

PARKING & TRAFFIC COMMISSION

Minutes of Public Hearing
December 11, 2002

Downers Grove Public Works Facility
5101 Walnut Avenue, Downers Grove

Chairman Johnson called the December 11, 2002 meeting of the Parking and Traffic Commission to order at 7:00 p.m. He then asked for a roll call.

ROLL CALL:

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

Absent: None.

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

Visitors: Mr. Steven McCready, 7225 Camden Road; Ms. Dolores Mielzynski, 440 Prairie Avenue; Mr. Chris Kahlke, 5316 Lane Place; Mr. Chris Metcalf, 7712 Williams Street; Ms. Melissa Metcalf, 7712 Williams Street.

Chairman Johnson informed the public that the meeting was being recorded on Village owned equipment to aid in the preparation of the minutes of the meeting. He then asked the Commission if they had any comments or changes regarding the minutes of the November 13, 2002 meeting.

COMMISSIONER WENDT MOVED THAT THE MINUTES OF THE NOVEMBER 13, 2002 PARKING AND TRAFFIC COMMISSION MEETING BE ACCEPTED AS SUBMITTED.

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

NEW BUSINESS

File #24-02 Regulatory Control at the Intersection of Prairie Avenue and Douglas Road

Chairman Johnson read the staff report for File #24-02.

BACKGROUND

Due to the proposed removal of the flashing red pedestrian signals on Prairie Avenue, Staff has initiated an intersection review at the Prairie Avenue and Douglas Road intersection to determine the need for any modifications to the intersection control. The St. Mary's of Gostyn building complex is located at this intersection, with the Grade School being in the northeast corner of this intersection. Currently, the Douglas Road approaches are STOP-controlled, so the intersection functions as a formal 2-way STOP controlled intersection. However, with push-button activation for children and local pedestrians, the intersection temporarily functions like a 4-way STOP controlled intersection. With the eventual removal of the flashing red pedestrian signals concerns were raised by both staff and the school authorities as to the safety of the intersection operation after their elimination. These flashing red signals had been in place for so many years at this location that area pedestrians crossing Prairie Avenue have come to expect vehicles to stop for them.

There are no current posted speed limit signs along either Prairie Avenue or Douglas Road. All the approaches to this intersection are signed for a school zone, and all are striped as school crosswalks.

Parking restrictions are in force on both streets in the vicinity of the intersection. There are "No Parking this Side of Street" restrictions on the west side of Douglas Road and south side of Prairie Avenue. Also, there are "No Parking 7:00 a.m. to 4:00 p.m. except Saturdays, Sundays and Holidays" signs on the north side of Prairie Avenue.

STUDY

Staff has measured and observed vehicular traffic traveling at this intersection and the nearby streets as well. Pedestrian counts were also taken at this intersection during the AM and PM school hours. Traffic information that has been gathered 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, Prairie Avenue is a Collector roadway, and Douglas Road is considered a local street. The Average Daily Traffic (or ADT) volume on Prairie Avenue is 3,240 vehicles. On Douglas Road, the ADT is 1,235 vehicles per day.

Both roadways have a flat profile, and vehicular sight distance has been observed to be sufficient in all directions. Within the last three years, there were a total of five vehicular crashes at this location, some with injuries.

Operationally, the intersection is located within a residential roadway system, but with considerably higher volume along Prairie Avenue. From field observations, there are school buses that line up on the north side of Prairie Avenue adjacent to the school. Information received from the school representatives indicates that pedestrian activity occurs throughout the day.

RECOMMENDATION

It is Staff's judgement, based upon a detailed field observation of the steady east-west volumes on Prairie Avenue, the consistent pedestrian activity at the school, and the long-standing use of the flashing red pedestrian signal, that the current 2-way STOP control be upgraded to a 4-way STOP control installation. There is sufficient supporting traffic data and this upgrade is very appropriate installation at this intersection.

Staff advises that the Parking and Traffic Commission forward a positive recommendation to the Village Council to convert this intersection to a 4-way STOP control, such that the following be implemented:

PLACE STOP SIGNS ON THE NORTHEAST AND SOUTHWEST CORNER OF THE PRAIRIE AVENUE AND DOUGLAS ROAD INTERSECTION WITH THE WORDS "ALL WAY STOP" WHICH SIGNS SHALL BE SO LOCATED AS TO DIRECT ALL TRAFFIC TO COME TO A FULL STOP BEFORE PROCEEDING INTO THE INTERSECTION.

Chairman Johnson asked Mr. Fera if he had anything to add to the staff report.

Mr. Fera replied that many observations have been made since the issue was first raised. It has been observed that the presence of buses has caused an issue with blocking the red pedestrian signal. Also, children are crossing Prairie Avenue between the buses and standing buses without flashers activated. This creates confusion for vehicles traveling on Prairie Avenue. There will be adjustments required after the proposed stop sign installation. These adjustments would ensure that the intersection functions appropriately.

Chairman Johnson questioned how imminent the removal of the flashing red pedestrian signal was.

Mr. Fera replied per the request of St. Mary's the pedestrian signal removal was scheduled for December 26th or 27th.

Chairman Johnson questioned if there was a reason for removing the pedestrian signal so quickly.

Mr. Fera replied that all other pedestrian signals throughout the Village have already been removed. After discussion with the school it was determined this would be an ideal time as the children will be out on winter break. This will allow for a transition time for the children.

Chairman Johnson stated that of the five accident reports given only one of the reports was intersection related. He questioned if this was a realistic number.

Mr. Fera said there have been several near misses at Prairie Avenue and Douglas Road and also Douglas Road and Wilson Street.

He further stated there is a high volume of vehicles along Prairie Avenue with a large volume of children present at the intersection throughout the entire day.

Chairman Johnson asked the Commission Members if they had any questions or comments.

There were not any questions or comments from the Commission Members.

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

Ms. Dolores Mielzynski, 440 Prairie Avenue, St. Mary's School Principal, said she was present at the meeting with two members of her school body. She stated she was speaking on behalf herself and Father Tom Paul who was not able to attend the meeting. She expressed concern over the timing of the pedestrian signal removal. She said the school is out on winter break from December 20th through January 6th. The date of December 26th or 27th will work well for St. Mary's.

She requested that the placement of intersection regulatory control be considered on a temporary basis. She is concerned traffic will jam up exiting the St. Mary's parking lot. This will be an issue during morning hours, Saturday evenings and Sunday mornings. She said the response of the community should also be considered.

She asked if consideration could be given to placing a timed light at the intersection. This light would be green during evening and weekend hours and function regularly during school hours. The exiting flashing street light equipment could be utilized. She asked if consideration could be given for a four way light that would function regularly during daytime hours and flash red during evening hours. She questioned the possibility of designating either Prairie Avenue or Douglas Road as a one way street.

She questioned if an updated replacement flashing pedestrian signal could be installed. She understands that the current signal is substandard and needs to be removed. However, she is aware of a signal similar to the one she is proposing located in the City of Chicago.

Mr. Steven McCready, 7225 Camden Road, St. Mary's School Advisory Body, expressed concern over the high volume of vehicles exiting the parking lot. He feels these vehicles will create a traffic jam at the Prairie Avenue and Douglas Road intersection. He said St. Mary's wants to be considerate of the residents of the area.

He further thanked the Parking and Traffic Commission for moving forward in a considerate and timely matter in regard to the issue.

He requested the regulatory control be considered on a temporary basis.

Chairman Johnson asked if St. Mary's was mainly concerned over traffic issues on Sundays.

Mr. McCready replied that Prairie Avenue between Fairview Avenue and Douglas Road is a short block and they are concerned over creating a bottleneck. He said there are two main parking lots exiting onto Prairie Avenue, one is located near Fairview Avenue and the other closer to Douglas Road. They feel there may be a traffic issue on Sundays and during school functions.

Commissioner Yeksigian asked if the pedestrian activated signal is currently used on Sunday or during heavy traffic times.

Mr. McCready replied that yes the signal is sometimes utilized. He said especially during the winter months pedestrians will utilize the adjacent parking lots.

Commissioner Yeksigian said in effect the intersection functions as a four way stop during these times.

Mr. McCready said initially St. Mary's felt the four way stop was a good idea. They felt better protection would be created for the children. They are concerned over the impact of a four way stop on neighboring residents.

Commissioner Yeksigian stated that the residents of the area were also invited to attend the Parking and Traffic Commission meeting to express any concerns.

Chairman Johnson asked if a crossing guard was present at Prairie Avenue and Fairview Avenue.

Mr. Fera replied that no there is not a crossing guard at that location.

Chairman Johnson stated the only legal light which would be allowed at Prairie Avenue and Douglas Avenue, would be full traffic signals with pedestrian activated signals. These signals are very expensive.

Mr. Chris Kahlke, 5316 Lane Place, stated his concerns are the same as previously mentioned. He would like to see the stop sign installed on a temporary basis and evaluated at a later time. He questioned the possibility of designating the street as one way during school hours. This would be similar to the barricades, which are placed near Downers Grove North High School.

Ms. Mielzynski stated there is a concern on behalf of the Religious Education Leader. She has to get children from the parking lot across the street to the school. This takes place during the evening hours when it is dark outside.

Chairman Johnson said there is probably a tendency to cross in the middle of the block as opposed to the intersection.

Mr. McCready stated that a stop sign might not be the only answer to the situation.

Chairman Johnson said that generally a four way stop is used when the traffic count is even on both streets. He stated this intersection does not meet this criteria. He said there is concern over installation of regulatory control when criteria is not met. It compounds the problems at an intersection. However, this intersection is different from others, in that the pedestrian signal acts as a four way stop.

He asked if there were a substantial number of pedestrians utilizing the signal on Sundays. He asked if the signal was flashing quite a bit and if it had an effect on traffic exiting the parking lots.

Mr. McCready said that generally 90% or more drive to St. Mary's, only residents of the area that walk to church would utilize the signal.

Mr. Kren stated there are very few pedestrians that utilize the signal on Sunday. He stated the signal was installed years ago at the request of the school.

Chairman Johnson asked Mr. Fera if there was something specific that prompted removal of the signal at this time.

Mr. Fera replied that the issuance of the new MUTCD manual in 2000. The last update was in 1988. The 2000 issue states which control items are allowed, and the Village needs to be uniform with the MUTCD manual as it is a national manual. The last update was in 1988.

Mr. McCready asked if there would be liability issues.

Mr. Fera replied yes there would be liability issues on the part of the Village if the pedestrian signal were allowed to remain.

Chairman Johnson questioned if this would be the optimal time to remove the pedestrian signal or would it be better to wait until summer. He said church activity could be measured prior to school commencing.

Commissioner Kren asked if it would be feasible to install a flashing yellow school crossing light during school activities. He questioned if they would be allowed on this type of street.

Mr. Fera replied that the only similar installation is on Fairview Avenue near 75th Street for the Fairview School. He stated this signal is set by a specific time of day. He said this type of signal could potentially be installed on Prairie Avenue but would be very costly. There would be extensive criteria, which would need to be met.

Commissioner Kren expressed concern over vehicles rolling through the intersection with the presence of a four way stop.

Commissioner Carlquist asked if the buses were stopping all traffic during loading. He expressed concern over the school buses blocking view of the stop sign at the intersection.

Sergeant Nehls replied that during loading times traffic is stopped on Prairie Avenue. The buses have their stop signs extended stopping eastbound and westbound traffic. He stated he could contact Laidlaw and request the buses to move one bus length back to allow for better sight distance of the stop sign.

Mr. Fera said he would like to see a school official signal the buses to simultaneously extend the stop arms. There is an issue with some buses extending the arms too quickly creating confusion for motorists. He would also like to see vehicles exiting the parking lot wait for the buses to complete their loading prior to exiting the parking lot.

Sergeant Nehls said that as soon as the first bus begins to load all of the bus arms should be extended.

Ms. Mielzynski expressed concern over motorists disobeying the bus arms.

Sergeant Nehls said this issue has been addressed at several schools. A task force was formed in an attempt to address the issue.

Commissioner Thurston asked if it would be possible to change the existing pedestrian signal to a yellow flashing signal to be maintained by the school.

Mr. Fera replied that it would not be feasible as a stand alone yellow signal does not meet the requirements. The signals are usually not present at the actual intersection, they are installed as a warning prior to the intersection.

Chairman Johnson asked if the Village Manager has authority to place regulatory control for a set period of time.

Mr. Fera replied he believes the Village Manager has the authority to place parking restrictions for 180 days and regulatory control for 60 days.

Commissioner Kren questioned how long regulatory control would need to be in place to obtain a study of the intersection.

Chairman Johnson stated that a month or two would not be adequate time to complete a study.

He read a letter from Mr. William Weiss, 651 Maple Avenue, indicating he favors a four way stop at the intersection of Prairie Avenue and Douglas Road.

Commissioner Kren asked if a flashing light could be placed on top of the stop sign.

Mr. Fera stated staff would look into the installation of a flasher on top of the stop sign as well as post an advance stop sign notification.

Sergeant Nehls stated notification could be sent to the school.

COMMISSIONER KREN MOVED TO RECOMMEND TO THE VILLAGE MANAGER TO PLACE STOP SIGNS ON THE NORTHEAST AND SOUTHWEST CORNER OF THE PRAIRIE AVENUE AND DOUGLAS ROAD INTERSECTION WITH THE WORDS "ALL WAY STOP" WHICH SIGNS SHALL BE SO LOCATED AS TO DIRECT ALL TRAFFIC TO COME TO A FULL STOP BEFORE PROCEEDING INTO THE INTERSECTION FOR A PERIOD OF 120 DAYS. STAFF WILL REPORT BACK TO THE PARKING AND TRAFFIC COMMISSION AT THE END OF THE 120 DAYS.

COMMISSIONER WENDT SECONDED THE MOTION.

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

NAY: None.

Motion Carried: 7:0

Chairman Johnson stated if the Village Manager concurs with the recommendation the regulatory control would be installed promptly.

He further stated if there appears to be an issue with the installation of the four way stop, the issue should be brought back before the Parking and Traffic Commission for reconsideration.

NEW BUSINESS

Ms. Melissa Metcalf, 7712 Williams Street, said that Sergeant Nehls contacted her neighbor, Mr. Meyer, indicating there would be discussion regarding the traffic issue in the Knottingham Subdivision. She expressed concern over speeding and cut through traffic in her neighborhood.

Sergeant Nehls said there may have been some miscommunication with Mr. Meyer. He directed Mr. Meyer to contact the Public Works Department to request traffic studies of the area.

He further stated that traffic officers have been taking traffic counts and periodic traffic enforcement citations.

Mr. Fera said traffic counts have been taken for the purpose of addressing this issue. The counts should be compiled within the next month or two and presented to the Parking and Traffic Commission.

Ms. Metcalf asked if the residents would address the Commission as a group at that meeting. She further asked if there were any other measures she would take to have the issue addressed.

Chairman Johnson replied that Ms. Metcalf has taken the appropriate steps to inform the Commission her traffic issue concerns in the Knottingham Subdivision.

He further stated that staff has been directed to study the entire area not just a single street within the subdivision. He said if regulatory control were to be placed on one street the traffic issue would just move to another street. The Commission wants to ensure proper action is taken to address the speeding issue throughout the entire neighborhood. He said this was a difficult situation as there are a number of residents as well as cut through traffic. Placing restrictions would create difficulties for the residents of the area.

Ms. Metcalf asked if there was an issue with part of the streets belonging to the City of Darien. She said her side of Williams Street belongs to the Village of Downers Grove the other side belongs to the City of Darien.

Chairman Johnson stated that the City of Darien is aware of the situation. Some cooperation may be required at a future time.

Sergeant Nehls said a good portion of roadway is within the Village of Downers Grove. The Village handles all accidents within the subdivision.

Chairman Johnson stated the issue would be discussed at a later date once all data is compiled.

OLD BUSINESS

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

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.

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 Prairie 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.

Chairman Johnson said at the November 13th meeting, Mr. Fera distributed the Metro Transportation Group Report outlining the Traffic Study recommendations.

He asked Mr. Fera if he had any additional information to add to the staff report.

Mr. Fera replied that the biggest obstacle he has observed is the hill on Prairie Avenue as well as the trees on both sides of the street. He expressed concern over westbound Prairie Avenue traffic.

He stated in staff's perspective, the best option would be one way southbound on Highland Avenue from Prairie Avenue to Franklin Street.

Chairman Johnson asked if traffic volume counts have been taken since the traffic signal was installed at Main Street and Franklin Street.

Mr. Fera replied that traffic volume counts have not been taken since the installation of the signal. The last counts were taken in June and the last counts included in the report were from March.

Chairman Johnson questioned if vehicles were utilizing westbound Franklin Street since the installation of the signal.

He further said the report indicates the majority of the accidents occurred during the weekday on off peak hours. He asked if signage could be modified to better highlight the intersection.

Sergeant Nehls said he received a phone call from the resident located at the northeast corner of Franklin Street and Highland Avenue. The resident indicated he would be unable to attend the meeting but requested that Sergeant Nehls express his concerns to the Commission. He indicated the residents of the area would not be in favor of a four way stop or one way southbound on Highland Avenue.

Chairman Johnson stated that delay times outlined in the report do not appear to be significant. Motorists wait from seven to fourteen seconds to enter the intersection.

Commissioner Carlquist asked if the same signage utilized at 59th Street and Brookbank Road could be used at the Highland Avenue and Prairie Avenue intersection.

Mr. Fera replied the sign installation might be possible, but would need a field review.

Commissioner Kren stated he feels Highland Avenue should be designated one way southbound from Prairie Avenue to Rogers Street. He would also be in favor of designating Forest Avenue as one way northbound.

Mr. Fera asked the possibility of a right-in / right-out (pork chop) design. This design would eliminate northbound and southbound left turns. This design would be cost effective to implement. He said conflictual movements would be eliminated without affecting the general operation of the intersection.

Sergeant Nehls expressed concern over the close proximity to Main Street.

Commissioner Yeksigian questioned why a four way stop at the intersection would not be feasible.

Sergeant Nehls said it would not be feasible due to the length of the block. There is only 200 feet between Highland Avenue and Main Street.

Commissioner Yeksigian asked if the issue was westbound Prairie Avenue traffic traveling over the hill, why couldn't a three way stop be installed.

Chairman Johnson stated there is a significant traffic volume difference on the two streets. Prairie Avenue has a count of 4,900 vehicles per day and Highland Avenue has a count of 900 vehicles per day.

Commissioner Thurston asked if there was currently a sign posted indicating that cross traffic does not stop.

Mr. Fera replied Yes, there was a posted sign.

Chairman Johnson said a larger sign could be posted for better notification.

Commissioner Thurston stated he was in favor of better signage. He feels the one way designation would not be adequate.

Commission Kren said if recommendation was made to designate Highland Avenue as one way additional resident input would be required.

Chairman Johnson stated that the pork chop design may be an option. This design would not be as restrictive as a one way designation.

Commissioner Wendt asked if a flashing light could be installed at the top of the hill warning motorists of the approaching intersection.

Mr. Fera replied the flashing light may be an option. However, there are several posted signs on Prairie Avenue east of Highland Avenue, due to the St. Joseph's School Zone.

Chairman Johnson expressed concern over motorists assuming that Main Street was being highlighted by the flashing light.

Commissioner Wendt asked if the approaching intersection distance sign could be posted.

Mr. Fera expressed concern over cluttering of signs on the roadway. The desired travel effect upon motorists to be cautious and reduce speed would be lost.

Commissioner Yeksigian questioned if a flasher could be installed on the school crossing sign.

Mr. Fera replied that staff could investigate. He is not sure if the flashers would be effective, as the primary problem of seeing and responding to Highland Avenue vehicles would not be addressed.

COMMISSIONER THURSTON MOVED TO ENLARGE THE EXISTING SIGNAGE ON HIGHLAND AVENUE.

COMMISSIONER KREN SECONDED THE MOTION.

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

NAY: None.

Motion Carried: 7:0

Chairman Johnson indicated this issue would be discussed at the next scheduled Parking and Traffic Commission meeting.

OLD BUSINESS

File #18-02 Traffic Calming Update

Mr. Fera stated a first draft of what a Traffic Calming Program could be for the Village of Downers Grove was distributed to the Commission. The draft is not intended to be a final form as there are several options. Also, a handout outlining the City of Bellevue, Washington was distributed. He further stated that he will be checking with other Villages to see if similar programs are in place.

He does not feel traffic calming measures need to be installed throughout the entire Village. Staff needs to ensure that a strong program is in place with strict criteria.

Chairman Johnson asked the number of communities that have a resident cost share program in place.

Mr. Fera replied that he has seen resident participation at either zero percent or one hundred percent participation. The City of Naperville is zero percent resident funded.

He further stated that the goal is to have the program established, to identify what can be done. This would establish some choices to implement.

Commissioner Kren asked if the first report included different breakdowns of cost sharing.

Mr. Fera replied that the first report did include different cost sharing breakdowns.

Commissioner Thurston stated he feels the first year of changing driver behavior is a good starting point.

Mr. Fera said there have been municipalities that have installed traffic calming measures only to find out six months later that they are not wanted. The Police or Fire Departments may have difficulties with the different measures. Staff would like to have a consensus prior to installing traffic calming measures in order to ensure a good success rate.

Commissioner Yeksigian asked if all items on the criteria checklist needed to be met.

Mr. Fera replied yes.

Commissioner Yeksigian asked the logic for the roadway grade.

Mr. Fera replied that a severe grade would in itself be a traffic calming device. If you had a severe roadway with a lot of curvature it would not require any traffic calming measures.

Commissioner Thurston said he feels the Fire Department should participate in traffic calming measures.

Commissioner Wendt asked Sergeant Nehls if the Police Department would meet with the Fire Department to discuss the different traffic calming measures.

Sergeant Nehls stated the Police Department would meet with the Fire Department to discuss after the program is drafted. The Fire Department may have issues with responding to emergency calls.

Commissioner Yeksigian asked after development of the criteria checklist, how many streets would qualify for traffic calming measures.

Mr. Fera replied there would be a limited number of streets that would qualify. It is the intent of the program to apply traffic calming measures only in places where needed.

Commissioner Yeksigian said he feels based on the criteria there may not be any streets that qualify.

Mr. Fera said it is staff's goal to have local streets qualify. It would not be intended for collector and minor arterial streets.

Commissioner Yeksigian said he would like to see which streets would qualify based upon proposed criteria.

Mr. Fera replied that he could provide a draft list of streets that would qualify based upon the proposed criteria.

Commissioner Wendt said the Knottingham Subdivision could be used as a model using the proposed criteria.

Chairman Johnson stated that Traffic Calming would be discussed at future meetings.

OLD BUSINESS

File #23-02 Modification to Parking Regulations on Parkview Drive at El Sierra School

BACKGROUND

At the November 13, 2002 Parking and Traffic Commission Meeting the motion was made by the Commission to restrict parking along the south side of Parkview Drive. Subsequent to the meeting Staff discovered that the wording as proposed in the motion would require the creation of a new ordinance section and number. There are currently two applicable ordinance sections that could easily be used to address this motion. Staff requests that the Parking and Traffic Commission re-state the motion to better reflect the current ordinance structure while still maintaining the desired parking controls along Parkview Drive.

RECOMMENDATION

Staff would recommend the passage of an updated motion to replace the original one, which would then be forwarded to the Village Council.

Original Motion:

MODIFY THE EXISTING PARKING RESTRICTIONS ON THE SOUTH SIDE OF PARKVIEW DRIVE "NO PERSON SHALL PARK OR LET STAND ANY VEHICLE AT ANY TIME BETWEEN THE HOURS OF 7:00 A.M. AND 9:00 A.M. AND 2:00 P.M. AND 4:00 P.M. ON ANY DAY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS.

Proposed Revision:

MODIFY THE EXISTING PARKING RESTRICTIONS ON THE SOUTH SIDE OF PARKVIEW DRIVE "NO PERSON SHALL PARK OR LET STAND ANY VEHICLE AT ANY TIME BETWEEN THE HOURS OF 7:00 A.M. AND 9:00 A.M. AND 2:00 P.M. AND 3:00 P.M. ON ANY DAY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS.

COMMISSIONER THURSTON MOVED TO MODIFY THE EXISTING PARKING RESTRICTIONS ON THE SOUTH SIDE OF PARKVIEW DRIVE "NO PERSON SHALL PARK OR LET STAND ANY VEHICLE AT ANY TIME BETWEEN THE HOURS OF 7:00 A.M. AND 9:00 A.M. AND 2:00 P.M. AND 3:00 P.M. ON ANY DAY EXCEPT SATURDAYS, SUNDAYS AND HOLIDAYS.

COMMISSIONER STAPLETON SECONDED THE MOTION.

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

NAY: None.

Motion Carried: 7:0

Commissioner Kren asked if it was State Law that vehicles must stop for pedestrians in a crosswalk.

Sergeant Nehls replied that State Law states that vehicles must stop for pedestrians in a designated crosswalk.

Commissioner Kren said he did not realize it was a State Law.

Chairman Johnson asked Mr. Fera about the tentative January meeting agenda.

Mr. Fera replied the Highland Avenue and Prairie Avenue Intersection and Grand Avenue and 60th Street Regulatory Control would be on the January 8th agenda.

He further said he has received several phone calls regarding violation of the designated crosswalks on Main Street. Staff will propose enhancement to the existing crosswalks. This enhancement may include some additional painting. Staff will also be looking at the installation of in ground flashing lights.

COMMISSIONER KREN MOVED TO ADJOURN THE MEETING.

COMMISSIONER WENDT SECONDED THE MOTION. Motion carried: 7:0.

The meeting adjourned at 9:10 p.m.

/cc
staff/p&t/2002/minutes/december 11, 2002