted no sidewalks should be installed unless the drainage issue was addressed first. Lastly, she said if sidewalks were installed they were the responsibility of the residents to shovel them which she stated she could not do at this time. She

discussed the issues she and her husband have faced when the village snow plows during the winter. She did not support sidewalks currently.

Ms. Karen Samiec, 4613 Drendel Road reminded commissioners this area was covered by bus service for the school. Sidewalks were “a luxury” and drainage had to be addressed which caused flooding due to high density housing.

Chairwoman Dunne reminded the public to keep their comments to the sidewalks.

Ms. Judy Davenport, 4617 Cross Street, attended all of these meetings and recalled that only 19 families signed the petition for sidewalks in the area under discussion. She did not want sidewalks and did not want 19 households controlling the entire area. She asked if there was a process to vote on the matter.

Ms. Raegan Cates, 2537 Indianapolis, recalled there were 19 families that signed the petition for sidewalks but she started the petition. The roads were narrow and not improved properly. She noted that students were bused and she lived .55 miles from Puffer school, which she found unacceptable. Students could not walk because they could not do it safely. Money could be saved by not having to bus children when they could walk to school. She believed that if the drainage issues were addressed it could change her neighbors’ opinions. Regarding the shoveling, she agreed it was a safety concern for those shoveling as well as the students trying to get to school. She asked staff whether there was an ordinance requiring that residents have to shovel their snow. (Staff could not confirm.) She supported sidewalks due to their positive health and social benefits.

Ms. Lauren Singdahlnson, 2529 Indianapolis Ave., explained it was not a matter of 19 families wanting sidewalks. She supported the sidewalks and described how she and others obtained the signatures required for the petition. She shared the importance of walking and stated that kids are bussed because it is considered “hazardous” for them to walk less than a half mile to school. She noted the sidewalk map located a variety of locations that the residents could walk to besides the school and link them together. As to the comment that sidewalks are “a luxury”, Ms. Singdahlnson stated they were a luxury and as a resident she should have that luxury and have them at least on one side of the road and to be able to walk safely. Regarding costs, she understood the village was researching the costs and that some of the sidewalk costs could be covered by a “Safe Routes to School” grant. She supported sidewalks.

Mr. Scott Rogers, 4504 Drendel, supported sidewalks and was concerned about safety, as he did have small children. He shared the challenges students have to face walking to the bus stops during the winter. He shared the safety concerns for those commuters who walk home in the evening during the winter months.

Mr. Jeff Mahn, 4605 Cross Street, asked if the commissioners have physically seen the area under discussion. He suggested tabling the motion until the other studies arrived and then return to the sidewalk topic after that.

In response, Mr. Worthman explained that sidewalks were important to address now because ditch drainage currently existed along with a need for some storm pipes. Design details with, and without sidewalks, were explained.

Mr. Richard Mackie, 4613 Cross Street, did not support sidewalks and noted that generations of kids had grown up in the area without sidewalks. While he knew of the drainage issues, he was not affected by them. He supported widening the streets.

Mr. Garry Horak, 4507 Drendel Road suggested holding off on improvements and was against the sidewalks.

Mr. Wayne Hoppenrath, 4512 Cross Street, stated he was told the only reason there were school buses was because there were no sidewalks. In later years, he noticed the amount of coyotes in the area and expressed concerns about the safety of children. He did not support sidewalks.

Mr. Dan Fife, 4516 Cross Street walks to/from the train station and when he arrives home it is dark. He said there has been one or more occasions where he has almost been hit by a driver. He supported sidewalks.

Mr. Anderson Dalson, 2529 Indianapolis, discussing the line of cars picking up/dropping off students, explained that having sidewalks would help alleviate that problem. He discussed the positives of walking and currently walked in the street. He supported sidewalks.

Mr. Aaron Cates, 2537 Indianapolis Ave., discussed the increase in children over the past 10 years and the fact that there was the possibility of accidents increasing with them. It was beneficial to have a safe passage to the school. He supported sidewalks and appreciated discussing the drainage issues in the area.

Mr. Adam Kerry, 4524 Cross St., supported sidewalks. Buses dropped off students but they also walked three-quarters of a block, in the street. A sidewalk for that short distance would be a positive.

Ms. Marianne Fife, 4516 Cross Street, referring to those residents who lived in the neighborhood for many years and did not support sidewalks, recalled hearing that in the last 15 years the golf course has become more popular and a number of locations have increased in population, making it an entirely different neighborhood than 30 to 40 years ago. She agreed the neighborhood is turning over with more small children than there were 10 years ago.

Ms. Beth Kerry, 4524 Cross St., agreed with many of the comments being made, commenting she and her husband have a young son and want to ensure he has a safe place to play and walk to school.

Mr. Dimitri Goloff, 4904 Western, supported sidewalks and was not even aware there was a petition and he did not sign it. He believed if it went door to door, it probably would have received more signatures. Currently, he and his wife walk much. He agreed there were drainage issues but said even if the sidewalks were not installed now, they should be planned for the future.

Ms. Jackie Okowitz, 4506 Drendel, supported sidewalks since she has small children and it was a safety issue. She wanted to be connected to her neighborhood. She currently walks with her dog. She believed the village had to look at the issues holistically, especially concerning the drainage issues. Her backyard also flooded.

Ms. Raegan Cates, 2537 Indianapolis Ave., acknowledged the overall increase in pedestrian traffic over the years and stated when she moved into her home initially, it was not incorporated, as were her neighbors' homes. However, without her knowledge, she became incorporated and was fine with it. However, she felt if 95% of the village had sidewalks and amenities that she paid high taxes for, then the residents should receive the benefits of sidewalks.

Ms. Amanda Vernderholm, 4505 Drendel, has resided in the village less than year but she would like sidewalks since she has young children. Connection was important, as was walking in the community, and getting the children to move outside.

Mr. Mark Samiec, 4615 Drendel, did not support sidewalks since he lived on the southern end of Drendel, which was a dead-end street with very little foot traffic. He did not know if there was any pedestrian study on who uses the street but it sounded like Cross Street received more pedestrian traffic versus Drendel.

Per Mr. Sarick's question on the actual location of the sidewalk, Mr. Lorton explained that typically installation takes place near the right of way line but he would have to review the area to determine where exactly the sidewalk would be installed.

Another resident returned and asked whether the dead-end of Drendel would be considered under the Safe Routes to School grant program since it did not connect anywhere and the fact that the residents in that location indicated there was low pedestrian traffic in that location. Wherein Mr. Lorton believed that issue would have to be up for discussion in design because it could tie into Indianapolis. Details followed.

Susan ____, 4528 Cross Street, supported sidewalks. She asked who decides what infrastructure gets installed at Indianapolis Avenue between Cross and Drendel due to the drainage issues there.

Another resident returned and inquired as to who would be responsible for installing the sidewalks on Ogden Avenue, off of Drendel, to the recreational center, or those areas where the car dealerships were located. This resident voiced concern that if sidewalks were installed for the residents, where would they lead to and would there be pathways leading to empty lots? He voiced concern that the plan did not include everything – streets, sidewalks, sewers, etc.

A resident recalled that the village was going to come up with a comprehensive plan that addressed traffic, street repair, widening, sidewalks, drainage, and safety but that it was "back to piecemeal again." He voiced his frustrations.

Another resident spoke and acknowledged that there were residents who supported sidewalks and those that did not and the neighborhood continued to change. People who were moving into the neighborhood were younger with children of their own. This resident believed the trend would continue to grow and if changes were going to be made it would be a disservice to not include sidewalks from the master plan.

Chairwoman Dunne closed the public comment portion of the meeting.

Mr. Lorton shared that prior to tonight's meeting there was one phone call against sidewalks; three emails received by staff with two against sidewalks and one against sidewalks on both sides of the street.

Ms. Karen Samiec, 4613 Drendel Rd., stated she tried to send an email to the village but the letter that was sent out had the wrong email address so staff did not receive comments that it would have.

The chairwoman closed the public comment portion again.

Chairwoman Dunne pointed out from the testimony that this was a safety issue, demographics were changing, pedestrian traffic had increased, and the area was incorporated. There were young children in the area and it was a disgrace that children living close to the school had to be bussed. Main reasons against sidewalks appeared to be construction or drainage which would be addressed as the design moved forward. Installing sidewalks, to her, was not making conditions worse. She supported sidewalks in this neighborhood.

Mr. Saricks asked for clarification of what it was approving tonight, understanding that it was basically to approve a comprehensive design and not necessarily the exact location of where sidewalks would be placed, wherein Mr. Lorton stated the recommendation was to include sidewalks with the design. Mr. Carter supported sidewalks, seeing the village was going through an expansion with the schools, etc. and bussing within a half mile of a school was an issue. Mr. Wrobel asked if there was a construction ordinance requiring sidewalks to be added to new construction wherein Mr. Lorton stated there was not. Dialog followed that the Nelson Meadow development was having sidewalks installed because it was part of the agreement with the developer.

Asked who else would be involved in the design of the master plan for the area, Mr. Lorton stated the Public Works engineering department would be involved. Tonight's vote would influence their plan and overall assessment of the area. Further discussion followed on how the process would move forward once approved by the village council, noting that additional neighborhood input would be received.

Mr. Wilkinson asked if it was feasible to have at the next neighborhood meeting a plan with sidewalks and a plan without sidewalks with minimal cost? However the chairwoman disagreed to move in that direction due to the excellent reasons for or against sidewalks as voiced by the residents. Mr. Wrobel pointed out that the village's master plan discussed having sidewalks on at least one side of the roadway throughout the entire village. He shared his observations at prior meetings on this topic. He agreed there were changes in demographics, there was connectivity with sidewalks and people were moving more.

WITH RESPECT TO FILE #9-17, MR. WILKINSON MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO IMPLEMENT SIDEWALKS IN CONJUNCTION WITH PROPOSED DRAINAGE IMPROVEMENTS AS PROPOSED BY STAFF.

SECONDED BY MR. CARTER.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 5-0.

OLD BUSINESS: None.

COMMUNICATIONS – Refer to commissioners' packets.

ADJOURN

HEARING NO FURTHER DISCUSSION, THE CHAIRWOMAN ADJOURNED THE MEETING AT 9:15 P.M.

Respectfully submitted,

Celeste Weilandt
Recording Secretary
(transcribed from MP3 recording)

DRAFT

**TRANSPORTATION AND PARKING COMMISSION
Minutes**

May 10, 2017, 7:00 p.m.

Council Chambers - Village Hall
801 Burlington Avenue, Downers Grove

Chairwoman Dunne called to order the May 10, 2017 meeting of the Transportation and Parking Commission at 7:00 p.m. and led the meeting with the recital of the Pledge of Allegiance. Roll call followed and a quorum was established.

ROLL CALL

Present: Chairwoman Dunne; Commissioners Carter, Saricks, Schiller

Absent: Commissioner Wrobel, Wilkinson

Staff Present: Public Works Traffic Engineer Will Lorton

Others: John and Barbara Staehle, 3540 Pomeroy Ct., Downers Grove; Robert Svoboda, 3550 Pomeroy Ct., Downers Grove; Mark Cronin, 1117 Jefferson, Downers Grove; John Schofield, 1125 Jefferson, Downers Grove

Chairwoman Dunne explained the protocol for the meeting.

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

Traffic Engineer Will Lorton explained that the following items fall within what has been approved, conditionally, by the commission to eliminate uncontrolled intersections, focusing on the four-leg intersections. Per Mr. Lorton, the first three cases fell within the first mini-study that was discussed in February 2017 and the latter two cases were resident-initiated.

File #10-17 35th Street at Pomeroy Court – Traffic Control Revisions: Mr. Lorton summarized the directional and dimensions for 35th Street and Pomeroy Court. Currently there were no posted restrictions on the north/south or west legs of the intersection. The east leg of the intersection allowed parking on the south side of the road only. There was no history of crashes. Staff recommended control for the north/south legs of Pomeroy Court/Pomeroy Road due to lower traffic volumes. Traffic volumes did not warrant an all-way stop. One voicemail and one email were received by staff regarding this case and both emails recommended no control at all.

Asked if 35th Street, classified as a local street, acted more like an arterial in the area under discussion, Mr. Lorton stated it would act like a collector street. Regarding the email received by staff, Mr. Lorton said the email discussed that there was no crash history.

Mr. Saricks and the chairwoman recalled that crash history was not one of the main reasons the village was moving forward with such approach.

Chairwoman Dunne opened up the meeting to public comment.

Ms. Barbara Staehle, 3540 Pomeroy Court, was “startled” when she heard stop signs were going to be installed on Pomeroy Court and Pomeroy Road. She noted that if one travels west on 35th Street and passes Pomeroy Court, it becomes a dead-end street, and three dead-end streets exist with a handful of homes. Since her move into the area in 1981, she has never seen or heard a crash and stated that vehicular and pedestrian traffic were low. However, Ms. Staehle stated there was traffic safety concerns on 35th Street at Saratoga. She suggested installing yield signs instead.

Per Mr. Saricks' query whether there was the expectation of future development in the area that could increase future traffic volumes, Mr. Lorton did not believe so. A brief dialog followed regarding the two-way stop at Saratoga and 35th Street.

Ms. Barbara Staehle, 3540 Pomeroy Court, added that when driving north on Saratoga there was a hill and if one stops where one is supposed to, one cannot see anything coming toward you from the east on 35th Street, which requires a driver to pull up further to get a better view. When a driver heads south on Saratoga to 35th Street, vehicles are usually turning east to get to Highland Avenue and sometime the trees/shrubs make it difficult to see. Drivers are expecting a four-way stop if unfamiliar with the neighborhood. She preferred the village "do something" at Saratoga and 35th Street, such as yield signs on Pomeroy Court/Pomeroy Road.

Mr. Lorton added that between Venard and Saratoga there were townhomes that were recently constructed.

Mr. Robert Svoboda, 3550 Pomeroy Court, said if he has one car that comes from his left (on 35th Street) as he heads right onto 35th Street, it was "a lot of traffic." He suggested having a yield street. He also said he does have to pull about a quarter into the intersection to make a left off of Saratoga onto 35th Street in order to see traffic coming from Highland Avenue, which was dangerous. He reiterated Saratoga and 35th was a very dangerous intersection, citing he saw squad cars on 35th Street near Saratoga. He did not understand why Pomeroy Court/Pomeroy Road were "dangerous intersections" when no thru traffic existed.

Mr. John Staehle, 3540 Pomeroy Court noted the village's data indicated there are no crashes. In other words, there was no real need for a stop sign at Pomeroy Court and it was more of a nuisance than a safety issue for him and the residents.

Per Mr. Schiller's question regarding the southbound traffic on Pomeroy that turns eastbound on 35th, Mr. Staehle stated he rarely sees traffic coming towards him on those occasions where he is leaving. He suggested staff obtain a vehicular count going south on Pomeroy Road. He and many of his neighbors turn right to go towards Highland or Saratoga.

Chairwoman Dunne closed the public hearing portion.

Mr. Schiller found the stop sign unnecessary on the south side of 35th Street if only five or six homeowners were being stopped before making a right turn and questioned whether the stop sign proposed for the north side of the leg would be justified for drivers coming down and making a full stop before making a left, which may make it easier for drivers coming in and out of the court. But a stop sign on the south side appeared to "not serve much purpose." Mr. Saricks also pointed out a previous recommendation made for 61st Street several meetings ago where the commission's recommendation did not include one of the two stop signs recommended, which was similar to this case.

After discussing the matter further and asking if there was something that could be generating additional traffic southbound on Pomeroy, such as cut-through issues or whether sight line issues existed, Mr. Lorton indicated there was not. Mr. Lorton further explained the village's policy for uncontrolled intersections becoming controlled.

Chairwoman Dunne also reminded the commissioners and public that while there may be some situations where the signs seem unnecessary, for the purposes of consistency, and because drivers may come to expect controlled intersections and coming to a random intersection that was not controlled, could become a safety issue if the driver was expecting someone to stop regardless.

She believed the commission stay firm with its decision to install stop signs at uncontrolled intersection regardless of low traffic volumes or low crash history.

Mr. Saricks reiterated his concern about sight line issues existing at 35th and Saratoga stating drivers will continue to travel through the intersection even though it was a two-way stop. He asked staff about the logic of not installing a stop sign for westbound 35th Street at Saratoga. Mr. Lorton suggested that the residents fill out an intersection control petition and have a separate follow-up study. However, he added that staff will have to pay attention to the traffic volume at 35th and Saratoga, otherwise crash history will have to be reviewed.

WITH RESPECT TO FILE #10-17, MR. SCHILLER MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO INSTALL A STOP SIGN ON THE NORTH AND SOUTH LEGS OF POMEROY COURT AND POMEROY ROAD.

SECONDED BY MR. SARICKS.

Mr. Saricks reiterated his concerns but also recognized the village's policy.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 4-0.

File #11-17 Oak Hill /Court at Venard Road– Traffic Control Revisions: Mr. Lorton provided an overview of this case, summarizing that Oak Hill Road/Court is an east-west roadway classified as a local street 30 feet wide. Venard is a north-south roadway classified as a local street also 30 feet wide. No posted parking restrictions existed and the intersection was uncontrolled. Between 2005 and 2015, there was only one crash at the intersection. Staff recommended that the east and west legs have the stop control. One email was received by staff which was in opposition of the stop sign even though there was an accident referenced due to a failure to yield. The resident did, however, support yield signs.

Chairwoman Dunne opened up the matter to the public. None followed.

Per a question, Mr. Lorton believed the one car accident was from the east leg of Oak Hill Court but he would have to confirm. The issue of the roadway being used by cut-through traffic was raised by Mr. Saricks. The chairwoman also believed this case was similar to the one above.

WITH RESPECT TO FILE #11-17, MR. CARTER MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO INSTALL A STOP SIGN ON THE EAST AND WEST LEGS OF OAK HILL COURT AND OAK HILL ROAD.

SECONDED BY MR. SCHILLER.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 4-0.

File #12-17 39th Street and Williams Street – Traffic Control Revisions: Traffic Engr. Lorton reported that 39th Street is an east-west roadway classified as a local street 30 feet wide. Williams Street was a north-south roadway classified as a local street also 30 feet wide. No posted parking restrictions existed with the exception of 39th Street having a No Overnight Parking sign restriction. Mr. Lorton clarified this intersection was incorrectly identified as a four-leg uncontrolled intersection; however, the intersection of 39th Street at Williams was currently under a Yield control (by York

Township) for the north leg only with a sign not maintained by the village but was within village right-of-way. There was a one-vehicle crash at the intersection with the vehicle running into a snow bank with no injuries.

Staff recommended replacing the north leg yield sign and placing the stop signs on the north and south legs.

Chairwoman Dunne opened up the meeting to public comment. No public spoke.

Staff reported there were two emails received – one in favor of the stop signs; the other more concerned about speeding on 39th Street. Mr. Saricks commented that 39th Street is treated as a through route to many of its drivers which would make it difficult because if you start imposing stop signs drivers may not be ready for them. He believed the signs were necessary for the cross traffic. Dialog followed as to what traffic volume warrants a four-way stop, that much of the traffic from 39th Street is cut-through traffic; and that installing stops signs in the area could increase traffic on 39th Street. Mr. Lorton mentioned this case will fall within the Neighborhood Study 6 and the area will be reviewed holistically. Mr. Carter mentioned he had no issues approving this request since it would also be reviewed in Neighborhood Study 6.

WITH RESPECT TO FILE #12-17, MR. SARICKS MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO INSTALL A STOP SIGN ON THE NORTH AND SOUTH LEGS OF WILLIAMS STREET.

SECONDED BY MR. CARTER.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 4-0.

File #13-17 Jefferson Avenue at Brookbank Road – Traffic Control Revisions: Traffic Engr. Lorton noted this request was initiated by a resident. The intersection is new with no control currently. The resident requested a stop sign and a high visibility crosswalk on the east leg of the intersection. Jefferson Avenue is an east-west roadway classified as a local street 20 feet wide. Brookbank is a north-south roadway classified as a local street 30 feet wide. There are no posted parking restrictions within the intersection and no related crashes. Staff recommended installing a stop sign for the north leg and stripe a high visibility crosswalk on the east leg of Jefferson Avenue.

Two emails were received by staff – the first email supported the stop sign but not the crosswalk; the second email was from the developer supporting the stop signs but making reference to sight line issues on the north leg with landscaping concerns at the northwest corner.

An explanation followed on how the intersection was “new” and the fact that the development will be generating new traffic westbound on Jefferson in the future. Regarding the crosswalk on the east leg, Mr. Lorton explained the opposition indicated the crosswalk was not necessary due to it being in a quiet neighborhood, and while traffic would increase with the new Brookbank extension southbound to Jefferson, a stop sign was sufficient.

Mr. Saricks pointed out that if the current sidewalks were combined with the Safe Routes to School program, then a crosswalk would be needed to which Mr. Lorton concurred. The developer would provide the crosswalk.

Chairwoman Dunne opened up the meeting to the public.

Mr. John Skofield (phonetic), 1125 Jefferson, supported both requests yet did not know how much traffic would be generated. He agreed with the developer that the sight lines were an issue and just like the developer's letter alluded to, there was much traffic traveling north and south coming from 59th Street south and traversing Brookbank Road to the north. Mr. Skofield discussed that a lot of pedestrian and bicycle traffic was currently taking place in the area because the path existed; however, he suspected that when the road is added, there will be the potential for more conflict between pedestrian and vehicles. He supported the crosswalk for not only the school children but for all pedestrians and cyclists.

Mr. Skofield explained that parts of the Brookbank path to 59th Street are difficult to traverse and he has tried to get the village manager to add it to the ADA list of necessities but, to date, the manager has refused. Details followed with Mr. Skofield confirming that the path is highly used.

Mr. Mark Cronin, 1117 Jefferson, thanked the TAP for their volunteerism and their unappreciated hard work. Discussing this section of Jefferson, Mr. Cronin stated it was about two blocks long with much activity and younger kids on it. He supported the crosswalk and sign but believed drivers see the crosswalk first over a stop sign and expect to slow down because people are in the area.

Mr. Gene Davies, 1203 Jefferson, resides directly south of where the stop sign will be installed and discussed the challenges of pulling out of his driveway, and so he supported both the proposed stop sign and crosswalk.

Mr. Schiller asked whether a stop sign should be installed on the opposite side of Brookbank to stop drivers traveling westbound on Jefferson and to protect the crosswalk, since there was the expectation that the extension of Jefferson would create more traffic over time. Mr. Lorton cited a similar situation at Blanchard and Middaugh where a two-way stop exists and the crosswalk crosses both Blanchard and Middaugh but only Middaugh traffic was being stopped. He offered to take traffic counts once the development was occupied, and if necessary, add the additional sign. Mr. Lorton stated a warning sign that a crosswalk was approaching could also be added.

Further dialog followed on various warning alternatives for the crosswalk, considering that future development could be expected.

WITH RESPECT TO FILE #13-17, MR. SCHILLER MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO 1) INSTALL A STOP SIGN ON THE NORTH LEG OF BROOKBANK ROAD; 2) STRIPE A HIGH VISIBILITY CROSSWALK ON THE EAST LEG OF JEFFERSON AVENUE; AND 3) INSTALL A PEDESTRIAN CROSSING WARNING SIGN (ON BOTH SIDES) TO NOTIFY DRIVERS THAT A CROSSWALK IS AHEAD.

SECONDED BY MR. CARTER.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 4-0.

File #14-17 Branding Lane at Scheldrup Street & Frontage Road at Oak Grove Drive – Traffic Control Revisions: Traffic Engr. Lorton stated this request was from a resident's concern. The area of concern is near Butterfield, Findley and Downers Roads. Each of them are three-leg intersections that are not controlled. A review of the crash information followed by Mr. Lorton. Staff is proposing to add stop control on the terminating leg as depicted on the overhead and as supported by traffic volumes at the location. Staff recommended installing a stop sign on the east leg of Frontage Road at Oak Grove Drive and a stop sign on the north leg of Scheldrup Street at Branding Lane.

Chairwoman Dunne agreed the area was quite busy and by adding signs would be a safety feature for the area. Mr. Schiller shared his personal experience in the area and agreed anything breaking up the traffic flow was a positive.

No public comment followed.

WITH RESPECT TO FILE #14-17, MR. SCHILLER MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO INSTALL A STOP SIGN ON THE EAST LEG OF FRONTAGE ROAD AND INSTALL A STOP SIGN ON THE NORTH LEG OF SCHEDLRUP STREET.

SECONDED BY MR. SARICKS.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 4-0.

OLD BUSINESS: None.

COMMUNICATIONS – Refer to commissioners' packets.

ADJOURN

HEARING NO FURTHER DISCUSSION, MEETING ADJOURNED AT 7:53 P.M. ON MOTION BY MR. SARICKS. SECONDED BY MR. SCHILLER. MOTION CARRIED BY VOICE VOTE 4-0.

Respectfully submitted,

Celeste Weilandt
Recording Secretary
(transcribed from MP3 recording)

**Public Works Staff Report
File # 15-17
Granville Avenue Parking**

BACKGROUND

This item is being presented by staff in response to a resident concern. On multiple occasions there has been a vehicle parked on Granville Avenue preventing ingress/egress to the two homes on this Village Street.

Granville Avenue is a North-South roadway classified as a local street that is roughly 15 feet wide. It is currently without any posted parking restrictions.

STUDY

Staff has observed the area through a field visit to the area. Residents expressed safety concerns with vehicle access has been blocked at times.

Staff does not have any issues with implementing the parking restriction. Staff also recommends limiting it to 200' north of Burlington Avenue so that it will not be too restrictive for existing residents. See **Exhibit 1**.

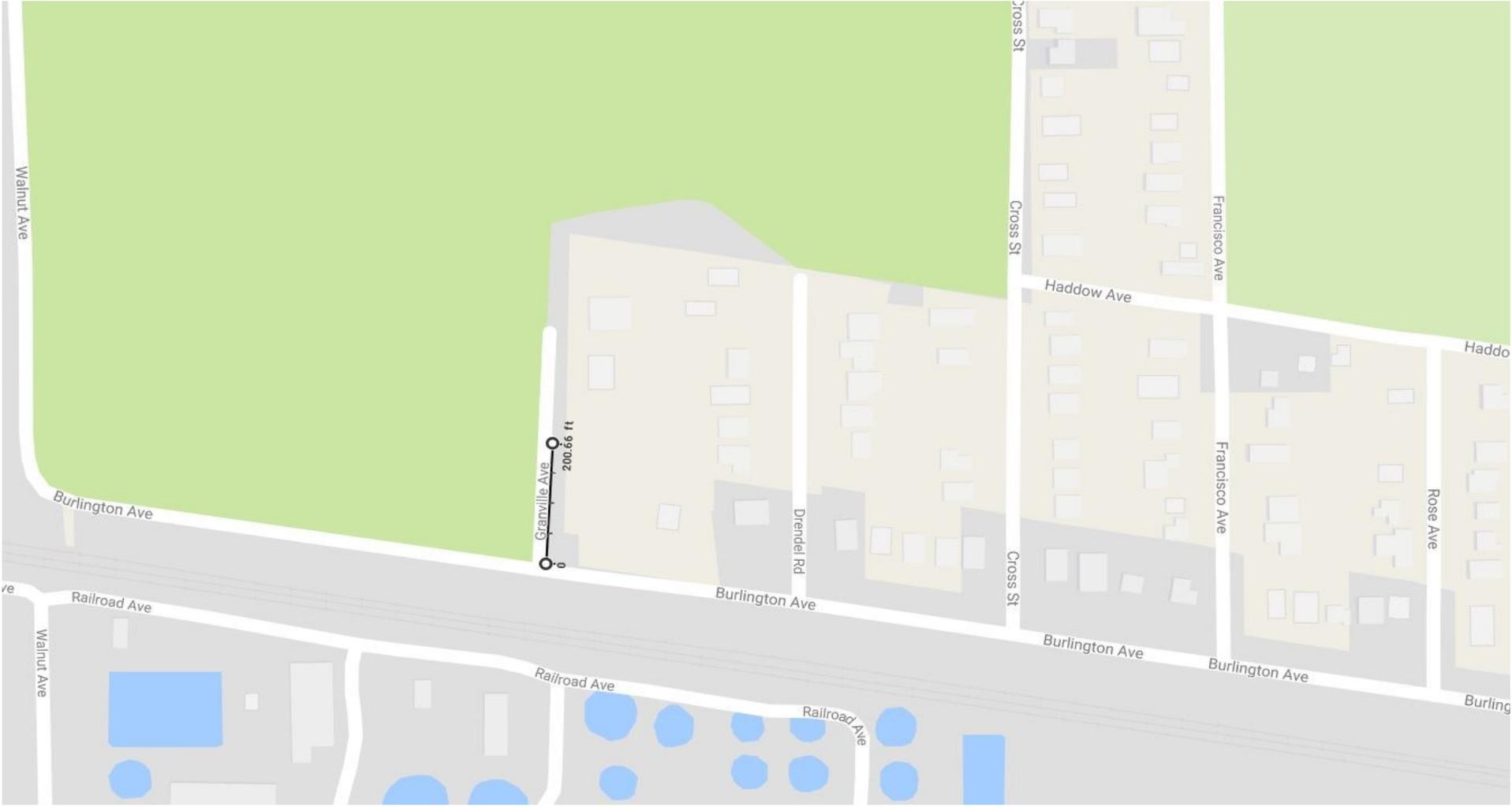
RECOMMENDATION

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

- **INSTALL NO PARKING SIGNS FOR GRANVILLE AVENUE FROM BURLINGTON AVENUE TO A POINT 200' NORTH OF BURLINGTON AVENUE**

EXHIBIT 1 – FILE 15-17

GRANVILLE AVE



**Public Works Staff Report
File # 16-17
Haddow Avenue Parking**

BACKGROUND

This item is being presented by staff in response to Neighborhood Traffic Study 5 and resident concern. Upon investigation there was an existing restriction within the Municipal Code that was signed which caused concern by Puffer School Officials. Staff worked with officials to determine the best course of action.

Haddow Avenue is an East-West Roadway classified as a local street that is roughly 22 feet wide. Parking on the North side is restricted to No Parking while parking on the South side has a 4 hour parking restriction.

The School Officials would like to relax parking restrictions within 200' of the school entrance to allow for easier pick up/drop off of students.

STUDY

Staff has observed the area multiple times through various field visits to the area.

Staff does not have any issues with changing the parking restrictions to a 4 hour restriction on the North side of Haddow Avenue from the West Puffer School Entrance to Chase Avenue. See **Exhibit 1**.

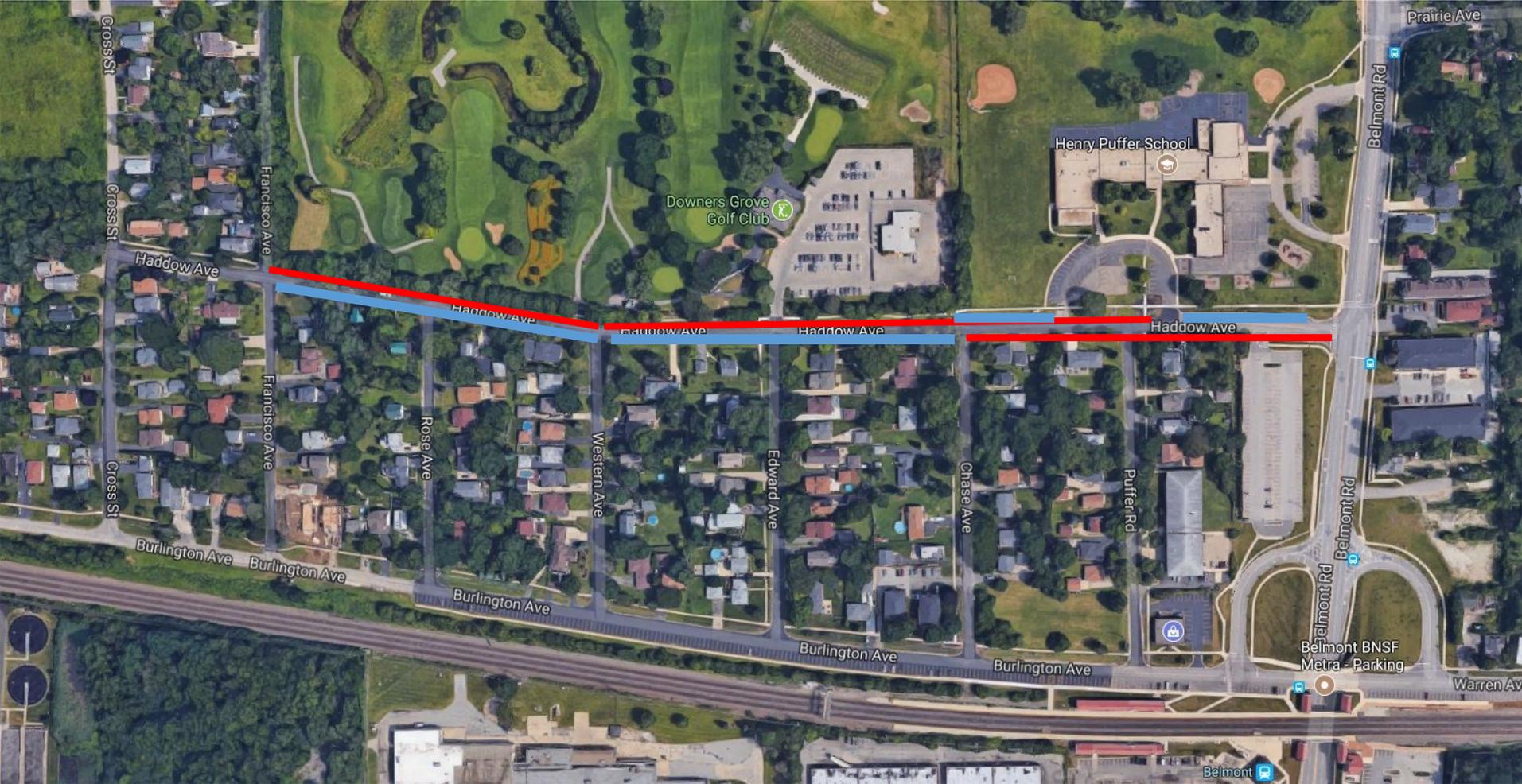
RECOMMENDATION

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

- **REVISE PARKING RESTRICTIONS TO INCLUDE A 4 HOUR PARKING SEGMENT BETWEEN THE WEST ENTRANCE OF PUFFER SCHOOL TO CHASE AVENUE ON THE NORTH SIDE OF HADDOW AVENUE**

EXHIBIT 1 – FILE 16-17

HADDOW AVE



4 HR Parking

No Parking

Public Works Staff Report
File # 17-17
Mini Study 2

BACKGROUND

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

STUDY

Staff has reviewed available data in GIS and confirmed with aerial photos in Google Earth the second three locations for counts to be taken. These are limited to the north part of the Village which is where the maintenance technicians are currently replacing. One additional location is included based on a resident petition.

1. Lee Avenue at Virginia Street
2. Lee Avenue at Carol Street
3. Lee Avenue at Janet Street
4. 72nd Street at Blackburn Avenue

RECOMMENDATION

Staff requests input from the Transportation and Parking Commission.

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

