

PARKING & TRAFFIC COMMISSION

Minutes of Public Hearing
January 8, 2003

Downers Grove Public Works Facility
5101 Walnut Avenue, Downers Grove

Chairman Johnson called the January 8, 2003 meeting of the Parking and Traffic Commission to order at 7:05 p.m. He then asked for a roll call.

ROLL CALL:

Present: Commissioners: Mr. Carlquist, Mr. Stapleton, Mr. Thurston,
Mr. Wendt, Mr. Yeksigian and Chairman Johnson.

Absent: Mr. Kren.

Present: Staff: Mr. Bob Schiller, Mr. Dorin Fera, Sgt. Jim Nehls,
Mr. Tim Sembach, and Mrs. Chris Chalberg,
Recording Secretary.

Visitors: Mr. Craig Jensen, 6119 Grand Avenue; Ms. JoAnn Swanson, 520 60th Street; Ms. LuAnn Costello, 5910 Grand Avenue; Ms. Renee Marchewka, 454 60th Street; Mr. Pete Ladd, 5925 Grand Avenue; Ms. Gina Graika, 4734 Highland Avenue; Mr. George Nickalau, 4845 Highland Avenue; Mr. David Eckmann, 4831 Highland Avenue; Mr. Don Westmann, 4725 Highland Avenue; Mr. Vince Barrett, 4921 Highland Avenue; Mr. Thomas Ryan, 4720 Highland Avenue; Ms. Theodora Kras, 4726 Highland Avenue; Mr. John Brockway, 4813 Bryan Place; Ms. Galvin, 934 Prairie Avenue; Ms. Melanie McGinnis, 4817 Bryan Place; Ms. Beth Harbauer, 4730 Highland Avenue; Mr. Stephen Jagielo, 4908 Highland Avenue; Mr. Matt Borgard, 4800 Highland Avenue; Mr. Scott Blanken, 4828 Bryan Place.

Chairman Johnson informed the public that the meeting was being recorded on Village owned equipment to aid in the preparation of the meeting minutes. He then asked the Commission if they had any comments or changes regarding the minutes of the December 11, 2002 meeting.

COMMISSIONER WENDT MOVED THAT THE MINUTES OF THE DECEMBER 11, 2002 PARKING AND TRAFFIC COMMISSION MEETING BE ACCEPTED AS SUBMITTED.

COMMISSIONER STAPLETON SECONDED THE MOTION. Motion carried 6:0.

NEW BUSINESS

File #01-03 Regulatory Control at the Intersection of Grand Avenue and 60th Street

Chairman Johnson read the staff report for file #01-03.

BACKGROUND

Requests have been received to investigate and recommend, if necessary, regulatory traffic control for the 60th Street and Grand Avenue intersection. This intersection is currently uncontrolled. The posted speed limit on Grand Avenue is 25 miles per hour (mph). On 60th Street, there is no posted speed limit.

STUDY

Staff has measured and observed vehicular traffic traveling at this intersection. Traffic information that has been gathered in December 2002, has been compared to warrants as suggested by the Manual on Uniform Traffic Control Devices (MUTCD-2001 Edition). Based on the Village street classification map, both of these streets are local. The Average Daily Traffic (or ADT) volume on Grand Avenue is 870 vehicles per day north of and 765 vehicles per day south of 60th Street, the ADT volumes are 150 vehicles per day west of and 500 vehicles per day east of Grand Avenue. It should be noted that the volumes on Grand Avenue, being the major route, have increased by over 25% since early 1999. On 60th Street, the traffic volumes have stayed constant. The average Village traffic volumes on local streets is 800 vehicles per day.

The 85th percentile speed observed along Grand Avenue is 30 miles per hour north of and 32 miles per hour south of 60th Street. On 60th Street, the 85th percentile speed is 28 miles per hour, both east and west of Grand Avenue. Sight distance has been observed to be sufficient in all directions. Within the last three years, there were a total of four (4) vehicular crashes at this location. All occurred on Grand Avenue, and were angle types with no injuries.

In accordance with the MUTCD warrants for a multi-way stop, an average of 300 vehicles per hour entering from the major street for eight 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 or 2-way stop control are far from being satisfied, and therefore should not be considered at this intersection.

However, based on engineering judgment, the existing traffic operation would require some enhancement to better address the increase in traffic volumes, and also to give positive guidance to east-west motorists. Occasional motorists have been observed exceeding the safe operating speeds here. The intersection is located within a low-volume, low speed area of streets within town. However, with the 85th percentile over 32 mph, it does cause some concern at this intersection.

RECOMMENDATION

In summation, it is Staff's judgement, based upon detailed observation and effective traffic engineering practice that an upgraded form of intersection control is appropriate. Given that the volumes and conditions have changed significantly within a 2-year period, it is staff's position that the requirements for Yield control are satisfied.

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

INSTALL YIELD SIGNS AT THE NORTHEAST AND SOUTHWEST CORNERS OF THE INTERSECTION OF 60TH STREET AND GRAND AVENUE, REGULATING EASTBOUND AND WESTBOUND TRAFFIC ON 60TH STREET.

Chairman Johnson welcomed audience members to come forward with any questions or comments.

Ms. Renee Marchewka, 454 60th Street, said she resides at the northeast corner of the intersection. She stated there is a large evergreen tree located at the corner of her property. She felt the tree created a sight distance issue. She contacted the Village regarding the issue and was informed the tree removal or trimming would be at her expense. This spring she trimmed the tree branches all the way up. The trimming of the tree did not change the traffic issue at the intersection. She questioned the possibility of installing a sign that could be a stop sign or a yield sign based upon the traffic needs and the time of year.

She further stated that motorists utilize Grand Avenue as a drag strip. Motorists also utilize Grand Avenue to avoid the traffic signal on Fairview Avenue.

Mr. Craig Jensen, 6119 Grand Avenue, said both he and his wife have experienced several close calls at the intersection. He feels speed is a concern at the intersection. He said the intersection is similar to Grand Avenue and 62nd Street. Yield signs were installed at the intersection and appear to be effective. He agrees with staff's recommendation to install yield signs at the 60th Street and Grand Avenue intersection.

Ms. Joanne Swanson, 520 60th Street, said she resides at the northwest corner of the intersection. She expressed concern over the safety of her small child. She agrees with Ms. Marchewka that Grand Avenue is used as a cut through street to avoid Fairview Avenue. She expressed concern over traffic on Osage Avenue, which is located one block east of Grand Avenue. This is a dead-end street with a total of 44 homes that utilizes the intersection as their only means of exiting their area.

She further stated she feels a yield sign may help slow traffic down on 60th Street but would not reduce the speed of traffic on Grand Avenue.

Mr. Pete Ladd, 5925 Grand Avenue, said he has noticed heavy drag racing along Grand Avenue. He feels a yield or stop sign should be installed at the intersection.

Chairman Johnson stated that a yield sign would designate right of way at the intersection. The installation of a yield sign would not necessarily have an affect on speed.

He further expressed concern over the lack of notification to the Osage Avenue residents. He feels they should be notified of the meeting as they utilize the intersection regularly.

He further thanked Ms. Marchewka for trimming the tree at the northeast corner of the intersection.

Ms. Luann Costello, 5910 Grand Avenue, expressed concern over the close proximity of the intersection to Fairmount School and O'Neill Junior High School. She stated there is a high volume of children utilizing the intersection and there is a safety concern.

Ms. Marchewka questioned how a yield sign on 60th Street would help Grand Avenue traffic. She feels traffic on 60th currently yields to Grand Avenue.

Chairman Johnson stated the Village follows the MUTCD standards when placing regulatory control. If these standards are not followed, disrespect for the signage may occur creating a safety issue. The yield signs will notify 60th Street motorists to yield to Grand Avenue.

He further requested the Police Department increase surveillance of the area to discourage speeding.

Sergeant Nehls stated he would gather data and perform periodic enforcement on Grand Avenue.

COMMISSIONER CARLQUIST MOVED TO RECOMMEND TO THE VILLAGE COUNCIL TO INSTALL YIELD SIGNS AT THE NORTHEAST AND SOUTHWEST CORNERS OF THE INTERSECTION OF 60TH STREET AND GRAND AVENUE, REGULATING EASTBOUND AND WESTBOUND TRAFFIC ON 60TH STREET.

COMMISSIONER WENDT SECONDED THE MOTION.

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

NAY: None.

Motion Carried: 6:0

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 stated that it may be four to six weeks before this item goes before the Village Council. He said that the Village Council's agenda is posted in the Village Corner section of the Downers Grove Reporter and that the residents could check it to see when this item would be on the Council's agenda. He thanked the residents for their participation.

He further stated if placement of yield signs does not improve the situation the Parking and Traffic Commission could re-address the issue at a later date.

OLD BUSINESS

File #02-02 Highland Avenue and Prairie Avenue Traffic Study Results

Chairman Johnson said File #02-02 Highland Avenue and Prairie Avenue Traffic Study Results was discussed at the December 11, 2002 Parking and Traffic Commission meeting. It was decided at that meeting to enlarge the Highland Avenue stop signs to remind motorists that Prairie Avenue traffic does not stop.

Chairman Johnson read the staff report for file #02-02.

BACKGROUND

This location has been previously investigated by Staff for the January, 2002 and February, 2002 Parking and Traffic Commission meetings. Subsequent to those meetings and in order to obtain more detailed analyses, Staff has requested a formal study be conducted at this location by a traffic engineering consulting firm. The formal intersection analysis included traffic and accident data collected by Staff and forwarded to the Consultant for their use. Also included in this study was the analysis prepared for the Main Street and Franklin Street intersection, since these intersections directly affect each other. This study looked at accident patterns, traffic circulation and control, and intersection and engineering sight distance in an effort to best address the overall safety and operations needs.

This item was last presented at the December 11, 2002 Parking and Traffic Commission meeting. However, due to a lack of attendance and comments, the Commission recommended that this study be presented again at this month's meeting.

STUDY

The findings of this intersection study update are briefly summarized here:

- The intersection capacity is adequate
- The accident data patterns reveal that the majority of the accidents occurred with westbound Prairie Avenue traffic colliding with Highland Avenue traffic.
- Prairie Avenue motorists did not have enough time to react to Highland Ave entering traffic, and that Highland Avenue motorists expected that this was a 4-way STOP-controlled intersection.
- Based on AASHTO, the intersection sight distance requirements are not satisfied at this intersection, due to existing power poles, one tree, and the vertical curve on Prairie Avenue east of Highland Avenue.
- Multi-way STOP-control is not warranted due to traffic volumes; it is warranted only due to the frequency of accidents. However, since Prairie Avenue is a collector roadway, 4-way STOP control is not recommended due to driver confusion, additional hazard and travel delay that would result.

The study recommendations are as follows:

- 1) Remove the large tree in the southeast corner of the intersection;
- 2) Convert Highland Avenue traffic to One-Way Southbound (Prairie to Franklin);
- 3) Provide Right-In/Right-Out for both approaches on Highland Avenue;
- 4) Provide Right-In/Right-Out for Northbound Highland Avenue traffic.

RECOMMENDATION

Based on Staff's review of the Consultant's findings and recommendation, the removal of the large mature tree in the southeast corner is not desired. The remaining recommendations are all viable and could be implemented. However, at this time, Staff is not making a specific recommendation, but would hear the concerns and issues of the affected area residents.

Mr. David Eckmann, 4831 Highland Avenue, said he was disappointed that the first meeting notification he received was December 30th.

He further discussed the report prepared by Metro Transportation Group. He said Staff indicated there is a sight distance issue at the intersection, he pointed out that the report indicates there is adequate sight distance on Prairie Avenue. Staff has also indicated that a multi stop is not warranted, according to the report a multi stop is warranted due to the accident history.

He further expressed concern that the proposals will negatively impact neighborhood traffic flow and accessibility to residences will be limited. He also feels property values could potentially be negatively impacted.

He stated he is opposed to designating Highland Avenue as one way southbound. He said per the report it will not eliminate accidents. He feels this designation is not warranted.

He said that parking is only restricted from 7:00 a.m. to 1:00 p.m. on the south side of Prairie Avenue. He feels parking should be restricted at all times on Prairie Avenue. This will eliminate any sight distance issues. He also suggested that a warning light be installed at the top of the hill to increase awareness of the approaching intersection.

Ms. Theodora Kras, 4726 Highland Avenue, stated she feels the main problem is westbound Prairie Avenue traffic. She feels a warning light should be installed or the speed limit reduced to 20 m.p.h. She feels westbound Prairie Avenue traffic speeds up in an effort to make it through the Main Street traffic signal.

Mr. Tom Ryan, 4720 Highland Avenue, said he was speaking on behalf of his father, Hugh Ryan, who was unable to attend the meeting. He feels the traffic signal at Main Street is an issue as motorists can see the green light and speed to make it through the intersection. He asked if the signal could be modified to be visible at a lesser distance. Motorists traveling over the hill would not be able to see the signal until they were closer to the intersection.

He further asked if anyone had spoken with the Crossing Guard. He feels she would have knowledge of the area. His father has spoken with her and she indicated that traffic does not stop when she enters the intersection.

Mr. Sembach indicated that he has not spoken with the Crossing Guard.

Mr. Vince Barrett, 4921 Highland Avenue, asked how many accidents have occurred at the intersection within the last year.

Chairman Johnson replied there have been approximately five to seven accidents.

Mr. Barrett stated he agrees with Mr. Eckmann that parking should be restricted at all time on Prairie Avenue. He also feels parking should be eliminated on Highland Avenue south of Prairie Avenue.

He further suggested posting a sign on Prairie Avenue stating "Reduce speed approaching high accident intersection – Highland Avenue and Prairie Avenue". He also questioned the possibility of placing speed bumps on Prairie Avenue.

He further stated that he concurs with Mr. Eckmann and is opposed to designating Highland Avenue as one way southbound. He feels designating Highland Avenue would allow for parking on the east side of the street creating a safety issue for the school children. He also feels an inconvenience will be created for the residents and there would be a negative impact on property values.

Mr. Joe Anderson, 4805 Highland Avenue, thanked the Commission for looking at the issue. He expressed concern over the safety of the neighborhood children. He said he works from home and has witnessed many of the accidents. He stated in his opinion the only true way to solve the issue would be to shave the hill down or place a

pedestrian activated signal at the intersection. He asked the cost to install a signal at the intersection.

Chairman Johnson replied the cost to install a pedestrian activated signal would be approximately \$175,000. He said that if the intersection were to be improved the traffic volume on Highland Avenue would be increased.

Mr. Don Westman, 4725 Highland Avenue, stated he works from home and has witnessed several of the accidents. He concurs with previous comments that westbound Prairie Avenue traffic speeds to make it through the Main Street traffic signal. He also feels a red light signals to motorists of their next expected traffic stop. Motorists are not expecting Highland Avenue at the bottom of the hill.

He said there are double telephone poles present at one corner of the intersection. The poles create a safety hazard for motorists as well as pedestrians.

He expressed concerned over the utilization of Highland Avenue on occasions when Main Street is closed. There is a high volume of emergency vehicles on Highland Avenue during these times. He feels the right-in right-out options would create safety concerns and confusion for emergency vehicles.

He also expressed concern over the number of intersection related near miss accidents that are not documented.

Ms. Gina Graika, 4734 Highland Avenue, stated she resides on the northwest corner of the intersection. She expressed concern over the safety of pedestrians crossing through the intersection. She feels the hill should be shaved down and/or additional signage installed at the top of the hill.

She said at the crossing guard at Prairie Avenue and Douglas Avenue stops traffic in all four directions. She questioned why the crossing guard at Prairie Avenue and Highland Avenue only crosses one way at a time. She feels this may create some confusion for motorists and pedestrians.

Chairman Johnson replied that Prairie Avenue and Douglas Avenue was a different situation as it is controlled by a four way stop. The volume of traffic on Highland Avenue is also greater than the volume on Douglas Avenue.

Ms. Tina Galvin, 934 Prairie Avenue, asked why shaving the hill would not be a feasible option.

Mr. Schiller replied that an extensive evaluation was completed for Forest Avenue from 35th Street to 41st Street within the last 18 months. The estimated cost to lower a roadway two feet was estimated at \$425,000. Several items would need to be considered such as removing asphalt, relocating underground infrastructure, minimum depth requirements, change of parkway grades and retaining walls. This would be a very long, comprehensive and costly project to complete.

Ms. Galvin asked if it would be possible to enlarge the school crossing sign.

Chairman Johnson replied it may be possible. At the last meeting discussion was held regarding the installation of a flashing advisory sign. He expressed concern over motorists ignoring any additional signage that may be posted.

Ms. Galvin questioned the possibility of widening the roadway at the Highland Avenue and Prairie Avenue intersection.

Chairman Johnson replied that it may be possible. However, the widening would be costly and also require removal of a portion of the parkway.

He further stated staff could contact ComEd to request removal of one of the power poles. This would eliminate some of the safety concerns.

He replied to previous resident comments regarding parking allowed on Prairie Avenue. He said parking was allowed as it was only utilized during St. Joseph's Church services. It appears this use may have changed and staff can re-evaluate. He agrees that parking should be restricted to improve the sight distance issue.

Mr. Matt Borgard, 4800 Highland Avenue, said he resides at the southwest corner of Highland Avenue and Prairie Avenue. He said regarding the two ComEd poles located on the corner, one of them only has one wire on it, which could be relocated.

He has three children, ages 4, 7 and 11, and is concerned for their safety. He also feels parking on Prairie Avenue should be eliminated.

He asked if the option of a speed bump installation could be investigated. He feels this would be an effective alternative as opposed to shaving the hill down.

He expressed concern over highlighting the intersection as a high accident location and the affect this would have on property values.

Chairman Johnson stated that speed bumps are typically only used in private parking lots. This is due to the severity of the bump, traffic needs to slow down to travel over the bump. Traveling over a speed bump at a high rate of speed creates a potential of losing control of a vehicle. The installation of speed bumps on public streets is illegal. He further stated staff could investigate alternative traffic calming measures such as speed humps. He said traffic calming measures are typically used in residential areas in an attempt to slow traffic down. These measures are not typically used on collector streets. Prairie Avenue is classified as a collector street and may not warrant traffic calming measures.

Mr. Borgard asked if divots could be installed in the roadway.

Chairman Johnson replied the installation of roadway divots would create a noise nuisance for residents.

Mr. Anderson questioned the feasibility of installing a westbound stop sign at Bryan Place.

Chairman Johnson replied a stop sign would not be warranted at Bryan Place.

Mr. Schiller stated in listening to the residents' desires to make the intersection safe and the inability to expend monies to change the grade of the land. Staff may want to consider starting with a substantial sized intersection ahead sign. This could be used as a starting point to see what happens. The signs are typically yellow in color, an ultra high visibility yellow sign could be used to attract additional attention.

He further said it appears the residents are opposed to the traffic movement options as outlined in the Metro Transportation Report. One other option would be to move the crosswalk to Prairie Avenue and Main Street. This would promote safety, as pedestrians would be crossing at a pedestrian activated signal.

Ms. Beth Harbauer, 4730 Highland Avenue, asked if motorists would confuse the intersection ahead sign with Main Street instead of Highland Avenue.

Mr. Scott Blanken, 4828 Bryan Place, questioned if traffic would increase on Bryan Place if a right-in right-out option were to be implemented on Highland Avenue. He feels the traffic issue would just be moved from Highland Avenue to Bryan Place.

He expressed concern over the number of children residing on Bryan Place. He said there are a total of 15 children within a one block area.

Ms. Melanie McGinnus, 4817 Bryan Place, stated there are already speeding issues with the hill on Bryan Place. She feels Bryan Place does not need any additional traffic.

Mr. George Nickalau, 4845 Highland Avenue, said if Highland Avenue were designated as one way southbound there would be a negative affect on Bryan Place.

He stated there is an issue with the Station Crossing construction. He feels adequate detour signs are not posted. Additional signs should be posted to direct traffic to the appropriate streets.

Mr. John Brockway, 4813 Bryan Place, said he resided at the corner of Highland Avenue and Prairie Avenue for 19 years. He reviewed the options outlined by Metro Transportation Group and does not feel they are acceptable solutions. He concurs with restricting parking and making the intersection more visible. He suggested reducing the speed limit to 25 mph along with a flashing yellow warning sign at the top of the hill.

Mr. Steve Jagielo, 4908 Highland Avenue, stated that additional signage and changing traffic flow patterns would not address the real issue. He feels traffic humps would create an increased awareness of the roadway and would be viable solution.

He asked Mr. Schiller if there was data available on the number of intersection related accidents since the Main Street and Franklin Street traffic signal installation.

Mr. Schiller replied that staff has not yet received the quarterly accident reports.

Mr. Jagielo said he feels it would be premature to implement any options outlined in the Metro Transportation Report, as the Franklin Street and Main Street signal data has not been compiled.

He further asked if a staff member could estimate the cost of regrading Prairie Avenue.

Mr. Schiller replied that a civil engineer could estimate the costs associated with regrading the roadway. This would involve approximately 20 hours of staff time, measurements being taken, grades being shot, determine depth of watermain, gas main and any other underground utilities. The grade changes between the roadway edge and right of way edge for the parkways and front yards could be done as well. He feels these numbers would be higher than the estimates for Forest Avenue. This is due to Forest Avenue being a 24 foot wide unimproved (non curb and gutter) roadway that was originally chip and seal. Prairie Avenue is a collector roadway built to a higher standard. The roadway is 32 feet wide with curb and gutter on both sides.

Mr. Jagielo said he feels the real issue is the elevation of the hill creating a number of issues such as sight distance and speed control.

Mr. Don Westman, 4725 Highland Avenue, asked if the Commission was aware of what usage was planned for the Washington Street School. He feels if a park is constructed, additional children and traffic will be drawn to the area.

Mr. Schiller replied the Park District plans to construct baseball and soccer fields at the location.

Mr. Nickalau stated he feels the best idea would be to regrade the hill but realistically looking at the situation it would not be feasible due to the Village's economic situation. He feels concentrated efforts should be placed on the best possible alternative solution.

Mr. Anderson questioned the Village's liability for accidents as safety issues have been highlighted at the intersection.

Chairman Johnson replied that Village mostly likely would not have any additional liability as compared to other areas in the Village. He said the Village does have a responsibility to attempt to remedy the situation and promote safety.

Mr. Schiller stated the Village has made efforts to improve the safety of the intersection there should not be any increased liability. He said the question could be forwarded to the Legal Department for their comments.

Ms. Galvin asked if it would be possible to place a sign at the Washington Street and Prairie Avenue intersection. She feels motorists are stopping at this intersection and would possibly notice a warning sign of the approaching dangerous intersection.

Chairman Johnson said he feels the further away the sign is from the intersection the less effective it would be.

Mr. Nickalau stated that he agrees with the placement of additional signage.

Mr. Schiller said a simple Intersection Ahead with a cross with Highland Avenue under it would be a good starting point.

Chairman Johnson concurred with Mr. Schiller. He further thanked the residents for all of the input and comments. He said all residents would be notified of any future meetings.

He asked the Commission Members for any additional comments or questions.

Commissioner Thurston said he feels ComEd needs to be contacted regarding the removal of the additional electric pole.

Mr. Schiller replied this would be brought to ComEd's attention. It appears that they may be awaiting one company to relocate their wires prior to removing the pole.

Commissioner Wendt said he feels the non-reflective lens for the Main Street and Prairie Avenue signal may be effective in slowing traffic speed.

Mr. Schiller replied staff could investigate alternative signal options for the Main Street and Prairie Avenue intersection.

Mr. Fera stated that MUTCD standards require a certain visibility distance for all traffic signals.

Mr. Schiller said that staff could take preliminary measurements prior to the next Parking and Traffic meeting. The accident history after the installation of the Main Street and Franklin Street signal could also be presented to the Commission.

Chairman Johnson said he feels the traffic pattern will change dramatically once motorists get accustomed to the new signal.

Mr. Schiller said it normally takes three to six months for a traffic pattern to reestablish itself after disruption. He feels this is an important point that may have been overlooked.

Commissioner Carlquist stated he feels the residents have some good comments. He also feels the recommendations of Metro Transportation Group may not be the proper direction to go. He stated that the cost is prohibitive for regrading the hill. He feels placing appropriate signage would be the best option at this time. The wording, flashing signal or bright yellow color is critical to the installation of appropriate signage.

Commissioner Yeksigian stated typically in this situation a four way stop would be installed but it is not warranted at this intersection. He asked if it would be possible to install sensors in the street on Prairie Avenue to alert Highland Avenue motorists that a vehicle is approaching over the hill.

Mr. Schiller replied this could be done but would cost approximately \$35,000 to \$50,000. He said this is a very uncommon traffic control set up and may create confusion for motorists.

He further said the City of Naperville installed a similar signal at Naperville Road and Plank Road. The signal did not detect traffic on the minor roadway but was set up to notify motorists of a traffic signal change.

Mr. Anderson asked how a project is determined to be expensive.

Mr. Schiller stated this would be included in the capital project pool. It would be weighted against every recommended capital project for the budget year. They are evaluated and the higher priority projects are completed. Being that "shaving the hill" is a non standard project without any studies to support its effectiveness it most likely would not be funded. He further stated it would be beneficial to have a stair step documenting all actions taken to remedy the situation.

Chairman Johnson stated the Commission should mull over this issue until the next meeting. The comments and suggestions made at this meeting should be taken into consideration prior to taking any action. He directed staff to work on the additional signage for Prairie Avenue.

NEW BUSINESS

File #02-03 Sign Placement Housekeeping

BACKGROUND

Several "No Parking Here to Corner" regulatory signs have been adjusted in the field to reflect recent traffic operational changes. Their current location has resulted in a physical re-location of more than 30 feet. In accordance with the Village Ordinance, these field adjustments then require presentation to the Parking and Traffic Commission, with a recommendation to Village Council for approval.

The locations in the field are:

- Austin Avenue (1 sign, north side) at Fairview Avenue
- 59th Street (2 signs, north and south sides) at Fairmount Avenue
- Franklin Street (1 sign, south side) at Main Street

The various locations listed above were revised to initiate safer intersection performance. The intersection turning maneuvers on Austin Avenue, the through traffic flow on 59th Street due to the roadway widening, and the through traffic flow on Franklin due to the new signals, are all performing at a higher level of safety and efficiency due to the adjustment of the “No Parking Here to Corner” regulatory signs.

RECOMMENDATION

In summation, it is Staff’s position that these field re-locations of these signs were necessary and appropriate to maintain effective traffic flow at and near these intersections. Staff advises that the Parking and Traffic Commission forward a positive recommendation to the Village Council such that the re-locations be approved.

Mr. Fera stated this is an administrative correction, which needs to be forwarded to the Village Council for approval.

Commissioner Yeksigian asked if the Ordinance needed to be the specific distance.

Mr. Fera replied the Ordinance does not have a specific subsection. It is listed under Section 14-86, subsection (14) with several categories pertaining to signing.

COMMISSIONER WENDT MOVED TO RECOMMEND TO THE VILLAGE COUNCIL TO ADJUST THE “NO PARKING HERE TO CORNER” SIGNS AT THE FOLLOWING LOCATIONS.

- Austin Avenue (1 sign, north side) at Fairview Avenue
- 59th Street (2 signs, north and south sides) at Fairmount Avenue
- Franklin Street (1 sign, south side) at Main Street

COMMISSIONER THURSTON SECONDED THE MOTION.

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

NAY: None.

Motion Carried: 6:0

Chairman Johnson asked Mr. Fera what agenda items were scheduled for the next meeting.

Mr. Fera replied that File #02-02 Highland Avenue and Prairie Avenue may be on the next agenda depending on the data collection efforts. Staff will be gathering additional accident data to present to the Commission.

Commissioner Wendt requested that staff investigate the placement of regulatory control at the intersection of Oxnard Drive and Stonewall Avenue. It appears the north-south traffic is not stopping for approaching traffic. The residents of the area have requested a four way stop installation but he feels it may not be warranted. There is a current vision obstruction with the posted parking signs. He requested that staff perform a traffic study and report back to the Commission with any findings.

COMMISSIONER STAPLETON MOVED TO ADJOURN THE MEETING.

COMMISSIONER THURSTON SECONDED THE MOTION. Motion carried: 6:0.

The meeting adjourned at 9:25 p.m.

/cc
staff/p&t/2002/minutes/january 8, 2003