



TRANSPORTATION & PARKING COMMISSION

MEETING AGENDA

Date: December 14, 2016
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 October 12, 2016 TaP Commission Minutes
-
- III. Public Comments – General Topics or Issues NOT on Tonight’s Agenda
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1. File # 12-16 Downtown – Main Street – Parking Revisions

Action Requested: Discussion and Recommendation to Council

Description: Staff is initiating this request, in response to business owner concern with the parking on Main Street. 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 # 13-16 Plymouth Street at 61st Street – 2-Way Stops

Action Requested: Discussion and Recommendation to Council

Description: Staff is initiating this request, in response to resident concern with the lack of traffic control on Plymouth Street at 61st Street. 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 # 14-16 Traffic Control Revisions – Uncontrolled to 2-Way Stops

Action Requested: Discussion

Description: Staff is initiating this discussion based on the previous TAP Commission meetings and residential concerns. A discussion for input is requested and overall village wide ordinance revisions are recommended. Staff is recommending this initiating these actions and requesting FEEDBACK from the Commission.

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- 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**

October 12, 2016, 7:00 p.m.

Council Chambers - Village Hall
801 Burlington Avenue, Downers Grove

Chairwoman Dunne called to order the October 12, 2016 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 Aguzino, Carter, Saricks, Schiller, Wrobel

Absent: Commissioner Wilkinson

Staff Present: Public Works Dir. Nan Newlon; Traffic Engineer Will Lorton

Public: None

MINUTES OF SEPTEMBER 14, 2016

Changes to page 1 – Reflect that Commissioner Saricks was Chairman Pro tem. Page 2, revise Lazy Creek to Lacey Creek. **MINUTES OF THE SEPTEMBER 14, 2016 MEETING WERE APPROVED, AS REVISED, ON MOTION BY MR. SCHILLER, SECONDED BY MR. SARICKS. MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.**

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

File #10-16 Loomes Avenue – Parking Revisions: Mr. Lorton reported that this request was staff initiated due to a resident concern with students parking in the area. There are no parking restrictions currently. A temporary ordinance has been put in place (Sept. 15) and includes restrictions of No Parking 8:00 a.m. to 11:00 a.m. A variety of photographs were depicted on the overhead.

Two residents did contact Mr. Lorton prior to the meeting – one in favor of the temporary ordinance and the other requesting that the signage be revised to Resident Parking Only.

Mr. Lorton explained that a couple of student-related activities took place in the area which the residents voiced concern over: left over garbage, speeding down the street, etc. Furthermore, he explained that the surrounding parking restriction for the area was 7:00 a.m. to 4:00 p.m. but on Kensington it was 8:00 a.m. to 11:00 a.m. to minimize restrictions to the residents. A similar area – Springside and 63rd – was also referenced. Dir. Newlon explained that under the manager's authority, staff is allowed to implement a temporary restriction up to 60 days to see how the restriction is working. She emphasized that the restriction hours were a "balance" so not to overly restrict the residents.

Further discussion followed. The chairwoman entertained a motion

MOTION BY MR. SARICKS THAT THE TEMPORARY ORDINANCE BE REVISED TO BE PERMANENT PER THE REQUESTS OF THE AREA RESIDENTS AND TO HAVE MORE CONTROL OVER PARKING BY HIGH SCHOOL STUDENTS. PARK RESTRICTION WILL BE 8:00 A.M. TO 11:00 A.M.

SECONDED BY MR. WROBEL. A VOICE VOTE WAS TAKEN.

MOTION CARRIED. VOTE: 6-0

File # 11-16 Traffic Control Revisions – Yields to 2-way Stops: Mr. Lorton reported this discussion was based on the previous TAP Commission meeting and he was hoping to get input from the commissioners regarding this policy revision. Mr. Lorton elaborated on how the police department has indicated that yield signs are typically not enforceable because they are subject to interpretation. Therefore, he asked that yield signs not be taken out of the ordinance entirely due to certain conditions, such as a merge condition.

Asked if this would be a village-wide endeavor or reviewed on a case by case basis, Mr. Lorton indicated it would be a village wide-replacement. Asked if the MUTCD had a specific recommendation or endorsed replacing yield signs with stop signs, where feasible, Mr. Lorton did not believe a position was taken; only warrants were required. Mr. Saricks inquired whether there was anything in the warrants that would preclude the yield signs from being replaced by stop signs.

Language from the MUTCD was read by the chairwoman which indicated that considerations for control should be first considered with yield signs because they are less restrictive. And, as Mr. Wrobel pointed out, Mt. Prospect and similar communities were cited as seeing a positive effect when yield signs were replaced with stop signs at an intersection.

Mr. Wrobel then provided his own perspective on stop signs and those drivers who do not necessarily stop at them. Mr. Schiller also provided his take on what the commission heard over the years from residents who requested stop signs be installed on certain corners, thinking they provided a traffic calming effect. Whether they worked or not, Mr. Schiller believed that if other communities experienced a positive impact by replacing the yield signs with stop signs, then the village should also try it.

Citations for yield signs versus citations for stop signs were discussed, as was consideration for taking traffic counts and determining major streets/minor streets, as brought up by Mr. Lorton. Chairwoman Dunne agreed with the policy that many of the locations would improve with stop signs but she also believed it should not be a “blanket” change and stated that certain intersections could be reviewed by staff.

However, discussion followed by Dir. Newlon that staff was trying to change the yield signs into stop signs without coming to the commission for every single location and to put in more “teeth” by inserting stop signs instead of yield signs. Dialog turned to those neighborhood areas that were not studied. Someone then suggested that the village inform the public in advance that there would be stop signs installed at certain locations.

Asked what the logic was for a two-way stop and a four-way stop sign, Mr. Lorton explained it was based on traffic volumes on the major and minor streets, the available gaps, or it could be triggered by angle crashes, etc.

Asked if there was going to be a testing period and area before the blanket change occurred, Dir. Newlon indicated the process was already occurring for the past five years via the neighborhood traffic studies and no complaints or concerns were seen. She suggested addressing the largest issues – the uncontrolled intersections and the yields on a policy matter – instead of going through the neighborhood traffic studies, due to the time and expense.

Signage costs as well as signage replacement throughout the entire village was discussed.

WITH RESPECT TO FILE 11-16, MR. CARTER MADE A MOTION THAT THE TRANSPORTATION AND PARKING COMMISSION FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL THAT THE FOLLOWING BE IMPLEMENTED: REVISE THE TEMPORARY ORDINANCE TO BE PERMANENT AND THE SIGNS TO REMAIN.

SECONDED BY MR. AGUZINO.

MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.

OLD BUSINESS – None.

COMMUNICATIONS – Mr. Lorton indicated that a resident, Mr. Palczynski, 1312 Brookside Lane, expressed concern that staff was not addressing his issues. Mr. Lorton explained that traffic counts were taken from Friday to Sunday and the traffic volumes were not any greater than during the week day. Speeds remained identical, however, and would have to be addressed. A striped crosswalk will be painted and the speed limit will be painted on the roadway. After those initiatives are done, staff will take traffic counts to see if there is any impact on driver behavior.

Mr. Wrobel asked how long the speed limit was painted on Gilbert; Mr. Lorton did not know.

Lastly, Mr. Lorton said there was a concern near Puffer School, specifically at Belmont and Prairie (county maintained road) where right turns are not being respected. Current signage existed for the westbound and northbound right turn lanes stating No Right Turn on Red when Pedestrians are Present. Three crosswalks exist with only one crossing guard. Mr. Lorton discussed the matter with the county and a dynamic sign may be installed so that when the Ped button is pushed it emits a No Right Turn symbol.

ADJOURN

**MR. WROBEL MADE A MOTION TO ADJOURN THE MEETING AT 7:42 P.M.
MR. SCHILLER SECONDED THE MOTION. MOTION CARRIED BY VOICE VOTE OF 6-0.**

Respectfully submitted,

Celeste Weilandt
Recording Secretary
(transcribed from MP3 recording)

**Public Works Staff Report
File # 12-16
Main Street Parking**

BACKGROUND

This item is being presented by staff in response to business concerns and downtown construction with request for parking revisions on Main Street. The concern with the turnover at some of the businesses being quicker than the 2 hours permitted for parking. The request was for the consideration of replacing 2 hour spaces with 15 minute spaces.

Main Street is a North-South roadway that is approximately 47 feet wide with 2 hour parking from 6am to 6pm on both sides of the roadway.

STUDY

Staff has observed the area through a field visit to the area. Staff reviewed this area along with the adjacent areas. The change of the restriction would provide one 15 minute space on each side of Main Street as most blocks in the downtown area have one 15minute space. See **Exhibit** for existing parking configuration. Note that the two 2 hour spaces on the east side of Main street just North of Maple Avenue is actually a block of four spaces and will be eliminated with the proposed construction at the corner of Main and Maple. The locations of the proposed spaces are to be determined but Staff recommends placing them at the beginning or ending of a parking block as to help facilitate the ingress and egress of patrons.

RECOMMENDATION

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

- **REPLACE TWO OF THE EXISTING 2 HOUR SPACES WITH TWO 15 MINUTE SPACES.**



Parking Restrictions and Parking Lots

0 0.0175 0.035 0.07 Miles

- | | | | | | |
|--|------------------|--|----------------------------|--|----------------------|
| | 15 Minute spaces | | 2 Hour Parking - 6am - 6pm | | Private Lots |
| | 2 Hour spaces | | 3 Hour Parking - 6am - 6pm | | Village Owned Lots |
| | 3 Hour spaces | | 4 Hour Parking - 6am - 6pm | | Streets |
| | 4 Hour spaces | | No Parking Anytime | | Right-of-Way (lines) |
| | Handicap spaces | | | | |



DISCLAIMER: This drawing is neither a legally recorded map nor a survey, and is not intended to be used as such. This drawing is a compilation of records, information and data located in various village, county and state offices, and other sources, affecting the land area displayed and is to be used for reference purposes only. The Village of Downers Grove shall not be responsible for any inaccuracies herein contained. If discrepancies are found, please contact the Downers Grove Information Technology Department.

**Public Works Staff Report
File # 13-16
Plymouth Street at 61st Street**

BACKGROUND

This item is being presented by staff in response to a resident concern and request for a study at the subject intersection of Plymouth Street and 61st Street. Residents have expressed concerns with younger drivers' understanding of an uncontrolled intersection. The residents request was for the intersection to become stop controlled.

Plymouth Street is a North-South roadway classified as a local street that is 30 feet wide with parking restrictions from 7am to 4pm on both sides of the roadway. 61st Street is feet wide to the east of Plymouth Street and feet wide to the west of Plymouth Street. East of Plymouth Street parking is restricted to the North side only.

The intersection of Plymouth Street and 61st Street is currently uncontrolled.

STUDY

Staff has observed the area through a field visit to the area. Residents expressed safety concerns and Staff reviewed crash data from 2005 to 2015 (as available). Two crashes were directly related to the intersection of Plymouth Street and 61st Street. One crash (2008) was due to a construction vehicle backing while the other (2007) was due to a truck turning and striking a utility pole.

Staff does not have any issues with implementing a stop sign at this location, however Staff does not recommend that the installation include all legs. Staff would control only the south leg at this time. The warrants for an all way stop are not satisfied due to the lower volumes of traffic.

Staff would also recommend revisions to the intersection of Margo Court at 61st Street. The intersection is currently uncontrolled and staff recommends revising to have stop control on the minor leg. Margo Court is a no outlet street and the installation will establish right-of-way for drivers in the area and eliminate confusion without adding additional delay to the major legs. 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 STOP SIGN ON THE SOUTH LEG OF PLYMOUTH STREET AT 61ST STREET.**
- **INSTALL STOP SIGN ON THE NORTH LEG OF MARGO COURT AT 61ST STREET.**

EXHIBIT 1 – FILE 13-16

Plymouth Street at 61st Street

◻ EXISTING YIELD SIGN

○ EXISTING STOP SIGN

● PROPOSED STOP SIGN



Public Works Staff Report
File # 14-16
Ordinance Revision Uncontrolled to Stop Control

BACKGROUND

This item is being presented by staff in response to address resident concerns with the traffic control at various locations. The residents have raised concerns for drivers understanding of uncontrolled intersections.

RESEARCH

Previous neighborhood studies have seen a similar change where uncontrolled intersections have been revised to stop control intersections. The revision would expedite this process and allow for the establishing of right of way and make the streets in the Village friendlier to inexperienced drivers. The cost associated with the neighborhood studies would be reduced if allowed to pursue the revisions.

Information for crash modification factors (Expected change in crashes at locations based on previous studies) suggests that installing a two-way stop would reduce overall number of crashes. According to the Crash Modification Clearinghouse, changing from an uncontrolled to two-way stop control decreased crashes by 51.1% based on a study done in 2010.

The Village has 538 uncontrolled intersections identified in the current GIS system. Revising the intersection control at all uncontrolled intersections would be cost prohibitive. The approximate total cost of a single stop sign installation is \$175.

Staff makes the recommendation to implement small internal studies to bring results back to the Transportation and Parking Commission to take to Village Council. Staff also recommends focusing on the 4 leg uncontrolled intersections initially as they have a higher potential for severe crashes. Focusing on the 4 leg uncontrolled intersections reduces this number to 47 intersections which can be easily divided into zones. The zones can be structured similarly to the snow routes, which are currently being used for the Village wide sign replacement program. This would be more efficient for the maintenance workers as they would stay within their existing replacement routes.

RECOMMENDATION

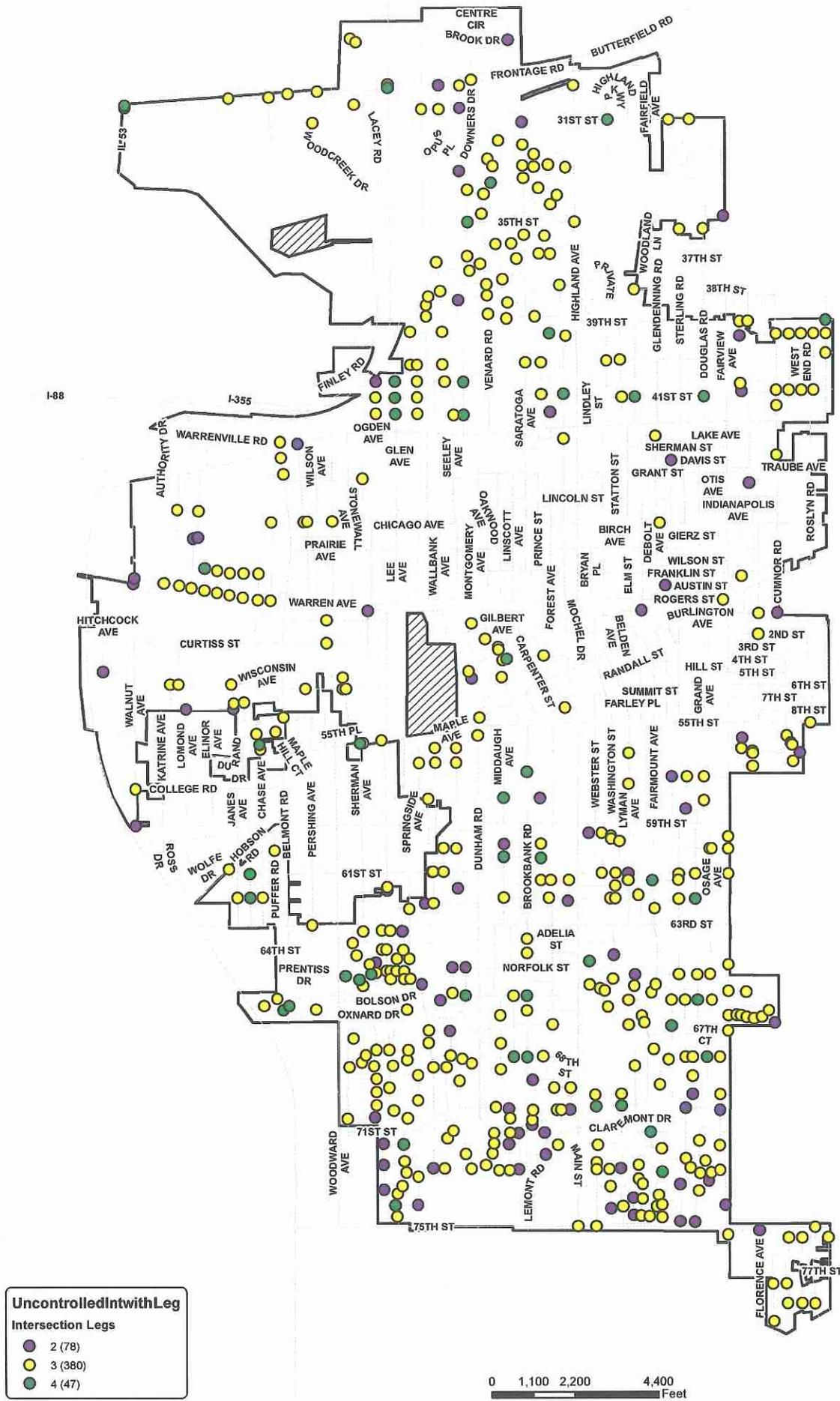
Staff recommends the Transportation and Parking Commission back the proposed strategy for implementation moving forward:

- **PERFORM SMALL STUDIES OF FOUR TO SIX INTERSECTIONS AND BRING THEM TO FUTURE TAP MEETINGS FOR TRAFFIC CONTROL REVISIONS FROM UNCONTROLLED TO TWO-WAY STOPS.**

Village of Downers Grove

Uncontrolled Intersections

I-88



UncontrolledIntwithLeg
Intersection Legs

- 2 (78)
- 3 (380)
- 4 (47)

