

VILLAGE OF DOWNERS GROVE
Report for the Village
10/17/2023

SUBJECT:	SUBMITTED BY:
Traffic Safety Improvements for Main Street (TR-033)	Scott Vasko Director of Engineering

SYNOPSIS

A motion is requested to authorize Staff to complete the traffic safety improvements on Main Street near North High School. Approval of this motion will prompt Staff to submit the Pre-Final Plans to the Illinois Department of Transportation (IDOT) to continue with the federal project approval process.

STRATEGIC PLAN ALIGNMENT

The goals for 2023-2025 include *Top Quality Infrastructure* and *A Safe Community*.

FISCAL IMPACT

The estimated cost to construct the project is \$2.1 million. The Village received approval for grant funding in the amount of \$1.47 million through the Surface Transportation Program for this project.

The FY24 budget will be prepared to reflect the anticipated final project cost.

UPDATE & RECOMMENDATION

At the October 3, 2023 Village Council Meeting, the Village Council posed several questions for Staff, as follows.

Can VODG change design elements?

The design plans are required to be in accordance with the approved Project Development Report (PDR) developed through the Phase I process in order to maintain the current project schedule and funding commitments.

Changes to any substantial project element would require an update to the PDR, involve FHWA coordination, another Public Information Meeting and a request for a continuation of funding into a different federal fiscal year.

Any change to a substantial project element at this point in the project would delay construction until the summer of 2025 at the earliest and potentially into 2026-2029 depending on federal funding availability.

UPDATE & RECOMMENDATION (CONTINUED)***How does the use of federal funds impact potential change orders?***

Any change orders are handled through IDOT once the project has been awarded. Change orders are sent to IDOT and they determine if the change order is warranted and the amount they will pay.

Most changes are paid at the rate of 70% federal funds, 30% local share. This is the same funding split that will be in the approved joint funding agreement that the Village will need to pass in early 2024.

There may be some instances where IDOT will require the Village to pay 100% of the costs if they are not germane to the original contract or if the costs are over the maximum federal participation level as listed in the joint funding agreement.

Can bollards be installed at the Main Street and Grant Street intersection?

Bollards can be installed at this intersection. However, staff has reviewed this intersection with the project consultant and have determined that the installation of bollards should not be included in the project plans. Bollards are typically intended to be used in areas to protect property (i.e. building corners, gas pumps, utility connection boxes, and drive-through windows) or prevent vehicle access to designated areas. Schools have typically placed bollards to protect vehicle intrusion into playgrounds or building entrances adjacent to drop-off lanes or parking lots.

The installation of fixed objects adjacent to the travel lanes is not advisable as they present a safety hazard if not setback at the federal and state recommended distance of 6 ft. from the curb or a minimum of 3 ft. in urban areas. At this intersection, the setback and clear zone requirements and conflicts with the existing utilities, traffic signal equipment and underground facilities do not allow for bollards to be installed which would enhance pedestrian safety.

The curb bump outs, reduced speed limit, shorter crossing distance and revised lane configurations all enhance the safety of the students and pedestrians at this intersection in accordance with the High School Safety Study recommendations and the approved PDR.

Can reflectors be included to define the bike lanes?

Reflectors can be installed. However, staff has reviewed this request and recommends that raised reflective pavement markers not be added to the project. The main concern with adding reflective pavement markers is related to maintenance associated with snow plowing operations. Markers can become displaced during snow plowing operations.

Staff thinks that the solid white line and green marked bike lane is sufficient delineation of the bike lane from the vehicle travel lane.

Can signage be included to define the end of the bike lanes?

Signage is included in the plans as requested to identify the end of the bike lane.

Staff recommends approval on the October 17, 2023 Active Agenda.

BACKGROUND

In February 2020, the Village Council accepted the [High School Pedestrian Safety Study](#) (HSPSS). The primary goal of the HSPSS is to improve pedestrian safety in the areas surrounding both high schools. Several recommended improvements in the vicinity of North and South High Schools are included in the study, and have been incorporated into the Village's Community Investment Program.

At the April 11, 2023 Village Council Meeting, Staff presented an update on these projects, and presented the Council with options for proceeding with the two projects proposed along Main Street. The Staff report regarding the Main Street Road Diet, along with the chicanes on Highland Avenue between Grant and Lincoln, can be found [here](#). The Staff report regarding the intersection of Main Street and Oxford Street can be found [here](#).

Additional Information

At the April 11, 2023 Village Council Meeting, the Council directed Staff to prepare a contract amendment to proceed as follows.

- Perform final engineering design for the Main Street Road Diet project as per the approved Preliminary Design Report (PDR), also including the proposed chicanes on Highland Avenue between Grant and Lincoln.
- Proceed with design for non-signalized intersection improvements at the intersection of Main Street and Oxford Street.

Also at that meeting, the Village Council posed several questions for Staff, as follows.

Can the Main Street Road Diet project include pedestrian level lighting to light the bike path and the sidewalk?

The proposed contract amendment includes the design of pedestrian level lighting (similar to what is currently along Main Street from Maple to Franklin) between Franklin and Sherman.

Can sidewalk bump outs be included at any other intersections besides Grant?

Bump outs were considered at other intersections during the preliminary design phase. However, the width of the proposed bike paths will take up all of the remaining road width that is not associated with a vehicular travel lane, so there is not enough room to have both a bike path and a bump out without widening the roadway. Due to limited space, widening the roadway for this purpose would likely involve acquisition of additional right-of-way, which would add significant expense and time delays that are not included in the current grant award.

Can the bike paths go south of Prairie?

The bike paths will extend from Grant to just north of Franklin.

The proposed contract amendment includes final engineering design for the Main Street Road Diet, in accordance with the approved PDR, and including pedestrian level lighting along Main Street and the chicanes on Highland. The amendment also includes preliminary and final engineering design for a non-signalized intersection at Main Street and Oxford Street.

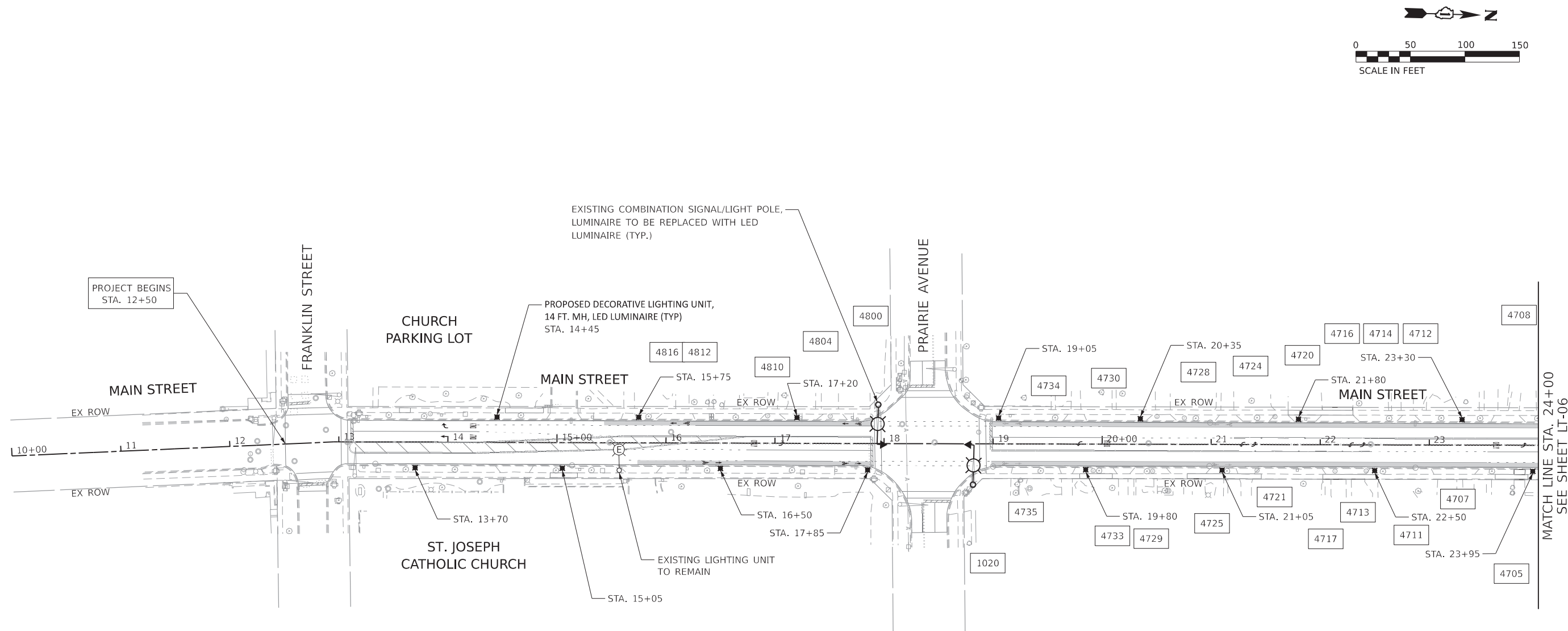
Staff has determined that HR Green is best qualified to perform this work due to their previous performance, and their detailed knowledge of both of these major projects associated with the pedestrian safety improvements related to Downers Grove North and South High Schools.

ATTACHMENTS

Neighborhood Meeting Exhibits

Resident Notice Exhibit

1\mw\CAS.23\DGN traffic safety TR-033-MOT



NOTES:

- FOR GENERAL NOTES AND LEGEND, SEE SHEET LT-01.
- SETBACK IS 2.5FT. FROM FACE OF CURB TO CENTER OF POLE.

MODEL: 4100DELMAINIES
FILE NAME: 210323Light LT-05.dgn

**AMES Engineering, Inc.**
CONSULTING ENGINEERS
6330 Belmont Road, Suite 4B
Downers Grove, IL 60516

USER NAME	mdelrche	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
PLOT SCALE	SCALE	CHECKED	-	REVISED	-
PLOT DATE	9/13/2023	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLAN
MAIN STREET – DOWNERS GROVE

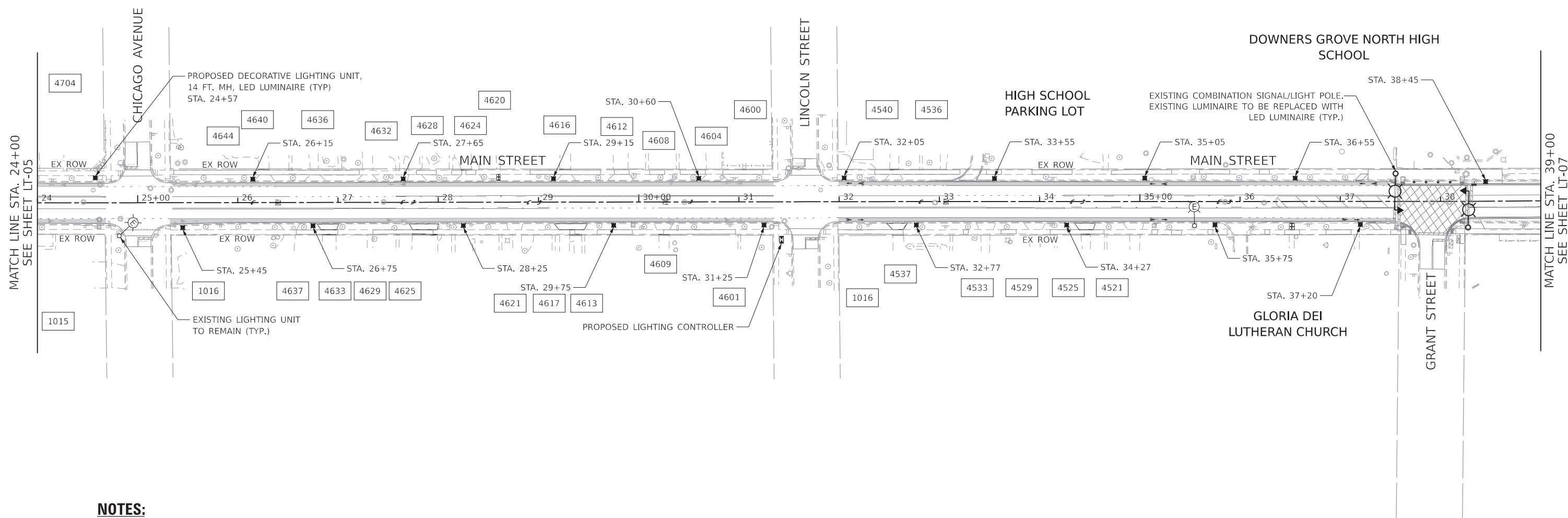
SCALE: SHEET OF SHEETS STA. TO STA.

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2615	22-00118-00-PV	DUPAGE		
CONTRACT NO.				

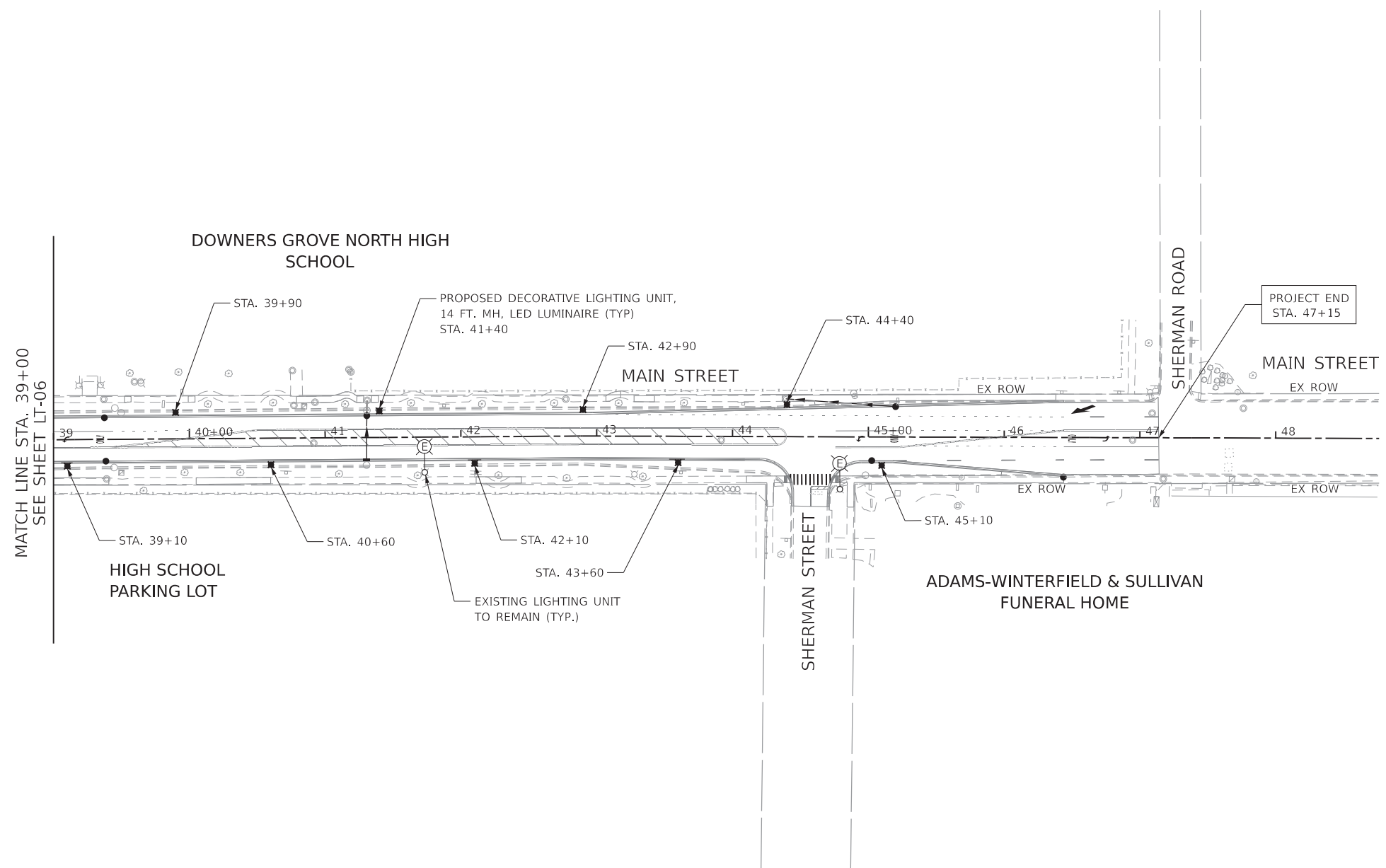
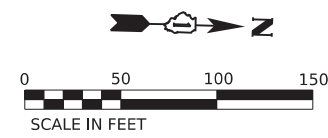
ILLINOIS FED. AID PROJECT

Long Section Number

LT-05



1. FOR GENERAL NOTES AND LEGEND, SEE SHEET LT-01.
2. SETBACK IS 2.5FT. FROM FACE OF CURB TO CENTER OF POLE.



NOTES:

- 1. FOR GENERAL NOTES AND LEGEND, SEE SHEET LT-01.
- 2. SETBACK IS 2.5FT. FROM FACE OF CURB TO CENTER OF POLE.

MODEL: 4100DELMAINES
FILE NAME: 210323Light LT-07.dgn



AMES Engineering, Inc.
CONSULTING ENGINEERS
6330 Belmont Road, Suite 4B
Downers Grove, IL 60516

USER NAME	mdeitch	DESIGNED	-
		DRAWN	-
PLOT SCALE	SCALE	CHECKED	-
PLOT DATE	9/13/2023	DATE	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED LIGHTING PLAN
MAIN STREET – DOWNERS GROVE

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2615	22-00118-00-PV	DUPAGE		
CONTRACT NO.				

Long Section Number

Main Street Improvements

