

VILLAGE OF DOWNERS GROVE
REPORT FOR THE VILLAGE COUNCIL WORKSHOP
SEPTEMBER 25, 2007 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
Taxi Stand Parking at the Main Street Train Station	✓ Resolution Ordinance Motion Discussion Only	Robin A. Weaver Interim Director of Public Works

SYNOPSIS

An ordinance has been prepared to designate the south side of the bus turnaround area, north of the tracks at the Main Street Train Station, as an official taxi stand parking area.

STRATEGIC PLAN ALIGNMENT

The Vision for 2021 identified *Unique Neighborhoods*. A supporting objective of this statement is *Top Quality Infrastructure Tailored to Each Neighborhood*.

FISCAL IMPACT

N/A.

RECOMMENDATION

Approval on the October 2, 2007 active agenda.

BACKGROUND

The Village initiated this review of taxi parking in the Downtown Business District in the vicinity of the Main Street Train Station due to complaints that have been received from commuter patrons regarding the unavailability of parking spaces due to taxis occupying the north turnaround area. Currently, taxi vehicles are able to park throughout the turnaround area. When this action occurs during the morning and evening rush hours, the congestion from taxi vehicles impedes the North Route Grove Commuter Shuttle buses and private vehicles from picking up and dropping off passengers.

The south turnaround area also has parking operational issues, but they are not due to parked taxi vehicles. Here, the unmarked parking area causes multiple parked vehicles to block the approaches and departures of the Southwest and Southeast Routes Grove Commuter Shuttle buses.

There is not sufficient space at either turnaround area for all these parking activities. Staff is seeking to resolve these issues by designating and permanently striping exclusive bus lanes, passenger pick-up/drop-off lanes, and an exclusive taxi parking area to expedite passenger activity and reduce vehicular congestion at the Main Street Train Station bus turnaround areas.

ATTACHMENTS

Ordinance

Parking and Traffic Commission meeting minutes

CADD Exhibits 3 and 6 – Bus Turnarounds at Main Street Train Station

Taxi Parking

ORDINANCE NO. _____

**AN ORDINANCE ESTABLISHING
TAXI CAB AND GROVE SHUTTLE PARKING ZONES**

BE IT ORDAINED by the Village Council of the Village of Downers Grove in DuPage County, Illinois, as follows: (Additions are indicated by shading/underline; deletions by ~~strikeout~~):

Section 1. That Section 14.108.8. is hereby amended to read as follows:

14.108.8. Taxi Stand Parking.

~~Reserved.~~

No person shall park or let stand any automobile, motorcycle or other vehicle, except taxi vehicles licensed by the Village at any of the following location(s):

The easternmost two (2) parking spaces as marked, of the southernmost lane of the bus turn-around drive, located south of the south line of Warren Avenue from a point one hundred eighty (180) feet east of the east line of Main Street to a point two hundred five (205) feet of the east line of Main Street.

Travel shall be restricted to the eastbound direction only and shall be designated as a free parking zone for taxi vehicles.

Section 2. That Section 14.159. is hereby amended to read as follows:

14.159. Grove Shuttle Parking.

~~The following locations are designated as "bus turn-around drives" and, except for Village owned or operated busses and taxicabs in the process of loading or unloading handicapped or disabled persons, no vehicle shall enter such drives. All such permitted vehicles are limited to one way traffic, and shall move only in the direction indicated below. No person shall park or let stand any automobile, motor vehicle or other vehicle at any time in these bus turn-around drives, designated as follows:~~

~~_____ (a) The southernmost lane of the turn-around drive located south of the south line of Warren Avenue from a point forty feet east of the east line of Main Street to a point two hundred eight feet east of the east line of Main Street shall be a bus turn-around drive restricted to eastbound one-way traffic only.~~

~~_____ (b) The northernmost lane of the turn-around drive located north of the north line of Burlington Avenue from a point one hundred four feet east of the east line of Main Street to a point two hundred seventy two feet east of the east line of Main Street shall be a bus turn-around lane restricted to westbound one-way traffic only.~~

Areas for the exclusive purpose of loading and unloading passengers of the Grove Shuttle bus system are hereby designated. No person shall park or let stand any automobile, motorcycle or other vehicle, except Village owned or operated buses in the following location(s):

The south side of Warren Avenue, from a point ninety (90) feet east of Main Street to a point one hundred eight (180) feet east of the east line of Main Street.

The north side of Burlington Avenue, from a point one hundred sixty (160) feet east of the east line of Main Street to a point two hundred fifty (250) feet east of the east line of Main Street.

(Ord. No. 2271, § 1; Ord. No. 2745, § 2.)

Taxi Parking

Section 3. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section 4 That this ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

Mayor

Passed:

Published:

Attest: _____
Village Clerk

**Village of Downers Grove
Parking & Traffic Commission
August 8, 2007 Meeting**

File #18-07 Main Street Train Station - Taxi and Bus Parking Modifications. Per staff, this matter was brought forward due to the complaints received that numerous taxi cabs parking in the north turnaround bus area at the Main Street train station. The area has also become littered with garbage and interfering with the bus system. **Mr. Fera** referenced a number of options to consider for the north bus turnaround. The south turnaround had an issue where it was difficult for the buses to exit into the stream of traffic and to get to the left lane on Burlington in order to make a left turn on Main Street. **Mr. Fera** suggested that instead of placing the buses on the inner-most lane, to consider locating them on the street side to allow for the buses to make their left turns. He asked for commissioner input.

Commissioner Kren recommended that the taxis use the parking lot across the street to park in order to open up the congested area. **Mr. Fera** mentioned that there are ten (10) 2-Hour spaces designated in Lot "C" adjacent to the turnaround existed and about 4 or 5 of these spaces could be assigned for taxi use. However, he did have some concerns about anticipated negative comments from the nearby businesses. A discussion followed on why taxis were provided parking at all, wherein it was noted that it was a courtesy for the commuters. However, the village was not required to provide the spaces.

Mr. Fera explained he would like to equally divide the parking in the turnaround area between taxis and cars waiting for commuters. He expected enforcement to take place for a car parked in a taxi space or vice versa. A change in the ordinance would be required. **Mr. Carlquist** saw issues with the suggestion. A review of the ordinance for parking/loading followed by Officer Sembach.

Acting Chairman Yeksigian inquired whether the area for pickup would be called a "Passenger Loading Zone." **Officer Sembach** also hoped the signage would be clearer. It was noted that Main Street's loading zones were 15 minutes. Conversation followed that the main goal was to clear the path for the buses and that it would probably be very difficult to enforce the taxis and to correct their behavior. A walk-through of staff's exhibits followed, noting Exhibit #3 was probably the best because it served all involved.

Acting Chairman Yeksigian asked for staff's opinion on reversing the two-hour bus lane with the cars on the south side of the train station, to which **Mr. Fera** stated that it was a possibility. **Mr. Kren** suggested using Exhibit #3 but with the condition that the taxis have a maximum of 2 spaces and the balance remain for private vehicles. Concerns were raised about placing the pedestrians in harm's way in Exhibit #3. **Mr. Wendt** preferred Exhibit #2 because the pedestrians could safely exit the trains to the bus. Other suggestions followed. **Mr. Fera** noted that a far higher percentage of commuters were walking to the cars or walking across to Main Street. **Mr. Millette** believed characteristics of Exhibit #6 could apply to Exhibit #3. Per a question, **Mr. Fera**, said he did speak to some of the taxi drivers on the street, but their management offices were not contacted regarding this current issue.

As to discussing the south side of the Train Station, **Commissioner Thurston** stated that the south side loading zone design would have to duplicate the north side loading zone design.

COMMISSIONER WENDT MADE A MOTION TO RECOMMEND EXHIBIT #3 (WITH MINOR MODIFICATION TO SWITCH THE BUS LOADING AND 2-HR PARKING DESIGNATIONS) AND EXHIBIT #6, AS PROPOSED.

COMMISSIONER CARLQUIST SECONDED THE MOTION. ROLL CALL:

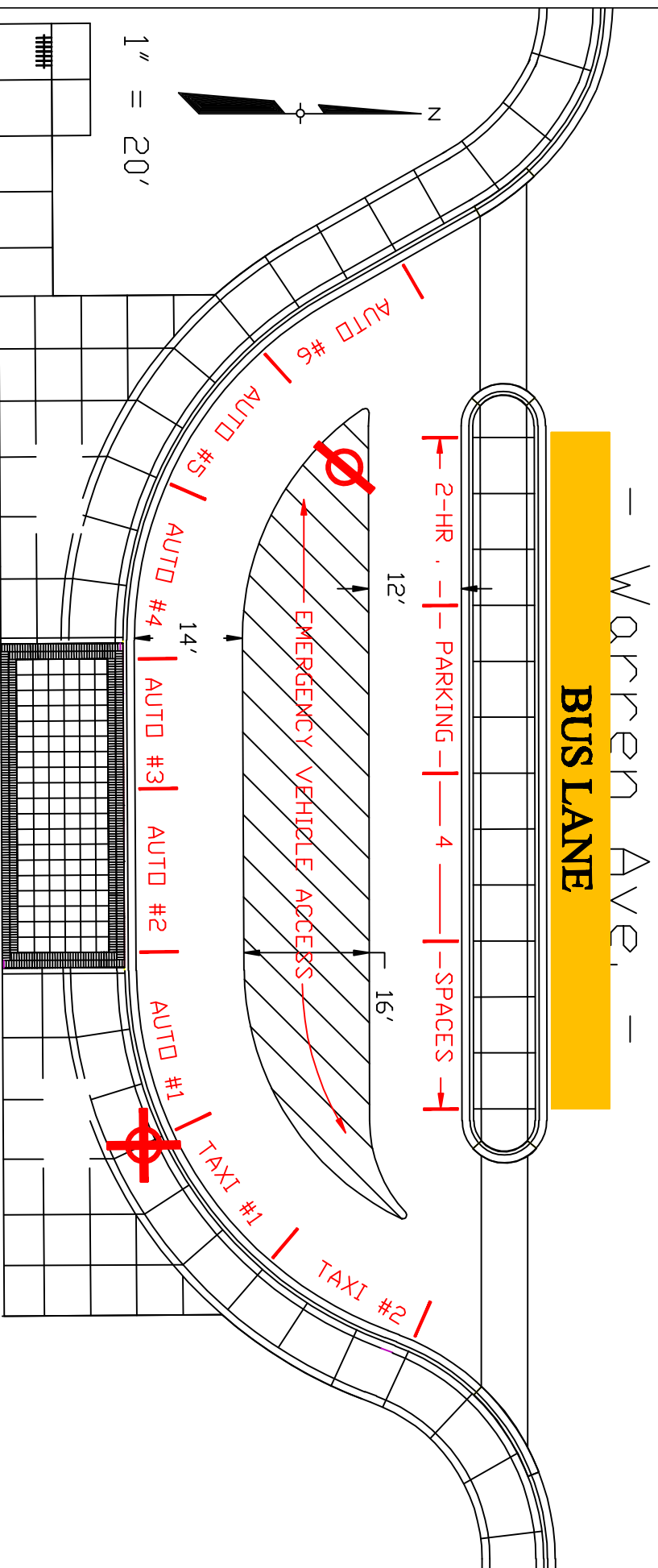
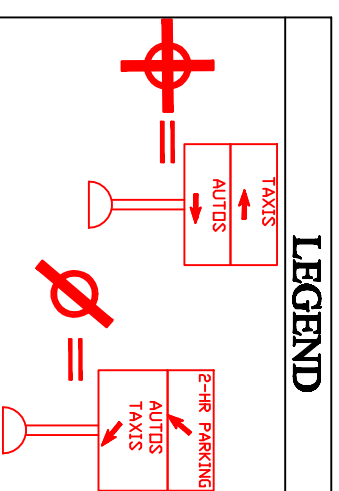
AYE: MR. WENDT, MR. CARLQUIST, MR. KREN, MR. STAPLETON, MR. THURSTON, ACTING CHAIRMAN YEKSIGIAN

NAY: NONE

MOTION CARRIED. VOTE: 6-0

Taxi-Parking DB District MAIN STREET STATION North Bus Turnaround P&T File #18-07

Exhibit #3



Taxi-Parking DB District MAIN STREET STATION South Bus Turnaround P&T File #18-07

Exhibit #6

LEGEND	
	PARKING
	DROP-OFFS
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