

**VILLAGE OF DOWNERS GROVE**  
**Report for the Village**  
**12/19/2023**

<b>SUBJECT:</b>	<b>SUBMITTED BY:</b>
Neighborhood Traffic Study 9	Scott Vasko Director of Engineering

**SYNOPSIS**

An ordinance has been prepared concerning traffic controls, parking, speed limits and pedestrian/bicycle safety improvements per Neighborhood Traffic Study Area 9, generally bounded by Main Street on the west, 55<sup>th</sup> Street on the north, the Village limits on the east and 63rd Street on the south.

**STRATEGIC PLAN ALIGNMENT**

The goals for 2023-2025 include *Top Quality Infrastructure* and *Exceptional Municipal Services*.

**FISCAL IMPACT**

The FY24 Budget has sufficient funding to pay for the recommended improvements.

**RECOMMENDATION****UPDATE & RECOMMENDATION**

This item was discussed on the December 12, 2023 First Reading Agenda. No changes have been made to the draft ordinance.

Separate motions regarding improvements to 59th St. and Fairmount have been drafted. Approval of the draft motion for 59th St. would result in striping buffered bike lanes and the removal of the left turn lanes at the Fairmount intersection (Option D).

All four presented Fairmount Avenue Design Alternatives remain options and are included in the Council Action Summary. Option B includes a median adjacent to Patriots Park that will help address vehicular speed issues. None of the other options address vehicular speeding issues.

Staff recommends approval of the ordinance, Option D (buffered bike lanes and the removal of the left turn lanes at the Fairmount intersection) for 59th Street and Option C (striped bike lanes, no parking and no median) for Fairmount on the December 19, 2023 Active Agenda.

**BACKGROUND**

*Neighborhood Traffic Study Area 9*

In 2010, the Village began a process of studying traffic on a neighborhood by neighborhood basis. The most recent study (see attached) focused on Area 9, which is generally bounded by Main Street on the west, 55<sup>th</sup> Street on the north, the Village limits on the east and 63<sup>rd</sup> Street on the south. KLOA, Inc. was selected as the consultant to perform this study and began work in April 2023.

In November 2023, the Transportation and Parking Commission (TaP) reviewed the Neighborhood Traffic Study Area 9 report. The purpose of the study is to address traffic issues on a neighborhood basis to improve safety. The area was selected based on resident concerns arising from having a mix of uses including residential, commercial, schools, and public parks.

The scope of the study included an inventory of existing conditions and significant data collection, which occurred during the spring of 2023 and included:

- Existing land uses
- Physical operating characteristics of the roadways (e.g. lanes, speed limits, etc.)
- Existing traffic control devices
- Existing pedestrian and bicycle facilities
- Existing daily traffic volumes and vehicles speeds
- Existing peak hour vehicle, pedestrian and bicycle counts for certain intersections

The study includes recommendations that are categorized depending upon their relative ease of implementation and cost. The Transportation and Parking Commission voted 6 to 0 to approve the study's recommendations. The recommended actions are summarized in the table below:

<b>Action</b>	<b>Intersection</b>
Convert One-Way Stop to All-Way Stop	59 <sup>th</sup> Street at Blodgett Avenue
Replace Yield Signs with All-Way Stop Control	62 <sup>nd</sup> Street at Lyman Avenue
Replace No Control with All-Way Stop Control	61 <sup>st</sup> Street at Blodgett Avenue (North Intersection) 61 <sup>st</sup> Street at Grand Avenue
Replace Yield Signs with Stop Sign Control	Fairmount Avenue at 62 <sup>nd</sup> Street 60 <sup>th</sup> Street at Grand Avenue
Replace No Control with Stop Sign Control	Twenty-seven locations including cul-de-sacs
Install School Zone with 20 MPH speed limit	Fairmount Avenue southbound at 59 <sup>th</sup> Street
Reduce speed limit from 30 MPH to 25 MPH	59 <sup>th</sup> Street from Main Street to Fairview Avenue

#### Alternative 59<sup>th</sup> Street Designs

Various alternative designs were developed to enhance alternative modes of traffic and calm traffic along 59<sup>th</sup> Street between Main Street and Fairview Avenue. The various alternatives included the use of shared lane markings or the development of buffered bike lanes as this segment is part of the Southern DuPage Regional Trail.

The alternates also included the potential modification of the 59<sup>th</sup> Street and Fairmount Avenue intersection to eliminate the existing left turns along 59<sup>th</sup>. The removal of the left turn lanes would reduce the number of

potential conflict points, reduce the confusion for pedestrians, and not impact the level of service of the intersection. The removal of the left turn lanes is consistent with the proposed plans associated with the renovations of O'Neill Middle School being pursued by District 58.

A summary of the proposed alternatives for 59<sup>th</sup> Street and the associated advantages and disadvantages are listed in the following chart:

*59<sup>th</sup> Street Design Alternatives*

<b>Alternative</b>	<b>Bicycle Designs</b>	<b>On-Street Parking</b>	<b>Left Turn Lanes at Fairmount</b>	<b>Reduced Vehicle Lanes (10')</b>	<b>Pavement Edge Lines</b>	<b>Notes</b>
A	Sharrows	Allowed	Yes	Yes	Yes	
B	Sharrows	Allowed	No	Yes	Yes	TaP Recommended
C	Buffered Bike Lanes	No	Yes	Yes	Yes	
D	Buffered Bike Lanes	No	No	Yes	Yes	Staff Recommended

The Transportation and Parking Commission voted 5 to 1 to recommend Alternative B due to concerns associated with the loss of parking with the development of the proposed buffered bike lanes.

*Alternative Fairmount Avenue Designs*

Various alternative designs were developed to address the speed concerns on Fairmount Avenue from 55<sup>th</sup> street to 59<sup>th</sup> Street. The various alternatives included the development of exclusive bike lanes or the use of shared lane markings and the construction of a landscaped median to have a physical impact on the speed of through vehicles.

A summary of the proposed alternatives for Fairmount Avenue and the associated advantages and disadvantages are listed in the following chart:

*Fairmount Avenue Design Alternatives*

	<b>Bicycle Designs</b>	<b>On-Street Parking</b>	<b>Reduced Lane Width</b>	<b>Pavement Edge Lines</b>	<b>Landscaped Median</b>	<b>Notes</b>
A	Sharrows	Allowed on Both Sides	Yes – 10'	Yes	No	
B	Sharrows	Allowed on Both Sides	Yes – 10'	Yes	Yes	
C	Striped Bike Lanes	No	Yes – 10'	Yes	No	Staff Recommended
D	Sharrows	Allowed on One Side	Yes – 10.5'	Yes	No	TaP Recommended

The Fairmount Avenue residents who provided input on the project supported the alternatives which maintained parking on both sides of the street and to construct the median to provide the best potential speed reduction impacts.

The Transportation and Parking Commission voted 4 to 2 to recommend Alternative D due to concerns associated with the loss of parking with the development of the proposed bike lanes and animal concerns related to the proposed landscaped median.

### Implementation

Installation of signage can be performed by Public Works forces within a few weeks of Village Council approval. Striping improvements will be performed as part of future projects, or under the Village's striping maintenance contract as budget allows. Improvements such as the proposed buffered bike lanes on 59<sup>th</sup> Street or the landscaped median on Fairmount Avenue, if selected as the preferred alternatives, would be installed as part of future capital projects within the area.

### **ATTACHMENTS**

Ordinance

Neighborhood Traffic Study 9

Draft Meeting Minutes – TAP Commission November 8, 2023

VILLAGE OF DOWNERS GROVE  
COUNCIL ACTION SUMMARY

INITIATED: Village Attorney DATE: December 19, 2023  
(Name)

RECOMMENDATION FROM: \_\_\_\_\_ FILE REF: \_\_\_\_\_  
(Board or Department)

NATURE OF ACTION:

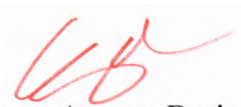
- Ordinance
- Resolution
- Motion
- Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to direct staff to install Fairmount Avenue Street Design Alternative “\_\_\_\_\_” :

1. “A” (Sharrows and parking on both sides of Fairmount, and no landscaped median)
2. “B” (Sharrows and parking on both sides of Fairmount and installation of landscaped median)
3. “C” (Bike lanes, no parking on both sides of Fairmount and no landscaped median)
4. “D” (Sharrows, parking on one side of Fairmount and no landscaped median)

SUMMARY OF ITEM:



Adoption of this ordinance shall direct staff to install Fairmount Avenue Design Alterative “\_\_\_\_\_” which includes improvements related to Neighborhood Traffic Study Area 9.

RECORD OF ACTION TAKEN:

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