



# TRANSPORTATION & PARKING COMMISSION

## MEETING AGENDA

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**Date:** November 8, 2017  
**Time:** 7:00 p.m.  
**Location:** Council Chambers – Village Hall  
801 Burlington Avenue

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- I. Call To Order
  - II. Roll Call
  - III. Approval of July 12, 2017 Meeting Minutes
  - III. Public Comments – General Topics or Issues NOT on Tonight’s Agenda
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**1. File # 20-17 Oxnard Drive at Stonewall Avenue – Traffic Control Revisions**

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

**Description:** Staff is initiating this request, based on a neighborhood petition requesting a change in traffic control to a four way stop. Data collection has been made and recommendations are included. 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.*

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**TRANSPORTATION AND PARKING COMMISSION**  
**Minutes - July 12, 2017**  
**Council Chambers – Village Hall**  
**801 Burlington Avenue, Downers Grove**

Chairwoman Dunne called the July 12, 2017 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 Wrobel, Wilkinson, Schiller, Carter

**Absent:** Commissioners Saricks, Jenkins

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

A quorum was established.

Chairwoman Dunne provided a review of the procedures to be followed for the meeting, explaining that the Commission will forward a recommendation to the Village Council for approval.

**APPROVAL OF MINUTES – May 10, 2017**

**Mr. Wrobel moved, seconded by Mr. Carter, to approve the minutes of the May 10, 2017 meeting as presented.**

**Motion carried by voice vote 4:0:1, with abstention by Mr. Schiller.**

**PUBLIC COMMENT ON NON-AGENDA ITEMS** - None

**File #15-17 Granville Road – Parking Regulations Revisions**

Traffic Engineer Will Lorton stated that Staff is presenting this item in response to concerns expressed by residents about cars parking near the intersection of Burlington Avenue and Granville Road. The parked cars are preventing residents from access to their homes. He explained that Granville is only 15' wide with a narrow shoulder and does not have enough room to support parking. Based on a field visit, it was determined that parking should not be allowed, and a temporary Manager's Memo was approved by the Police Department, Public Works and the Village Manager. Temporary signage is now displayed at the location. Staff has met with the residents affected by the parked cars, and is recommending to limit parking to 200' north of Burlington.

Chairwoman Dunne asked whether the 200' will prevent commuter parking, and Mr. Lorton said it was assumed to be a commuter who parked at the location in question. That car was ticketed.

There being no further comments from the Commission, Chairwoman Dunne opened the floor to public comment.

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Marti Sladek of 4903 Granville stated that she issued the complaint. She said the street is adjacent to the Belmont Prairie and there is no possibility for parking on that side of the street. She thanked the Commissioners for their service, as well as Mr. Lorton for his assistance.

Mr. Wilkinson asked whether the lot between Burlington and her home is privately owned. Ms. Sladek said it was privately owned and has a Burlington Avenue address. She doesn't see any future building taking place at that location as sewer lines were not installed a few years ago. She noted that the remaining streets in the area have been posted.

Chairwoman Dunne closed the opportunity for further public comment.

**WITH RESPECT TO FILE #15-17, MR. SCHILLER MOVED TO FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO INSTALL NO PARKING SIGNS FOR GRANVILLE AVENUE FROM BURLINGTON AVENUE TO A POINT 200' NORTH OF BURLINGTON AVENUE. MR. CARTER SECONDED THE MOTION.**

**MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 5:0.**

**File #16-17 Haddow Avenue – Parking Regulation Revisions**

Mr. Lorton said Staff is initiating this request based on resident concerns as well as concerns expressed by Puffer School officials regarding pick-up and drop-off of children. Originally, the area of Haddow up to Francisco was not marked on the north side, although it was marked in the Municipal Code as "no parking" at any time on the north side of the street. Commuters have utilizing it as well as parents to pick-up and drop-off their children. Staff had signs posted on existing signposts to show the no parking restrictions, and that is when the school concern came about. Mr. Lorton indicated that there exists a 4-hour restriction on the North side of Haddow Avenue from the West Puffer School Entrance to Chase Avenue. Due to sporadic commuter parking there is not uniform space for parents to pick-up and drop-off their children. Prior to this meeting, Mr. Lorton said he received an email from a resident on Edward who was unable to attend, but who was in support of the improvement.

Chairwoman Dunne clarified that the north side had always been no parking based on the Municipal Code, but was not posted as such. Mr. Lorton said that upon annexation, the Ordinance was created but signage was never posted. He noted that there were some commuters who parked there and that created a problem with traffic circulation at the school.

Mr. Carter asked whether this would change with the sidewalk improvement program and drainage program that is in the design process right now. Mr. Lorton replied that there would be no change along that portion of Haddow.

Mr. Wilkinson asked whether people will be parking on the gravel shoulder, and Mr. Lorton responded that there is a gravel shoulder provided in that area for parking. Mr. Wilkinson noted when you get towards the crosswalk, there's a drop off and a drain there. Mr. Lorton said there should be a 20' gap between the end of the parking and the crosswalk.

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There being no comments from the public, Chairwoman Dunne closed the public portion of the hearing.

**WITH RESPECT TO FILE #16-17, MR. WILKINSON MOVED TO FOLLOW THE RECOMMENDATION OF STAFF TO 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. MR. WROBEL SECONDED THE MOTION.**

**MOTION CARRIED UNANIMOUSLY BY VOICE VOTE 5:0.**

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

Mr. Lorton said this item falls within the north section of the Village in reference to establishing intersection control to either two-way or four-way Stop controls. He noted that there are three locations identified on Lee Avenue. In addition, a resident submitted a petition for Blackburn Avenue at 72<sup>nd</sup> Street. Mr. Lorton has submitted all four locations at one time with the hope of moving forward based upon further input from the Transportation and Parking Commission.

Chairwoman Dunne noted a word missing on Staff's report in the paragraph titled "STUDY." It reads "where the maintenance technicians are currently replacing." Mr. Lorton stated the missing word was signage. Chairwoman Dunne asked if the Lacey Creek Assisted Living facility is complete. Mr. Lorton said he thinks it is complete but not fully occupied. A Commissioner replied that he agrees, noting that they took his mother-in-law to see it last month. For all intents and purposes it is complete. Chairwoman Dunne expressed concern about the Blackburn and 72<sup>nd</sup> Street item, which is a three-way intersection. She said there are multiple related intersections in that neighborhood, and for consistency's sake if they do one, there will be several other T-intersections that don't have stop control. That could lead to confusion for traffic driving through the neighborhood thinking that all of these T-intersections would have stop control, or residents are going to start calling in. She believes the T-intersections are a lower priority than the four-legged ones. She proposed removing the 72<sup>nd</sup> Street and Blackburn Avenue intersection from the list until they can consider looking at those intersections at a later date.

Mr. Carter said he followed her logic and it makes sense to him to delay the T-intersections. He said he would be interested in seeing Staff's feedback to determine whether there was some kind of crash data relating to that location.

Mr. Wilkinson said with regard to the Lee Avenue locations, the new facility is actually a block over on Lacey. He asked whether the approval for new automobile dealerships on Ogden Avenue has any bearing on the timing of these controls for Lee Avenue. Mr. Lorton replied it was not related to the changes on Ogden Avenue. He said the dealership on the north side of Ogden will be contained within one building and not generate as much traffic as other dealerships. He also noted that when these plans go before the Plan Commission that is something they tie into, in terms of added traffic to surrounding areas.

**MR. SCHILLER RECOMMENDED THAT STAFF PROCEED WITH THE COUNTS AND HISTORY REVIEW AS SPECIFIED FOR THE THREE LEE AVENUE LOCATIONS AND THAT THE TRANSPORTATION AND PARKING COMMISSION**

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**DEFER 72<sup>ND</sup> STREET AT BLACKBURN AVENUE PENDING FURTHER RESEARCH.  
MR. CARTER SECONDED THE RECOMMENDATION.**

**MOTION CARRIED UNANIMOUSLY BY VOICE VOTE 5:0.**

### **Old Business**

Chairwoman Dunne raised the possibility of the Commission electronically receiving the Agendas so the copy is clearer. The point was raised that often the exhibits are too large for at-home printers to print clearly. Mr. Carter said that at one time they were able to bring the documents up on their own PC. It was also noted that it is still convenient to have a printed copy. Mr. Schiller asked if it would be possible for Staff to bring oversized exhibits printed out to the meetings, and send the remainder of the packets to them electronically. Mr. Lorton said he could arrange to have that done.

Mr. Schiller said he spoke with Mr. Lorton before the meeting about the people who lived on Carpenter. They did submit a petition to change the speed limit as was discussed; however that will happen after the re-work is complete and they will be able to take accurate speed counts.

Mr. Wrobel said he saw something on WGN news with a visual of Lake Shore Drive with the comment that “everybody ignores speed limits.” He added that it is quite frightening, and it’s experienced on our local streets all the time. People seem to have a speed-mania so to speak.

Mr. Wilkinson then referenced the sidewalk program saying in their neighborhood they have the ADA project going on improving the various corners, and also making necessary repairs. He is appreciative of the fact that this work is being done, especially meeting ADA standards. It’s different than the sidewalk matrix project, but it is happening and he is happy to see it in their neighborhood.

### **Communications**

Mr. Lorton said he received only the one e-mail mentioned earlier.

### **ADJOURN**

**MR. SCHILLER MOVED TO ADJOURN, SECONDED BY MR. WILKINSON.  
MOTION CARRIED UNANIMOUSLY BY VOICE VOTE 5:0.**

Chairwoman Dunne adjourned the meeting at 7:30 PM.

Respectfully submitted,

/s/ Tonie Harrington  
Recording Secretary  
(transcribed from MP3 recording)

## **Public Works Staff Report File # 20-17 Oxnard Drive at Stonewall Avenue**

### **BACKGROUND**

This item is being presented by staff in response to a resident petition about the traffic control at Oxnard Drive and Stonewall Avenue. Residents are requesting a 4 way stop to be installed at this location. Residents are concerned with the speeds of vehicles in the area and the safety of pedestrians.

The existing width of Oxnard Drive is 30 feet and is classified as a local street that carries vehicles in the east/west directions. Currently there is no parking between 7 AM and 4 PM (Except on weekends and holidays) due to the proximity of the high school. The existing width of Stonewall Avenue is 30 feet and is classified as a local street that carries vehicles in the north/south directions. Currently there is no parking between 7 AM and 4 PM (Except on weekends and holidays) due to the proximity of the high school.

Currently the intersection of Oxnard Drive and Stonewall Avenue is under yield control in the north/south directions.

### **STUDY**

Staff has visited the site and reviewed collected data. Counts were taken around the intersection of Oxnard Drive and Stonewall Avenue.

- ADT west of the intersection was 587 vehicles
  - 85<sup>th</sup> percentile speed of 33.22 mph (EB)
- ADT east of the intersection was 166 vehicles
  - 85<sup>th</sup> percentile speed of 35.83 mph (EB)
- ADT north of the intersection was 242 vehicles
  - 85<sup>th</sup> percentile speed of 33.24 mph (NB)
- ADT south of the intersection was 507 vehicles
  - 85<sup>th</sup> percentile speed of 31.36 mph (SB)

Based on the existing volumes, the criteria for an all way stop is not met for volume. The speeds on Oxnard should be monitored and Staff will provide PD with the 15 minute peak periods that are highest for enforcement purposes. The average speeds do not exceed 29 mph at any count location. Crash data was also reviewed and there was a single angle crash at the intersection in 2012. East of the intersection there were two crashes related to parked motor vehicles in 2011 and 2007. South of the intersection there was a run off road crash in 2006. Based on the crash history, the crash criteria is not met for an all way stop.

See **EXHIBIT 20-17** showing proposed configuration and existing data.

**RECOMMENDATION**

Staff requests input from the Transportation and Parking Commission.

- **STAFF RECOMMENDS THE INSTALLATION OF A TWO WAY STOP CONTROL IN PLACE OF THE TWO WAY YIELD CONTROL TO REGULATE THE NORTH AND SOUTH TRAFFIC ON STONEWALL AVENUE.**
- **STAFF WILL WORK WITH PD ON SPECIFIC HOURS OF INCREASED SPEED FOR MONITORING.**

EXHIBIT 20-17

NB ADT 116 Vehicles  
NB 85<sup>th</sup> 33.24 MPH  
SB ADT 126 Vehicles  
SB 85<sup>th</sup> 24.26 MPH

WB ADT 276 Vehicles  
WB 85<sup>th</sup> 32.87 MPH  
EB ADT 311 Vehicles  
EB 85<sup>th</sup> 33.22 MPH

WB ADT 77 Vehicles  
WB 85<sup>th</sup> 35.00 MPH  
EB ADT 89 Vehicles  
EB 85<sup>th</sup> 35.83 MPH

NB ADT 360 Vehicles  
NB 85<sup>th</sup> 29.57 MPH  
SB ADT 147 Vehicles  
SB 85<sup>th</sup> 31.36 MPH

