

**PARKING & TRAFFIC COMMISSION**

Minutes of Public Hearing  
September 10, 2003

Downers Grove Public Works Facility  
5101 Walnut Avenue, Downers Grove

Chairman Johnson called the September 10, 2003 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: Messrs. Carlquist, Kren, Stapleton, Thurston, Wendt, Yeksigian and Chairman Johnson.

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

Visitors: None

**Chairman Johnson** informed the audience that the meeting was being recorded on Village owned equipment to aid in the preparation of the meeting minutes. Commissioners were asked if they had changes regarding the minutes of the August 13, 2003 meeting.

**COMMISSIONER KREN MOVED THAT THE MINUTES OF THE AUGUST 13, 2003 PARKING AND TRAFFIC COMMISSION MEETING BE ACCEPTED AS PRESENTED.**

**COMMISSIONER THURSTON SECONDED THE MOTION.**

**Motion carried by voice vote. 7:0.**

**NEW BUSINESS**

**File #14-03: Criteria Adjustment to Better Classify Local and Collector Streets within the Village.**

**Chairman Johnson** indicated this study came about due to the recent adoption of the 25 miles per hour Village-wide speed limit ordinance on residential streets.

**Mr. Dorin Fera** explained in April 2003, the Village Council adopted the Village-wide 25 Mile Per Hour Speed Limit, Unless Otherwise Posted Ordinance, which was a significant revision to the street system overall. The Village roadway classification map and the future land use map may need to be changed from the maps previously used. Mr. Fera emphasized the change was significant, but overall, the citizens would not see the change. More currently and since April 2003, staff noted there was not a speed limit 30 classification and all speed limits posted as 30 m.p.h. could not be properly enforced. However, staff was working to synchronize the speed limits on the map as to what was a local street, a collector street and an arterial street.

**Mr. Fera** indicated some of the streets in the Village were not clearly defined as either local or as collector and some re-evaluation would be necessary in the future. Tonight's goal, however, was to address the first seventeen street segments listed in staff's memo, which staff believed should remain as collector streets, with a 30 m.p.h. designation due their characteristics.

**Chairman Johnson** commented that in the past, the issue of collector streets versus local had arisen and the commission always used the information as the criteria for making a determination on how to address traffic issues -- commenting, for example, that Forest Avenue was a local street but acted as a collector. He believed many other examples existed in the Village and by designating a street one way or the other would not change the use of the street, which was the issue to be addressed. In summary, the proposed changes were a byproduct of the universal 25 mile per hour revision.

Staff concurred, stating a number of streets had characteristics of both collector and local streets and that the bulk of residential was in the areas north, south and east, whereas west of town the industrial areas had speed limits which no one complained about.

**Commissioner Wendt** posed the question as to why the Village had to tie speed limit to its designation and its function since safety issues existed on some of the streets, wherein **Mr. Fera** explained it did not necessarily have to occur, but the roadways in the roadway system, for design and function purposes, have to have a specific criteria. **Commissioner Wendt** believed the only reason a street was designated was for a legal purpose and any time speed issues came up, the Commission decided to drop the speed limit.

While **Mr. Fera** understood the comments, he also explained he was trying to satisfy design and operational criteria, and be consistent with the rest of the traffic engineering industry.

Adding to the discussion, **Chairman Johnson** believed certain aspects of roadway design belonged to newer communities. However, and in the older part of the Village, local streets were designed as local, but because no collector streets existed in the area, they were serving as collector streets, citing Gilbert Avenue as an example of a local street being utilized as a collector street.

Discussion followed that the Commission would have to determine how it wanted to address Dunham Road from 63<sup>rd</sup> Street to Bolson Drive, with **Chairman Johnson** noting the south portion of Dunham Road was a local street, but the north portion should be a collector, wherein **Mr. Fera** indicted a consensus from the Commission would be necessary in some instances and not every issue could be addressed regarding the map revisions.

Addressing Chairman Johnson's question on how the proposal came about and how the manual addressed Bolson Drive, **Mr. Fera** explained it was a result of the AASHTO manual and the fact that Dunham Road, between 63<sup>rd</sup> Street and Bolson Drive did not meet the criteria for a local road. Additionally, there was no concern raised by the citizens as to the classification of the streets.

In regard to the speed limit revisions, it was noted that staff would have to allow citizen input; staff concurred.

Lastly, **Chairman Johnson** confirmed with Mr. Fera that no internal pressure was coming from Village officials to make the revisions and the revisions were more of a creation of a logical grid system. Mr. Fera concurred.

In reviewing his memo **Mr. Fera** clarified it would be a large step forward if the Parking and Traffic Commissioner were in support of the 17 collector streets listed that would remain posted at 30 mph. The other streets in the last segment of the table could be discussed at another time. **Commissioner Carlquist** inquired as to whether traffic volume had been considered in the collector streets, which **Mr. Fera** explained it was one of the criteria but not the only criteria, stating that destination, access, street configuration, number of driveways, etc. were also considered.

Speaking to street improvements, **Commissioner Carlquist** noted that 39<sup>th</sup> Street from Highland Avenue to Fairview Avenue had no curb/gutters and whether it was in line to receive the improvements in order to be considered a collector street and whether funding would follow. Staff indicated improvements should be completed at some point with funds availability but it did not necessarily mean that collector streets moving down to locals would not be funded; both were treated equally. **Mr. Fera** further explained the use of the collector streets to act as an intermediate route to carry some of the traffic but not all.

**Sgt. Nehls** raised discussion on whether Dunham Road was split at Bolson Drive due to the high school, and, if so, why was it not applied to 59<sup>th</sup> Street, between Main Street and Fairview Avenue and west of Main Street? **Chairman Johnson** noted it could possibly be due to the use of Dunham Road in the specific portion near the school, such as car queuing. **Mr. Fera** stated the high school did play into the equation and staff was working with the school to regulate bus traffic from the north into the lot. **Sgt. Nehls** continued his discussion, noting that he did have additional comments about the revisions and questioned some of the criteria used.

**Chairman Johnson** asked the commissions on how to proceed, i.e., street by street, or be in total agreement.

**Mr. Fera**, again reminded Commissioners on how the streets were evaluated but did want to get a consensus on the 17 collector streets, since they appeared the most logical roads to remain as currently posted.

Concerns were raised about 2<sup>nd</sup> Street being increased from 25 m.p.h. to 30 m.p.h., as did that portion of Main Street from Prairie Avenue to Ogden Avenue. **Mr. Fera** reminded the commissioners that that section is currently posted 30 m.p.h., and that he was trying to keep Main Street with the speed limit because if it followed the arterial designation, it should be 35 miles per hour. However, other commissioners noted Main Street was always kept low, but that Main Street, north of Ogden Avenue is 30 miles per hour all the way up to 39<sup>th</sup> Street. **Mr. Fera** stated that Main Street is an arterial road but the village exercised control on it. On that note, **Chairman Johnson** asked if a street is designated as a major arterial, did the Village have the legal obligation to post the appropriate speed limit on the street? Wherein staff explained that the Village did not, the posted speed limit was to be followed. **Sgt. Nehls** confirmed the Village could arbitrarily designate the speed limit. Staff confirmed there would be continuous monitoring of these speeds.

**Mr. Fera** also explained DuPage County did not have any control over what the Village dictated; however, the most a speed could come down from a County speed was 10 miles per hour. Woodward Avenue was cited as an example of speed limits dropping in three different jurisdictions. However, the **Chairman Johnson** felt it was important to keep Woodward Avenue the same speed limit from 75<sup>th</sup> to 63<sup>rd</sup> Streets.

As to adding striping on other collector streets, other than Prairie Avenue, staff indicated that according to the MUTCD, only if the ADT (Average Daily Travel) was over 4,000 vehicles would it be strongly recommended. **Commissioner Kren** agreed it was a reasonable move, seeing that it calmed traffic on other streets.

**Commissioner Yeksigian** suggested that if the criteria listed was the criteria being used, he suggested using it like the sidewalk matrix because the information was confusing. **Sgt. Nehls** asked to see the additional criteria used to make the determinations, wherein staff explained the criteria used included the various traffic engineering variables, as discussed above.

Further discussion was raised regarding the classification of Dunham Road and whether it was a two or four-lane street. **Sgt. Nehls** confirmed it was a wide two-lane roadway. **Mr. Fera** briefly interjected, stating he prepared some striping plans for Dunham Road which would narrow the street somewhat.

On another matter, **Mr. Fera** explained to the commissioners that when reviewing the collector streets, construction on Main Street could not be factored in. He believed that once construction was completed and Main Street was functioning, the 17 listed collector streets would probably function the same as they had been, but with likely less volume.

**Commissioner Yeksigian** inquired whether a 30 mile an hour collector street could be reduced to 25 miles per hour wherein **Mr. Fera** believed it was not possible because of the design of the roadway and it would be wise to keep the roadway at 25 m.p.h. and call it a local street instead. However, **Commissioner Yeksigian** commented on the 35 m.p.h. speed limit on Main Street and it being called an arterial street.

As to taking some of the current collector streets and reducing them to local streets, **Chairman Johnson** raised concern because it was almost as if the Village was taking an old community and trying to designate certain street designations when it was never designed for it. He also confirmed with staff that there was no immediate program to remove speed limits signs on local streets, where **Mr. Fera** confirmed it was not a priority but would occur eventually.

The Commissioners reviewed and agreed on the following the streets which were proposed to remain as 30 m.p.h. collector streets:

71<sup>st</sup> Street, Woodward Avenue to Dunham Road - **Sgt. Nehls** commented when entering the Woodridge jurisdiction, from Binder west to the "T", the speed limit was 25 m.p.h. Therefore, the 30 m.p.h. speed limit in the Village would have to be clearly posted and enhanced, per staff. **Commissioner Kren** suggested notifying the Village of Woodridge regarding 71<sup>st</sup> Street.

Dunham Road, Lemont Road to Bolson Drive - This segment was currently designated as a Collector. Conversation arose regarding where Dunham Road narrows but staff indicated the street would have 14-foot lanes to allow for shared bike lane on both sides. Staff briefly spoke about the reasoning for the bike lanes. Personally, the Chairman felt Dunham Road should be a collector street for its entire length. Commissioner Kren concurred.

Commissioners agreed to review the streets as presented and address the minor road segments later.

Walnut Avenue, the entire length

Hitchcock Avenue, Walnut to Village limits

Curtiss Street, Walnut Avenue to Belmont Road

Burlington Avenue/Warren Avenue, Walnut Avenue to Forest Avenue

Main Street, Prairie Avenue to Ogden Avenue - This segment is currently designated as 30 m.p.h. and if the designation was changed from arterial to collector, staff indicated there was no impact, but in the future, the classification would have to verify the traffic counts and traffic performance figures. **Commissioner Wendt** expressed concern as to why the Village had to change the speed limit just because the classification was changed. In this case, he posed the question as to why would staff want to downgrade the arterial road to a collector.

**Mr. Fera** explained it was for Village reasons and because of the downtown character pedestrian activity and commercial development, plus existing residential in the area. In addition, other neighboring communities were giving the same definitions for similar types of streets. **Sgt. Nehls** questioned the reasoning.

**Chairman Johnson** then asked about the residential area south of 55<sup>th</sup> Street, wherein **Mr. Fera** stated it was county jurisdiction and the county had the last word even if the street was designated as a collector. **Mr. Fera** further explained the characteristics of Main Street were such that it had a more pedestrian-friendly influence, it had a downtown influence, and the area adjacent to the downtown had the philosophy of having a lesser speed limit. Regarding if a reason existed in which staff did not want to change Main Street from 55<sup>th</sup> Street up to Prairie Avenue, **Mr. Fera** explained it was the boundary of the downtown, and this section should stay 25 m.p.h.

**Chairman Johnson** pointed out it was always the intent of the Village to not want vehicles traveling quickly through the downtown area since it could hurt downtown businesses. **Chairman Johnson** asked about the changes to Curtiss Street, Warren Avenue, and Burlington Avenue as it related to Main Street and would they not apply to the other streets and be local? **Mr. Fera** indicated the longevity was not there because those streets were only two or three blocks long.

**Chairman Johnson** asked Commissioners for their input on Main Street to Ogden Avenue, where **Commissioner Yeksigian** believed it should travel north up to 39<sup>th</sup> Street, but **Mr. Fera** reminded Commissioners it was a County roadway. **Chairman Johnson** then confirmed with staff that Main Street from 55<sup>th</sup> Street up to Prairie Avenue would be designated 25 m.p.h., which was in the Ordinance.

Discussion followed that Main Street from 55<sup>th</sup> Street to 39<sup>th</sup> Street should be designated as a collector with the downtown area designated as 25 m.p.h. Staff agreed, but then **Commissioner Yeksigian** brought up the question of whether the Village could designate a street as a collector with a 25 m.p.h. speed limit. **Mr. Fera** believed it would not work, commenting the portion from 55<sup>th</sup> Street to Prairie Avenue was designated as 25 m.p.h. by ordinance already and should be thought of a local street no matter what the criteria. Prairie Avenue, to north of 39<sup>th</sup> Street, however, had a different feel and use. Dialogue continued as to when the Village Council voted on the speed limit change some months back.

**Sgt. Nehls** continued and stated that if the downtown area was designated as local, it disregarded the criteria and eventually the residents could question the consistency. He explained that for consistency purposes if the Commission designated the streets as collector, even though the speed limit was 25 m.p.h. due to the ordinance, it was fine.

In closing on this issue, Chairman Johnson agreed that no matter what the Commission decided, it would not change the speed limit downtown. Therefore, many of the Commissioners agreed that Main Street should be a collector street from Prairie Avenue to 39<sup>th</sup> Street.

#### Wisconsin Street, Belmont Road to Walnut Avenue

Woodward Avenue, Wheeler Road to 63<sup>rd</sup> Street - **Chairman Johnson** indicated that at 71<sup>st</sup> Street was the area where the Village of Woodridge comes into play and he suggested to contact Woodridge in order to be consistent with their speed limit; staff concurred. **Sgt. Nehls** said the only issue he had was with the conflicts that existed and the number of high accidents.

**Commissioner Yeksigian** spoke up and said the definitions were confusing and the streets should be defined as 25 m.p.h. streets, 30 m.p.h. streets and 35 m.p.h. streets, which made more sense. Staff agreed, and explained there were highway funding programs which existed to improve the roadways, and depend on the roadway classifications, but agreed discrepancies do exist. The Commission could revise the designations as necessary. **Sgt. Nehls** conveyed his understanding of the discussion was that the commissioners were changing the designation of the roadway to fit the function of the speed limit.

**Commissioner Kren** raised the fact that the minor arterial category should have been listed in staff's memo but the Chairman believed staff may have overlooked the matter. Again, **Mr. Fera** indicated that staff is not looking at minor arterials, only collectors. If the Commission chose to increase the speed limit to 35 m.p.h. in this matter, it could present the issue at a later date. On another matter, **Mr. Fera** confirmed the County also used street designations.

**Commissioner Yeksigian** then used Route 30 as an example of a street which had three different speed limits as it neared more populated areas, and was considered a local in some areas, even though it was an arterial Staff indicated it was by design, but not by function.

Continuing on, **Mr. Fera** explained his reasons for creating a street map were for operational purposes and that some of the information was needed for the federal highway program when funding was needed to improve streets. Designations were considered. **Commissioner Wendt** said he had no issues of changing the designations of the roads, but did have issues when changing the speed limits, especially increasing some, which he did not want to do.

After much discussion, **Chairman Johnson** suggested removing Woodward Avenue off the list since it was a minor arterial and should be discussed at another time; others concurred. Staff was asked to contact the Village of Woodridge to confirm their street designation.

39<sup>th</sup> Street, Highland Avenue to Fairview Avenue

Belmont Road, 63<sup>rd</sup> Street to 64<sup>th</sup> Street

Maple Avenue, 55<sup>th</sup> Street to Cumnor Road

A general discussion followed that some of the speed limits needed to be increased and others decreased. **Chairman Johnson** asked whether a legal opinion existed as to whether a collector street could be posted at 25 miles per hour since he believed the Village should be able to do so. Staff would check on this request.

59<sup>th</sup> Street, Main Street to Fairview Avenue - **Sgt. Nehls** discussed he receives many complaints on the 73<sup>rd</sup> and 74<sup>th</sup> block near the school and changing the designation would not remove the issues.

After some discussion, **Sgt. Nehls** asked staff to provide a list of those streets posted at 30 miles per hour and keep them as is. He believed it would be simpler to leave the speed limits as is rather than continue on with staff's list, noting the streets were already at 30 miles per hour and would probably remain the same.

**Commissioner Thurston** then suggested that staff provide a list of streets to be designated as 30 miles per hour, and leave the designation off. Staff concurred.

**Chairman Johnson** reiterated the importance for the Village to have a roadway classification map for the long-term but some flexibility was necessary as to the designation and the speed limit. First and foremost, he believed the Village Council's initial concern would be the 30 m.p.h. speed limit.

