

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)