



**Mr. Schiller** began by presenting a thank you letter from Mrs. Mary McNamara to the Commission. He then introduced Mr. Dorin Fera as the new Traffic Engineering Manager. He explained that Mr. Fera would now be assisting with the Parking and Traffic meetings along with Mr. Jack Bajor, Sgt. Jim Nehls and Mr. Tim Sembach.

**Chairman Johnson** welcomed Mr. Fera. He also explained to the audience that Mary McNamara was a member of the Commission for 27 years and retired last month. He said that the thank you was for a farewell cake and coffee that was held for her after April's meeting. He then introduced the first agenda item, Regulatory Control at the Intersections of 62<sup>nd</sup> Street and Fairmount Avenue/62<sup>nd</sup> Street and Lyman Avenue.

### **NEW BUSINESS**

#### **File #09-02 Regulatory Control at the Intersections of 62<sup>nd</sup> Street and Fairmount Avenue/62<sup>nd</sup> Street and Lyman Avenue**

**Chairman Johnson** introduced the first agenda item. Before discussing the agenda item, he explained that the Commission's responsibility is to act as a recommending body to the Village Council to look into issues and concerns brought forth by the residents related to parking and traffic. When an issue comes before the Parking and Traffic Commission, Village Staff gathers information on the particular subject of concern and presents a report to the Commission. He stated that the Commission realizes that the residents living on the streets know best what is going on in their area. He then read the staff report for File #09-02.

### **BACKGROUND**

**A request has been received to investigate and recommend, if necessary, regulatory control for the 62<sup>nd</sup> Street and Lyman Avenue, and 62<sup>nd</sup> Street and Fairmount Avenue intersections. Both of these intersections are currently operating as uncontrolled intersection. There are no posted speed limit signs on 62<sup>nd</sup> Street, Lyman or Fairmount Avenues.**

### **STUDY**

Staff has measured and observed vehicular traffic traveling through these intersections. Traffic information that has been gathered has been compared to warrants as suggested by the Manual on Uniform Traffic Control Devices (MUTCD- 2001 edition). Manual traffic counts indicated that 62<sup>nd</sup> is the busier route. Lyman and Fairmount traffic volumes are generally about the same. The Average Daily Traffic (or ADT) volume on 62<sup>nd</sup> Street is approximately 1,500 vehicles per day, and less than 1000 on both Lyman and Fairmount Avenues.

Sight distance has been observed to be sufficient. Lastly, no accidents have been reported to have occurred in the most recent five years that was researched.

In accordance with the MUTCD warrants for a multi-way stop, an average of 300 vehicles per hour entering from the major street for 8 hours of an average day, or a

combination of 200 vehicles/pedestrians/bicycles entering from the minor street, or if five or more accidents occurred during the last 12-month period, would warrant multi-way stop control.

The MUTCD requirements for multi-way stop control are far from being satisfied, and should not be considered at either of these intersections. Since no accidents have been reported, and sight distance is adequate, stop placement is not recommended by engineering warrants.

Yield control is also not recommended at either intersection. Staff's analysis found that there is adequate sight distance, and there are no apparent special traffic movements taking place at either intersection. Based on Engineering Judgement, no regulatory traffic control is necessary at either the 62<sup>nd</sup> Street and Lyman and 62<sup>nd</sup> Street and Fairmount intersections.

### **RECOMMENDATION**

It is Staff's judgement, based upon detailed observation that these intersections are operating within safe parameters. Based upon this detailed a traffic engineering analysis, no regulatory control is necessary at either the 62<sup>nd</sup> and Lyman Avenue and 62<sup>nd</sup> and Fairmount Avenue intersections.

**Chairman Johnson** asked Mr. Fera if there was anything that he would like to add.

**Mr. Fera** stated that he had nothing further.

**Chairman Johnson** then asked the Commission is they had any comments or concerns. Hearing none, he welcomed the audience to voice their comments or concerns at the podium.

**Mr. John Lauder**, 6135 Lyman Ave., stated that he is annoyed at the fact that the people living on the corner of Lyman and 62<sup>nd</sup> did not receive notification of this meeting. He stated that he has lived on the corner of Lyman and 62<sup>nd</sup> for 36 years and has never received notification. He also stated that he is not aware of any of his neighbors on Lyman receiving notification either. He went on to say that he has a few concerns. The first is the section between 63<sup>rd</sup> Street and 61<sup>st</sup> Street. He stated that the streets within this 7-block section are mainly dead ends and have approximately 100 homes on them. He stated that the traffic counts show 1500 cars a day traveling on this section of roadway everyday which means that the residents in these homes would have to make fifteen trips per day. He stated that this is not feasible and therefore shows the amount of through traffic that the street is getting. He said that the motorists use 62<sup>nd</sup> Street as a means of avoiding Main Street at 63<sup>rd</sup>. Secondly, he stated that he has several pictures of accidents on 62<sup>nd</sup> that have occurred during the past five years and questions the Police Department's records showing that there have been no accidents there. He further stated that he has had motorists drive through his front yard and end up in his back yard. He said that he has himself called 911 twice to report accidents in the past five years.

**Chairman Johnson** asked where exactly the accidents were occurring.

**Mr. Lauder** replied that he has witnessed the accidents occurring in the intersection of 62<sup>nd</sup> and Lyman. He further stated that he believes that the accidents are occurring due to the high speeds that the roadway is driven at. He said that he thought that the speed could be slowed down by the installation of a yield or stop sign but since reading the Staff Report it is his understanding that even a speed limit sign would not be posted.

**Chairman Johnson** explained that speed signs could be posted at any point along a roadway without special ordinance as long as the speed limit is kept the same.

**Mr. Lauder** stated that he does not feel that the roadway is operating within safe parameters, as is stated in Staff's Recommendation.

**Chairman Johnson** replied that this is the analysis that the Staff has made.

**Mr. Lauder** stated that he would like to make an open invitation to the Commission and Staff to sit on the purple bench in front of his home and clock the speeds at which vehicles are going through the intersection. He further stated that there have been a couple of young boys driving around on motorized scooters that could easily be hit by a speeding motorist.

**Chairman Johnson** asked if Mr. Lauder has reported the incident where the vehicle ran over his lawn to the Police.

**Mr. Lauder** stated that he did report it to the Police. He further stated that one of the parkway trees was taken out by the vehicle and had to be replaced by the Village. He went on to say that he is not sure what is considered a reportable accident but feels that when two cars are involved and a police car and/or an ambulance is at the scene it should be reportable.

**Chairman Johnson** thanked Mr. Lauder for his input. He then said that the resident notification list shows that notification was sent to six homes along Lyman Avenue as well as homes on Park Avenue, Fairmount Avenue and 62<sup>nd</sup> Street.

**Mr. Lauder** stated that no notification was sent to the 6100 block. He then thanked the Village for bringing out the information for tonight's meeting to him.

**Mr. Nathaniel Harris**, 6127 Lyman Avenue, stated that he lives two houses north of the Lyman and 62<sup>nd</sup> Street intersection and has witnessed numerous accidents and near misses in the eight years that he has lived there. He stated that he believes that the root cause of the accidents is the failure to have a traffic control device at the intersection. He further stated that he does not agree with the Village's report that there are sufficient sight lines at the intersection. He explained that going south on Lyman Avenue when approaching the intersection there is a large tree that blocks vision of the intersection and traffic egressing from the west. He stated that he has witnessed three accidents of motorists going south on Lyman and east on 62<sup>nd</sup>. He stated that he is concerned that these accidents are not in the report. He stated that he witnessed a near miss this past Saturday. He went on to say that he is also concerned about the

volume of traffic since it is a residential area with many children. He said that many children walk to school past the intersection and their safety is a main concern. He stated that he does not feel that a four-way stop is required but that at least a stop sign is needed at Lyman Avenue.

**Mr. Dan Danko**, 6200 Lyman Avenue, stated that he has lived in his home for 17 years and has witnessed two accidents in the past five years. He stated that the area is home to many children. He stated that he goes through the intersection everyday to get to work and he instinctively comes to a full stop at Lyman Avenue and looks to the west he then goes right to the intersection at 62<sup>nd</sup> and Fairmount and slows down to about 10 MPH. He stated that he feels there should be some type of traffic control at 62<sup>nd</sup> and Lyman but not at 62<sup>nd</sup> and Fairmount. He further stated that 62<sup>nd</sup> is open all the way from Blodgett to Main Street, which gives traffic the chance to build up speed. He went on to say that Lyman is only 2 ½ blocks long and dead ends at the park, which does not allow cars to build up speed. Mr. Danko stated that he owns the large tree that was previously mentioned and his neighbors across the street have similar trees that also cause sight problems. He stated that he also feels that something needs to be done about the parking a block north of his home at Lyman and 61<sup>st</sup> because many children play at the park there and cars are parking on both sides of the street and causing a hazard. He then stated that his wife also feels very strongly about these issues.

**Chairman Johnson** stated that this item may require further research. He said that he is familiar with the tree that was mentioned and can see how it could cause sight problems. He stressed that the Village has to be very careful because stop and yield signs are not to be used to control the speed of traffic and are only used to designate the right-of-way. He explained that stop and yield signs have been shown not to slow down traffic and may even increase the speed on a street because motorists speed up in order to make up for lost time. He went on to say that traffic control devices on a lesser traveled street tend to cause an increased speed of traffic on a main street because motorists recognize that a vehicle coming from the only direction has to stop or yield. He again stated that the Village has to be very careful where they place traffic control devices and that is the reason that guidelines are followed. He then read a telephone message from Ms. Susan Purser. (Attachment #1)

**Sgt. Jim Nehls** stated that he would check the police records for any discrepancies in accidents. He further stated that he could have his traffic control unit officers take traffic counts at 62<sup>nd</sup> and Lyman and could have the speed trailer placed there as well to determine if there is a problem.

**Chairman Johnson** stated that the Public Works Staff could be directed to do a general traffic or speed study count of the area. He said that speeding is a Village wide problem. He stated that 1500 vehicles on 62<sup>nd</sup> Street per day is above average but not unusual for many residential streets in the Village. He stated that the problem seems to be that more and more people are traveling through neighborhoods and these motorists appear to be in a hurry. He said that when traffic control devices are used inappropriately motorists tend to ignore and violate them, which can cause even greater dangers.

**Commissioner Stapleton** stated that he feels that more research needs to be done on this item. He asked if this appears to be an all day problem.

**Mr. Lauder** replied that he is not sure whether it is a problem all day. He then asked Sgt. Nehls if it is the residents' responsibility to keep records of accidents or traffic flow. He further stated that he has observed the traffic count hoses that have been laid in the street and is assuming that the Village should know the number of cars that are turning off of 63<sup>rd</sup> Street.

**Chairman Johnson** stated that this report was probably done solely to measure the traffic volume and not the turning movements or the speeds. He stated that he feels that a more in depth study is needed.

**Commissioner Kren** stated that the traffic volume of 1500 cars per day does not necessarily mean that there is a lot of through traffic. He explained that one house with several cars may account for many trips per day and that facts can be easily distorted. He stated that he does not think that it would do the Police Department or the Village any good to cover up any accidents. He asked Mr. Lauder if he had reported any of the accidents that he had witnessed.

**Mr. Lauder** replied that he had reported the accidents. He then asked if an accident without injuries was still reportable.

**Chairman Johnson** stated that these accidents are still absolutely reportable.

**Mrs. Winifred Lauder**, 6135 Lyman, stated that in response to Commissioner Stapleton's question the speeding problem does not appear to be related to a specific time of the day. She further stated that she has personally gone out to accidents to see if there were injuries. She stated that the safety of the children is the biggest concern.

**Mr. Harris** stated that the traffic along 63<sup>rd</sup> Street has tripled due to the fact that the area southwest of Downers Grove has been growing. He stated that 62<sup>nd</sup> Street does have a lot of through traffic due to the two schools in the area, the YMCA as well as motorists bypassing 63<sup>rd</sup> and Main Street. He then stated that a four-way stop at 62<sup>nd</sup> and Lyman would alleviate many of the problems at 62<sup>nd</sup> and Fairmount because traffic would not have the ability to pick up speed.

**Mr. Fera** stated that Staff would again look at the Police data to see if there are accident discrepancies. He stated that if the residents say that there were accidents then the Village would certainly find them. He then stated that the tubes that the Traffic Department lays out only count the straight flow of traffic and not the turning movements. He further stated that these counts are taken over a 24-hour period, from midnight to midnight, and that the traffic volume of 1500 cars is not occurring within just a few hours.

**Chairman Johnson** stated that the Commission needs better information on this item for verification.

**Sgt. Nehls** stated that the majority of the complaints that the Police receive from this area are between 7:00 a.m. – 8:00 a.m. and 4:00 p.m. – 6:30 p.m. He stated that he would place Police presence there at these times.

**Mr. Fera** stated that Staff had done traffic counts in February along this stretch of 62<sup>nd</sup> Street and found that the 85<sup>th</sup> percentile speed through the area was actually not as high as other areas of similar composition. He stated that the 85<sup>th</sup> percentile speed along 62<sup>nd</sup> was found to be 32 MPH and that, since it is not posted, the statutory speed limit is 30. He stated that this is certainly within the norm for this type of roadway.

**Chairman Johnson** explained that to determine the proper speed at which a roadway should be driven the speeds of vehicles are studied over a 24 hour period and the speed that 85 % of the vehicles are traveling at or below is generally the safe speed for that roadway. He said that numerous studies have proven this method to be accurate. He went on to say that motorists generally travel at a speed that they consider safe for a particular roadway and if a speed limit is lowered motorists would still travel at the speed that they consider safe. He explained that there are many things that help in determining proper speeds such as sight distance, roadway widths, curbs, sidewalks, close proximity to public gathering places, etc. He stressed that no matter what the Village does there would always be 15% of the motorists who travel faster than the speed limit and these are the motorists who are dangerous. He then asked the Commission if they feel that this item should be postponed until further information is obtained.

**Mr. Dan Grecco** stated he is a Village Staff Engineer and works with the Parking and Traffic Commission from time to time. He stated that he has actually done some of the traffic counting in the 62<sup>nd</sup> Street and Lyman Avenue area. He further stated that speeding is a Village wide problem. He went on to say that stop signs are regulatory devices and do not have a police function but an engineering function. He stated that although some accidents may have gone unreported and near misses may have occurred, a pattern of a regulatory issue has not been set. He explained that a warrant for a four-way stop requires five accidents per year. He stressed that the Village does not want to get into the habit of installing stop signs everywhere, which is one of the reasons for the Parking and Traffic Commission. He said that the real issue here is speeding. Mr. Grecco stated that the Village does not want to penalize 85% of motorists because of a few select speeders and possibly make the intersection even more dangerous due to a false sense of security. He said that the Village has removed stop signs in locations where they seemed to provide a false sense of security. He then distributed pamphlets from the DuPage Mayor and Manager's Conference regarding speeding in residential areas to the audience.

**Commissioner Kren** stated that a speed limit sign should be posted at 62<sup>nd</sup> and Lyman.

**Chairman Johnson** stated that the Public Works Department could post a speed limit sign and no ordinance would be required since the speed limit would not be changed.

**COMMISSIONER KREN MOVED TO RECOMMEND TO THE PUBLIC WORKS DEPARTMENT TO INSTALL SEVERAL SPEED LIMIT SIGNS ALONG 62<sup>ND</sup> STREET AND ALSO TO GATHER FURTHER INFORMATION ON FILE #09-02 AND TO INCLUDE THE 6100 BLOCK OF LYMAN IN ALL NOTIFICATIONS.**

**COMMISSIONER STAPLETON SECONDED THE MOTION.**

**Roll Call:            AYE: Mr. Kren, Mr. Stapleton, Mr. Thurston, Mr. Wendt, and  
                                 Chairman Johnson.**

**NAY: None.**

**Motion Carried:    5:0**

**Mr. Fera** stated that the Public Works Staff would work on that. He also reminded the audience that the Parking and Traffic Meeting Agendas are posted in the Village Corner section of the Downers Grove Reporter.

**Chairman Johnson** thanked the audience members for coming and told them that this item should be on either June or July's agenda.

**File # 10-02 Parking Restrictions on Fairmount Avenue between 72<sup>nd</sup> Street and 75<sup>th</sup> Street**

**Chairman Johnson** introduced the second agenda item. He then read the staff report.

**BACKGROUND**

**Staff has received a request regarding a parking problem that is occurring between 75<sup>th</sup> and 72<sup>nd</sup> Streets during the afternoon and weekend time periods. The Courts of Falling Waters condominium complex is located along both sides of Fairmount Avenue. Vehicles parked on Fairmount on both sides during the peak hours of travel especially around the curved section north of 73<sup>rd</sup> Street. There have been some near accidents lately with motorists traversing around the curve within a narrower Fairmount due to parked vehicles.**

**This section of Fairmount, between 72<sup>nd</sup> and 75<sup>th</sup> Streets, is approximately three blocks in length. Currently, no parking restrictions exist on either side of the street for this section of Fairmount. Fairmount Avenue is posted at 25 mph.**

**STUDY**

Staff observed that during the afternoon peak travel period on Fairmount, both sides of the street are utilized for parking. Although the roadway is wide enough for two-way travel with parking, the presence of parked vehicles reduces the actual useable roadway width. The perception of drivers is likely to be that roadway is even narrower due to the presence of the curve.

Staff observed mid-day sporadic parking activity on Fairmount resulting from various landscaping and delivery vehicle activities. This is expected and does not appear to cause traffic operational problems since the Fairmount traffic is very light.

The Staff also observed afternoon parking occurring in this section of Fairmount. The parking vehicles were generally concentrated north of 73<sup>rd</sup> Street around the curved section. The residences are close enough for people to park on the street, rather than in their private parking lots. The number of cars parked at any one time ranged from 3 to 5 vehicles. Northbound motorists appear to have a more difficult time negotiating through the curved section due to lesser visibility. Southbound motorists have a clearer view.

Weekend afternoon parking activity was also observed. There were no parked cars observed.

An accident review was also conducted for this section of Fairmount. Within the last 5-year period, there were only two recorded accidents. One was a turning accident in 1997 and the other a fixed object accident in 2001. Both of these occurred at the 73<sup>rd</sup> Street intersection, and do not constitute an accident pattern or deficient roadway condition.

The staff finds that there is sufficient cause to take action at this location. Because the parking activity was found to be negligible during the morning and weekend periods, the problem appears to be restricted to the afternoon peak hours of travel. Staff's position is that some parking controls are needed to address the current condition, and especially to prevent a future incident.

#### **RECOMMENDATION**

**Staff advises that the Parking and Traffic Commission forward a positive recommendation to the Village Council that the following be implemented:**

**PARKING BE RESTRICTED BETWEEN THE HOURS OF 4-6 PM FOR THE EAST SIDE OF FAIRMOUNT AVENUE, BETWEEN 73<sup>RD</sup> STREET AND 72<sup>ND</sup> STREET.**

**Chairman Johnson** asked Mr. Fera if he had anything to add.

**Mr. Fera** replied that he did not.

**Commissioner Wendt** stated that he drove through the area at 7:30 p.m. last night and observed approximately 12 vehicles parked on both sides of the street. He said that he felt that it was difficult to travel at a normal rate of speed with cars parked on both sides of the street. He further stated that he thinks that the hours of restriction are not enough and should go later into the evening.

**Mr. Eric Parga**, 7330 Fairmount Avenue – Courts of Falling Waters Apartments, stated that the parking problem is probably due to his tenants. He stated that his car was hit in front of the clubhouse approximately five or six years ago as a motorist was speeding down the street. He stated that he feels that speed is more of a problem than parking.

He stated that he was surprised to hear from Mr. Bob Schiller that the 85<sup>th</sup> percentile speed down Fairmount was less than 32 MPH. He stated that he has witnessed many high school students speeding up and down the street. He said that it is important to his business to have convenient parking available to prospective renters on both sides of the street in front of the clubhouse. He stated that it is not necessary to have parking on the curve, which is where the problem seems to be. He stated that he can address excess parking along the street on the weekends due to clubhouse use with his residents and have them park in the parking lot. He went on to say that he does not feel that a stop sign is warranted but that perhaps Police presence could control the speeding. He said that the curb could be painted yellow and be posted no parking. He further stated that a dangerous curve sign may be helpful.

**Chairman Johnson** asked Mr. Parga why he feels that it is necessary for his business to have parking on both sides of the street. He asked if the parking lot did not have adequate parking.

**Mr. Parga** replied that there is not a parking lot for the clubhouse.

**Commissioner Kren** stated that he thought that the clubhouse was built for the use of the residents and not for renting out.

**Mr. Parga** stated that the clubhouse was built after the apartments and was always intended for use as a business.

**Commissioner Kren** stated that the east side of the parking lot always seems to be open even when the street is full of parked cars.

**Mr. Parga** replied that the lot is for the apartment residents. He explained that residents receive two stickers that allow them to park in the parking lot and cars without stickers are towed.

**Chairman Johnson** asked if guests need parking stickers as well.

**Mr. Parga** replied that residents could request guest stickers.

**Commissioner Kren** stated that the townhomes do not require any stickers.

**Mr. Parga** replied that the townhomes do not have controlled parking.

**Chairman Johnson** asked Mr. Parga if most of the parked cars along Fairmount belong to the apartment residents.

**Mr. Parga** replied that the residents do park there to be closer to the homes. He stated that he has seen many of the cars get ticketed when they had parked there overnight.

**Mr. Fera** stated that most of the cars are parked there for convenience. He stated that the Staff's recommendation could be modified to exclude Saturdays, Sundays and holidays.

**Chairman Johnson** stated that he would think that the parking would be worse on the weekends.

**Chairman Johnson** asked Mr. Parga if parking permitted on the east side of the street would be better for his business.

**Mr. Parga** stated that he needs parking on both sides of the street. He further stated that when his car was hit there were no cars parked on the curve. He said that he thinks that the curve is a dangerous curve whether or not cars are parked there and that speeding is the real problem.

**Commissioner Kren** stated that he thinks the two-hour parking restriction is useless but that restricting the entire street is excessive.

**Chairman Johnson** asked Mr. Fera why the recommendation is for between 4:00 p.m. and 6:00 p.m. He then asked Mr. Parga when the sales office is open.

**Mr. Parga** stated that the sales office is open between 9:00 a.m. until 6:00 p.m. He stated that most of his business occurs during the lunch and evening hours.

**Mr. Fera** replied that the complaints that he had received were for afternoon and evening hours. He stated that it was Staff's position that the weekend would not pose as much of a problem. He further stated that Staff is trying to place as minimal a restriction as possible but is willing to extend the hours if the Commission feels that it is necessary.

**Commissioner Kren** stated that no parking on both sides of the street seems excessive and would handicap Mr. Parga's business.

**Chairman Johnson** stated that restricting parking on one side of the street is not unusual for many streets in the Village. He stated that his concern is that he does not know where to start and stop the restriction.

**Commissioner Stapleton** stated that the west side of 72<sup>nd</sup> Street could be restricted from the driveway next to the clubhouse down to 73<sup>rd</sup> Street.

**Mr. Parga** stated that there is not a driveway next to the clubhouse.

**Mr. Fera** stated that the lack of a driveway by the clubhouse is the reason that people are parking on the street.

**Commissioner Stapleton** stated that the restriction could be changed to 3:00 p.m. to 6:00 p.m. if students' speeding seems to be a problem.

**Chairman Johnson** stated that he does not feel that restricting parking on one side of the street would handicap Mr. Parga's business. He said that it is a strange street. He stated that along with one side of the street being restricted for parking maybe the

centerline could be moved. He further stated that the fact that there have only been two reported accidents indicates that the area is not impossible to control. He stressed that no accidents are always better.

**Commissioner Kren** asked if there would be a problem with parties at the clubhouse if only one side of the street could be parked on.

**Chairman Johnson** stated that the Commission's obligation is to the safety of the Village. He said that Mr. Parga could address any of these types of problems with the homeowners association.

**Mr. Parga** stated that the curve is what is dangerous and that restricting the entire street is overkill. He stated that the street has been deemed wide enough when cars have been parked on both sides of the street. He further stated that the two reported accidents were not even related to the curve. He stated that he proposes no parking north from the sidewalk next to the rental office.

**Commissioner Kren** asked where the driveway to the apartments is.

**Mr. Parga** showed Mr. Kren on the map where the three driveways are.

**Chairman Johnson** stated that signs could be posted around the curve stating no parking between signs. He stated that it would be hard to determine exactly where to place the signs without observing the area again.

**Mr. Fera** stated that Staff could establish the limits.

**Commissioner Wendt** asked if the restriction would be no parking at all times along the curve or if there would be a time restriction.

**Chairman Johnson** replied that the restriction would be at all times along the east side of the curve between the signs.

**Mr. Fera** stated that Staff would be agreeable to this restriction.

**Chairman Johnson** stated that they could try this restriction and see how it works. He said that Public Works Staff would have to determine the actual length of the restriction.

**COMMISSIONER KREN MOVED TO RECOMMEND TO THE VILLAGE COUNCIL TO INSTALL NO PARKING ANYTIME SIGNS ON THE EAST SIDE OF THE CURVE ON FAIRMOUNT AVENUE. THE EXACT LENGTH OF THE RESTRICTION WILL BE DETERMINED BY THE PUBLIC WORKS STAFF.**

**COMMISSIONER WENDT SECONDED THE MOTION.**

**Roll Call: AYE: Mr. Kren, Mr. Wendt, Mr. Stapleton, Mr. Thurston, and Chairman Johnson.**

**NAY: None.**

**Motion Carried: 5:0**

**Chairman Johnson** stated that the Parking and Traffic Commission is only a recommending body and that the recommendation would be sent to the Village Council for approval. He said that it may be a while before any change is seen. He told Mr. Parga that the Village Council's agenda is also posted in the Village Corner section of the Downers Grove Reporter and that he could check it to see when this item would be on their agenda if he would like to attend that meeting.

### **OLD BUSINESS**

#### **File #06-02 Regulatory Control at the Intersection of Saratoga Avenue and Norfolk Street**

**Chairman Johnson** stated that the next item on the agenda has been discussed at a prior meeting. He then read the staff report.

The Parking and Traffic Commission, during its last regularly scheduled meeting February 13, 2002, was concerned that a representative from Kingsley School was not in attendance. Staff has invited a representative from Kingsley School for this meeting.

In addition, staff has conducted additional pedestrian counts on April 29, 2002 at the Saratoga/Norfolk intersection. These latest pedestrian counts would be more representative since the last counts were done on February 5, 2002 when the weather was more severe and children were less likely to walk to school. This data is being provided for informative purposes.

#### **Pedestrians Counts Summary (February 5, 2002):**

Saratoga from North	Norfolk from East	Norfolk from West
18 AM	6 AM	0 AM
7 PM	2 PM	57 PM

Based on staff observations, the heavy number of pedestrians on Norfolk from the west going eastbound, cross at Saratoga and also mid block between Saratoga Avenue and Barrett Street. With these current pedestrian counts, a School Crossing Guard should be considered.

Staff's position regarding the regulatory control has not changed. The recommendation is to place a Stop sign on Saratoga Avenue. The latest pedestrian counts support the previous recommendations made to the Parking and Traffic Commission.

The following action is provided to the Commission for information purposes only. Since the school zone on Norfolk extends to Saratoga Avenue, staff has installed a "School Speed Limit 20" sign on Norfolk for the eastbound direction, just east of the Kingsley parking lot. This action should serve as a reminder to motorists that the school

speed zone does not end at the Barrett Avenue crosswalk. An existing "Speed Limit 25" is located just east of Saratoga, alerting motorists that the school zone has ended.

The Parking and Traffic Commission may wish to consider requesting periodic police enforcement along Norfolk within the Kingsley area. Complaints regarding speeding on Norfolk have been received. With the posted school speed limit, this section of Norfolk is now enforceable.

## **RECOMMENDATION**

**The Public Works staff believes that with the higher pedestrian volumes that are occurring, the need to provide more positive right-of-way motorist guidance at this intersection, and to adhere to the established school route plan, that the Parking and Traffic Commission forward a positive recommendation to the Village Council that the following be implemented:**

**PLACEMENT OF A STOP SIGN ON SARATOGA AVENUE AT NORFOLK AVENUE, SUCH THAT SOUTHBOUND SARATOGA AVENUE TRAFFIC IS REQUIRED TO STOP.**

**PLACEMENT OF A SCHOOL CROSSWALK ON SARATOGA AVENUE ON THE NORTH SIDE OF NORFOLK AVENUE TO PROVIDE POSITIVE GUIDANCE TO STUDENTS AND TO ADHERE TO THE ESTABLISHED SCHOOL WALKING ROUTE PLAN.**

Staff will continue to monitor this intersection to determine if additional actions should be taken.

**Chairman Johnson** stated that a concern at the last meeting was that if a stop sign was going to be considered at Norfolk and Saratoga then one should also be considered at Barrett and Norfolk. He said that another concern was the placement of the crossing guard. He said that the crossing guard currently crosses the students at Powell and Norfolk. He stated that it is clear that there are many students that need to cross mid block and some that need to cross across Norfolk at Saratoga. He stated that the crossing guard placement may need to be changed.

**Mr. Fera** stated that the additional Staff counts of pedestrian activity was much higher during the last round of counts. He said that this was not a big surprise since the last counts were taken in February when many students were not walking to school due to the weather. He stated that many residents have complained about speeding concerns on this stretch of Norfolk prior to the installation of the 20-MPH school speed zone sign. He said that one of the compounding factors is that the high school shares the roadway with Kingsley School. He said that even if the high school students are dismissed earlier than the Kingsley School students there still is a high level of traffic from the high school due to the fact that many students and teachers get out early and use Norfolk to get to Main Street.

**Ms. Laura Norwood**, 1030 Saylor, stated that she is concerned about the children crossing at Saratoga because every other week a child is nearly hit by a car.

**Chairman Johnson** asked Ms. Norwood if she was talking about crossing Norfolk at Saratoga.

**Ms. Norwood** replied that she was.

**Chairman Johnson** stated that the students were not supposed to be doing this because there is not a crosswalk there.

**Ms. Norwood** stated that part of the problem is that the crossing guard is at the east side of the school, which is where the kindergarten through 2<sup>nd</sup> graders are dismissed, and the 3<sup>rd</sup> through 6<sup>th</sup> graders are dismissed on the west side of the school. She stated that the students who are dismissed on the west side of the school do not walk all the way back to the crossing guard and take the short cut instead. She said that the high school students are released at 2:25 p.m. but are still speeding down the street at the time that the Kingsley students are released. She stated that she had a video showing motorists ignoring the flashing stop sign on the buses and almost hitting the students. Ms. Norwood then played the video. She stressed that she does not feel that one crossing guard is enough and that another crossing guard would be very useful at Barrett and Norfolk. She further stated that speeding is an issue and it would be helpful to have Police patrol the area at dismissal time.

**Commissioner Kren** asked if a car ran over some of the cones blocking off the street so that students could enter the bus on the video.

**Ms. Norwood** replied that it did not happen on the video but has happened in the past.

**Mr. Bob Palmer**, Principal of Kingsley School, stated that it is alarming to him that so many motorists ignore the stop signs put out by the school buses as they are loading and unloading the children. He stated that he has been School Principal for two years and has spoken with Mr. Bob Schiller in the past and realizes that this is an ongoing problem. He said that having a second crossing guard would be more of a permanent solution. He stated that another way to improve safety may be to remove the crosswalk at Barrett to discourage students from crossing there. He stated that Mr. Schiller had told him that the Village was requested to put the crosswalk there.

**Chairman Johnson** asked Mr. Palmer when the Kingsley students leave the school and during what period of time the crossing is taking place.

**Mr. Palmer** replied that this occurs between 2:40 until 2:55, roughly 10 to 15 minutes. He stated that from time to time a Police Officer patrols the area and this is very helpful.

**Chairman Johnson** stated that this has been an ongoing problem over the years and unfortunately it is very difficult to get crossing guards. He said that he always thought that the crossing guard should be at Barrett since it is in the middle of Norfolk and Saratoga. He stated that they may want to consider having a representative from

the school block Norfolk off with cones for twenty minutes while the students are crossing.

**Mr. Palmer** stated that is what Whittier School does.

**Chairman Johnson** stated that the school staff places one-way signs during the times that the students are coming to and leaving from the school. He explained that it works well there but that no homes are affected and that it is a dramatic action to take. He further stated that due to the volume of traffic around Kingsley it may require police presence to block off Norfolk. He asked Mr. Palmer if the school would entertain the idea to move the crossing guard to Barrett.

**Mr. Palmer** replied that he is not sure. He stated that the primary students are dismissed closer to Powell and the 3<sup>rd</sup> through 6<sup>th</sup> graders are dismissed closer to Barrett.

**Mr. Fera** asked if there are cones placed to block traffic around the busses as the students are being loaded and unloaded.

**Mr. Palmer** replied that is correct.

**Ms. Norwood** asked if there is anyway that parents can volunteer to be crossing guards.

**Chairman Johnson** replied that he is not sure if there are legal issues.

**Mr. Palmer** stated that there are many parents that are willing to volunteer but that they would be held liable if an accident did occur. He said that this scared many volunteer prospects off. He further stated that he attended a meeting in the fall about "Stay Alive Drive 25" and it was mentioned that the volunteers could be placed on the payroll for a very minimal wage and therefore could have some sort of liability coverage.

**Commissioner Kren** asked how St. Mary of Gosten School has their parents trained as crossing guards.

**Mr. Sembach** stated that he is not familiar with any training program. He said that the Village has only one guard at the school.

**Commissioner Kren** stated that parents are out there everyday with the crossing guard vests on.

**Chairman Johnson** stated that the school is on their own to do something like that. He said that it is very commendable to do something like this when there is the possibility of liability. He further stated that perhaps the school provides some type of liability.

**Chairman Johnson** asked Mr. Grecco if he had any insight to the problem at Kingsley School.

**Mr. Grecco** replied that he thinks that something needs to be done but that there are many different options. He stated that it may be a simple case of telling the kids where they can and can not cross the street at. He said that the crosswalk at Barrett should be eliminated, the traffic pattern should be set and the children should walk the extra 100-feet to cross at Norfolk and Powell.

**Chairman Johnson** asked if the crossing guard at Powell ever reports any problems with dealing with traffic or irate motorists.

**Mr. Sembach** stated that he has not received any complaints from the crossing guard. He then asked Mr. Palmer if the students receive a letter in the beginning of the year concerning the official walking routes.

**Mr. Palmer** replied that he would make sure that they do receive it if they have not already. He then stated that removing the crosswalk at Barrett may eliminate some confusion.

**Mr. Grecco** stated that if there are two crosswalks, activity between them may be encouraged.

**Commissioner Kren** asked if the video actually showed motorists blowing the stop sign on the school bus.

**Ms. Norwood** replied that the video shows three cars ignoring the stop sign and that this happens every day.

**Sgt. Nehls** stated that the Police Department supplied eight cones to block the street while the buses are loading and unloading. He said that this is very effective at St. Mary's School. He stated that the Police Department could also perform periodic police control. He then stated that he goes twice a year to a meeting at the Laidlaw Bus Company to properly train the bus drivers to have all of their lights flashing and their signs out in order for the Police to enforce the law.

**Chairman Johnson** stated that the parents dropping their children off can be some of the worst violators.

**Sgt. Nehls** stated that the larger cones may do a better job at Kingsley School in providing a temporary closure of the street.

**Mr. Sembach** stated that he has crossed many children himself at Kingsley School and does not see more students crossing at Barrett than at Powell.

**Mr. Palmer** stated that Mr. Fera did bring out the larger cones to the school. He asked if something larger, such as sawhorses, could be used to block the street.

**Chairman Johnson** stated that the only reason that Whittier School uses a sawhorse is to designate one-way traffic and does not actually block traffic. He stated that Kingsley has a much larger volume of traffic than Whittier does.

**Commissioner Kren** asked why the crosswalk was installed at Barrett.

**Chairman Johnson** stated that he believes that it was installed because the students were crossing Norfolk mid block because they would not walk down to Powell where the crossing guard is. He stated that this obviously has worked for some but not for others.

**Ms. Norwood** stated that many parents pick up their children on Powell.

**Mr. Sembach** stated that he feels that the crossing guard at Powell is needed there and should not be moved to Barrett.

**Mr. Fera** stated that the Village has posted as much signage as possible. He stated that there are two regulatory signs alerting motorists that they are required to stop for busses loading and unloading students which are placed at Powell and prior to Barrett. He said that there is also the school zone speed limit of 20 MPH posted. He stated that these signs do not appear to be working very well. He went on to say that the data that Staff has collected as far as where the students are coming and going to shows that there are just as many going towards Powell as there are going towards Saratoga. He stated that it appears to make more sense to use the crossing at Barrett and perhaps shift it over to Saratoga. He went on to say that there is not a sidewalk on Norfolk east of Saratoga on the south side so students have to cross Norfolk somewhere to use the sidewalk on the north side. He further stated that on the east side of Saratoga there is also no sidewalk so anyone crossing Norfolk and wanting to go back north on Saratoga would automatically stay to west side where there is sidewalk. He stated that it is Staff's position that a crossing person at Saratoga would provide a safer crossing for students from the west to the east.

**Chairman Johnson** asked if the school had any student patrol guards.

**Mr. Palmer** stated that there are student patrol guards located at Palmer and Powell.

**Chairman Johnson** asked if it would be possible to have a student patrol guard at Norfolk and Saratoga who would hold the children back until the guard at Powell calls for the crossing.

**Mr. Sembach** stated that the guard would be too far away.

**Commissioner Kren** asked if District 58 has any kind of vehicle with flashing lights that could be used to block the crosswalk.

**Mr. Palmer** stated that he was not sure.

**Sgt. Nehls** stated that cones could be placed at the crosswalk. He further stated that the cones should be placed on both the east and the west sides of the busses.

**Chairman Johnson** stated that the cones would only go out when the busses are there.

**Chairman Johnson** asked Mr. Palmer if he could tell which motorists are the biggest problem, high school students or parents.

**Mr. Palmer** stated that it is a mixture but that a large percentage of the problem is parents.

**Chairman Johnson** read a letter from Eileen Fera (Attachment #2). He stated that this letter shows a situation where the parent is not following the walking route. He said that he realizes that it can be frustrating to have to walk a little farther to cross the street but that is a responsibility that needs to be assumed for the safety of the children. He went on to say that having two crossing guards for 10 or 15 minutes a day seems excessive. He said that a student guard at Saratoga and Norfolk telling students that they must continue westward and cross at Barrett or Powell may work.

**Mr. Palmer** stated that the school would send out specific walking/crossing instructions to students to lessen the amount of confusion.

**Chairman Johnson** stated that he thinks that there should be stop signs and crosswalks at both Saratoga and Barrett. He stated that it would have to be clearly designated that they could cross one way but not the other.

**Commissioner Stapleton** stated that a special sign saying that students should cross here may help if posted at the crosswalks.

**COMMISSIONER KREN MOVED TO RECOMMEND TO THE VILLAGE COUNCIL TO INSTALL TWO CROSSWALKS GOING EAST AND WEST, ONE AT SARATOGA AVENUE AND NORFOLK AND ONE AT BARRETT STREET AND NORFOLK, AND ALSO TO PLACE TWO STOP SIGNS STOPPING SOUTHBOUND TRAFFIC, ONE AT SARATOGA AVENUE AND NORFOLK AND ONE AT BARRETT STREET AND NORFOLK.**

**COMMISSIONER WENDT SECONDED THE MOTION.**

**Roll Call:                    AYE: Mr. Kren, Mr. Wendt, Mr. Stapleton, Mr. Thurston and  
   Chairman Johnson.**

**NAY: None**

**Motion Carried:    5:0**

**Mr. Sembach** asked if the crosswalk at Barrett was going to be eliminated.

**Chairman Johnson** stated that they would try placing the cones at the crosswalk at Barrett and see how it works.

**Commissioner Kren** stated that in Canada there is a parking patrol that allows parents to write tickets. He asked why that could not be done here.

**Sgt. Nehls** stated that in the Fall of 2002 the safe kids program is going to start. He explained that this is a traveling program with the busses that would either place an officer on the bus or patrolling the bus route for every bus route in the Village.

**Commissioner Stapleton** asked if this would be for both elementary students as well as secondary students.

**Sgt. Nehls** replied that it would be for both.

**Chairman Johnson** thanked Mr. Palmer and Ms. Norwood for their input. He then welcomed Mr. Walter Carlquist to the meeting. He stated that Mr. Carlquist may be becoming the newest member of the Parking and Traffic Commission. He then welcomed Mr. William Wrobel and told him that the Village does not have the study that he had requested completed.

**Mr. William Wrobel**, 7800 Queens Court, stated that he would like to update the Commission on the traffic issue in his subdivision. He said that he spoke with Chief Musiel from the City of Darien regarding the speed hump on Cherokee and was told that the Chief initiated the placement himself as a traffic control device. He said that Chief Musiel told him that surrounding areas have used speed humps for speed control. He would like to see the speed humps installed throughout his neighborhood.

**Sgt. Nehls** stated that Evanston has installed speed humps on a number of streets but that they do not use any specific matrix or data to determine where they are warranted. He stated that every community uses different criteria for installing speed humps. He stated that he highly doubts that the Village of Downers Grove would adopt Evanston's policy on installing speed humps. He said that with speed humps there may be liability issues and problems with snow removal.

**Mr. William Wrobel** replied that he had addressed those concerns with Chief Musiel and was told that there is no liability issue.

**Chairman Johnson** asked Sgt. Nehls if the person that he spoke with from Evanston had addressed any maintenance concerns with the speed humps.

**Sgt. Nehls** replied that he spoke with the Senior Engineering Director of Evanston and was told there was not a maintenance or liability problem. He said that the speed humps are clearly marked with signs on both sides of the street.

**Mr. Wroebel** stated that the speed humps do slow traffic down.

**Chairman Johnson** stated that in Darien on Cherokee Lane he has seen kids using the speed hump as a skateboard jump. He said that he assumes the speed hump on Cherokee Lane was installed due to a large amount of bypass traffic.

**Mr. Wrobel** stated that the speed humps are only four inches high so they should not cause any maintenance problems especially if they are clearly marked.

**Chairman Johnson** asked Mr. Wrobel if he knows who the speeders are on Queens Court.

**Mr. Wrobel** stated that he has seen all types of speeders, moms, dads, high school children, etc. He said that the speeding is not exclusive to one group.

**Chairman Johnson** stated that the Village would work on the traffic studies that he has requested.

**Mr. Wrobel** stated that he would greatly appreciate the Village's efforts in getting the studies completed because he would like to get a petition going.

**Chairman Johnson** stated that Queens Court would not be the only street in the study and that it would include the adjacent streets that feed into Queens Court as well.

**Mr. Wrobel** stated that he kept track of the speeds that were clocked on the speed trailer that Sgt. Nehls had placed on Queens Court and found that 16% of traffic was speeding.

**Chairman Johnson** stated that 16% falls into a normal range.

**Mr. Wrobel** thanked the Commission and Staff.

**Chairman Johnson** asked if anyone else had something to add.

**COMMISSIONER STAPLETON MOVED TO ADJOURN THE MEETING.**

**COMMISSIONER KREN SECONDED THE MOTION. *Motion carried 5:0.***

The meeting adjourned at 9:35 p.m.

/je  
staff/p&t/2002/minutes/may 8, 2002