



TRANSPORTATION & PARKING COMMISSION

MEETING AGENDA

Date: November 20, 2019
Time: 7:00 p.m.
Location: Council Chambers – Village Hall
801 Burlington Avenue

- I. Call To Order
 - II. Roll Call
 - III. Approval of August 14, 2019 Meeting Minutes
 - III. Public Comments – General Topics or Issues NOT on Tonight’s Agenda
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1. File # 8-19 Kingsley School – Parking Regulation Revisions & Crossing Guard Position

Action Requested: Discussion and Recommendation

Description: Staff is initiating this request, based on ongoing interest in the area and the School reaching out to Village Staff to help facilitate better site circulation and pick up and drop off while increasing safety. 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 – August 14, 2019
Council Chambers – Village Hall
801 Burlington Avenue, Downers Grove

Chairwoman Dunne called the August 14, 2019 meeting of the Transportation and Parking Commission to order at 7:02 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, Officer Fisher, Public Works Administrative Secretary Andrea Banke

Visitor Roster: Michael Bianco, Pam Bianco, Bruiyo Filliobicz, Tim McDonald, Shannon Roesch,

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 MARCH 13, 2019 MINUTES AND JUNE 12, 2019 MINUTES

Page 4 the word concerns is misspelled, and on page 5 the word swail should be spelled swale.

COMMISSIONER WILKINSON MOVED TO ACCEPT MEETING MINUTES WITH THE ABOVE LISTED CHANGES. COMMISSIONER SCHILLER SECONDED THE MOTION.

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

PUBLIC COMMENT ON NON-AGENDA ITEMS

No public comment on non-agenda items.

Chairwoman Dunne proceeded to files on the agenda.

File #6-19 Barrett Street & Saratoga Avenue – Parking Revisions

Traffic Engineer Will Lorton reported File 6-19 was initiated by school staff and parent concerns. Originated due to buses in front of Kingsley being passed during pickup times. The Village has provided additional signage there for the school that it is unlawful to pass school buses with flashing lights and stop signs out. Counter measures have been taken in the past, but motorists are still refusing to stop for the buses so additional police enforcement was required. When PD was out for enforcement, they noted that there are parking restrictions on both sides of the street on Barrett and Saratoga restricting parking 7am to 4pm. Both streets act as a pickup

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area for Kingsley parents picking up students. Staff discussed reducing the restriction with PD and school staff so that it may be used as a pickup area in the afternoon. Both streets are roughly 28 feet wide, local streets, and the existing parking restriction is 7am to 4pm. One recommendation on the staff study was restricted parking 7am to 1pm. There is another restriction in the area of 8am to 11am. Both are alternatives that could be considered. Staff is recommending to reduce restriction on Barrett and Saratoga for this purpose.

Chairwoman Dunne questioned why these two streets and not Powell. Mr. Lorton stated these two streets were chosen based on discussion with school staff as area of concern.

CHAIRWOMAN DUNNE OPENED UP THE PUBLIC COMMENT PERIOD

PUBLIC COMMENT ON AGENDA ITEMS

No public comment.

CHAIRWOMAN DUNNE CLOSED THE PUBLIC COMMENT AND OPENED DISCUSSION AMONGST THE COMMISSION

Mr. Lorton pointed out the correct slide showing the proposed revisions of 8am to 11am which would match other areas around Downers Grove South and is the staff preferred option. It is restrictive enough to prevent Downer Grove South high school students from parking there, but opens it up in the afternoon for parents picking up children from Kingsley.

WITH RESPECT TO FILE #6-19, MR. SCHILLER MADE A MOTION TO ACCEPT THE RECOMMENDATION AS STATED.

SECONDED BY MR. CARTER.

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

File #7-19 Washington Street & 41st Street – Traffic Control Revisions

Mr. Lorton stated this is a follow up to neighborhood traffic study number six. Was initially discussed in traffic study as being added as a 4-way stop and was removed as an option to be pursued at a later time. Residents have contacted staff regarding sight distance concerns at the intersection for westbound traffic. Those are off of Village right-of-way and on private property. Washington Street is a north-south roadway approximately 25 feet wide, and a local street with no parking restrictions. 41st Street is an east-west roadway, approximately 24 feet wide, and a local street with no parking restrictions. The northeast corner of the intersection is the most concerning with sight distance impacted in that corner. It does not meet volume counts or crash counts, however, in the neighborhood traffic study it meets the two optional B and C warrants which are related to crashed and sight distance for left turning movement. Staff recommends to make the revision to make the intersection an all-way stop.

Commissioner questions if there have been correctable crashes at the site. Mr. Lorton confirmed that correctable crashes are angle crashes or turning crashes, but it is not known if those were due to the sight distance issues or not.

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Chairwoman Dunne confirmed that this issue is coming back to staff at the request of the neighborhood residents. Mr. Lorton confirmed that the geometry of the intersection is the cause of the sight distance issue.

CHAIRWOMAN DUNNE OPENED UP THE PUBLIC COMMENT PERIOD

PUBLIC COMMENT ON AGENDA ITEMS

1. Tim McDonald of 4213 Washington St.: Lives at SE corner of the intersection. There was a bad accident at the intersection this summer. Traffic study does not take into account the number of near misses. Geometry and semi-blind hill coming up Washington. Many people who work at the hospital park on the east side and use Washington as a cut through to get to Ogden. Vehicles regularly use Washington and travel up the hill, and cross traffic has difficulty seeing the traffic coming up the hill. It is logical to put in an all-way stop at this time because it is in the best interest of safety for pedestrians, bicyclists, and vehicles.

2. Shannon Roesch of 4229 Washington St.: Midpoint on block on east side of the road. Has lived there for 20 years and seen a lot of near misses and several accidents. There is no sidewalk on the east side of the road. There are a lot of children on the block and they use the road to go up and down the street to Speedway. Bus stop at the northeast corner is hard to see due to sun being in eyes when westbound and has seen people run the stop sign inadvertently because they don't see it. In the best interest of everyone's safety to have an all-way stop. Vehicles go over the speed limit using Washington as a cut through to Ogden. It is a dangerous intersection.

3. Pam Bianco of 4216 Washington: Speeding on Washington is frightening and people do not have regard for the intersection speeding through it in both directions. Blind hill southbound on Washington obscures vision. Kids need to cross at 41st and Washington to go to the park on Elm, to go to Highland school, to Herrick, and to North high and it doesn't have a stop sign. It's dangerous because people do not respect the roadway. NE part of intersection is dangerous with all of the foliage on public property. You are in intersection before you can safely see if you can cross or not and Washington has speeding cars that don't stop. On school days at Highland people are rolling through stop signs and not coming to a full stop. It's dangerous. Votes for another stop sign at the intersection.

CHAIRWOMAN DUNNE CLOSED THE PUBLIC COMMENT AND OPENED DISCUSSION AMONGST THE COMMISSION

Commissioner questioned Mr. Lorton regarding if warning signs could be put up in addition to new stop signs. Mr. Lorton confirmed signs can be investigated to be put up as hill is approached.

Chairwoman Dunne questioned the process of a new stop sign being put in. Mr. Lorton stated that "new stop ahead" signs with flags on them are placed in advance of the new stop signs in addition to the new stop signs.

Commissioner stated that there is an additional matter of speed limit enforcement. Officer Fisher offered to fill out a form for additional patrol in area.

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Commissioner mentioned recent request for additional stop sign at Elm. Mr. Lorton stated it can be added to the striping program.

Chairwoman questioned if cut through traffic could eventually meet the volume warrants for the all-way stop. Mr. Lorton stated most likely not. Believes construction on Ogden Avenue has increased volumes at this time with cut through traffic. They are compliant for sight distance issue.

Commissioner mentioned tailgating on Washington when going the speed limit of 25mph. Mr. Lorton offered to rotate driver feedback signs through the area to address speeding.

WITH RESPECT TO FILE #7-19, MR. SARICKS MADE A MOTION TO ACCEPT THE RECOMMENDATION WITH THE PROVISION OF ADDITIONAL SIGNAGE FOR “BLIND HILL” AND “STOP AHEAD” SIGNS AS WELL.

SECONDED BY MR. CARTER.

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

DISCUSISON OF OLD BUSINESS:

No old business to discuss.

Communications

1. The September 2019 TAP Meeting will be regarding the downtown parking study. Many people are expected to attend.

ADJOURN

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

Chairwoman Dunne adjourned the meeting at 7:27 PM.

Respectfully submitted,

/s/ Andrea Banke
Recording Secretary

Public Works Staff Report
File # 8-19
Kingsley School Pick up / Drop Off

BACKGROUND

This item is being presented to the Transportation and Parking Commission for review and consideration of staff recommended traffic operation changes to improve safety in the vicinity of Kingsley School. Pedestrian and vehicle operations have been reviewed by Village Public Works and Police staff and meetings have been held with District 58 and Kingsley School representatives. The identified concerns include the safety of students crossing Norfolk Avenue, site congestion that reduces sight distance at the pedestrian crossing and speeding. Village staff has also worked with District 58 and Kingsley School staff on a plan to improve traffic circulation around the school during pick up and drop off times. Staff visited the site, worked with D58 and PD to get a plan of action in place to help facilitate better operations.

STUDY

Staff has reviewed the physical street system, traffic and parking regulations, pedestrian and traffic counts, drop/off and pick/up and bus operations. Staff has met with District 58 and Kingsley School staff on various occasions in the form of site visits and meetings to discuss the current operations around the school. Due to the nature of the system, a large number of pedestrian and vehicle trips occur within a short period of time. For this reason it is important that the School District and the Village work together to insure a safe operation.

Description of Surrounding Street System

Kingsley School is located east of and within walking distance of Downers Grove South High School. The surrounding grid system of local streets has parking restrictions to deter all day parking of high school students.

Saratoga Avenue is 28' wide, is classified as a local street, and carries vehicles in the north/south directions. The west side is currently designated "no parking between 8AM and 11AM" and the east side is designated "no parking between 7 AM and 4 PM".

Barrett Street is 28' wide, is classified as a local street, and carries vehicles in the north/south directions. The west side is currently designated "no parking between 8AM and 11AM" and the east side is designated "no parking between 7 AM and 4 PM".

Powell Street is 28' wide, is classified as a local street, and carries vehicles in the north/south directions. Both sides of the street are signed "no parking between 7 AM and 4 PM".

The width of Norfolk Street varies, is also classified as a local street and carries vehicles in the east/west directions. Both sides of the street are designated "no parking" adjacent to Kingsley school.

A “School Speed Limit 20” is in place on the streets adjacent to Kingsley School.

Drop/off Pick/up and Bus Operation

Parking for student drop-off takes place between 7:50am to 8:15am, which is when a crossing guard is present at the intersection of Norfolk and Powell. Buses arrive on Norfolk and line-up to the east in the bus lane. Once the buses have emptied, parents use this area as a drop-off area.

Parking for drop-off occurs on the side streets of Saratoga, Barrett, and Powell (North of Norfolk). Vehicles are parking on both sides of the streets and parking for extended periods of time to walk their students to the door, which leads to increased congestion. The existing street widths do not support cars parked on both sides of the street. Cars also park on the east side of Powell south of Norfolk and the parked vehicles can be there for extended periods of time for the walking of students to the door.

Public Works and Police staff observed operations and noted concerns including the following:

- Bus congestion as a result of the scheduling and waiting of buses resulting in obstructing the crosswalk at Powell and Norfolk. This impacts sight lines.
- Vehicle congestion and confusion of drivers at the intersection of Powell and Norfolk when buses are unloading making the street impassable.
- Parents parking in violation of various parking ordinances on both sides of streets causing congestion.

Staff recommends the following:

1. Addition of a crossing guard at Barrett Street and Norfolk Street.
 - a. This will allow a second crossing for students and parents from the east. Counts were performed and warrants for a crossing guard were met.
2. Revise existing bus drop off zone on Powell Street to be a school drop off zone with no parking allowed.
 - a. This will address congestion near the intersection of Norfolk and Powell and will provide a close proximity location for drop off during school operation hours.
3. Revise the East side of Powell Street north of Norfolk to “no parking 9am to 11am” and for use of parents for pick up and drop off when parking and accompanying their child to the door.
 - a. This will address sight distance and congestion by restricting the use of both sides of Powell Street to park and walk their student.
4. Revise the west side of Barrett St and Saratoga Ave to “no parking 9am to 11am” and for use of parents for pick up and drop off when parking and accompany their child to the door.
 - a. This will address parents using these locations to park and walk their children to the door. This item was previously brought to TAP for an 8am to 11am restriction as it was assumed the drop off that was occurring did not include any parking.
5. Continue to work with and monitor the bus operations to reduce prolonged bus parking on Norfolk Street.

Consideration of an all-way stop at the intersections of Barrett and Norfolk or Saratoga and Norfolk was requested in an effort to reduce speed. Staff performed traffic and pedestrian counts at these locations and determined that warrants were not met for these regulations.

RECOMMENDATION

Staff requests approval from the Transportation and Parking Commission.

- **STAFF RECOMMENDS ADDING A SECOND CROSSING GUARD AT THE INTERSECTION OF BARRETT STREET AND SARATOGA.**
- **STAFF RECOMMENDS IMPLEMENTING THE FOLLOWING ORDINANCE REVISIONS:**
 - **SARATOGA AVENUE NO PARKING ON THE WEST SIDE FROM 9AM TO 11AM**
 - **BARRETT STREET NO PARKING ON THE WEST SIDE FROM 9AM TO 11AM**
 - **POWELL STREET NO PARKING ON THE EAST SIDE FROM 9AM TO 11AM**
 - **POWELL STREET NO PARKING SCHOOL DROP OFF ZONE FROM 35 FEET SOUTH OF NORFOLK TO 380 FEET SOUTH OF NORFOLK**
 - **NORFOLK STREET SCHOOL LOADING ZONE ON THE SOUTH SIDE FROM 170 FEET EAST OF BARRETT STREET TO A POINT 360 FEET EAST OF BARRETT STREET.**
- **STAFF ALSO RECOMMENDS ONGOING FIELD OBSERVATIONS AND COORDINATION WITH DISTRICT 58 TO MONITOR OPERATIONS.**

EXHIBIT 1 EXISTING RESTRICTIONS

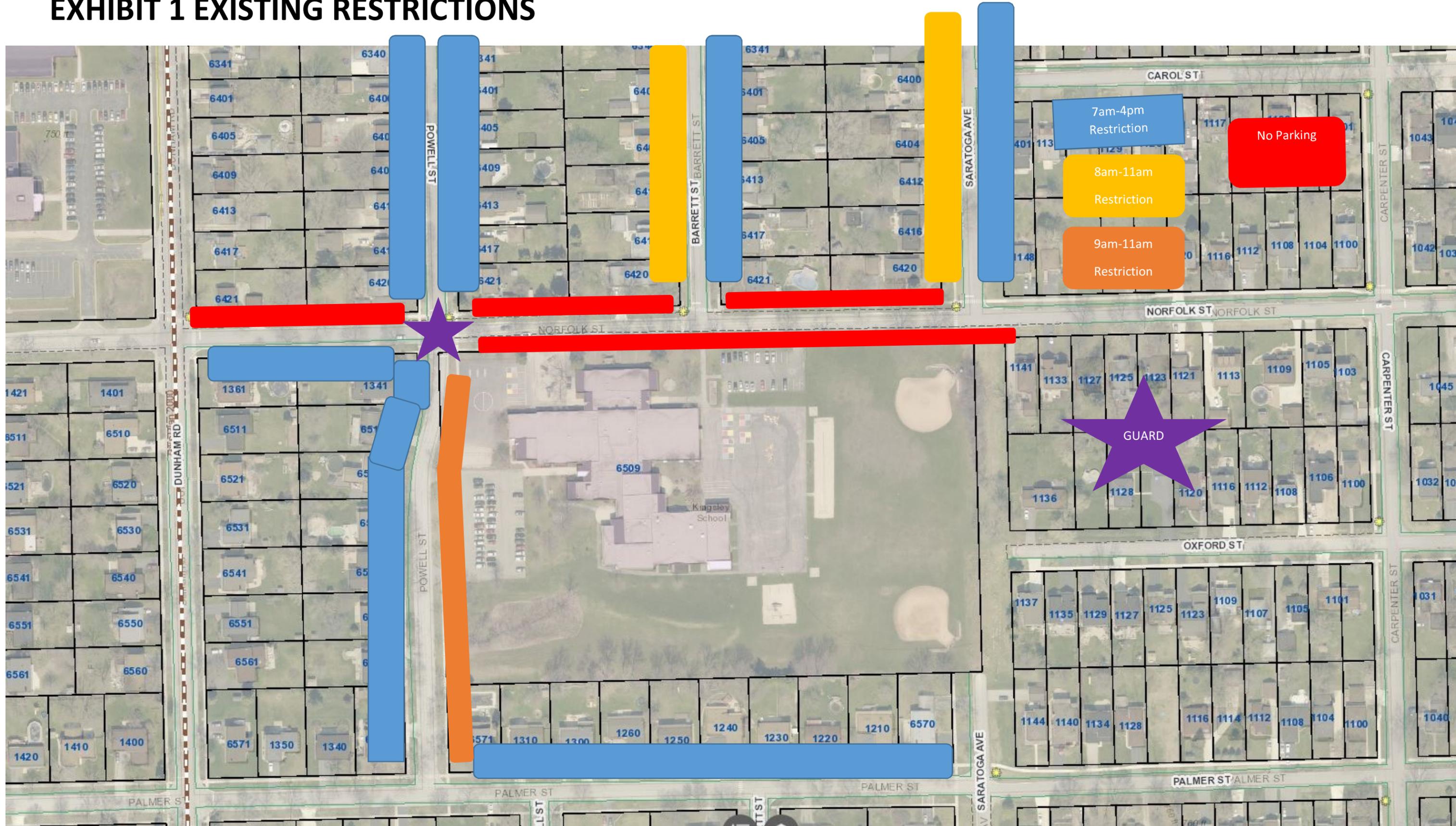


EXHIBIT 2 EXISTING OPERATIONS

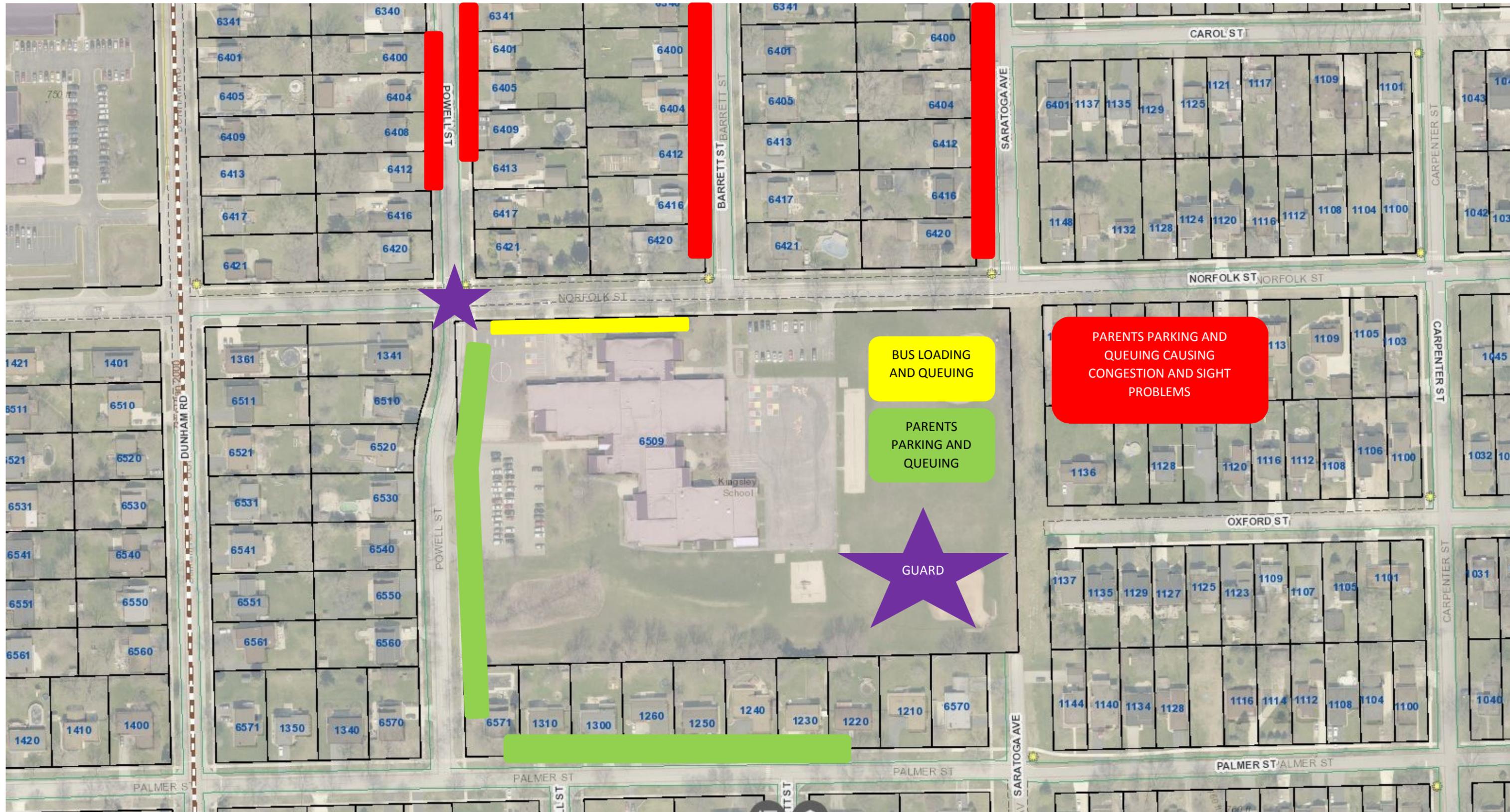
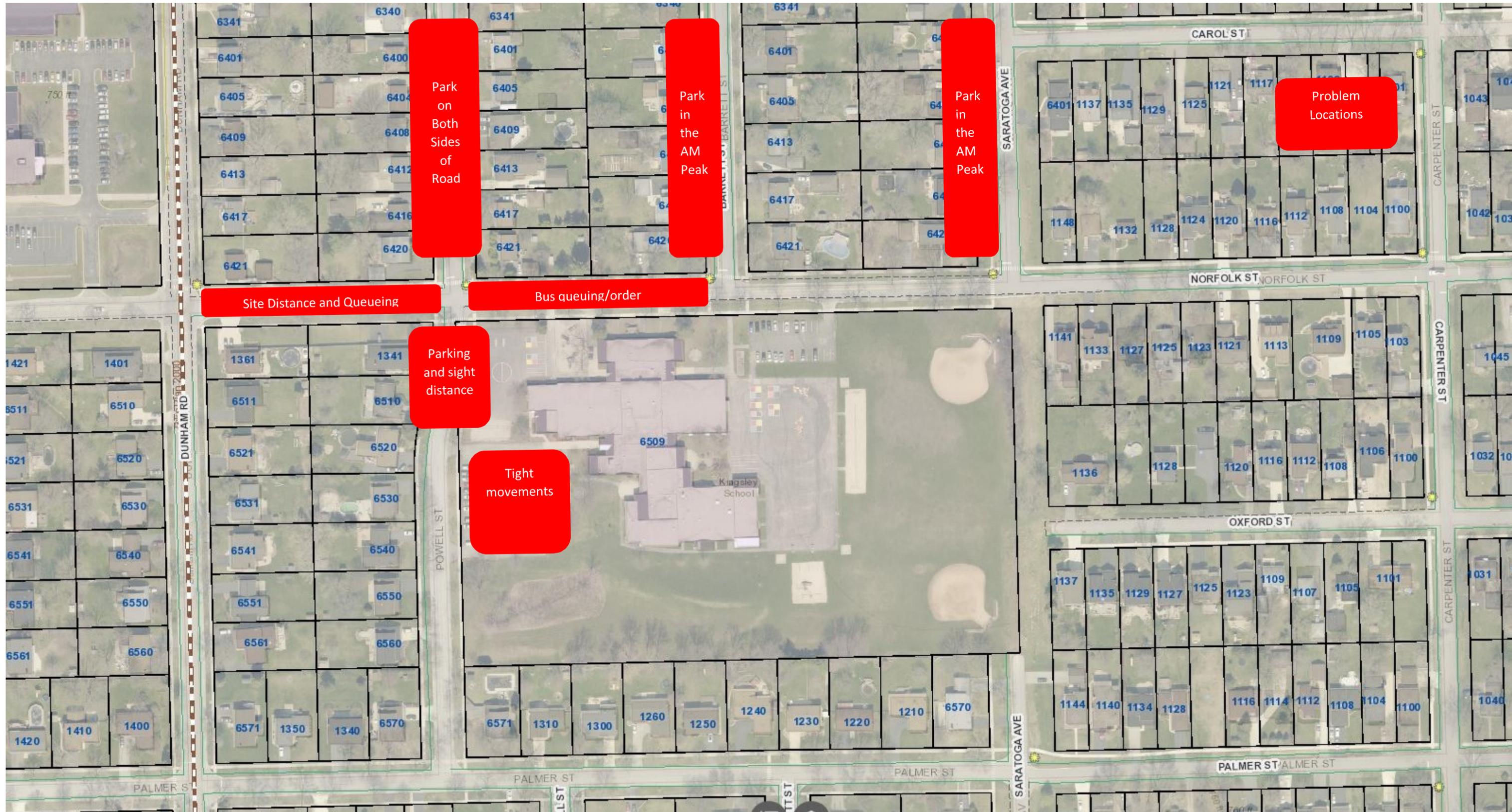


EXHIBIT 3 PROBLEM LOCATIONS



Park on Both Sides of Road

Park in the AM Peak

Park in the AM Peak

Problem Locations

Site Distance and Queueing

Bus queuing/order

Parking and sight distance

Tight movements

EXHIBIT 4 PROPOSED RESTRICTIONS

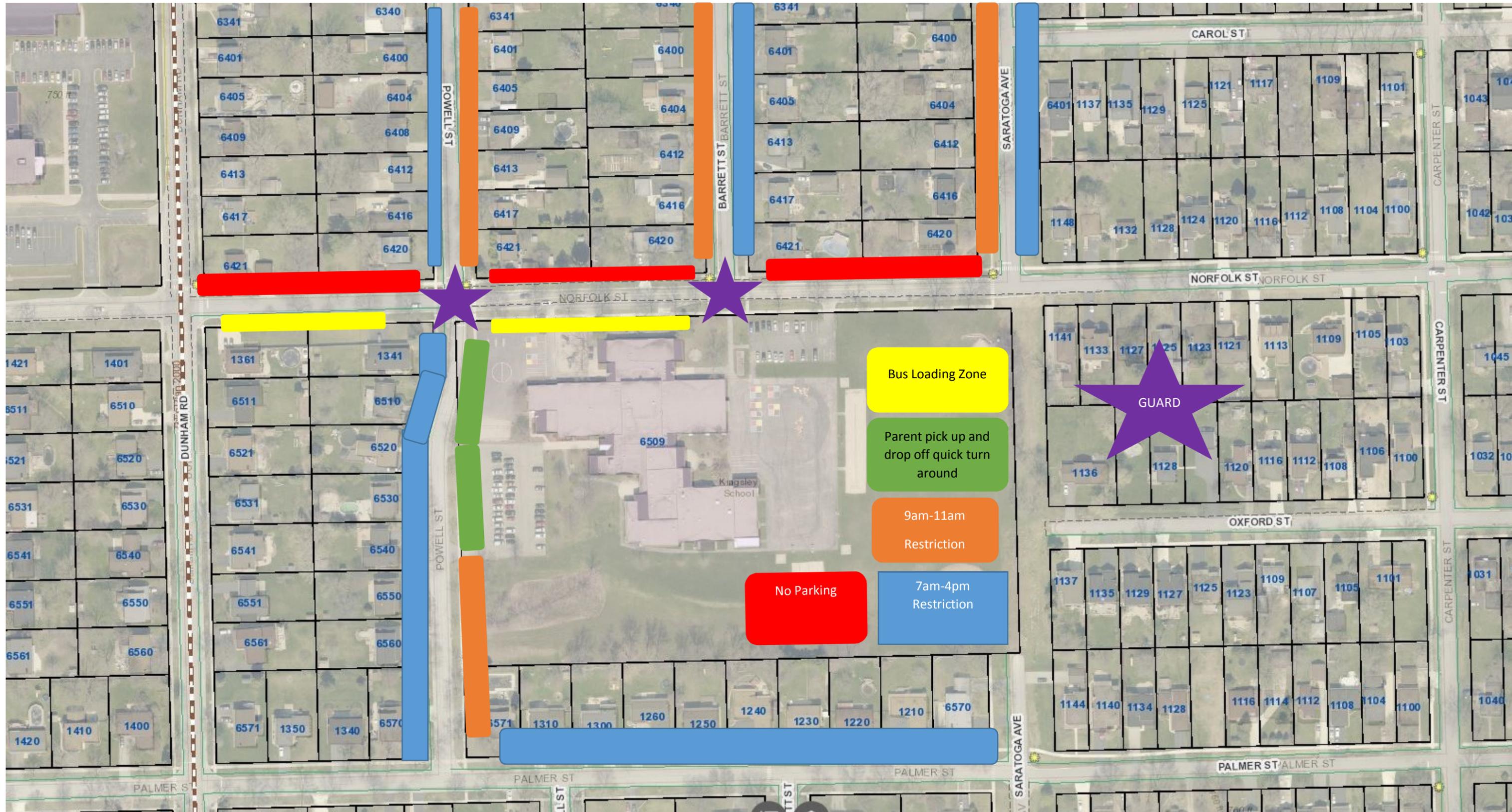


EXHIBIT 5 PROPOSED OPERATIONS

