

VILLAGE OF DOWNERS GROVE
REPORT FOR THE VILLAGE COUNCIL MEETING
SEPTEMBER 9, 2014 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
Revised Traffic Control for the Randall Street / Blodgett Avenue / Elmwood Avenue Intersections	✓ Resolution Ordinance Motion Discussion Only	Nan Newlon, P.E. Director of Public Works

SYNOPSIS

An ordinance has been prepared to amend a section of the Municipal Code concerning a designated all-way STOP control at the newly reconstructed Randall St/Blodgett Ave/Elmwood Ave intersections, completed in June 2014.

STRATEGIC PLAN ALIGNMENT

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

FISCAL IMPACT

N/A

UPDATE & RECOMMENDATION

This item was discussed at the September 2, 2014 Village Council meeting. Staff recommends approval on the September 9, 2014 Active Agenda.

BACKGROUND

In June, the Village completed a project under the Federal Safe Routes to School Program that consisted of new improvements to Blodgett at Randall and Randall at Elmwood. There were four (4) projects approved, with the Randall/Blodgett/Elmwood intersections being the major construction project. The project's corresponding traffic regulation changes were presented to the Transportation and Parking Commission on March 13, 2013 and the Commission voted unanimously to approve this action as presented. The specific action is to designate an all-way stop control at Randall and Blodgett and remove the stop control at Randall and Elmwood.

This project was a recommendation of Neighborhood Traffic Study Area #1 and replaces the sub-standard roadway geometry, creating two, new "T" intersections. One intersection is Blodgett Avenue at Randall Street and the second is Randall Street at Elmwood Avenue. A sidewalk/crosswalk connects Randall pedestrians to the east side of Blodgett Avenue at a stop controlled intersection. Additional improvements included new pavement, drainage improvements, and landscape restoration. This improvement will significantly benefit motorists, pedestrians, and cyclists by reducing vehicular speed and enhancing pedestrian safety.

ATTACHMENTS

Ordinance

Meeting Minutes – Transportation and Parking Commission, March, 2013.

Exhibit

Randall Stops

ORDINANCE NO. _____

AN ORDINANCE AMENDING STOP SIGN PROVISIONS ON RANDALL STREET

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 14.80 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:

* * *

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

* * *

Section 2. That Section 14.80.1. is hereby amended to read as follows:

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:

- Barneswood Drive* and *Saratoga Avenue*.
- Bolson Drive* and *Springside Avenue*.
- Chicago Avenue* and *Oakwood Avenue*.
- Chicago Avenue* and *Saratoga Avenue*.
- Chicago Avenue* and *Highland Avenue*.
- Chicago Avenue* and *Lee Avenue*.
- Chicago Avenue* and *Roslyn Road*.
- Chicago Avenue* and *Cumnor Road*.
- Claremont Drive* and *Fairmount Avenue*.
- Curtiss Street* and *Washington Street*.
- Douglas Road* and *Franklin Street*.
- Downers Drive* and *Herbert Street*.
- Downers Drive* and *40th Street*.
- Dunham Road*, *Andrus Avenue* and *71st Street*.
- Florence Avenue* and *Grant Street*.
- Forest Avenue* and *Lincoln Street*.
- Grand Avenue* and *Hill Street*.
- Grant Street* and *Highland Avenue*.
- Grant Street* and *Middaugh Avenue*.
- Grant Street* and *Oakwood Avenue*.
- Grant Street* and *Prince Street*.
- Grant Street* and *Saratoga Avenue*.
- Grant Street* and *Seeley Avenue*.

Randall Stops

- Grant Street/Traube Avenue and Cumnor Road.*
- Hill Street and Blodgett Street.*
- Kenyon Street and Washington Street.*
- Lee Avenue and Chicago Avenue.*
- Linscott Avenue and Franklin Street.*
- Lyman Avenue and Summit Street.*
- Maple Avenue and Carpenter Street.*
- Maple Avenue and Washington Street.*
- Norfolk Street and Dunham Road.*
- Palmer Street and Dunham Road.*
- Park Avenue and Randall Street.*
- Prairie Avenue and Douglas Avenue.*
- Randall Street and Blodgett Avenue.*
- Saratoga Avenue and Candlewood Drive.*
- Seeley Avenue and Chicago Avenue.*
- Springside Avenue and Concord Drive.*
- Venard Road and Drove Avenue.*
- Washington Street and Chicago Avenue.*
- Washington Street and Grant Street.*
- Washington Street and Rogers Street.*
- 6th Street and Florence Avenue.*
- 7th Street/DesMoines Street and Williams Street.*
- 39th Street and Cumnor Road.*
- 39th Street and Washington Street.*
- 59th Street and Fairmount Avenue.*
- 61st Street and Lee Avenue.*
- 61st Street and Pershing Avenue.*
- 61st Street and Sherman Road.*
- 61st Street and Woodward Avenue.*

(Ord. No. 1362, § 1; Ord. No. 1365, § 1; Ord. No. 1558, § 1; Ord. No. 1559, § 1; Ord. No. 1589, § 1; Ord. No. 1654, § 3; Ord. No. 1655, § 3; Ord. No. 1781, § 6; Ord. No. 2024, § 4; Ord. No. 2095, §§ 5, 6; Ord. No. 2104, § 10; Ord. No. 2145, § 2; Ord. No. 2220, § 2; Ord. No. 2352, § 4; Ord. No. 2365, § 2; Ord. No. 2408, § 2; Ord. No. 2409, § 2; Ord. No. 3022, § 3; Ord. No. 3117, § 5; Ord. No. 3123, § 3; Ord. No. 3192, § 2; Ord. No. 3333, § 2.)

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 - PUBLIC WORKS DEPARTMENT
TRANSPORTATION AND PARKING COMMISSION
ORDINANCE REQUEST FORM

1. Chapter and Section of the Municipal Code to be amended 14.80; 14.80.1.
2. Amend text of ordinance requested (including measurements, complete street names (i.e. Avenue, Road, etc.), directions, etc.):

REMOVE:

Section 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:

Randall Rd. At the southwest corner of the intersection of Randall Road and Elmwood Drive.

ADD

Section 14.80.1. Four-way stop signs.

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

Randall Road and Blodgett Ave

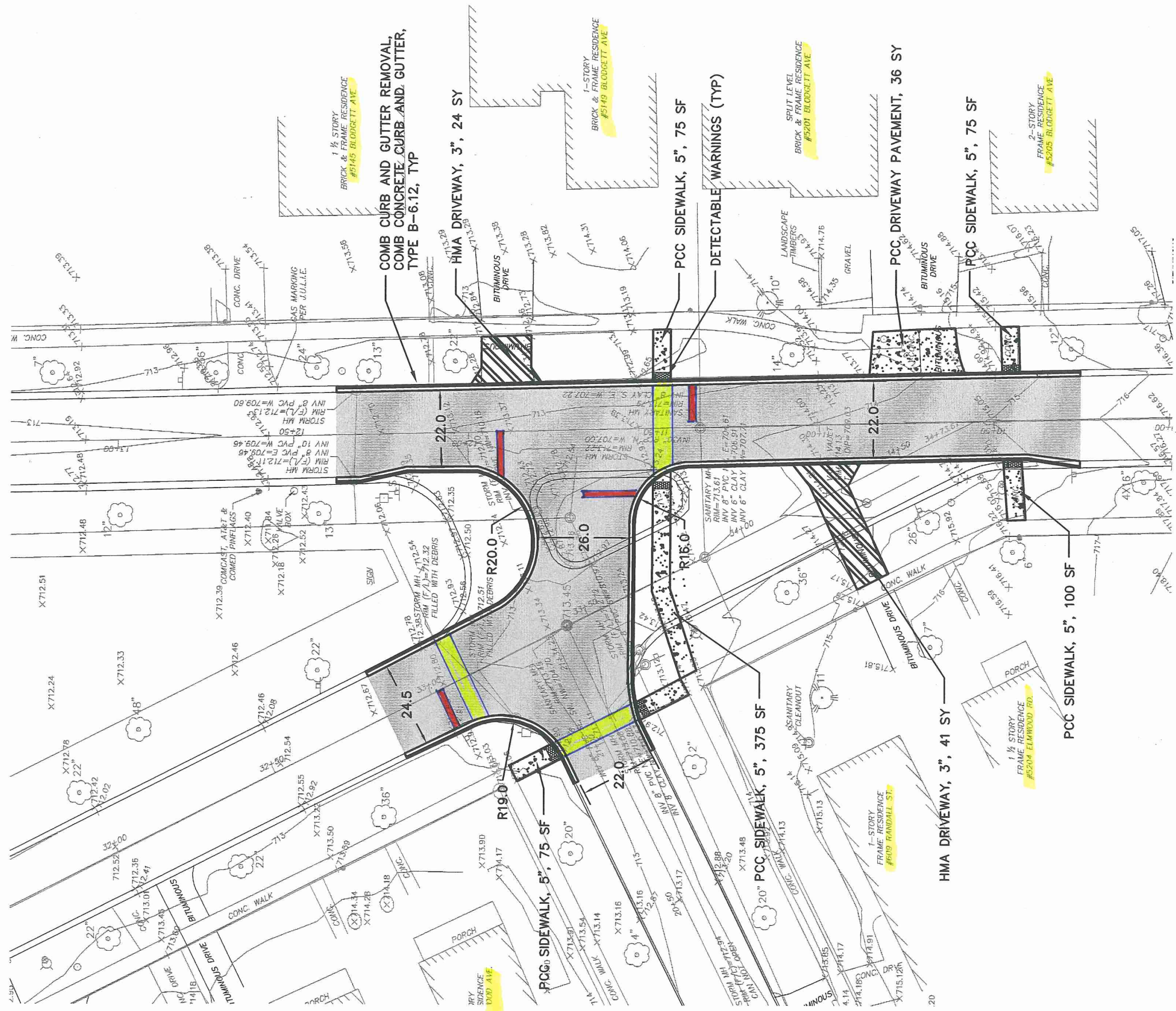
3. Current restrictions at this location. (For example, is there currently a stop sign that is to be changed to a yield sign?)

NONE

4. List of all current ordinances that will conflict with or be affected by the requested ordinance and the requested changes to these ordinances:

14.80; 14.80.1

Please attach this form to the Council Action Summary Sheet.



RANDALL - MAPLEWOOD - BLODGETT INTERSECTION

SAFE ROUTES TO SCHOOL PROJECT

SCALE	1"=30'
DATE:	03/05/2013
DRWN BY:	TJT
CHKD BY:	DF
DRAWING NO.	EXHIBIT 1



TRANSPORTATION AND PARKING COMMISSION MEETING MINUTES

March 13, 2013

1. File # 03-13 2012 Safe Routes To School Improvements Elmwood/Randall/Blodgett Intersection – Pre-Final Design

Mr. Fera began this item with a brief history, dating back to 2009 when this project was initially presented to this Commission. The next steps involved a formal application process through the Federal Safe Routes To School (SRTS) program. Staff submitted the application to Illinois DOT on behalf of District 58 in December, 2010. An announcement was received by the Village in February, 2012 stating we had been selected for \$190,000 in funding. Staff then coordinated various designs and plans through the IDOT process. A formal presentation of the proposed intersection improvement was presented to this Commission as a Public Meeting in July, 2012 in accordance with IDOT procedures. Public comments were incorporated and communicated to IDOT for the remainder of 2012. At an IDOT/FHWA coordination meeting in January, 2013 the Village received approval for all the four (4) locations for which the funding would be spent.

Mr. Fera went on to explain some of the physical and operational features of this pre-final design layout. Any changes to be incorporated into this pre-final design will only be minor, since staff is submitting the set of plans to IDOT on Friday, March 15, 2013. Other features include the fact that the Blodgett Ave pavement will be narrowed, and parking will be prohibited within this area. The Village is essentially proposing the reduction of three intersections here into two intersections. The Blodgett Ave traffic will be required to stop at the new extension of Randall Road. The Randall St stop bar at Elmwood Ave will be eliminated, so that Randall St traffic will be able to continue eastward and stop at Blodgett Ave. All of the new pavement markings for this location are expected to be done by the Contractor as part of this project. However, given the anticipated later completion date, staff is ready to use Village crews for temporary striping until the following Spring, when permanent striping will be applied.

Pertaining to the newly created island adjacent to the west side of Elmwood Ave, **Mr. Fera** stated that this area would remain Village property. The Village will be looking at determining what type of surface and/or vegetation to place there. The Village Forester has been contacted and will be collaborating on a final landscaping design in this area.

Mr. Fera went on to mention that all of the proposed roadway signing will be done by Village staff. The reason is that we have specific post and signing specifications that are different from IDOT's contractors. This intersection project will not restrict any access to any of the residents. **Mr. Fera** stated that this SRTS project will be offered for construction through IDOT on August 2, 2013, with construction to follow as soon as practicable.

In keeping with existing policy for new intersection improvements, this location will also have Police enforcement assigned to begin the educational and enforcement work. District 58 will also be assisting with proper notices to the Whittier School parents/guardians about adherence to parking and travel requirements. **Mr. Fera** stated that if additional on-street parking should be needed, staff will look to the south of Hill St and not north toward the Randall/Blodgett intersection.

Chairman Stuebner then opened up the meeting for comments from the Commissioners. **Mr. Stuebner** inquired about the depiction of the cross-hatched area on the proposed sidewalks. **Mr. Fera** replied that this is the Americans with Disabilities Act (ADA) requirement to provide proper warning devices prior to crossing a street.

Mr. Wrobel inquired if the preliminary design had a traffic circle at this location. **Mr. Fera** replied that yes, one of the previous designs had a refined traffic circle, but that IDOT rejected that design.

Chairman Stuebner then opened up the meeting to public comments.

Mr. Curt Harper, 5240 Elmwood Ave commented that regarding the landscaping, the Village should look into a more creative approach, rather than just a grassy surface. **Mr. Fera** replied that this part of the project will be addressed later after construction is complete.

Mr. Harper was also concerned with the needed on-street parking and that the narrowing of Blodgett Ave would not be as efficient. Another comment was the possibility of keeping the alignment of Randall as it is, without changing the alignment. This change would reduce construction costs and offer more easement development options.

Mr. Harper also inquired about the need to change his address from Elmwood to Blodgett, since his direct access would be there. He inquired about the setback rules for his property and also 609 Randall. He also inquired about two manholes and two fire hydrants, and how these devices would be incorporated into the final design. Another question was if the existing sidewalk along the west side of Blodgett could be extended straight north to the new Randall/Blodgett intersection, which may result in more buildable land along the west side of Blodgett Ave.

Mr. Harper commented that the existing sidewalk connection and crosswalk at 5204 Blodgett Ave is regularly utilized by parents and should be striped and maintained in its present location.

Mr. Fera responded to several of these inquiries by stating that the setback rules and the possible change of address issues will be discussed with the Village's Community Development group and he will notify **Mr. Harper** of the findings. He said the manholes and fire hydrants within the new island area will be maintained within the existing design, and not likely to be relocated. **Mr. Fera** said he understood the cost-saving measure for Randall St, but that the proposed alignment of Randall St will be kept due to sight distance needs at the intersection, and also due to bus-turning radii that need to be followed as part of IDOT's approved design.

Mr. Paul Simms, 5210 Blodgett Ave, stated that the turn restrictions that were proposed as part of the Neighborhood Study have not been installed. **Mr. Fera** replied that they are still on the Village's to do list. **Mr. Simms** also asked if pedestrian mid-block crossing signs could be installed at this new intersection, to which **Mr. Fera** replied that this feature will be considered.

Mr. Jeff Wagner, 5145 Blodgett Ave, asked if the Village had considered in-pavement lights at this new location. **Mr. Fera** replied that he is aware of those devices, but that they are more appropriate for higher pedestrian volumes, and they are difficult to set-up to time accurate pedestrian walking times, and often stay on past the time they are needed. **Mr. Wagner** also asked if parking lanes could be delineated along Blodgett Ave, north of Randall St to keep vehicles from getting too close to the intersection. **Mr. Fera** replied that yes, this would be incorporated into the striping program.

Ms. Heather Hathaway, commented on whether a stop sign could be placed at the existing crosswalk at 5204 Blodgett Ave and also if that crosswalk will be striped. **Mr. Fera** replied that no, a stop sign is not permitted at such a crosswalk location, but that yes, the crosswalk will be re-striped similar to the other school crosswalks in the area.

Chairman Stuebner then asked for a Commission vote of support and recommendation to staff. **Mr. Fera** clarified that this item will not be presented to Council, since it has already been approved as part of the SRTS program.

MR SCHILLER MADE A MOTION TO APPROVE STAFF'S PRESENTATION OF THE 2012 SAFE ROUTES TO SCHOOL PROJECT – ELMWOOD/RANDALL/BLODGETT INTERSECTION PRE-FINAL DESIGN, AS PRESENTED.

MS. VLCEK SECONDED MOTION. ROLL CALL:

AYE: MS. VLCEK, MR. SCHILLER, MR. STUEBNER, MR. CRONIN, MR. WROBEL

NAY: NONE

MOTION CARRIED 5-0.