

VILLAGE OF DOWNERS GROVE
REPORT FOR THE VILLAGE COUNCIL MEETING
APRIL 12, 2011 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
Adoption of Traffic Control Amendments in 2010 Neighborhood Traffic Study Area	✓ Resolution Ordinance Motion Discussion Only	Nan Newlon, P.E. Director of Public Works

SYNOPSIS

An ordinance has been prepared to amend sections of the Municipal Code concerning the installation of Stop, Yield and School Crossing and Pedestrian Crossing signs and pavement markings on various streets within the 2010 Neighborhood Traffic Study Area, bounded by Main Street, Maple Avenue, Fairview Avenue, and 55th Street.

STRATEGIC PLAN ALIGNMENT

The goals for 2011-2018 identified *Top Quality Infrastructure*.

FISCAL IMPACT

N/A

UPDATE & RECOMMENDATION

This item was discussed at the April 12, 2011 Village Council meeting. Based on the Council discussion, as this project proceeds staff will consider establishing 20 mph speed limits on the lower volume streets, explore the benefits of placing pedestrian crossing bollards on Maple and Washington and looking into the physical improvements similar to those recently made on Claremont. Staff recommends approval on the April 19, 2011 Active Agenda.

BACKGROUND

The Village initiated this first neighborhood-wide traffic study in October 2010. The purpose of the study was two-fold: to address traffic and pedestrian issues on a neighborhood basis to improve safety and to address safety concerns at the intersection of Washington Street and 55th Street. Historically, concerns expressed by residents within this area have been related to speeding, cut-through traffic, conflicts between pedestrian and motorists, and parking regulations.

The scope of the study included data collection, including traffic counts on all streets within the study area, pedestrian counts, intersection peak hour counts, parking observations and general intersection measurements. The study began the first week of October 2010 and was completed by the third week of November. Residents in the neighborhood were kept informed of the progress by means of mailings and updated postings on the Village's web site. A brochure highlighting the specific goals for the study was developed by staff and included information about the operation of traffic controls and general traffic management information.

Throughout the study staff met on several occasions with the consultant, KLOA, Inc., to discuss the study's progress, the data received, potential recommendations and strategies for implementation. An informal neighborhood meeting was held January 26, 2011 at Whittier Elementary School for the purpose of presenting the preliminary recommendations and soliciting comments from residents of the

neighborhood. Approximately 40 people attended the meeting and comments from the meeting were incorporated into the draft study presented to the Transportation and Parking Commission on March 9, 2011.

The draft study includes recommendations for short-term to long-term improvements.

Proposed Short-Term Improvements

The TAP Commission voted unanimously to approve the study's short-term recommendations which consist of traffic control amendments including amendments to Stop, Yield and School Crossing and Pedestrian Crossing signs and pavement markings on various streets within the 2010 Neighborhood Traffic Study Area. The specific amendments include:

1. STOP and Yield Signs

- Remove YIELD sign on Grand Ave at Burlington Ave
- New STOP sign on Grand Ave at Burlington Ave
- New YIELD sign on Summit St at Blodgett Ave (EB)
- New YIELD sign on Farley Pl at Lyman Ave (WB) and at Park Ave (EB)
- New YIELD signs on Webster St. at Summit St (NB and SB both)
- New STOP signs on Park Ave at Randall St (All-Way)
- Remove STOP from Hill St at Blodgett Ave (WB)
- New STOP signs on Hill St. at Blodgett Ave (All-Way)
- New STOP signs on Lyman Ave at Summit St (All-Way)
- New STOP sign on Elmwood Ave at Randall Ave (SB)
- New STOP sign on Randall Ave at Elmwood Ave (EB)
- New STOP sign on Webster St. at Randall Ave (NB)
- Remove STOP signs on Grand Ave and Hill St (N-S)
- New STOP signs on Grand Ave at Hill St. (All-Way)
- Revise STOP direction on Randall St. at Benton Ave from STOP E-W to STOP N-S
- Revise STOP direction on Randall St. at Fairmount Ave from STOP E-W to STOP N-S
- Revise STOP direction on Lyman Ave at Randall St. fro STOP E-W to STOP N-S

2. School Crossings / Pedestrian Crossings

- Relocate school crossing on 55th St, from Benton Ave to Blodgett Ave (West leg)
- New pedestrian crossing on Maple Ave at Mackie Pl (East leg)
- Relocate school crossing on Washington Ave at Randall St. from South side to North side
- New school designated crossings east-west along Summit St, at Lyman Ave, Park Ave, Fairmount Ave, Benton Ave, and Blodgett Ave.

The 2010 Neighborhood Traffic Study also recommended a series of amendments to parking regulations in this area for the purpose of providing more consistency within the neighborhood. Because of a lack of consensus support from residents on the parking amendments, the changes are not recommended for implementation at this time and will be discussed at the next neighborhood meeting.

Proposed Mid-Term Improvements (for future TAP and Council consideration)

Mid-term improvements include items that impact the collector and arterial roadways that surround this neighborhood and either improve the efficiency of traffic flow or address safety concerns. Because they either involve the expenditure of funds, or have traffic impacts on other areas within the neighborhood, staff recommends that there be further review and meetings prior to implementation. These improvements include such items as improving lane use at the intersection of Main Street and Maple Avenue, the County's implementation of an AM lead-left turn movement for eastbound traffic at 55th and Main, and possible turn restrictions at various intersections including Main and Washington

Streets. These are items that involve working with DuPage County, further staff review and dialogue with residents and the expenditure of funds.

Specifically, these mid-term time-frame improvements included in the draft study are the following:

- Work with DuPage County to install AM peak-hour left-turn phase at Main Street and 55th Street for eastbound traffic
- Restriction of turning movements for traffic on Washington Street at 55th Street
- Restriction of turning movements at Webster Street at 55th Street
- Expansion of the existing turn restriction at Maple Ave and Blodgett Ave from PM peak hour to 24-hour restriction
- Restriction of northbound and southbound left-turn movements on Main Street at Maple Avenue and creation of exclusive right-turn lane on northbound Main Street at Maple Avenue
- Traffic signal phasing changes at Main Street and Maple Avenue to maximize capacity and safety

Long-Term Improvements (for future TaP and Council consideration)

Longer term improvements include full intersection improvements with exclusive left turn lanes in all directions at Main and 55th and Fairview at 55th. These projects were favorably received by attendees at the neighborhood meeting. DuPage County is in the process of preparing grant application for this work which could occur within a three to five year time-frame.

RECOMMENDATION

Staff recommends approval of an ordinance amending sections of the Municipal Code concerning the installation of Stop, Yield and School Crossing and Pedestrian Crossing signs and pavement markings on various streets within the 2010 Neighborhood Traffic Study Area. If approved by Council, following implementation of the revised traffic control, staff will monitor the improvements and report to Council on the effectiveness of the measure. Staff will continue to evaluate the traffic impacts and costs of the mid-term and long-term improvements and include a follow-up presentation of these items at an upcoming TAP meeting.

ATTACHMENTS

Ordinance

Meeting Minutes – TAP Commission March 9, 2011

Project Exhibits

Neighborhood Traffic Study brochure

VILLAGE OF DOWNERS GROVE
COUNCIL ACTION SUMMARY

INITIATED: Public Works **DATE:** April 19, 2011
(Name)

RECOMMENDATION FROM: Transportation and Parking Commission **FILE REF:** 02-11
(Board or Department)

NATURE OF ACTION:

- ☒ Ordinance
☐ Resolution
☐ Motion
☐ Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to Adopt "AN ORDINANCE AMENDING 4-WAY STOPS AND CROSSWALKS", as presented.

SUMMARY OF ITEM:

Adoption of the attached ordinance shall amend traffic provisions for various four way stops and crosswalk designations.

RECORD OF ACTION TAKEN:

ORDINANCE NO. _____

AN ORDINANCE AMENDING 4-WAY STOPS AND CROSSWALKS

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 14.63 is hereby amended to read as follows:

14.63 Isolated yield right-of-way signs.

On the basis of traffic investigations at the below named intersections, it is found that traffic conditions warrant preference to traffic as indicated and that the enumerated streets should be designated as "yield right-of-way entrances".

* * *

Farley Place. At the northeast corner of the intersection of Farley Place and Lyman Avenue, regulating westbound traffic on Farley Place.

Farley Place. At the southwest corner of the intersection of Farley Place and Park Avenue, regulating eastbound traffic on Farley Place.

* * *

~~Grand Avenue. At the southeast corner of the intersection of Grand Avenue and Burlington Avenue, regulating northbound traffic on Grand Avenue.~~

* * *

Summit Street. At the southwest corner of the intersection of Summit Street and Blodgett Avenue, regulating eastbound traffic on Summit Street.

* * *

Webster Street. At the southeast and northwest corners of the intersection of Webster Street and Summit Street, regulating northbound and southbound traffic on Webster Street.

* * *

Section 2. That Section 14.67. is hereby amended to read as follows:

14.67. Crosswalks designated.

(a) Pedestrian crosswalks are hereby designated at the locations listed below on the following streets:

* * *

Blodgett Avenue. Across 55th Street on the west side of Blodgett Avenue.

* * *

Mackie Place. Across Maple Avenue on the east side of Mackie Place.

* * *

Section 3. That Section 14.71. is hereby amended to read as follows:

14.71. School Crosswalks designated.

The crosswalks within the Village designated hereby as "school crossings" are as follows:

* * *

Summit Street. Across Lyman Avenue on the south side of Summit Street.

Summit Street. Across Park Avenue on the south side of Summit Street.

Traffic Stops -2010

Summit Street. Across Fairmount Avenue on the south side of Summit Street.

Summit Street. Across Benton Avenue on the south side of Summit Street.

Summit Street. Across Blodgett Avenue on the south side of Summit Street.

* * *

Washington Street. Across Washington Street on the ~~south~~^{north} side of Randall Street.

* * *

Section 4. That Section 14.80 is hereby amended to read as follows:

14.80 Isolated stop signs.

There shall be erected in conspicuous places as hereinafter designated, signs lettered with the word "Stop", which signs shall be so located as to direct vehicular traffic on the specified streets to come to a full stop before proceeding into or across the intersecting streets:

* * *

Elmwood Avenue. At the northwest corner of the intersection of Elmwood Avenue and Randall Street, regulating southbound traffic on Elmwood Avenue.

* * *

Grand Avenue. At the southeast corner of the intersection of Grand Avenue and Burlington Avenue, regulating northbound traffic on Grand Avenue.

~~Grand Avenue. At the northwest and southeast corners of the intersection of Grand Avenue and Hill Street, to direct vehicular traffic proceeding northerly and southerly on Grand Avenue to come to a full stop before proceeding across or into Hill Street.~~

* * *

~~Hill Street. At the northeast corner of the intersection of Hill Street and Blodgett Avenue to direct traffic proceeding westerly on Hill Street to come to a full stop before proceeding into Blodgett Avenue.~~

* * *

Randall Street. At the northwest and southeast corners of the intersection of Randall Street and Benton Avenue, to direct vehicular traffic proceeding northerly and southerly on Benton Avenue to come to a full stop before proceeding across or into Randall Street.

Randall Street. At the southwest corner of the intersection of Randall Street and Elmwood Avenue, regulating the eastbound traffic on Randall Street.

Randall Street. At the northwest and southeast corners of the intersection of Randall Street and Fairmount Avenue to direct vehicular traffic proceeding northerly or southerly on Fairmount Avenue to come to a full stop before proceeding into Randall Street.

Randall Street. At the northeast and southwest corners of the intersection of Randall Street and Washington Street, to direct vehicular traffic proceeding easterly and westerly on Randall Street to come to a full stop before proceeding across or into Washington Street.

~~Randall Street. At the northeast and southwest corners of the intersection of Randall Street and Fairmount Avenue to direct vehicular traffic proceeding easterly or westerly in Randall Street to come to a full stop before proceeding into Fairmount Avenue.~~

~~Randall Street. At the northeast and southwest corners of the intersection of Randall Street and Benton Avenue, to direct vehicular traffic proceeding easterly and westerly on Randall Street to come to a full stop before proceeding across or into Benton Avenue.~~

* * *

Webster Street. At the southeast corner of the intersection of Webster Street and Randall Street, regulating northbound traffic on Webster Street.

* * *

Section 5. That Section 14.80.1. is hereby amended to read as follows:

Traffic Stops -2010

14.80.1. Four-way stop signs.

There shall be erected in conspicuous places at the following intersections signs lettered with the words "4-Way Stop", which signs shall be so located as to direct all traffic to come to a full stop before proceeding into the intersection:

* * *

Grand Avenue and Hill Street.

* * *

Hill Street and Blodgett Street.

* * *

Lyman Avenue and Summit Street.

* * *

Park Avenue and Randall Street.

* * *

Section 6. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section 7. 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

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TRANSPORTATION AND PARKING COMMISSION EXCERPTS

DRAFT Minutes March 9, 2011

2. File #02-11. Neighborhood Traffic Study. **Dir. Newlon** presented a PowerPoint presentation and discussed that the initial project began in October 2010 which was a new approach to looking at traffic as a "traffic system" versus looking at individual streets or intersections. The approach included reviewing travel speed, cut-through traffic, conflicts with pedestrian/vehicles, etc. and to treat it on a comprehensive basis. Another goal was to specifically review the intersection of Washington and 55th Street, due to history of accidents there and to consider what impact may occur if something is done at that location. The last goal of this study was to come up with recommendations which would improve intersection controls within the neighborhood. **Dir. Newlon** discussed the significant amount of resident input that was received regarding this study. She envisioned the project to be completed sometime in May, 2011.

A quick review of some of the recommendations already being considered followed, including short-term recommendations (four-way control, upgrading yield signs to stop signs) and long-term recommendations (some of which may impact other areas) and recommendations which will involve additional costs. **Dir. Newlon** stated tonight's meeting would focus on receiving additional input from the public.

Traffic Manager Dorin Fera, presented the same PowerPoint presentation that was shown at the January 26, 2011 neighborhood meeting held at Whittier School, summarizing that attendance was very good (45 individuals) with well-received input. Staff was targeting the April 12th Village Council meeting to present the short-term recommendations for approval. Viewing his presentation, he noted that traffic volume and speeding were a concern on the streets, as well as cut-through. Speeding issues existed on Blodgett and on Fairmount. Crashes were identified at Washington and 55th, plus parking problems, and the turning of vehicles in a couple of locations were additional issues. A list of short-term recommendations followed, along with mid-term and long-term recommendations.

Asked how many of the last five (5) recommendations depicted need concurrence from DuPage County, **Mr. Fera** stated that four (4) of them do.

Mr. Fera referred to his exhibit to reflect the existing conditions and the future changes that will be made, noting that the public could view the exhibits in the room, after the meeting.

Dir. Newlon discussed the alternating stop pattern being proposed for the area.

Parking adjustments were also highlighted, specifically noting that the residents south of Randall will have less parking restrictions in order for the residents to park on their streets again. **Dir. Newlon** also reminded the commissioners that the Parking Deck did not exist at the time when some of the parking restrictions were implemented.

Changes for the bike route/pedestrian crosswalks were also reviewed. It was noted that some of the changes would not necessarily need more pavement, but instead more funding in designating lanes, i.e., striping and/or modifications to the traffic signals.

Dir. Newlon commented that the largest complaint being heard by staff was that people were running late for the train and there was heavy traffic and turns on Main and Maple. She explained that if the Village could help facilitate the traffic movement by keeping it on Main and on Maple, it would create less cut-through in the neighborhood. Per a question, **Dir. Newlon** clarified that there was a future recommendation to add turn lanes at Main and 55th and at Fairview and 55th, but probably five years away **Dir. Newlon** stated it was best if the Village work out the interim turn movements at Main and 55th to allow traffic to turn left at Main, per the county's suggestion.

Chairman Wendt asked if there was consideration about moving the issue further down to Lyman, etc., versus the holistic approach, wherein **Dir. Newlon** stated that was why she was seeking input tonight about this issue.

Dialog followed that the project should be broken down into phases for the Village Council.

Chairman Wendt asked for commissioner comments. For those recommendations listed in the short term, **Dir. Newlon** confirmed they were recommendations that would be under the Village's control and once the recommendations were approved she envisioned they could be completed by this spring. For the mid-term recommendations, **Dir. Newlon** envisioned reaching consensus on those recommendations first (within the next two meetings), and if funding was available to go ahead either this year or wait until next year's budget.

A question followed on whether the consultant would explain the modeling since much information was before the commissioners. **Dir. Newlon** said a complete draft study would be provided to the commissioners and the Consultant would be coming before the commissioners. Again, she explained that Phase 1 would be an alternating stop pattern in order to stop motorists from speeding through the area, as recommended by the Consultant. Another question asked was whether the stop signs being installed were meeting all of the warrants to which **Dir. Newlon** explained that the area was being reviewed on a "system wide" basis versus an intersection basis, where warrants were required. Additionally, **Mr. Fera** explained that when he was reviewing the left turn accident patterns on Washington, they were occurring at all hours, all days of the week, and in every direction. Therefore, the proposed recommendation would be a permanent 24 hour/7 day week change.

Dir. Newlon explained that once the Phase 1 changes were implemented, monitoring would take place afterwards. **Ms. Van Anne** noticed that Randall Street was becoming a straight route from Washington to Elmwood, wherein **Mr. Fera** noted that the speeds there did not appear to be an issue. He clarified that in the final report, it will reflect that Blodgett has a higher volume than Benton because Blodgett is closer to Fairview. Also, Fairmont's traffic would be high because it was more of a through street, carrying more traffic north and south.

Chairman Wendt opened up the meeting to public comment.

Mr. Tony Milsted, 5432 Lyman Avenue, was concerned about speeding on Lyman Avenue once Phase 1 was implemented. He and his fellow residents requested a stop sign on Summit and/or Farley due to the street being a clear shot north-south. As to parking restrictions on 55th and Lyman (west side) he said it was difficult to make a north turn when vehicles are coming south. He requested to review parking 200 feet from

Washington or Lyman or the other streets because of the driveways. **Chairman Wendt** noted there was a required setback already.

Mr. Bill DeCero, 5425 Washington, stated that during rush hour he has cars backed up past his home. When someone parks on northbound Washington, cars cannot pass it due to the cars lined up trying to turn onto 55th Street.

Mr. Matt Callahan, 5420 Lyman, supported Mr. Milsted's suggestion of installing a stop sign at Summit or Farley, since Randall was too far down the street. Additionally, he saw that there would be a reverse stop sign at Randall and Lyman and traffic would then use Lyman as a cut-through since the stop sign would be going north/south. He stated children's safety was another concern.

Mr. Tony Milsted, 5432 Lyman Avenue, suggested adding more speed limit signs or reducing the speed limit to 20 mph.

Asked where the traffic was dispersing from the study area, after crossing to Maple Avenue, **Mr. Fera** stated he did not continue the traffic counts north of Maple Avenue but explained that more of it was heading towards Washington which then heads toward Ogden Avenue. However, he stated additional data could be obtained.

Mr. Steven Scanlon, 5436 Lyman (55th and Lyman), was concerned about speed and cut-through traffic. He supported a stop sign at either Summit or Farley. He asked whether there was consideration to have a two-hour restriction for no left turns off of 55th down to Lyman in the morning/night rush hour.

Dialog followed that it was a DuPage County Division of Transportation (County) issue. **Mr. Fera** explained that the county will work with the Village, however, it will not implement signage until the Village has documentation reflecting the residents' complaints and reflecting what impacts the restrictions will have. **Dir. Newlon** believed this issue needed to be discussed more, and more data was necessary. In talking about the traffic on Main Street, she believed adding the left turn lanes would be beneficial but also stated the County was on board with the Village and appeared to support a partnership arrangement and fund most of the costs, but the project would take time because it involved grants and purchasing right-of-ways. Also, she was looking for ways to keep drivers on Main Street and on Fairview, and not cut through the neighborhood.

Mr. Bill DeCero, 5425 Washington, stated people continually come down Washington in his area to get across the tracks to get to Maple and not to the parking garage as everyone thinks.

Dialog followed by the commissioners that if Phase 1 was implemented and Phase 2 continued to be monitored, the study would be able to be fine-tuned so that a cut-through driver had no preference and that no time would be saved by cutting through a neighborhood. **Dir. Newlon** agreed.

Mr. Bill DeCero, 5425 Washington, lives three houses from 55th Street and always heads north and does not turn on 55th during rush hour. He stated he has asked drivers why they are making such a difficult left turn and suggests that they travel east.

Mr. Michael Ruta, 5405 Webster, on behalf of the 5400 block of Webster residents, stated that the residents do not believe Webster Street may have been adequately

studied due to its uniqueness. He stated the residents filed a petition which was submitted to Public Works and other officials, which asks for a dead-end on Webster at 55th Street. While the study was proposing to make the street right-turn only onto 55th, the residents were concerned that the denied, no-left turn drivers would travel to Webster Street instead. Unfortunately, he said the sight lines off of Webster were not good and the speed on 55th was very fast. He referenced a number of crashes that occurred off of Webster over the past 15 years. He explained that the traffic heading westbound on 55th toward Main Street was primarily cut-through as was the traffic using Webster. Turning onto Webster from 55th or vice versa, was a bad situation. **Mr. Ruta** proceeded to reference communities with similar situations and where they installed dead-ends, i.e., the Villages of Westmont, Clarendon Hills, and Hinsdale. He cited the fact that many children live on Webster and that any future widening of the street posed a sight visibility issue due to one older home that sits close to the street already. He invited the commissioners to drive down the 5400 block of Webster.

Discussing the Webster dead-end issue, one commissioner recalled at a prior neighborhood meeting, the suggestion of installing a right-in/right-out pork-chop on Webster.

Mr. Ruta confirmed the residents preferred their street as a dead-end. He further explained the difficult maneuvering of the street as well as the safety concerns when vehicles are turning right onto Webster, i.e., they have to slow down considerably ahead of the street to make that turn. He discussed that hazards of the hill on 55th Street and the fact that when someone is turning right off of Webster and onto 55th, the cars traveling westbound on 55th approach unseen up the hill for approximately 3 to 4 seconds and by the time they are seen again, a driver has 4 seconds to make his/her right turn onto 55th Street, depending upon the speed of the westbound vehicle. Asked if the residents considered having a Special Service Area installed, **Mr. Ruta** stated the residents would be willing to discuss that after hearing the cost estimates for same.

Mr. Kevin Osterman, 5406 Webster, asked what month the traffic counts were taken, to which **Mr. Fera** responded from the middle of October to the end of November 2010. **Mr. Osterman** noted that on Webster and Summit there was a backup of cars dropping off children at the nearby school.

Further comments from the commissioners included holding off the study's parking recommendations at this time.

A resident from the 5400 block of Webster reiterated the amount of traffic, speeding, and children coming into the area during certain times of the day. He emphasized that the entire block wanted Webster to dead-end.

Asked if the Village was allowed to close off the street, **Dir. Newlon** stated it would have to be looked at as well as reviewing sight lines, etc. It would require construction on the county's right-of-way.

A commissioner suggested that the dead-end issue be removed as a separate item and that the residents address it with staff. **Dir. Newlon** stated her concern was that the issue would arise again with the residents from other streets.

Mr. Ruta stated the Webster residents did review the requirements for the traffic calming process and also reviewed the fact that if the right-turn only changes get installed on Washington Street, some of the cut-through traffic will be those drivers who do not want

to be stuck by the fire station, and will make a left down Summit. After the drivers understand they cannot turn off of Washington, they will cut down Webster. If Webster were to be cut off, he said the residents felt that it may decrease traffic down Summit as there was no advantage to turn onto Summit off of Main. Comments followed that traffic would travel to Washington or Lyman.

Chairman Wendt recommended focusing on Phase 1 at this point and forwarding the recommendation to the Village Council. Comments followed that Recommendation No. 3 should be left out but that a stop sign on Lyman be added at Summit. **Dir. Newlon** said the suggestion should be taken back to the Consultant in order to add it to the study as a formal recommendation. If adding a stop sign at Lyman and Summit were to be denied, one commissioner asked that the consultant explain why at the next meeting.

WITH RESPECT TO FILE #02-11, COMMISSIONER SCHILLER MADE A MOTION TO FORWARD TO THE VILLAGE COUNCIL PHASE 1 (STOP AND YIELD SIGNS) OF THE PROJECT WITH THE ADDITIONAL CONSIDERATION OF THE STOP SIGNS AT LYMAN AND SUMMIT STREETS, AND ACCEPT THE SCHOOL CROSSINGS/PEDESTRIAN CROSSINGS AS STATED. SECONDED BY COMMISSIONER SARICKS. ROLL CALL:

**AYE: MR. WENDT, MR. SCHILLER, MR. STUEBNER, MR. SARICKS, MR. CRONIN,
MS. VAN ANNE, MR. CLARK**

NAY: NONE

MOTION CARRIED. VOTE: 7-0

LEGEND

-  - TRAFFIC SIGNAL WITH PEDESTRIAN SIGNAL HEADS
-  - ADD PEDESTRIAN SIGNAL HEADS TO EXISTING TRAFFIC SIGNAL
-  - CROSSING GUARD
-  - CROSSWALK
-  - BIKE ROUTE
-  - REMOVE EXISTING CROSSWALK
-  - RELOCATED SIGN
-  - NEW SIGN
-  - REMOVE SIGN

- ① →  ④ → 
- ② →  ⑤ → 
- ③ →  ⑥ → 



PROJECT:
VILLAGE OF DOWNERS GROVE
NEIGHBORHOOD TRAFFIC STUDY

TITLE:
RECOMMENDED MODIFICATIONS TO THE
PEDESTRIAN AND BICYCLE FACILITIES
AND TRAFFIC CONTROL DEVICES

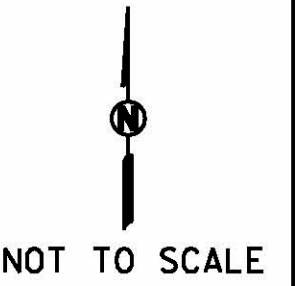
PROJECT NO: 10-135

KLOA

FIGURE NO: II

LEGEND

-  - TRAFFIC SIGNAL
-  - EXISTING STOP SIGN
-  - EXISTING YIELD SIGN
-  - PROPOSED STOP SIGN
-  - PROPOSED YIELD SIGN
-  - REMOVE EXISTING SIGN



PROJECT:
VILLAGE OF DOWNERS GROVE
NEIGHBORHOOD TRAFFIC STUDY

TITLE:
RECOMMENDED INTERSECTION TRAFFIC CONTROL

PROJECT NO: 10-135

 FIGURE NO: 9

Introducing the NEIGHBORHOOD TRAFFIC STUDY

RESIDENTIAL MEETING

Wednesday, January 26, 2011
7:00 p.m.
Whittier Elementary School
536 Hill Street
Downers Grove, IL 60515

Parking is available on adjacent streets. Enter at the school's main entrance and follow the signs to the gymnasium.

The purpose of this meeting is to present information from the Village's first Neighborhood Traffic Study and to receive your comments and suggestions before recommendations are presented to the Village Council later in 2011.

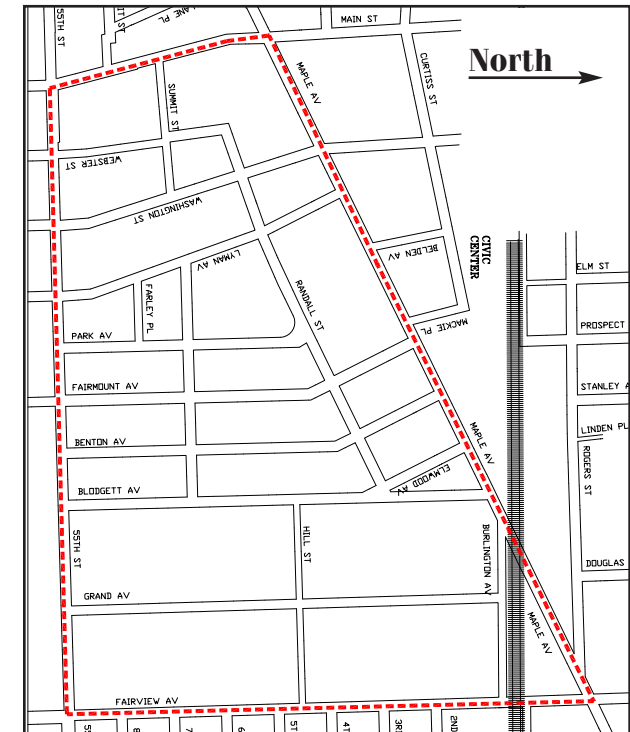
ABOUT THE TRAFFIC STUDY

The purpose of a Neighborhood Traffic Study is to thoroughly examine a neighborhood with the goal of mitigating issues of travel speed, cut-through traffic, pedestrian/traffic conflicts, intersection controls, street network performance, and overall neighborhood safety issues. The study consists of data collection and analysis, neighborhood input, and final recommendations to be presented to and approved by the Village Council.

In the past, decisions about stop signs, yield signs and speed limits have been made according to the needs of an individual intersection or street. This has led to a variety of traffic controls and speed limits throughout the Village and concerns from residents about speeding and cut-through traffic. By creating a higher level of traffic consistency through the Village, the expected result is an increased level of compliance to traffic laws.

Study Background

At the direction of the Village Council, traffic consultant KLOA, Inc. was retained to complete the Village's first comprehensive Neighborhood Traffic Study. Data collection was undertaken in October 2010 and final recommendations are expected to be presented to the Village Council by May 2011.



This area is bounded by Maple Avenue to the north, Fairview Avenue to the east, 55th Street to the south, and Main Street to the west.

Analysis of the data gathered from this study will result in a set of recommendations that will improve intersection controls for this neighborhood and reduce accidents.

Village of Downers Grove
801 Burlington Avenue
Downers Grove, IL 60515



RESIDENTIAL INTERSECTION TRAFFIC CONTROL

The basic purpose of a Stop or Yield sign is to define who has the right-of-way at an intersection. These signs have not been found to be effective when used as a speed control device. Studies have shown unwarranted signs lead to a high rate of disobedience and can actually cause higher speeds as motorists look to make up for “lost time.”

During the data collection phase, traffic and pedestrian data is gathered, accident records are reviewed, and measurements are taken at each intersection in the study area and evaluated against engineering criteria.

The following guidelines are proposed for the data review process:

- All 4-way intersections and most T-intersections will be controlled with signs.
- Stop signs or Yield signs will be considered as a form of traffic control.
- Stop signs will typically be recommended only on one of the two intersecting streets, unless the traffic data supports the need to stop both streets.
- Intersections will be reviewed on both an individual basis and neighborhood-wide basis to create a deliberate pattern of traffic control.

Possible Recommendations

At some locations, traffic control at an intersection will remain unchanged. In others, stop signs may be used at uncontrolled intersections or those directed by a yield sign. Working with the neighborhood, the Village will strive to implement measures and traffic control devices that provide the highest level of safety and motorist compliance.

RESIDENTIAL SPEED LIMITS

The Neighborhood Traffic Study involves gathering speed data as a basis for determining the appropriate speed limit for each street. Studies have shown that most motorists will drive at a speed which they deem to be safe and reasonable, and that setting speed limits at this level actually results in the lowest accident experience. Artificially lower speed limits have been found to have little effect on the speed at which motorists actually drive, making even the most careful driver a traffic law violator.

Factors including the number of driveways, locations of sidewalk, pedestrians and parking restrictions are taken into account before making a speed limit recommendation for a street. Special attention is given to streets around schools in determining a school speed limit zone.

Possible Recommendations

In most cases, the speed limit on a street will remain unchanged. However, on some streets the speed limit may increase or decrease. A speed limit set too high can foster unreasonable speeds for a neighborhood and a speed limit set too low can lead to tailgating, improper passing and reckless driving. Using a consistent set of standards, the Village hopes to see an increase in obedience to the speed limits.



GENERAL TRAFFIC ISSUES

While the Village believes that a neighborhood traffic study is the most comprehensive approach to addressing an area's traffic concerns, there is no one solution that will satisfy every condition.

For those streets that continue to experience traffic issues such as parking problems, speeding concerns and school safety, the Village will continue to handle those on a case-by-case basis. The Public Works and Police Departments will continue to work together to tackle these issues and will also explore new education, enforcement and engineering solutions.

If you have specific concerns, please contact:

Mr. Dorin Fera
Traffic Engineering Manager
Village of Downers Grove
Public Works Department
5101 Walnut Avenue
Downers Grove, IL 60515
Phone: 630.434.5460
Email: dfera@downers.us

WHERE CAN I GET MORE TRAFFIC STUDY INFORMATION?

Visit the Village website at
www.downers.us

Click on:
Construction Updates
Current Projects
2010 Neighborhood Traffic Study