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

SUBJECT:	SUBMITTED BY:
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, 55th 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, 55th Street on the north, the Village limits on the east and 63rd 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:

Action	**Intersection**
Convert One-Way Stop to All-Way Stop	59th Street at Blodgett Avenue
Replace Yield Signs with All-Way Stop Control	62nd Street at Lyman Avenue
Replace No Control with All-Way Stop Control	61st Street at Blodgett Avenue (North Intersection) 61st Street at Grand Avenue
Replace Yield Signs with Stop Sign Control	Fairmount Avenue at 62nd Street 60th 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 59th Street
Reduce speed limit from 30 MPH to 25 MPH	59th Street from Main Street to Fairview Avenue

Alternative 59th Street Designs

Various alternative designs were developed to enhance alternative modes of traffic and calm traffic along 59th 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 59th Street and Fairmount Avenue intersection to eliminate the existing left turns along 59th. 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 59th Street and the associated advantages and disadvantages are listed in the following chart:

59th Street Design Alternatives

Alternative	Bicycle Designs	On-Street Parking	Left Turn Lanes at Fairmount	Reduced Vehicle Lanes (10')	Pavement Edge Lines	Notes
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 55th street to 59th 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

	Bicycle Designs	On-Street Parking	Reduced Lane Width	Pavement Edge Lines	Landscaped Median	Notes
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 59th 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:

X Ordinance

__ Resolution

__ Motion

__ Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to Adopt "AN ORDINANCE AMENDING CERTAIN TRAFFIC CONTROL, PARKING AND SPEED PROVISIONS AND PEDESTRIAN/BIKE SAFETY IMPROVEMENTS", as presented.

SUMMARY OF ITEM:

Adoption of this ordinance shall amend certain traffic control, parking and speed provisions and pedestrian/bike safety improvements related to Neighborhood Traffic Study Area 9.

RECORD OF ACTION TAKEN:

_____

_____

_____

ORDINANCE NO. _____

AN ORDINANCE AMENDING CERTAIN TRAFFIC CONTROL, PARKING AND SPEED PROVISIONS AND PEDESTRIAN/BIKE SAFETY IMPROVEMENTS

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

Section 1. That Section 14.37 is hereby amended to read as follows:

Sec 14.37 Thirty Miles Per Hour
It is hereby determined and declared that thirty miles per hour (30 mph) is a reasonable and safe absolute maximum speed limit for vehicles on the following streets:

~~*59th Street,* Main Street to Fairview Avenue~~

Section 2. That Section 14.63 is hereby amended to read as follows:

Sec 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".

~~Fairmount Avenue. At the southeast and northwest corners of the intersection of Fairmount Avenue at 62nd Street, regulating northbound and southbound traffic on Fairmount Avenue.~~

……

~~Lyman Avenue. At the southwest and northwest corners of the intersection of Lyman Avenue at 62nd Street, regulating northbound and southbound traffic on Lyman Avenue.~~

……

~~60th Street. At the northeast and southwest corners of the intersection of 60th Street and Grand Avenue, regulating eastbound and westbound traffic on 60th Street.~~

Section 3. That Section 14.80 is hereby amended to read as follows:

Sec 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:

……

Blanchard Street. At the southwest corner of the intersection of Blanchard Street and Lyman Avenue, regulating the eastbound traffic on Blanchard Street.

……

~~Blodgett Avenue. At the southeast corner of the intersection of Blodgett Avenue and 59th Street, to direct vehicular traffic proceeding northerly on Blodgett Avenue to come to a full stop before proceeding across or into 59th Street.~~

……

Clyde Avenue. At the southeast corner of the intersection of Clyde Avenue and 60th Place, regulating northbound traffic on Clyde Avenue.

……

Deerpath Lane. At the southeast corner of the intersection of Deerpath Lane and 56th Street, regulating northbound traffic on Deerpath Lane.

……

Fairmount Avenue. At the northwest and southeast corners of the intersection of Fairmount Avenue and 61st Street, regulating both northbound and southbound traffic on Fairmount Avenue.

……

Fairmount Avenue. At the northwest and southeast corners of the intersection of Fairmount Avenue and 62nd Street, regulating both northbound and southbound traffic on Fairmount Avenue.

……

Fairview Court. At the southwest corner of the intersection of Fairview Court and Fairview Avenue, regulating the eastbound traffic on Fairview Court.

……

Grand Avenue. At the northwest corner of the intersection of Grand Avenue and Bunning Drive, regulating southbound traffic on Grand Avenue.

……

Grand Avenue. At the southeast corner of the intersection of Grand Avenue and 57th Street, regulating northbound traffic on Grand Avenue.

……

Harmarc Place. At the southeast corner of the intersection of Harmarc Place and White Fawn Trail, regulating northbound traffic on Harmarc Place.

……

Park Avenue. At the southeast corner of the intersection of Park Avenue and 62nd Street, regulating northbound traffic on Park Avenue.

……

Osage Avenue. At the northwest corner of the west intersection of Osage Avenue and 60th Street, regulating southbound traffic on Osage Avenue.

……

Osage Avenue. At the southeast corner of the east intersection of Osage Avenue and 60th Street, regulating northbound traffic on Osage Avenue.

……

Stratford Lane. At the southwest corner of the intersection of Stratford Lane and Washington Street, regulating the eastbound traffic on Stratford Lane.

……

Wanda Place. At the southeast corner of the intersection of Wanda Place and 57th Street, regulating northbound traffic on Wanda Place.

……

Washington Street. At the northwest corner of the west intersection of Washington Street and 61st Street, regulating southbound traffic on Washington Street.

……

Washington Street. At the southeast corner of the east intersection of Washington Street and 61st Street, regulating northbound traffic on Washington Street.

……

Washington Street. At the northwest corner of the east intersection of Washington Street and 62nd Street, regulating southbound traffic on Washington Street.

……

Washington Street. At the southeast corner of the west intersection of Washington Street and 62nd Street, regulating northbound traffic on Washington Street.

……

Webster Place/60th Place. At the northeast and southwest corners of the intersection of Webster Place/60th Place and Washington Street, regulating both eastbound and westbound traffic on Webster Place/60th Place.

……

White Fawn Trail. At the northeast corner of the intersection of White Fawn Trail and Deerpath Lane, regulating westbound traffic on White Fawn Trail.

……

Wilcox Avenue. At the northwest corner of the intersection of Wilcox Avenue and 56th Street, regulating southbound traffic on Wilcox Avenue.

……

55th Place. At the southwest corner of the intersection of 55th Place and Cumnor Road, regulating the eastbound traffic on 55th Place.

……

59th Place. At the northeast corner of the intersection of 59th Place and Webster Street, regulating westbound traffic on 59th Place.

……

59th Place. At the southwest corner of the intersection of 59th Place and Webster Place, regulating eastbound traffic on 59th Place.

……

60th Street. At the northeast and southwest corners of the intersection of 60th Street and Grand Avenue, regulating both eastbound and westbound traffic on 60th Street.

……

61st Street. At the southwest corner of the south intersection of 61st Street and Blodgett Avenue, regulating eastbound traffic on 61st Street.

……

61st Street. At the northeast corner of the intersection of 61st Street and Lyman Avenue, regulating westbound traffic on 61st Street.

……

62nd Court. At the northeast corner of the intersection of 62nd Court and Fairmount Avenue, regulating westbound traffic on 62nd Court.

……

62nd Street. At the southwest corner of the intersection of 62nd Street and Blodgett Avenue, regulating eastbound traffic on 62nd Street.

Section 4. That Section 14.80.1 is hereby amended to read as follows:

Sec 14.80.1 All-Way Stop Signs
There shall be erected in conspicuous places at the following intersections signs lettered with the words "All-Way Stop", which signs shall be so located as to direct all traffic to come to a full stop before proceeding into the intersection:

……

59th Street at Blodgett Avenue.

……..

61st Street at Blodgett Avenue (North Intersection).

……..

61st Street at Grand Avenue.

……..

62nd Street at Lyman Avenue.

……..

Section 5. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

Section 6. That this ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

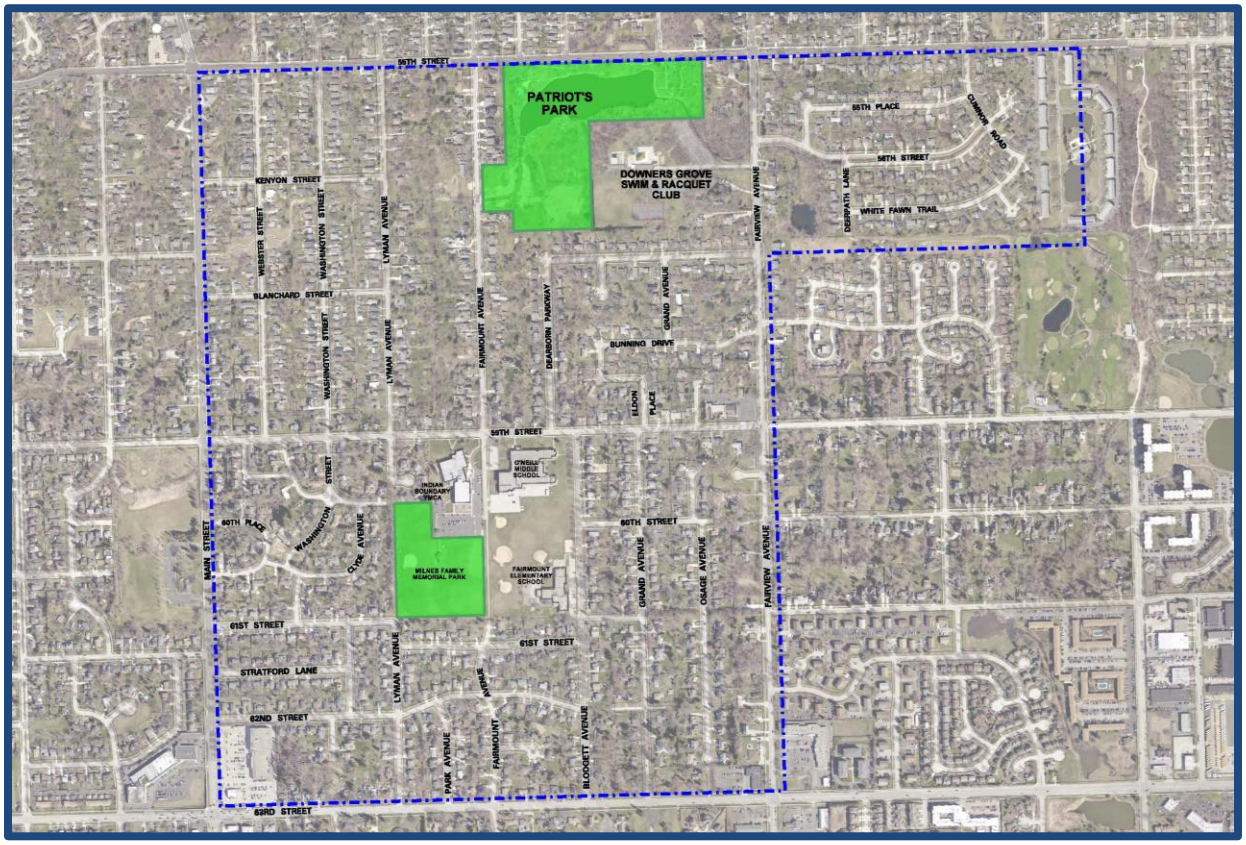
_____
Mayor

Passed:
Published:
Attest:_____
Village Clerk

1\ord.23\TAP-Traffic Study #9

Neighborhood Traffic Study Area Number 9

Downers Grove, Illinois



Prepared For:

Village of DOWNERS GROVE FOUNDED IN 1832

KLOA

Kenig, Lindgren, O'Hara, Aboona, Inc.

November 15, 2023

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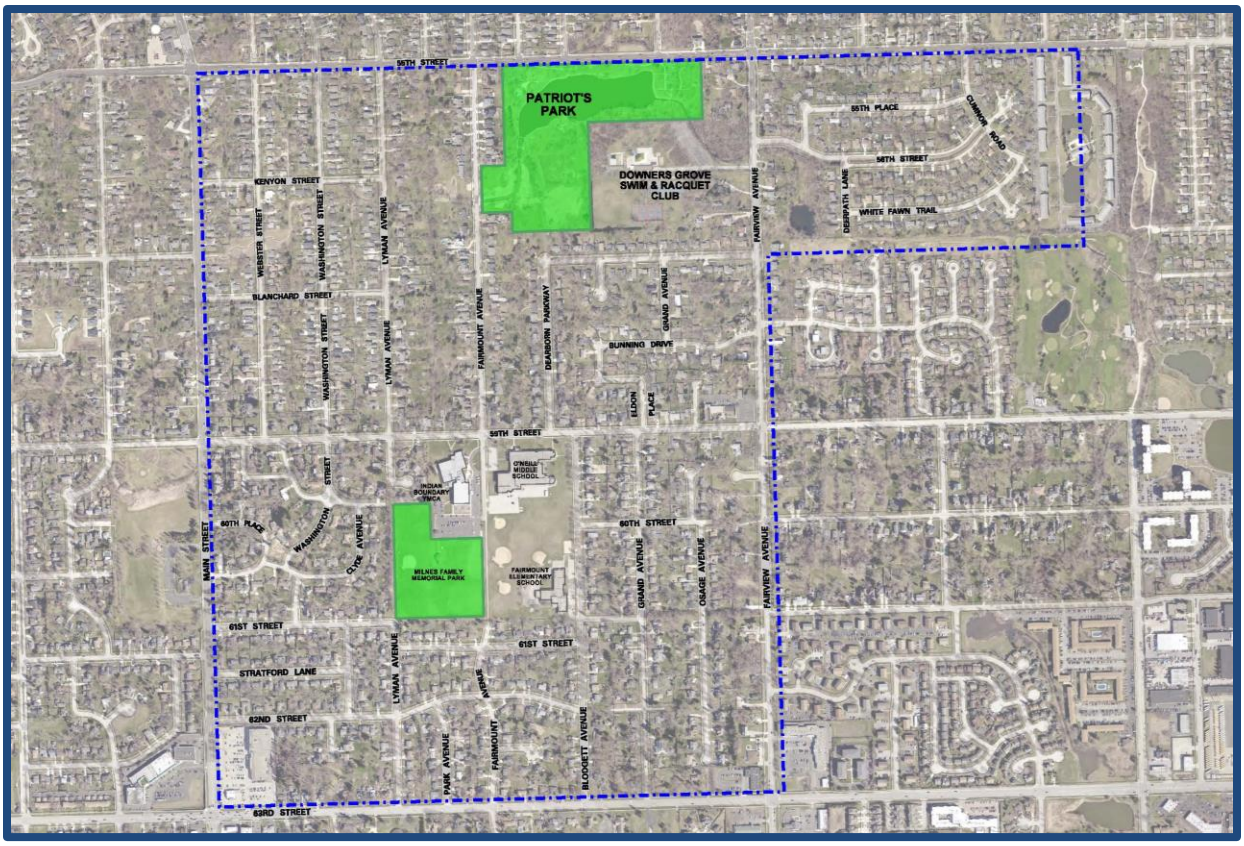
1. Introduction

The Village of Downers Grove has retained Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) to conduct the neighborhood traffic study for Area Number 9. Located within the eastern middle of the Village of Downers Grove, the neighborhood is primarily bounded by 55th Street on the north, Fairview Avenue on the east 63rd Street on the south, and Main Street on the west. In addition, the study area includes neighborhood bounded by 55th Street on the north, Fairview Avenue on the west, and the Village limits on the east and south. The neighborhood contains multiple north-south, east-west, and diagonal roads. Primarily consisting of single-family homes, the neighborhood also includes Fairmount Elementary School, O'Neill Middle School, Downers Grove Swim-Racquet Club, Indian Boundary YMCA, Patriots Park, and Milnes Family Memorial Park. Office and commercial uses are located in the northwest quadrant of the 63rd Street/Fairview Avenue intersection and a shopping center is located in the northeast quadrant of the 63rd Street/Main Street intersection. **Figure 1** and the following page show the location of the neighborhood (all of the figures for this study are provided in the Appendix).

The purpose of the neighborhood study was to (1) thoroughly examine the existing vehicular, pedestrian, and bicycle operations within the neighborhood, (2) identify operational issues and safety concerns, (3) analyze potential mitigation measures, and (4) develop recommendations to address operational issues, calm traffic conditions, and increase vehicular and pedestrian safety.



Neighborhood 9 Study Area

2. Existing Neighborhood Conditions

Transportation conditions were inventoried to obtain a database for evaluating the existing operations within the neighborhood and along the roadways bordering the neighborhood. The components of existing conditions that were inventoried within the neighborhood included the following:

- Existing land uses
- Physical and operating characteristics of the roadways (i.e., number of lanes, speed limits, traffic control, etc.)
- Existing traffic control devices
- Existing pedestrian and bicycle facilities
- Existing daily traffic volumes and vehicle speeds
- Existing morning and evening peak hour volumes

Study Area and Existing Land Uses

The neighborhood is primarily bounded by 55th Street on the north, Fairview Avenue on the east, 63rd Street on the south, and Main Street on the west. In addition, the study area includes the neighborhood bounded by 55th Street on the north, Fairview Avenue on the west, and the Village limits on the east and south. Located in the eastern-middle section of the Village, single-family homes are the predominant land uses within the neighborhood with some commercial and office land uses located in the northwest quadrant of the 63rd Street/Fairview Avenue intersection and a shopping center located in the northeast quadrant of the 63rd Street/Main Street intersection. The neighborhood contains several parks and athletic/recreation facilities (see insert). In addition, O'Neill Middle School is located in the center section of the neighborhood on the south side of 59th Street bounded by Blodgett Avenue on the east and Fairmount Avenue on the west. Fairmount Elementary School is located in the southeast section of the neighborhood on the west side of Blodgett Avenue generally between 60th Street and 61st Street.

Neighborhood Parks and Recreational and Athletic Facilities

- *Patriot Park* is located on the south side of 55th Street just west of Fairmount Avenue.
- *Milnes Family Memorial Park* is located on the west side of Fairmount Avenue extended just north of 61st Street and south of the Indian Boundary YMCA .
- *Indian Boundary YMCA* is located in the southwest quadrant of the 59th Street/Fairmount Avenue intersection.
- *Downers Grove Swim and Racquet Club* is located in the southwest quadrant of the 55th Street/Fairview Avenue intersection.

Existing Roadway System

The four external roadways that border the neighborhood are described below.

55th Street is an east-west, minor arterial road that has two lanes in each direction. Separate left-turn lanes are provided on 55th Street at its signalized intersections with Main Street and Fairview Avenue. 55th Street is under the jurisdiction of the DuPage Country Division of Transportation (DuDOT), has a posted speed limit of 35 mph, and has an Annual Average Daily Traffic (AADT) volume of 14,400 vehicles (Illinois Department of Transportation [IDOT] 2021).

63rd Street is an east-west, minor arterial road that has two lanes in each direction. Separate left-turn lanes are provided on 63rd Street at its signalized intersections with Main Street and Fairview Avenue. 63rd Street is under the jurisdiction of the DuDOT, has a posted speed limit of 40 mph, and has an AADT volume of 18,900 vehicles (IDOT 2021).

Main Street is a north-south, minor arterial road that has two lanes in each direction. Separate left-turn lanes are provided on Main Street at its signalized intersections with 55th Street and 63rd Street. Main Street is under the jurisdiction of DuDOT, has a posted speed limit of 35 mph, and has an AADT volume of 10,300 vehicles (IDOT 2020).

Fairview Avenue is a north-south, minor arterial road that has one lane in each direction. Separate left-turn lanes are provided on Fairview Avenue at its signalized intersections with 55th Street, 59th Street, and 63rd Street. Fairview Avenue is under the jurisdiction of the Village of Downers Grove, has a posted speed limit of 30 mph, and has an AADT volume of 9,250 vehicles (IDOT 2020) north of 59th Street and 7,200 vehicles (IDOT 2020) south of 59th Street.

Internal Neighborhood Roadways

Excluding the arterial roadways that border the neighborhood, the following summarizes the physical and operating characteristics of the neighborhood roadways:

- All the roadways within the neighborhood are classified as local roads except the following, as shown in **Figure 2**:
    - 59th Street is classified as a collector road
    - Fairview Avenue between 55th Street and 59th Street is classified as a collector road
    - Blodgett Avenue between 59th Street and 63rd Street is classified as a collector road
    - Fairmount Avenue between 55th Street and 59th Street is classified as a collector road
- All the neighborhood roads provide one lane in each direction.
- Exclusive left-turn lanes are provided on both approaches of 59th Street at its signalized intersections with Main Street and Fairview Avenue and its all-way stop sign controlled intersection with Fairmount Avenue.

- The Webster Street and Washington Street approaches to 55th Street are restricted to right-turn movements only. In addition, right-turn movements are prohibited from 6:00 A.M. to 9:00 A.M. from (1) northbound Main Street to eastbound Kenyon Street and (2) northbound Main Street to eastbound Blanchard Street (see **Figure 3**).

- A centerline is provided along 59th Street.

- The posted speed limit on most of the neighborhood roads is 25 miles per hour except 59th Street, which has a posted speed limit of 30 mph and several roadways in the southeast quadrant of the intersection of 59th Street and Main Street, which have 20 mph speed limits. In addition, 59th Street within the vicinity of O'Neill Middle School and Blodgett Avenue in the vicinity of Fairmount Elementary School have a 20-mph school speed zone that is in effect on school days when children are present. **Figure 4** illustrates the speed limits in the neighborhood.

- Parking is generally provided on one or both sides of the roadways although parking is regulated on several of the roads.

Existing Intersection Traffic Control

Figure 5 shows the existing intersection traffic control within the neighborhood and the following provides a summary of the existing traffic control at intersections within the neighborhood:

- Two intersections are under traffic signal control
- Four intersections are under all-way stop sign control
- Thirty-seven intersections are under two-way or one-way stop sign control
- Three intersections are under two-way or one-way yield sign control
- 30 intersections have no intersection traffic control

At most of the two-way or one-way stop sign-controlled intersections, a "Cross Traffic Does Not Stop" plaque is located below the stop signs.

Pedestrian and Bicycle Facilities and Traffic Control Devices

Sidewalk System

Sidewalks are generally located on one side of all the roads in the neighborhood and in many cases on both sides of the road except for several of the road in the southeast quadrant of the intersection of 59th Street and Main Street. In addition, high visibility and standard crosswalks are provided at many intersections within the neighborhood, particularly in proximity to O'Neill Middle School, Fairmount Elementary School, the two parks, and the Indian Boundary YMCA.

Bike Routes

The 2000 Village of Downers Grove bikeway designates the following roads as bike routes that extend through the neighborhood:

- 59th Street between Fairview Avenue and Main Street
- Fairmount Avenue between 55th Street and 63rd Street

Further, the Southern DuPage Regional Trail extends along 59th Street within the study area. A north-south bike path is provided through the east portion of Milnes Family Memorial Park which connects the two sections of Fairmount Avenue.

Pedestrian and Bicycle Traffic Control Devices, Signage, and Pavement Markings

The following summarizes and **Figure 6** illustrates the pedestrian and bicycle traffic control devices, signage, and pavement markings located within the neighborhood:

- Dedicated school crossing signs which include School Advance Crossing Assemblies (S1-1, W16-9P), School Crossing Assemblies (S1-1, W16-7P), and/or SCHOOL pavement markings on the roads are provided at the following intersections or locations:
    - 59th Street with Fairview Avenue
    - 59th Street with Blodgett Avenue
    - 59th Street with Main Street
    - 61st Street with Blodgett Avenue
    - 61st Street with Grand Avenue
    - 63rd Street with Blodgett Avenue

- Combined pedestrian and bicycle crossing signs which include Advanced Combined Bicycle/Pedestrian Assemblies (W11-15, W16-9P) and the Combined Bicycle/Pedestrian Assemblies (W11-15, W16-9P) are provided at the intersections of (1) 55th Street with Fairmount Avenue and (2) 55th Street with Benton Avenue.

- Bicycle crossing signs which include Advanced Bicycle Assemblies (W1-15, W16-9P) and Bicycle Assemblies (W11-1, W16-9P) are provided at the intersection 63rd Street with Fairmount Avenue.

- The following traffic signals include countdown pedestrian signals:
    - 55th Street with Main Street
    - 55th Street with Fairview Avenue
    - 59th Street with Main Street
    - 59th Street with Fairview Avenue (south leg only)
    - 63rd Street with Main Street

- The intersection of 63rd Street and Fairview Avenue does not have any pedestrian signals.
- High visibility and standard crosswalks are provided at many intersections within the neighborhood, particularly in proximity to the two schools and the two parks.
- Bike Route signs are located on 55th Street, 59th Street, 63rd Street, and Fairmount Avenue.
- A school crossing guard is stationed at the intersection of 59th Street with Blodgett Avenue.

Existing Daily Traffic Volumes and Speed Surveys

In order to determine the existing traffic volumes and speeds along the neighborhood roadways, KLOA, Inc. conducted daily machine traffic counts and speed surveys at 27 locations within the neighborhood. Of the total 27 locations, approximately 15 were conducted along the north-south roadways and 12 were conducted along the east-west roadways. The traffic counts and speed surveys were generally conducted in April 2023 for a minimum of two days and were broken down by direction and by hour.

Figure 7 shows the two-way, daily traffic volumes and **Figure 8** shows the average and 85th percentile speeds observed on the roadways. The average speed is the sum of the observed speeds of all the vehicles divided by the total vehicles on that segment of the road. Average speeds are used to determine the speeds at which motorists are typically traversing a roadway section, whereas the 85th percentile speed represents the speed at or below which 85 percent of vehicles on a roadway section travel under free flow conditions.

Existing Morning and Afternoon/Evening Peak Period Traffic Volumes

In addition to the daily traffic counts and speed surveys, KLOA, Inc. conducted manual peak period vehicle, pedestrian, and bicycle counts at the following seven intersections within the study area:

1. 56th Street with Deerpath Lane
2. 59th Street with Lyman Avenue
3. 59th Street with Fairmount Avenue
4. 59th Street with Blodgett Avenue
5. 60th Street with Blodgett Avenue
6. 61st Street with Blodgett Avenue
7. 61st Street with Fairmount Avenue

The counts were conducted for one day at each intersection in April and May during the morning (7:00 A.M. to 9:00 A.M.) and afternoon/evening (2:00 P.M. to 6:00 P.M.) peak periods. **Figure 9** illustrates the existing weekday morning, afternoon, and evening peak hour vehicle volumes and **Figure 10** illustrates the pedestrian and bicycle peak hour volumes. It should be noted that the bike volumes at all the intersections were very low.

3. Evaluation of Existing Conditions

To determine how the roadway system is currently functioning, KLOA, Inc. examined the existing operating characteristics within the neighborhood. The purpose of this evaluation was to identify and quantify the current operations and ascertain how the neighborhood's infrastructure and land uses contribute to the existing conditions. This was accomplished by reviewing and analyzing the existing traffic volumes, the speed surveys, and the crash data as well as the physical characteristics of the neighborhood and its transportation system. The evaluation provides the basis to thoroughly analyze and develop recommendations pertaining to the operation and design of the internal roadways.

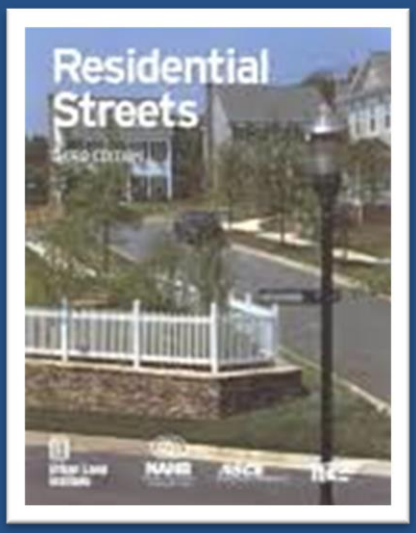
Neighborhood Factors that Contribute to Traffic Volume and Travel Speed

It is important to note that traffic volumes and speeds on neighborhood roads are influenced by several factors, including:

- Roadway functional classification
- Location and directional orientation of roadway with respect to adjacent arterial roadways
- Roadway width
- Number of travel lanes
- Roadway surface
- Posted speed limits
- Spacing between traffic control devices
- Vertical grade (i.e., hills)
- Horizontal alignment (i.e., curves)
- Driver behavior

Many of these attributes are fixed within the neighborhood's infrastructure and are generally difficult and/or costly to modify. While communities strive to keep traffic volumes within typical ranges for the respective road classifications and operating speeds at or below the posted speed limit, it is often difficult to achieve given the above factors.

Review of the Daily Traffic Volumes



Daily Volumes

According to *Residential Streets,* local residential roads typically have a daily volume between 400 and 1,500 vehicles while residential collector roads typically have a daily volume exceeding 1,500

Figure 7 summarizes the average weekday traffic volumes by direction. **Table 1** summarizes the average weekday traffic volumes within the neighborhood, categorized by functional classification, and compares the volumes with the national residential road volume ranges as published in *Residential Streets,* Third Edition (see insert).

As can be seen from Table 1, the minor arterial roads and (Fairview Avenue) and the collector roads (59th Street, Fairmount Avenue north of 59th Street, and Blodgett Avenue south of 59th Street) carry the highest volume of traffic. This is expected given that minor arterial and collector roads link the local neighborhood roads and land uses to the external or arterial roadway system. Further, many of the minor arterial and collector roads extend the length of the neighborhood or between collector and/or arterial roads and serve many homes and other land uses within the neighborhood, including the two schools and the Indian Boundary YMCA. It is important to note that all of the local roads generally carry minor volumes that are at the lower end of the typical range of traffic volumes found on local roads (see insert).

Table 1
AVERAGE WEEKDAY (24-HOUR) TRAFFIC VOLUMES BY ROAD CLASSIFICATION

Street	Section	Existing Volume	Within Typical Volume
Minor Arterial Roads – 5,000 to 15,000			
Fairview Avenue	Bunning Drive to 57th Street	10,452	Yes
Fairview Avenue	61st Street to 60th Street	11,505	Yes
Collector Roads – 1,500 to 7,500			
59th Street	Lyman Avenue to Fairmount Avenue	3213	Yes
Blodgett Avenue	62nd Street to 61st Street	573	Yes
Blodgett Avenue	60th Street to 59th Street	891	Yes
Fairmount Avenue	59th Street to 55th Street	793	Yes
Local Roads – 400 to 1,500			
56th Street	Fairview Avenue to Deerpath Lane	718	Yes
56th Street	Deerpath Lane to Cumnor Road	269	Yes
57th Street	Wanda Place to Grand Avenue	293	Yes
61st Street	Main Street to Washington Street	195	Yes
61st Street	Fairmount Avenue to Blodgett Avenue	224	Yes
62nd Street	Main Street to Washington Street	290	Yes
62nd Street	Fairmount Avenue to Blodgett Avenue	286	Yes
Blanchard Street	Webster Street to Washington Street	213	Yes
Bunning Drive	Grand Avenue to Fairview Avenue	150	Yes
Cumnor Road	55th Place to 55th Street	418	Yes
Fairmount Avenue	63rd Street to 62nd Court	234	Yes
Grand Avenue	62nd Street to 61st Street	430	Yes
Grand Avenue	60th Street to 59th Street	677	Yes
Kenyon Street	Webster Street to Washington Street	226	Yes
Lyman Avenue	Blanchard Street to Kenyon Street	427	Yes
Lyman Avenue	63rd Street to 62nd Street	246	Yes
Osage Avenue	Terminus to 60th Street	107	Yes
Washington Street	Blanchard Street to Kenyon Street	268	Yes
Washington Street	Clyde Avenue to Webster Place/60th Place	223	Yes
Webster Street	Blanchard Street to Kenyon Street	234	Yes

Review of the Travel Speed Surveys

Most of the roads within the neighborhood are regulated by a 25-mph neighborhood speed limit. It should be noted that 59th Street and Fairview Avenue have a posted speed limit of 30 mph and the several roadways in the southeast quadrant of the intersection of 59th Street and Main Street have posted speed limits of 20 mph. In addition, 59th Street within the vicinity of O'Neill Middle School and Blodgett Avenue in the vicinity of Fairmount Elementary School have a 20-mph school speed zone that is in effect on school days when children are present. Figure 8 summarizes the average and 85th percentile speeds by direction. **Table 2** summarizes the 85th percentile speeds within the neighborhood, categorized by functional classification, and indicates if the speeds were within normal ranges (five mph or less of the posted speed limit).

Travel Speeds

- Travel speeds are primarily influenced by the road's characteristics which are generally costly to modify.
- The Village's roadway system adds to higher speeds with long free-flow conditions.
- Courts typically only uphold tickets when they are 8 to 10 mph over the speed limit.

As such, 85th percentile speeds within five (5) mph of the posted speed limit are typically considered reasonable.

As shown in Figure 8 and Table 2, the average speeds were generally within one to two mph of the posted speed limit and the 85th percentile speeds were generally within five mph of the posted speed limit. However, several of the roadway sections did experience 85th percentile speeds that exceeded the posted speed limit by five mph. The higher 85th percentile speeds were primarily observed along those roadway sections that had longer lengths of free-flow conditions, along the minor arterial and collector roads, and/or on roads with a 20 mph speed limit. The speed surveys showed that the following roads had 85th percentile speeds that exceeded the posted speed limit by five mph:

- Fairview Avenue
- Fairmount Avenue (north section)
- 62nd Street (west section)
- Lyman Street (north section)
- Washington Street

Table 2
85TH PERCENTILE SPEEDS BY ROAD CLASSIFICATION

Street	Section	Existing 85th Percentile Speeds		Within Typical Range
		NB/EB	SB/WB	
Minor Arterial Roads				
Fairview Avenue	Bunning Drive to 57th Street	35	38	No
Fairview Avenue	61st Street to 59th Street	38	34	No
Collector Roads				
59th Street	Lyman Avenue to Fairmount Avenue	30	33	Yes
Blodgett Avenue	63rd Street to 61st Street	27	27	Yes
Blodgett Avenue	60th Street to 59th Street	29	27	Yes
Fairmount Avenue	59th Street to 55th Street	38	33	No
Local Roads				
56th Street	Fairview Avenue to Deerpath Lane	25	25	Yes
56th Street	Deerpath Lane to Cumnor Road	27	30	Yes
57th Street	Wanda Place to Grand Avenue	28	29	Yes
61st Street	Main Street to Washington Street	29	25	Yes
61st Street	Fairmount Avenue to Blodgett Avenue	29	29	Yes
62nd Street	Main Street to Washington Street	31	31	No
62nd Street	Fairmount Avenue to Blodgett Avenue	28	25	Yes
Blanchard Street	Webster Street to Washington Street	28	28	Yes
Bunning Drive	Grand Avenue to Fairview Avenue	23	23	Yes
Cumnor Road	55th Place to 55th Street	24	26	Yes
Fairmount Avenue	63rd Street to 62nd Street	24	19	No
Grand Avenue	63rd Street to 62nd Street	26	29	Yes
Grand Avenue	60th Street to 59th Street	26	28	Yes
Kenyon Street	Webster Street to Washington Street	28	25	Yes
Lyman Avenue	Blanchard Street to Kenyon Street	30	33	No
Lyman Avenue	63rd Street to 62nd Street	25	29	Yes
Osage Avenue	Terminus to 60th Street	28	28	Yes
Washington Street	Blanchard Street to Kenyon Street	23	24	Yes
Washington Street	Clyde Avenue to Webster Place/60th Place	27	28	No
Webster Street	Blanchard Street to Kenyon Street	29	28	Yes

Intersection Capacity Analyses

To determine how the intersections in the neighborhood operate, weekday morning, afternoon, and evening peak hour capacity analyses were performed at the seven intersections where vehicle, pedestrian, and bicycle counts were performed. The capacity analyses were performed based on the existing intersection geometrics and traffic control as well as the peak hour vehicle, pedestrian, and bicycle volumes. Per the request of the Village of Downers Grove, the capacity analyses at intersection of 59th Street with Fairmount Avenue was also performed assuming the removal of the separate left-turn lanes on 59th Street. Synchro/Sim Traffic 11 computer software was used to evaluate the operation of the intersections (see insert). The results of the existing intersection capacity analyses are presented in **Table 3.**

Intersection Level of Service

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter grade from A to F based on the average control delay experienced by vehicles passing through the intersection. Control delay is that portion of the total delay attributed to the traffic signal or stop sign control operation and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Level of Service A is the highest grade (best traffic flow and least delay), Level of Service E represents saturated or at-capacity conditions, and Level of Service F is the lowest grade (oversaturated conditions, extensive delays).

The following presents the results of the capacity analyses:

- Both of the all-way stop sign-controlled intersections are operating at an overall LOS C or better during all three peak hours. Further, all the movements and/or approaches are operating at LOS C or better during the peak hours.

- All the critical movements at the two-way and one-way stop sign-controlled intersections operate at LOS C or better during all three peak hours.

Due to the proximity to O'Neill Middle School and Fairmount Elementary School and the surging of traffic associated with the start and end of school, several of the intersections experience some additional delays and queueing during the morning and afternoon peak hours. However, it is important to note that the additional congestion only lasts for approximately 15 to 20 minutes before and after school and is inherent with most schools, given the fixed start and end of the school day. As such, all the intersections generally operate well with limited delay and queueing.

Table 3
INTERSECTION CAPACITY ANALYSES – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
59th Street with Fairmount Avenue[1]						
• Overall	C (B)	15.3 (14.2)	B (B)	10.3 (10.2)	A (A)	8.3 (8.1)
• Eastbound Left Turn	A (n/a)	9.5 (n/a)	A (n/a)	9.1 (n/a)	A (n/a)	8.2 (n/a)
• Eastbound Through/Right	C (C)	20.1 (16.0)	B (B)	11.0 (10.4)	A (A)	8.5 (8.1)
• Westbound Left Turn	B (n/a)	11.6 (n/a)	A (n/a)	9.4 (n/a)	A (n/a)	8.5 (n/a)
• Westbound Through/Right	B (B)	11.3 (13.3)	A (A)	9.4 (9.5)	A (A)	8.3 (8.2)
• Northbound Approach	B (B)	13.9 (13.6)	B (B)	10.7 (10.6)	A (A)	7.9 (7.9)
• Southbound Approach	B (B)	10.9 (10.6)	A (A)	8.9 (8.8)	A (A)	7.9 (7.9)
60th Street with Blodgett Avenue[1]						
• Overall	A	7.7	A	8.1	A	7.3
• Westbound Approach	A	7.1	A	7.5	A	7.0
• Northbound Approach	A	7.5	A	7.8	A	7.1
• Southbound Approach	A	8.0	A	8.3	A	7.6
59th Street with Lyman Avenue[2]						
• Northbound Approach	B	14.1	B	11.8	n.a.	n.a.
• Southbound Approach	C	15.2	B	13.7	n.a.	n.a.
• Eastbound Left Turn	A	7.8	A	7.7	n.a.	n.a.
• Westbound Left Turn	A	8.0	A	7.8	n.a.	n.a.
59th Street with Blodgett Avenue[2]						
• Northbound Approach	B	11.4	B	10.5	A	9.5
• Westbound Left Turn	A	7.8	A	7.9	A	7.6

LOS = Level of Service
Delay is measured in seconds.
1 – All-way stop control
2 – Two-way stop control
(x) – Analyzed without left-turn lanes on Fairmount Avenue

Table 3, Continued
INTERSECTION CAPACITY ANALYSES – EXISTING CONDITIONS – UNSIGNALIZED

Intersection	Weekday Morning Peak Hour		Weekday Afternoon Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay	LOS	Delay
Blodgett Avenue with 61st Street/Fairmount Elementary School Access Drive[2]						
• Eastbound Approach	B	10.0	A	9.9	A	9.0
• Westbound Approach	B	10.0	B	10.0	A	8.9
• Southbound Left Turn	A	7.4	A	7.3	A	0.0
61st Street with Fairmount Avenue[2]						
• Northbound Approach	A	8.7	A	9.0	A	9.0
• Southbound Approach	A	0.0	A	9.5	A	0.0
• Eastbound Left Turn	A	7.3	A	7.3	A	0.0
• Westbound Left Turn	A	7.3	A	7.3	A	7.2
56th Street with Deerpath Lane[2]						
• Northbound Approach	A	8.8	A	8.7	A	8.7
• Westbound Left Turn	A	0.0	A	7.3	A	7.3

LOS = Level of Service
Delay is measured in seconds.
1 – All-way stop control
2 – Two-way stop control

The results of the capacity analyses at the all-way stop sign controlled intersection of 59th Street with Fairmount Avenue show that the overall intersection is projected to operate at a similar level of service and delay with or without the separate left-turn lanes on 59th Street. In fact, the overall intersection delay is projected to be reduced by a several seconds without the separate left-turn lanes on 59th Street. This is due to the fact that all-way stop sign controlled intersections often operate more efficiently with less lanes entering an intersection, as it reduces the hesitation/confusion of which lane has the right-of-way at the intersection. The elimination of the left-turn lanes along 59th Street can provide a number of potential benefits:

- The elimination of the left-turn lanes reduces the number of lanes pedestrians and bicyclists must traverse when crossing 59th Street, which is critical given that Fairmount Avenue is a signed bike route and the proximity of the 59th Street/Fairmount Avenue intersection to O'Neill Middle School, the Indian Boundary YMCA, and Milnes Family Memorial Park.

- The additional road width along 59th Street that will be provided with the elimination of the left-turn lanes can be utilized to provide additional on-street parking, buffered bike lanes, or curb extensions.

Traffic Crash History

GIS traffic crash data for the neighborhood roads was obtained by the Village of Downers Grove for review and consideration when developing recommended traffic volume and/or speed mitigation measures in this study. The crash data is summarized in **Figure A** (located in the Appendix), which shows the locations of the crashes for each year from January 2017 to December 2021. Based on the data, the following observations were made on the intersections internal to the neighborhood:

- The overall number of crashes along the internal neighborhood roads was limited. Excluding the crashes that occurred along the arterial roadways bordering the neighborhood (55th Street, Fairview Avenue, 63rd Street, and Main Street), the neighborhood internal roads had a total of 18 crashes over the four-year period, which averages to just over four crashes per year.

- Of the 18 total crashes, four occurred (22 percent) on 59th Street which is classified as a collector road.

- Excluding the crashes that occurred along the arterial and collector roadways bordering the neighborhood, no intersection or specific location within the neighborhood had more than one crash in the four year period.

As such, the crash data shows that the neighborhood internal roadways have experienced a very low incidence of crashes

Preliminary On-Street Parking Review

As part of the study, KLOA, Inc. preliminarily observed the on-street parking conditions within the neighborhood. Other than the additional on-street parking that occurs within proximity to or associated with O'Neill Middle School and Fairmount Elementary School and the parks, the neighborhood experiences limited on-street parking, similar to most neighborhoods. While the schools have higher on-street parking demands, this is expected and typical of these types of uses. The on-street parking demand associated with the two schools generally only occurs for approximately 15 to 20 minutes before and after school and the on-street parking demand associated with the parks generally occurs on evenings and weekends, when traffic volumes on the area roads are lower.

Review of O'Neill Middle School Transportation Operations

The O'Neill Middle School campus is located on the south side of 59th Street bounded by Blodgett Avenue on the east and Fairmount Avenue on the west in generally the middle of the neighborhood. Currently, the school has an enrollment of approximately 430 students that attend seventh and eighth grades and approximately 70 staff/faculty. The following briefly summarizes the transportation operations of the high school:

- Parking for the school is provided via two parking lots located on the south and northwest sides of the school with all access to the parking lots provided via Fairmount Avenue south of 59th Street.

- Bus loading occurs along the east side of 59th Street via the lay-by lane (seven large school buses) and in the south parking lot (three small school buses).

- Student drop-off/pick-up primarily occurs in the two parking lots located on the south and northwest sides of the school. In addition, some limited student drop-off/pick-up occurs within the YMCA parking lot and along Fairmount Avenue and Blodgett Avenue.

The traffic counts and field observations have revealed that the area roadway system, particularly 59th Street, Fairmount Avenue south of 59th Street, and the northwest parking lot, experience some congestion during both the morning drop-off and the afternoon pick-up periods. The following summarizes several of the operational factors that are contributing to the congestion along 59th Street and Fairmount Avenue and their all-way stop sign controlled intersection:

- The majority of the parent/caregiver traffic traverses the all-way stop sign controlled intersection of 59th Street with Fairmount Avenue when traveling to and from the school, which concentrates the school traffic at this intersection.

- Due to the limited stacking within the northwest parking lot and the proximity of the parking lot to 59th Street, the queue of parent/caregiver traffic often extends through this intersection, particularly during the morning drop-off period.

- Since the school bus loading occurs along a public road, state law requires that through traffic in both directions of 59th Street must stop before reaching the school buses, when the school buses are operating all appropriate warning devices indicating that students are exiting or boarding the school buses and may be crossing the roadway.

However, it is important to note that the additional congestion only occurs for approximately 15 to 20 minutes before and after school. This is inherent with most schools given the fixed start and end times of the school day. In addition, the after-school peak period occurs in the afternoon and does not overlap with the evening commuter peak period (4:00 P.M. to 6:00 P.M.), further minimizing the impact of the school operations on the area roadway conditions.

Further, Downers Grove Grade School District 58 is proposing an expansion to the school that will increase the size of the school by approximately 19,140 square feet. With the proposed expansion, the school will serve grades sixth through eighth and is projected to have a total enrollment of 650 students with 86 staff/faculty. As part of the expansion, the south lot is proposed to be expanded and will serve as the primary location for student drop-off/pick-up activity. In addition, a circulation road is proposed to be located along the south side of the school that will extend between Blodgett Avenue and the expanded south parking lot. The circulation road is to be restricted to westbound circulation only and will be exclusively used for school bus unloading/loading and emergency access and circulation. Finally, the 59th Street lay-by lane is proposed to be lengthened so that it generally extends the whole block between Fairmount Avenue and Blodgett Avenue and will accommodate the stacking of 12 large school buses.

The following summarizes the proposed bus loading/unloading and the student drop-off/pick-up operations assuming the proposed school expansion:

- School bus unloading in the morning will occur exclusively via the proposed circulation road to be located along the south side of the school and the school bus loading in the afternoon is proposed to occur along both the 59th Street lay-by lane and the proposed circulation road. All the school buses will arrive at the proposed circulation road via 59th Street to the south on Blodgett Avenue and will depart from the proposed circulation road via Fairmount Avenue to 59th Street.

- All student drop-off/pick-up activity is proposed to occur within the expanded south parking lot and will be restricted from occurring in the northwest parking lot. The student drop-off/pick-up zone is proposed to be located along the south side of the school and the north side of the parking lot. All parents/caregivers will have to travel to/from the school via Fairmount Avenue and its intersection with 59th Street.

Review of Fairmount Elementary School Transportation Operations

Fairmount Elementary School is located on the west side of Blodgett Avenue generally between 60th Street and 61st Street in the southeast portion of the neighborhood. Currently, the school has an enrollment of approximately 335 students in prekindergarten through sixth grade. The following briefly summarizes the transportation operations of the elementary school:

- Staff parking is provided via a parking lot located on the east side of the school campus just west of Blodgett Avenue with access provided via two access drives on Blodgett Avenue. In addition, many parents/caregivers park on the area roadways and walk their students to and from school with most parent/caregiver parking occurs along Blodgett Avenue, 60th Street, and 61st Street.

- All bus loading occurs along the west side of Blodgett Avenue just north of 61st Street in front of the main entrance to the school.

- Student drop-off/pick-up occurs within the school parking lot and operates in a one-way southbound direction with parents/caregivers entering the lot via the north access drive and exiting the lot via the south access drive. To expedite the drop-off/pick-up activity, several staff members assist with the loading of students and the management of the operations. The queue of vehicles can extend along Blodgett Avenue to 60th Street with the longer queues typically occurring in the afternoon when parents arrive early for student pick-up.

In addition, a crossing guard is located at the 59th Street with Blodgett Avenue intersection before and after school.

Field observations and the results of the capacity analyses show that overall, the school operations function well with limited impact on the area roadway system. Some limited congestion occurs in the area, primarily along Blodgett Avenue, 60th Street, and 61st Street which can be attributed to the drop-off/pick-up activity associated with the school and the bus loading along Blodgett Avenue. Since the school bus loading occurs along a public road, state law requires that through traffic in both directions of Blodgett Avenue must stop before reaching the school buses, when the school buses are operating all appropriate warning devices indicating that students are exiting or boarding the school buses and may be crossing the roadway.

However, the additional congestion and the parent/caregiver parking on the area roadways only occurs for approximately 15 to 20 minutes before and after school. This is inherent with most schools given the fixed start and end times of the school day. In addition, the after-school peak period occurs in the afternoon and does not overlap with the evening commuter peak period (4:00 P.M. to 6:00 P.M.), further minimizing the impact of the school operations on the area roadway conditions.

4. Detailed Evaluation and Recommendations

This section of the study provides the detailed evaluation of the internal roadways, pedestrian and bicycle facilities, and traffic control devices within the neighborhood and includes a thorough analysis of traffic operations, vehicular and pedestrian/bicycle circulation, and overall safety along the internal neighborhood roadways. Recommendations were developed for the following components of the neighborhood transportation system:

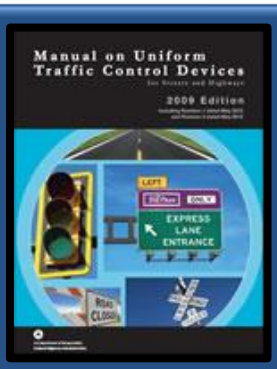
- Intersection traffic control devices
- Pedestrian and bicycle facilities
- Travel speeds and traffic volumes on the neighborhood roads

Basis of Recommendation

The recommendations developed in this section were based primarily on accepted engineering practices, conformity with the 2009 *Manual on Uniform Traffic Control Devices* (MUTCD), existing Village criteria, and input from Village staff. Further, many recommendations include the use of traffic calming measures and devices. The following provides a summary of the MUTCD and the purposes and types of traffic calming measures/devices.

MUTCD

The MUTCD defines the standards used to install and maintain traffic control devices including all signs, signals, markings, and other devices used to regulate, warn, or guide traffic on all public streets, highways, bikeways, and private roads open to public traffic. While the MUTCD provides guidelines with specific benchmarks, many of the criteria are subjective and are left to engineering judgment and practices.



The MUTCD defines the standards used to install and maintain traffic control devices including all signs, signals, markings and other devices used to regulate, warn, or guide traffic, on all public streets, highways, bikeways, and private roads open to public traffic.

Purposes and Types of Traffic Calming Measures/Devices

Traffic calming is defined as the installation of measures designed to reduce traffic speeds and/or traffic volumes in the interest of street safety, livability, and other public purposes. The primary purposes of traffic calming measures/devices are as follows:

- To reduce speed/volume of traffic by increasing motorists' awareness and/or restricting traffic flow.

- To enhance overall safety by better organizing the access and circulation of all modes of transportation.

Traffic calming measures/devices have many different forms and can be implemented incrementally from measures/devices with lower costs and reduced design, coordination, and implementation efforts to measures/devices with higher costs and greater design, coordination, and implementation efforts. **Tables 4** to **7** and the following summarize the two general traffic calming categories:

- *Non-Physical Measures/Devices* generally provide a non-invasive form of traffic calming that are inexpensive and easy to implement, and that can also be easily removed if the measure/device is unsuccessful. As such, these measures/devices are typically implemented before physical measures. Non-physical traffic calming measures include education, community involvement, and enforcement (Level 1 measures/devices) and signage and pavement markings (Level 2 measures/devices).

- *Physical Measures/Devices* consist of physical modifications to the roadway design and are more costly to implement and require more design, coordination, and implementation efforts (Level 3 measures/devices). As such, physical measures/devices are often only considered after non-physical measures/devices have been determined to be unsuccessful. Physical measures/devices include horizontal deflections and vertical deflections.

Table 4
TRAFFIC CALMING MEASURES/DEVICES

Options	Examples
Non-Physical Measures/Devices – Level 1 and 2 Measures/Devices	
Education and Enforcement	Education, Community Involvement Efforts, Targeted Police Enforcement, Radar Speed Trailers, Patrol Decoy
Advisory Signing	Enhanced Speed Limit Signs, Neighborhood Signs, Speed Radar Signs, School/Park Zones
Pavement Markings	Parking Lines/Boxes, Bike Lanes/Sharrows, Edge/Centerlines, Speed Limit Markings
Physical Measures/Devices - Level 3 Measures/Devices	
Horizontal Deflections	Curb Extensions, Median Islands, Traffic Circles, Chokers/Neck-Downs
Vertical Deflections	Speed Humps/Lumps, Speed Tables, Raised Crosswalks, Raised Intersections

Table 5
NON-PHYSICAL MEASURES/DEVICES

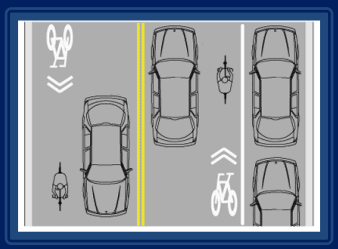
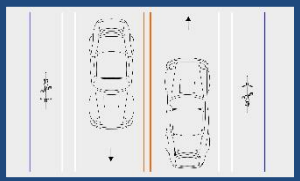
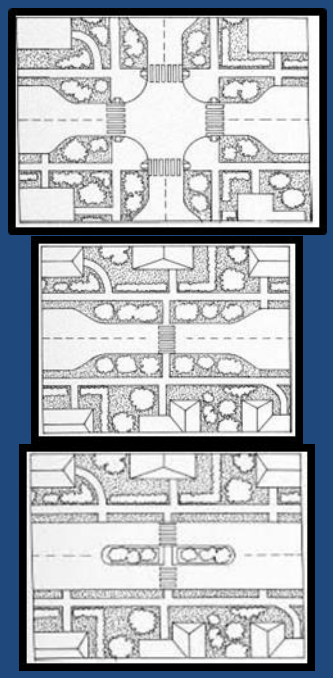
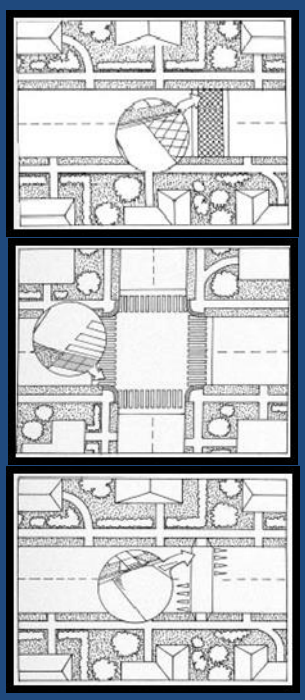
	***Education and Community Involvement Efforts*** include yard sign campaigns, radar gun loan programs, and self-policing that further educates/informs both residents and motorists.
	***Speed Limit Signage/Markings*** include oversized speed limit signs, yellow-framed speed limit signs, and/or speed limit pavement markings that further reinforce speed limits.
	***Speed Monitors and Enforcement*** includes portable/permanent speed monitors, targeted police enforcement, and patrol decoys that further reinforce/enforce speed limits.
	***Pavement Markings*** include edge lines, parking boxes, and centerlines that delineate the travel lanes and provide the perception of a narrower roadway.
	***Sharrow Markings*** reinforce the shared-lane environment of posted bicycle routes and provide the perception of a narrower roadway.
	***Buffered Bike Lanes*** provides a dedicated lane for bicyclists that make the movements of both motorists and bicyclists more predictable, leading to safer roads. They also provide the perception of a narrower roadway.

Table 6
PHYSICAL MEASURES/DEVICES – HORIZONTAL DEFLECTIONS



- **Includes curb extensions, median islands, and chokers**
- **Advantages:**
  - **Effective at reducing speeds, particularly in proximity to measure**
  - **Enhance pedestrian circulation and safety by reducing the crossing distance, improving the visibility of pedestrians, and enhancing pedestrian sight lines**
- **Disadvantages:**
  - **More expensive**
  - **May hinder bike circulation**
  - **May reduce on-street parking**

Table 7
PHYSICAL MEASURES/DEVICES – VERTICAL DEFLECTIONS



- **Includes speed humps/lumps, raised crosswalks, and raised intersections**
- **Advantages:**
  - **Effective at reducing speeds, particularly in proximity to measure**
  - **Raised crosswalks/intersections enhance pedestrian safety/circulation as they provide more defined pedestrian crossings**
- **Disadvantages:**
  - **More expensive**
  - **Increase emergency response times**
  - **Require additional signage/striping**
  - **Noise and aesthetic issues/concerns**
  - **May hinder bike circulation**
  - **May reduce on-street parking**

Intersection Traffic Control

Development of the intersection traffic control plan involves a comprehensive evaluation of each intersection along with the existing overall operating conditions of the neighborhood (see Chapter 3). Any intersection traffic control plan must consider typical issues, such as the functional classification of the roadways, through trips, speeding, traffic calming, circulation, and land-use impacts. As such, a systematic approach was employed that examined the neighborhood from the inside (each individual intersection) and outside (the overall neighborhood). The intersection traffic control plan was generally based on the warrants and/or requirements in the MUTCD and the physical and operating characteristics of the roadway system, including the following:

- The functional classification of the roadway system
- The existing intersection traffic control
- The existing traffic volumes
- The pedestrian activity
- The existing crash data
- The land uses in the area
- Intersection sight distance

Figure 11 illustrates the recommended traffic control plan and **Table 8** summarizes the recommended modifications.

Based on the evaluation, it has been determined that the following intersections should be under all-way stop sign control:

- *59th Street with Fairmount Avenue*. This intersection should continue to operate under all-way stop sign control given that it is an intersection of two collector roads and due to its proximity to O'Neill Middle School.

- *60th Street with Blodgett Avenue*. This intersection should continue to operate under all-way stop sign control to maintain this established location and due to the intersection's proximity to Fairmount Elementary School.

- *Kenyon Street with Lyman Avenue*. This intersection should continue to operate under all-way stop sign control to maintain this established location and to reduce the uninterrupted flow of traffic along Lyman Avenue.

- *Kenyon Street with Washington Street.* This intersection should continue to operate under all-way stop sign control to maintain this established location and to reduce the uninterrupted flow of traffic along Washington Street.

- *59th Street with Blodgett Avenue*. This intersection should be converted from one-way stop sign control to all-way stop sign control due to the proximity of the intersection to Fairmount Elementary School and O'Neill Middle School.

Table 8
RECOMMENDED INTERSECTION TRAFFIC CONTROL MODIFICATIONS

Modifications	Intersections
Convert two-way or one-way stop sign control to all-way stop sign control	• 59th Street with Blodgett Avenue • 62nd Street with Lyman Avenue
Add all-way stop sign control at intersections with no control	• 61st Street (north leg) with Blodgett Avenue • 61st Street with Grand Avenue
Replace yield sign control with stop sign control	• 60th Street with Grand Avenue • 62nd Street with Fairmount Avenue
Add two-way stop sign control at intersections with no intersection traffic control	• 60th Place/Webster Place with Washington Street • 60th Street with Osage Avenue • 61st Street with Fairmount Avenue
Add one-way stop sign control at intersections with no intersection traffic control	• 55th Place with Cumnor Road • 56th Street with Wilcox Avenue • 56th Street with Deerpath Lane • White Fawn Trail with Deerpath Lane • White Fawn Trail with Harmarc Place • 57th Street with Wanda Place • 57th Street with Grand Avenue • Bunning Drive with Grand Avenue • Blanchard Street with Lyman Avenue • 59th Place with Webster Street • 59th Place with Webster Place • 60th Place with Clyde Avenue • 61st Street with Washington Street (west leg) • 61st Street with Washington Street (east leg) • 61st Street with Lyman Avenue • 61st Street (south leg) with Blodgett Avenue • Stratford Lane with Washington Street • 62nd Street with Washington Street (west leg) • 62nd Street with Washington Street (east leg) • 62nd Street with Park Avenue • 62nd Street with Blodgett Avenue • 62nd Court with Fairmount Avenue • Fairview Avenue and Fairview Court

- *61st Street (north leg) with Blodgett Avenue*. This intersection should be converted from two-way stop sign control to all-way stop sign control due to the proximity of the intersection to Fairmount Elementary School.

- *61st Street with Grand Avenue*. This intersection should be converted from two-way stop sign control to all-way stop sign control due to the proximity of the intersection to Fairmount Elementary School.

- *62nd Street with Lyman Avenue*. This intersection should be converted from two-way yield sign control to all-way stop sign control to reduce the uninterrupted flow of traffic along 62nd Street.

The following intersections currently have yield sign control and should be converted so that the approaches under yield sign control are under stop sign control:

- 60th Street with Grand Avenue
- 62nd Street with Fairmount Avenue

The following two-way intersections have no traffic control and should be converted to two-way stop sign control:

- *60th Place/Webster Place with Washington Street*. The 60th Place/Webster Place approaches should be under stop sign control at their intersection with Washington Street, which currently has no traffic control.

- *60th Street with Osage Avenue*. The Osage Avenue approaches should be under stop sign control at their intersection with 60th Street, which currently has no traffic control.

- *61st Street with Fairmount Avenue*. The Fairmount Avenue approaches should be under stop sign control at their intersection with 61st Street, which currently has no traffic control.

The following T-intersections have no traffic control and should be converted to one-way stop sign control so that the road with only one intersection leg is under stop sign control:

- 55th Place with Cumnor Road
- 56th Street with Wilcox Avenue
- 56th Street with Deerpath Lane
- White Fawn Trail with Deerpath Lane
- White Fawn Trail with Harmarc Place
- 57th Street with Wanda Place
- 57th Street with Grand Avenue
- Bunning Drive with Grand Avenue
- Blanchard Street with Lyman Avenue
- 59th Place with Webster Street
- 59th Place with Webster Place
- 60th Place with Clyde Avenue
- 61st Street with Washington Street (west leg)
- 61st Street with Washington Street (east leg)
- 61st Street with Lyman Avenue
- 61st Street (south leg) with Blodgett Avenue
- Stratford Lane with Washington Street
- 62nd Street with Washington Street (west leg)
- 62nd Street with Washington Street (east leg)
- 62nd Street with Park Avenue
- 62nd Street with Blodgett Avenue
- 62nd Court with Fairmount Avenue
- Fairview Avenue and Fairview Court

Speed Limits and Posted Speed Limit Signs

Most of the roads within the neighborhood are regulated by a 25-mph neighborhood speed limit except for the following roads:

- Fairview Avenue and 59th Street have a posted speed limit of 30 mph.

- 59th Place, 60th Place, Clyde Avenue, Webster Place, and Washington Street between 59th Street and 61st Street have a posted speed limit of 20 mph.

- 59th Street within the vicinity of O'Neill Middle School and Blodgett Avenue in the vicinity of Fairmount Elementary School have a 20 mph school speed zone that is in effect on school days when children are present.

The following neighborhood speed limit modifications are recommended in order reduce the travel speeds in the neighborhood, provide better uniformity throughout the neighborhood, and to enhance pedestrian and bicycle safety:

- Install a 20 mph school speed limit sign on southbound Fairmount Avenue north of 59th Street.

- The posted speed limit on 59th Street between Main Street and Fairview Avenue should be reduced from 30 mph to 25 mph. While this section of road is classified as a collector road, the section of road (1) extends through a residential neighborhood and along the O'Neill Middle School campus, (2) provides residential driveway access, (3) is a bicycle route, and (4) the road has a 25 mph posted speed limit east and west of this section of 59th Street.

In addition, KLOA, Inc. examined both the type and locations of the existing speed limit signs within the neighborhood as a means to help mitigate travel speeds through the neighborhood. **Figure 12** illustrates the proposed modifications to the posted speed limit signs in the neighborhood, which consist of installing new signs, replacing signs, relocating signs, and/or adding yellow borders to existing speed limit signs.

Alternative 59th Street Designs

Currently, the majority of 59th Street between Fairview Avenue and Main Street generally has a 34-foot cross section with two 17-foot vehicle lanes separated by a centerline. Parking is generally permitted on both sides of 59th Street. At its signalized intersections with Fairview Avenue and Main Street and its all-way stop sign controlled intersection with Fairmount Avenue, the 59th Street approaches have one approximately 11.5-foot lane in each direction with parking prohibited on both sides of the road and an approximate 11-foot left-turn lane. Further, as discussed previously, it is recommended that the speed limit on 59th Street be reduced from 30 mph to 25 mph and that the intersection of 59th Street and Blodgett Avenue be under all-way stop sign control.

Given that 59th Street is a signed bike route that is part of the Southern DuPage Regional Trail, KLOA, Inc examined several additional traffic calming measures that could be installed on 59th Street to further calm/slow the traffic and to promote alternative modes of transportation. The *Village of Downers Grove Bike and Pedestrian Plan* recommended that 59th Street be designated as a neighborhood bike route within the Village with shared bike pavements makings (sharrows) installed on 59th Street between Main Street and Fairview Avenue. The four alternatives that were examined include the following:

Alternative A (see Exhibit A in the Appendix) consists of the existing conditions and the addition of shared bike pavement markings (sharrows) located in the middle of the vehicle lane along both directions of 59th Street. The purpose of sharrows is to indicate a shared lane environment for both bicyclists and motorists. Sharrows also provide the following benefits:

- Sharrows reinforce the legitimacy of bicycle traffic on the roadway.

- Sharrows indicate proper bicyclist positioning, particularly if on-street parking is permitted on the road.

- Sharrows can be configured to offer directional and wayfinding guidance.

In addition, seven-foot edge lines are proposed along both sides of 59th Street except at the intersections with separate left-turn lanes. The edge lines will reduce the width of the shared lanes, which is a traffic calming measure to help calm/slow vehicle traffic.

Alternative B (see Exhibit B in the Appendix) consists of the proposed Alternative A conditions with the elimination of the separate left-turn lanes on 59th Street at Fairmount Avenue. As discussed previously, given the existing all-way stop sign control, the 59th Street/Fairmount Avenue intersection is projected to operate at a similar vehicle level of service and delay with or without the separate left-turn lanes on 59th Street. In addition, the elimination of the separate left-turn lanes can provide the following additional benefits:

- The elimination of the left-turn lanes allows for additional on-street parking and the extension of the edge lines along 59th Street.

- The elimination of the left-turn lanes reduces the number of lanes pedestrians and bicyclists must traverse when crossing 59th Street which is critical given that Fairmount Avenue is a signed bike route and the proximity of the 59th Street/Fairmount Avenue intersection to O'Neill Middle School, the Indian Boundary YMCA, and Milnes Family Memorial Park.

Alternative C (see Exhibit C in the Appendix) consists of the elimination of the existing parking along both sides of 59th Street in order to provide a 10-foot vehicle lane, 5.0-foot bike lane, and 2.0-foot buffer on each side of the road. Sharrow pavement markings will continue to be provided along the sections of 59th Street that include separate left-turn lanes. Unlike sharrows, a bike lane provides a dedicated lane for bicyclists. Bike lanes make the movements of both motorists and bicyclists more predictable, leading to safer roads. Further, this alternative also reduces the width of the vehicle lanes, which is a traffic calming measure to help calm/slow vehicle traffic.

While this alternative eliminates parking on 59th Street, it is important to note the following concerning the on-street parking:

- Based on field observations, the utilization of the on-street parking appears to be low.

- The homes fronting 59th Street generally have individual driveways.

- Parking is provided on the north-south roads, which are located less than 330 feet from any home fronting 59th Street.

Alternative D (see Exhibit D in the Appendix) consists of the proposed Alternative C conditions with the elimination of the separate left-turn lanes on 59th Street at Fairmount Avenue, which allows for the buffered bike lane to extend through this intersection. In addition, similar to Alternative B, the elimination of the separate left-turn lanes can provide the following benefits while still operating at a similar vehicle level of service and delay as existing conditions:

- The elimination of the left-turn lanes allows for the extension of the buffered bike lanes through this intersection.

- The elimination of the left-turn lanes reduces the number of lanes pedestrians and bicyclists must traverse when crossing 59th Street which is critical given that Fairmount Avenue is a signed bike route and the proximity of the 59th Street/Fairmount Avenue intersection to O'Neill Middle School, the Indian Boundary YMCA, and Milnes Family Memorial Park.

Table 9 summarizes the advantages and disadvantages of each alternative.

Table 9
ADVANTAGES AND DISADVANTAGES OF THE 59TH STREET ALTERNATIVES

	Advantages	Disadvantages
Alternative A	• Includes on-street parking • Includes edge lines • Includes shared vehicle/bike lanes • Includes reduced vehicle lanes (10 feet wide)	• Does not include buffered bike lanes • Does not reduce number of lanes peds/bicyclists must cross at the Fairmount Avenue intersection
Alternative B	• Includes on-street parking • Includes parking edge lines • Includes shared vehicle/bike lanes • Includes reduced vehicle lanes (10 feet wide) • Reduces number of lanes peds/bicyclists must cross at the Fairmount Avenue intersection	• Does not include buffered bike lanes
Alternative C	• Includes buffered bike lanes • Includes reduced vehicle lanes (10 feet wide)	• Does not include on-street parking • Does not reduce number of lanes peds/bicyclists must cross at the Fairmount Avenue intersection
Alternative D	• Includes buffered bike lanes • Includes reduced vehicle lanes (10 feet wide) • Reduces number of lanes peds/bicyclists must cross at the Fairmount Avenue intersection	• Does not include on-street parking

Alternative Fairmount Avenue (55th Street to 59th Street) Designs

As the speed surveys have shown, Fairmount Avenue is experiencing higher travel speeds between 55th Street and 59th Street. Currently, this section of Fairmount Avenue has a 28-foot cross section with two 14-foot vehicle lanes with parking generally permitted on both sides of the road. In addition, while Fairmount Avenue is a signed bike route, it does not have any bike pavement markings or other bike infrastructure. Further, as discussed previously, it is recommended that additional speed limit signs with yellow boarders be added to this section of Fairmount Avenue.

Given the higher speeds along Fairmount Avenue and that it is a signed bike route, KLOA, Inc examined several additional traffic calming measures that could be installed on Fairmount Avenue to further calm/slow the traffic and to promote alternative modes of transportation. The *Village of Downers Grove Bike and Pedestrian Plan* recommended that Fairmount Avenue be designated as a neighborhood bike route within the Village of Downers Grove. The four alternatives that were examined include the following:

Alternative A (see Exhibit A1 in the Appendix) consists of the existing conditions and the addition of shared bike pavement markings (sharrows) located in the middle of the vehicle lane along both directions of Fairmount Avenue. The purpose of sharrows is to indicate a shared lane environment for both bicyclists and motorists. Sharrows also provide the following benefits:

- Sharrows reinforce the legitimacy of bicycle traffic on the roadway.
- Sharrows indicate proper bicyclist positioning, particularly if on-street parking is permitted on the road.
- Sharrows can be configured to offer directional and wayfinding guidance.

In addition, edge lines are proposed along both sides of Fairmount Avenue located four feet from the edge of pavement and a centerline is proposed between the two shared lanes. The edge lines and the centerline will reduce the width of the shared lanes, which is a traffic calming measure to help calm/slow vehicle traffic.

Alternative B (see Exhibit B1 in the Appendix) consists of the proposed Alternative A conditions with an eight-foot landscaped median and 10-foot lanes along the frontage of Patriots Park. In addition to reducing the lane width of the shared lanes, the median also further serves to calm/slow vehicle traffic by providing a lateral shift in the shared lanes.

Alternative C (see Exhibit C1 in the Appendix) consists of the elimination of the existing parking along both sides of Fairmount Avenue in order to provide a 10-foot vehicle lane and a 4.0-foot bike lane on each side of the road separated by a centerline. Unlike sharrows, a bike lane provides a dedicated lane for bicyclists. Bike lanes make the movements of both motorists and bicyclists more predictable, leading to safer roads. Further, this alternative also reduces the width of the vehicle lanes, which is a traffic calming measure to help calm/slow vehicle traffic. While this alternative eliminates parking on Fairmount Avenue, it is important to note the following concerning the on-street parking:

- Based on field observations, the utilization of the on-street parking appears to be low.
- The homes fronting Fairmount Avenue generally have individual driveways.

Alternative D (see Exhibit D1 in the Appendix) consists of eliminating parking on one side of the road and providing seven-foot edge lines on one side of the road with a 10.5-foot shared lane in each direction separated by a centerline.

Table 10 summarizes the advantages and disadvantages of each alternative.

Table 10
ADVANTAGES AND DISADVANTAGES OF THE
FAIRMOUNT AVENUE ALTERNATIVES

	Advantages	Disadvantages
Alternative A	• Includes on-street parking on both sides of the road • Includes edge lines • Includes shared vehicle/bike lanes • Includes reduced vehicle lanes (10 feet wide)	• Does not include bike lanes • Does not include a landscaped median
Alternative B	• Generally includes on-street parking on both sides of the road • Includes edge lines • Includes shared vehicle/bike lanes • Includes a landscaped median • Includes reduced vehicle lanes (10 feet wide)	• Does not include bike lanes
Alternative C	• Includes bike lanes • Includes reduced vehicle lanes (10 feet wide)	• Does not include on-street parking on both sides of the road • Does not include a landscaped median
Alternative D	• Includes on-street parking on one-side of the road • Includes shared vehicle/bike lanes • Includes reduced vehicle lanes (10.5 feet wide)	• Does not include on-street parking on one side of the road • Does not include a bike lane • Does not included a landscaped median

Pedestrian Facilities and Traffic Control Devices

The neighborhood contains Downers Grove Swim-Racquet Club, Indian Boundary YMCA, Patriots Park, and Milnes Family Memorial Park. In addition, Fairmount Elementary School and O'Neill Middle School are located in the southern section of the neighborhood. To safely accommodate pedestrians, numerous pedestrian facilities and warning devices are provided within the neighborhood, which are highlighted in the existing conditions section of the report and illustrated in Figure 6.

In addition, KLOA, Inc. reviewed and evaluated the pedestrian crossings in the neighborhood to enhance pedestrian safety and circulation, compliance with the MUTCD, and overall consistency throughout the neighborhood. The recommended modifications to the pedestrian facilities and warning devices are shown in **Figure 13** and are summarized below and in **Table 11:**

- Install a pedestrian advanced crossing assembly (W11-2, W16-9P) on southbound Fairmount Avenue north of 59th Street.

- Remove the pedestrian crossing assemblies (W11-2, W16-7P) at the following intersections as all-way stop sign control is recommended at each of the intersections:

    - On the west leg of 59th Street at its intersection with Blodgett Avenue
    - On the south leg of Blodgett Avenue at its intersection with 61st Street
    - On the south leg of Grand Avenue at its intersection with 61st Street

Table 11
PEDESTRIAN FACILITIES AND TRAFFIC CONTROL DEVICES RECOMMENDATIONS

Location	Recommendation Description
Southbound Fairmount Avenue north of 59th Street	Install an advanced pedestrian crossing assembly (W11-2, W16-9P)
• On 59th Street at Blodgett Avenue • On Blodgett Avenue at 61st Street • On Grand Avenue at 61st Street	Remove pedestrian crossing assemblies (W11-2, W16-7P)

Bicycle Facilities

The 2000 Village of Downers Grove bikeway plan currently designates several neighborhood roads (59th Street and Fairmount Avenue) as bike routes that extend through the neighborhood. In addition, the *Village of Downers Grove, Bicycle and Pedestrian Plan*, dated March 2013, recommends that Dearborn Parkway between Patriots Park and 59th Street be designated as a neighborhood bike route. Further, a few bicycle route signs are located on 59th Street and Fairmount Avenue. Enhancing the visibility of the bike routes through the Village may increase the comfort level of bicyclists, encourage more people to ride, and more effectively alert motorists to the potential presence of bicyclists. **Figure 13**, **Table 12**, and the following summarize the recommendations for the bicycle facilities in the neighborhood, many of which are from the *Village of Downers Grove, Bicycle and Pedestrian Plan:*

- Add sharrows or buffered bike lanes along 59th Street between Main Street and Fairview Avenue and add bike route signs.
- Add sharrows or bike lanes along Fairmount Avenue between 55th Street and 59th Street and add bike route signs.
- Per the *Village of Downers Grove Bicycle and Pedestrian Plan*, consider designating Dearborn Parkway between Patriots Park and 59th Street as a neighborhood bike route and installing appropriate bike route signs.

Table 12
BICYCLE FACILITIES RECOMMENDATIONS

Location	Recommendation Description
59th Street between Main Street and Fairview Avenue	• Add sharrows or buffered bike lanes on 59th Street • Install additional bike route signs
Fairmount Avenue between 55th Street and 59th Street	• Add sharrows or bike lanes on Fairmount Avenue • Install additional bike route signs
Dearborn Parkway between Patriots Park and 59th Street	• *Per the Village of Downers Grove Bicycle and Pedestrian Plan*, consider designating this section of Dearborn Parkway as a neighborhood bike route and installing appropriate bike route signs

Pavement Markings and Signage

Based on field observations, the following summarizes additional recommendations concerning the neighborhood signage and pavement markings:

- As discussed previously, install a centerline on Fairmount Avenue between 55th Street and 59th Street.

- Several of the regulatory and warning signs in the neighborhood were partially obstructed from view by overgrown trees and bushes. Village staff should inspect all sign locations within the neighborhood during late Spring/early Summer to identify trees located within the right-of-way in need of trimming.

- Refresh all pavement markings that have become faded including parking boxes/edge lines, centerlines, bike lanes, stop bars, etc.

Education

Based on field observations and discussions with Village staff, educational materials are recommended to be developed that explain the following topics:

- Village policies regarding vehicular speeds and volumes on neighborhood streets
- State of Illinois "Stop for Pedestrians in the Crosswalk" law
- Laws related to traffic movements and cell phone use within school zones/bus loading areas
- Navigating the City's website for neighborhood transportation data, studies, and information

Enforcement

Police enforcement of the posted traffic regulations is a critical component of the neighborhood traffic improvement plan, particularly considering the high travel speeds in the neighborhood. Recommendations include to continue and/or expand the speed enforcement efforts to target some of the local roads that experience higher travel speeds and those roads where reduced speed limits are recommended (59th Street).

Traffic Calming Measures

Speeding and cut-through traffic are generally two of the major concerns expressed by residents in any neighborhood. As discussed previously, the traffic volumes within the neighborhood are generally within an acceptable range for residential roads and consistent with traffic patterns on other neighborhood roads within the Village. However, the results of the speed surveys show that the observed average speeds at several of the surveyed locations within the neighborhood exceeded the posted speed limit and the observed 85th percentile speeds exceeded the posted speed limit by five mph or greater. As discussed previously, the increased speeds within the neighborhood are likely due in part to the long stretches of free flow conditions along some of the roadways and the grid system within the southern portion of the neighborhood which lacks any horizontal curves.

As such, several of the roads are experiencing some higher travel speeds. The various recommendations made as part of the study, which include many traffic calming measures/devices, will help to mitigate the speeds in the neighborhood. In addition, KLOA, Inc. examined locations that would be appropriate for additional traffic calming measures/devices and developed additional traffic calming recommendations for the Village to consider. The review was based on the existing traffic volumes, speed surveys, and roadway characteristics. Before any physical measures/devices are implemented, a thorough evaluation will need to be conducted to examine the impact of the measures/devices including emergency vehicle access and response times, diversion of traffic to other neighborhood roads, drainage impacts, costs, and long-term maintenance. **Table 13** outlines the traffic calming recommendations for the various roads in the neighborhood and includes recommendations already summarized in the study.

Consideration should be given to installing horizontal deflection measures (curb extensions, median islands, chokers/neck-downs, chicanes, etc.) and/or permanent or temporary radar feedback signs, if the recommended measures are not effective in reducing the travel speeds. Roadways or sections of roadways that may need additional measures include:

- Fairview Avenue
- Fairmount Avenue (north section)
- 62nd Street (west section)
- Lyman Street (north section)
- Washington Street

Table 13
POTENTIAL TRAFFIC CALMING MEASURES

Traffic Calming Measure	Locations
Speed Monitors and Police Enforcement. Continue use of portable electronic speed monitors, install permanent speed monitors, and/or enhance targeted police enforcement to increase awareness and enforce speed limits.	• Neighborhood-wide
Speed Limit Signage. Install additional speed limit signs and/or yellow-framed speed limit signs to further reinforce the speed limits.	• Neighborhood-wide
Reduce Speed Limit from 30 to 25 mph	• 59th Street between Main Street and Fairview Avenue
School Zone 20 mph Speed Limit: Install school zone 20 mph speed limit to reduce the speeds in this higher pedestrian area.	• Southbound Fairmount Avenue north of 59th Street
Centerline Pavement Markings. Install centerlines to give motorists the perception of a narrower roadway.	• Fairmount Avenue between 55th Street and 59th Street
Sharrows, Bike Lanes, or Edge Lines/Parking Boxes. Install sharrows, bike lanes, and/or edge/parking lines along both directions of the road to make movements of vehicles and bicyclists more predictable, leading to safer roads, and/or to provide the perception of a narrower roadway.	• 59th Street between Main Street and Fairview Avenue • Fairmount Avenue between 55th Street and 59th Street

5. Conclusion

This study summarizes the results and findings of the neighborhood traffic study for Area Number 9. The neighborhood is primarily bounded by 55th Street on the north, Fairview Avenue on the east 63rd Street on the south, and Main Street on the west. In addition, the study area includes the neighborhood bounded by 55th Street on the north, Fairview Avenue on the west, and the Village limits on the east and south. Overall, the objective of the study was to thoroughly examine the existing traffic operations within the neighborhood, identify operational deficiencies, and recommend modifications and/or improvements to enhance both vehicular and pedestrian operations. The study addressed the primary traffic concerns within any neighborhood: vehicular volume, vehicular speed, and overall vehicular and pedestrian safety. The recommendations developed in the study were based primarily on accepted engineering practices, conformity with the 2009 MUTCD, existing Village criteria, and input from Village staff.

The matrix in **Table 14** summarizes the recommendations of the Neighborhood 9 Traffic Study and includes the level of difficulty and general cost range to implement each project.

Table 14
DOWNERS GROVE NEIGHBORHOOD 9 - RECOMMENDATION MATRIX

Transportation Component	Location	Recommendation Description	Ease of Implementation Effort	Cost
Traffic Control	59th Street with Blodgett Avenue 62nd Street with Lyman Avenue	• Convert two-way or one-way stop sign control to all-way stop sign control	Low	Low
Traffic Control	61st Street (north leg) with Blodgett Ave. 61st Street with Grand Avenue	• Add all-way stop sign control at intersections with no traffic control	Low	Low
Traffic Control	60th Street with Grand Avenue 62nd Street with Fairmount Avenue	• Replace yield sign control with two-way stop sign control	Low	Low
Traffic Control	60th Place/Webster Place with Washington Street 60th Street with Osage Avenue 61st Street with Fairmount Avenue	• Add two-way stop sign control at intersections that have no traffic control	Low	Low
Traffic Control	55th Place with Cumnor Road 56th Street with Wilcox Avenue 56th Street with Deerpath Lane White Fawn Trail with Deerpath Lane White Fawn Trail with Harmarc Place 57th Street with Wanda Place 57th Street with Grand Avenue Bunning Drive with Grand Avenue Blanchard Street with Lyman Avenue 59th Place with Webster Street 59th Place with Webster Place 60th Place with Clyde Avenue 61st St. with Washington St. (west leg) 61st St. with Washington St. (east leg) 61st Street with Lyman Avenue 61st St. (south leg) with Blodgett Ave. Stratford Lane with Washington Street 62nd St. with Washington St. (west leg) 62nd St. with Washington St. (east leg) 62nd Street with Park Avenue 62nd Street with Blodgett Avenue 62nd Court with Fairmount Avenue Fairview Avenue and Fairview Court	• Add one-way stop sign control on the road with only one intersection leg at these T-intersections that have no traffic control	Low	Low

Table 14 (Continued)
DOWNERS GROVE NEIGHBORHOOD 9 - RECOMMENDATION MATRIX

Transportation Component	Location	Recommendation Description	Ease of Implementation Effort	Cost
Pedestrian Facilities	Fairmount Avenue with 59th Street	• Install advanced pedestrian crossing assemblies (W11-2, W16-9P) on southbound Fairmount Avenue north of 59th Street	Low	Low
Pedestrian Facilities	On 59th Street at Blodgett Avenue On Blodgett Avenue at 61st Street On Grand Avenue at 61st Street	• Remove pedestrian crossing assemblies (W11-2, W16-7P)	Low	Low
Bicycle Facilities	Dearborn Parkway between Patriots Park and 59th Street	• Designate as neighborhood bike route • Install bike route signs	Low	Low
Bicycle Facilities	59th Street between Main Street and Fairview Avenue	• Add sharrows or buffered bike lanes on 59th Street • Install additional bike route signs	Low	Low
Bicycle Facilities	Fairmount Avenue between 55th Street and 59th Street	• Add sharrows or bike lanes on 59th Street • Install additional bike route signs	Low	Low
Striping & Signage	Neighborhood-wide	• Inspect all traffic sign locations and trim trees within Village right-of-way to improve visibility of signs	Low	Low
Striping & Signage	Neighborhood-wide	• Refresh all pavement markings including parking boxes/edge lines, centerlines, bike lanes, stop bars, etc.	Low	Low
Striping & Signage	Neighborhood-wide	• Install stop lines at new stop sign-controlled locations and existing stop sign control approaches that do not have stop bars	Low	Low
Traffic Speeds	Fairmount Avenue between 55th Street and 59th Street	• Install double yellow center line	Low	Low
Traffic Speeds	59th Street between Main Street and Fairview Avenue	• Reduce posted speed limit from 30 mph to 25 mph	Low	Low
Traffic Speeds	Southbound Fairmount Avenue north of 59th Street	• Install School Zone with 20-mph speed limit	Low	Low

Table 14 (Continued)
DOWNERS GROVE NEIGHBORHOOD 9 - RECOMMENDATION MATRIX

Transportation Component	Location	Recommendation Description	Ease of Implementation Effort	Cost
Traffic Speeds	Neighborhood-wide (see Figure 12)	• Install new neighborhood speed limit signs • Install new speed limit signs with yellow borders • Replace 30 mph speed signs with 25 mph signs with yellow borders on 59th Street • Install a new School Zone 20-mph speed limit sign on Fairmount Avenue north of 59th Street	Low	Low
Traffic Speeds	59th Street between Main Street and Fairview Avenue Fairmount Avenue between 55th Street and 59th Street	• Install sharrows, bike lanes, and/or edge/parking lines along both directions of the road to make movements of vehicles and bicyclists more predictable, leading to safer roads, and/or to provide the perception of a narrower roadway.	Low	Low
Traffic Speeds	Neighborhood-wide	• Targeted speed enforcement and use of speed radar trailer	Low	Low
Education		• Develop materials to explain Village policies regarding vehicular speeds and volumes on neighborhood roads • Develop materials to explain State of Illinois "Stop for Pedestrians in the Crosswalk" law • Develop materials to assist with navigating the Village's website for neighborhood transportation data, studies, and information		

KEY:
Ease of Implementation

High – Recommendation is anticipated to require an extensive level of any or all the following: outside agency and/or stakeholder involvement, outside engineering assistance, and/or construction assistance. The timeframe to implement the recommendation is anticipated to require more than one year.

Medium - Recommendation is anticipated to require a moderate level of any or all the following: outside agency and/or stakeholder involvement, outside engineering assistance, and/or construction assistance. The timeframe to implement the recommendation is anticipated to require less than one year.

Low – Completed by internal Village staff.

Cost

High – Greater than $10,000
Medium – Less than $10,000
Low – Can be implemented with normal Department operations.

Appendix

Figures
Crash Data
Alternative 59th Street (Main Street to Fairview Avenue) Designs
Alternative Fairmount Avenue (55th Street to 59th Street) Designs

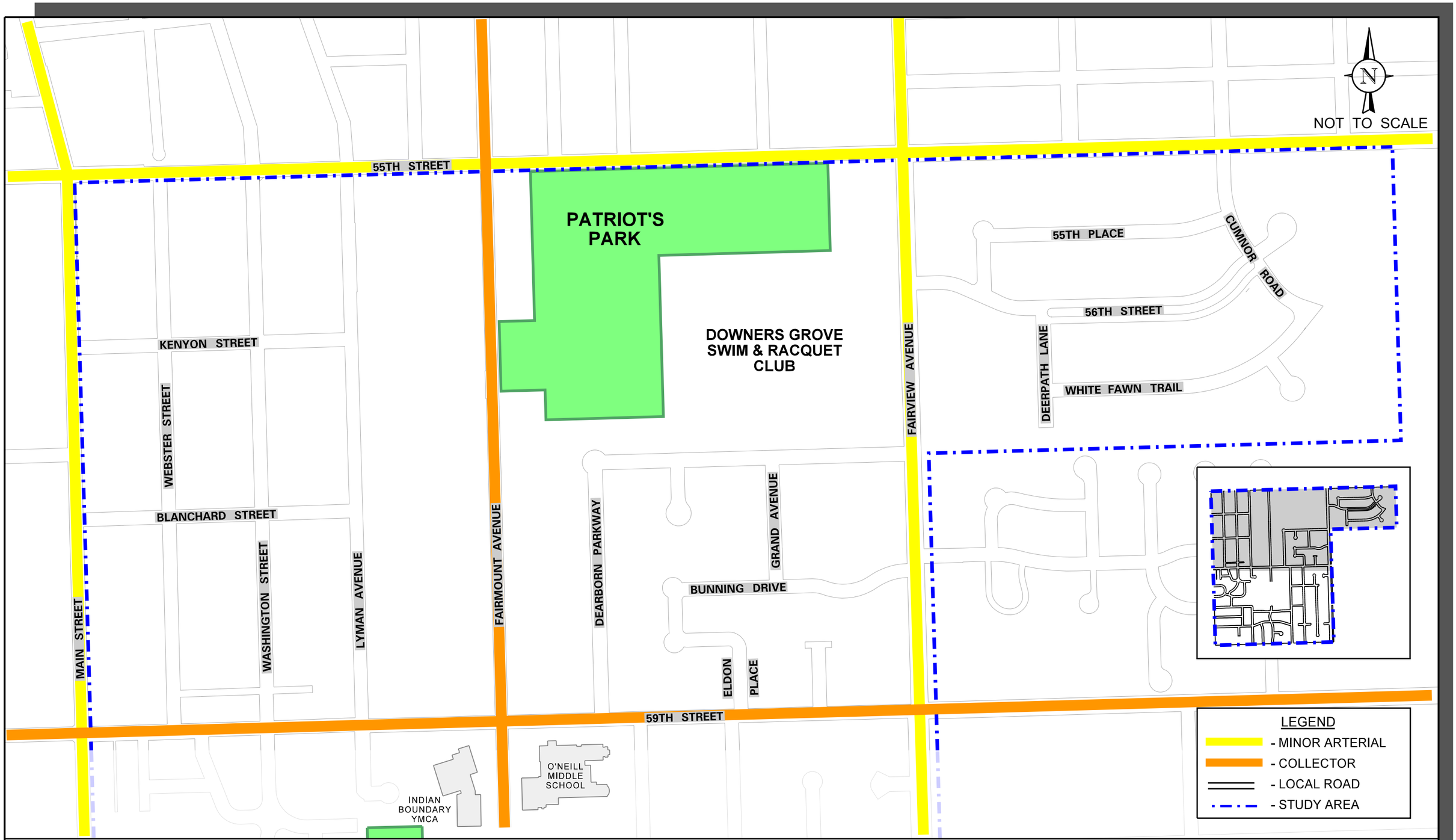
Figures

NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

NEIGHBORHOOD STUDY AREA 9

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 1

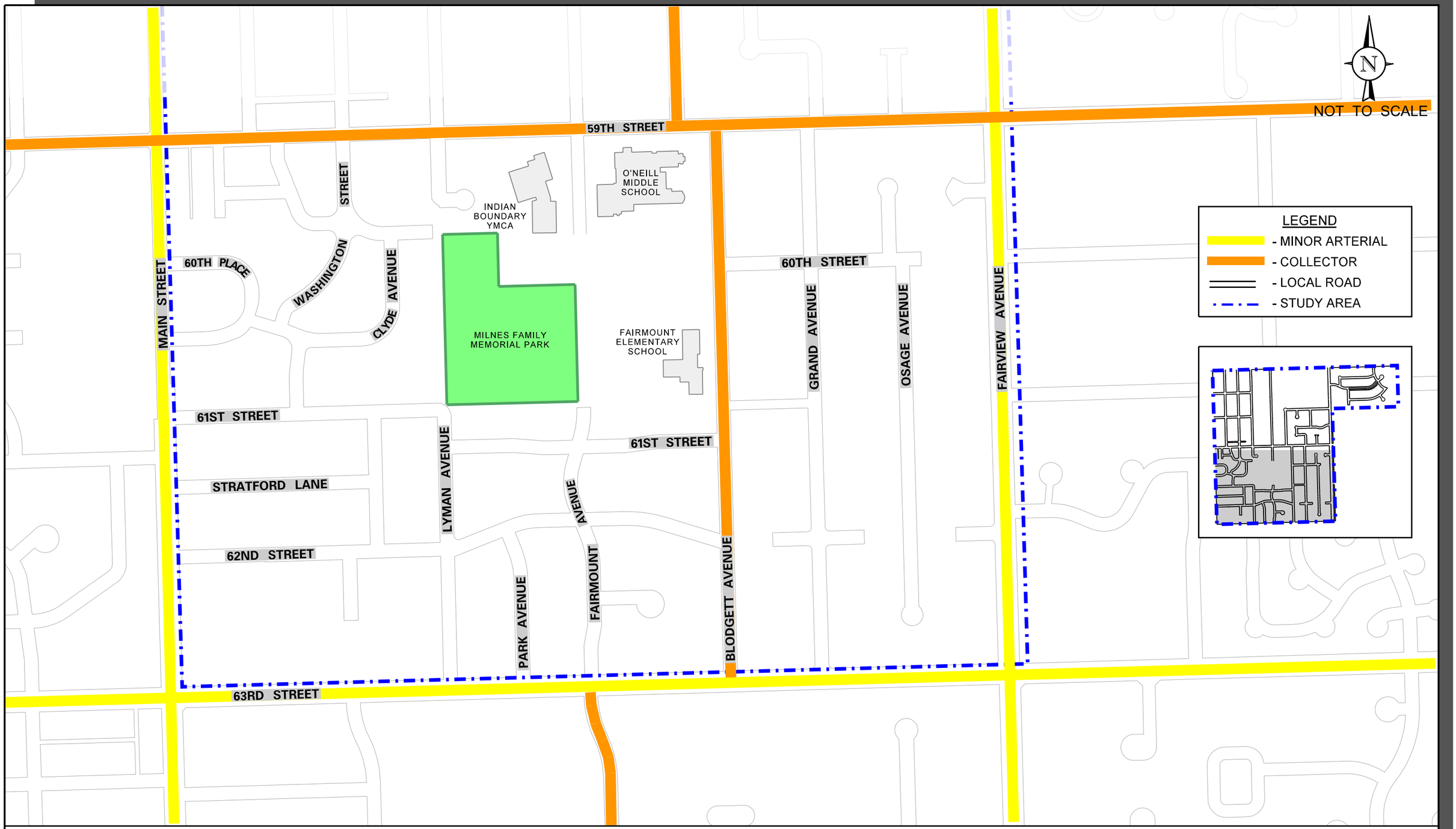


NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

EXISTING ROADWAY FUNCTIONAL CLASSIFICATION

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 2A

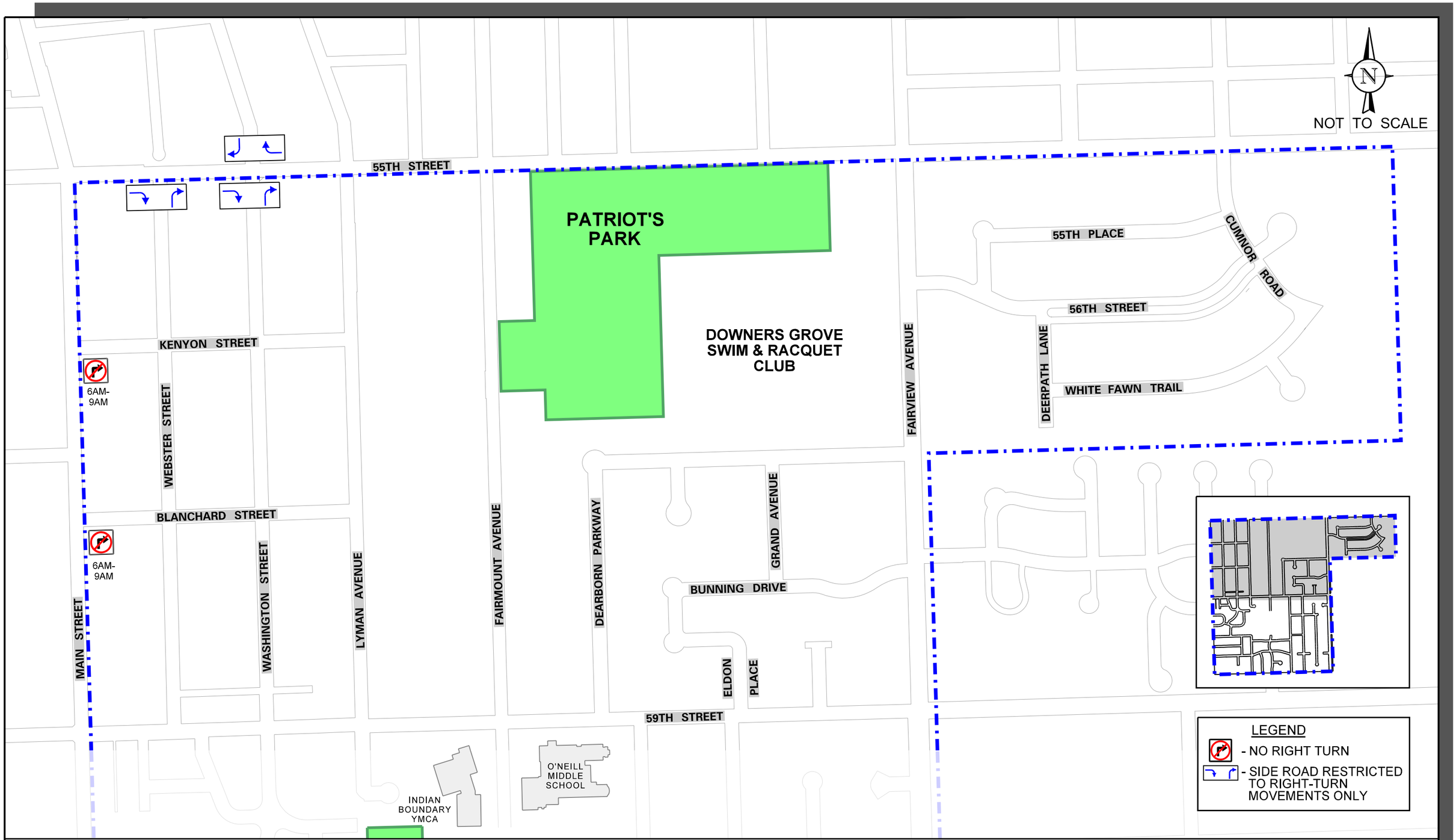


NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

EXISTING ROADWAY FUNCTIONAL CLASSIFICATION

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 2B

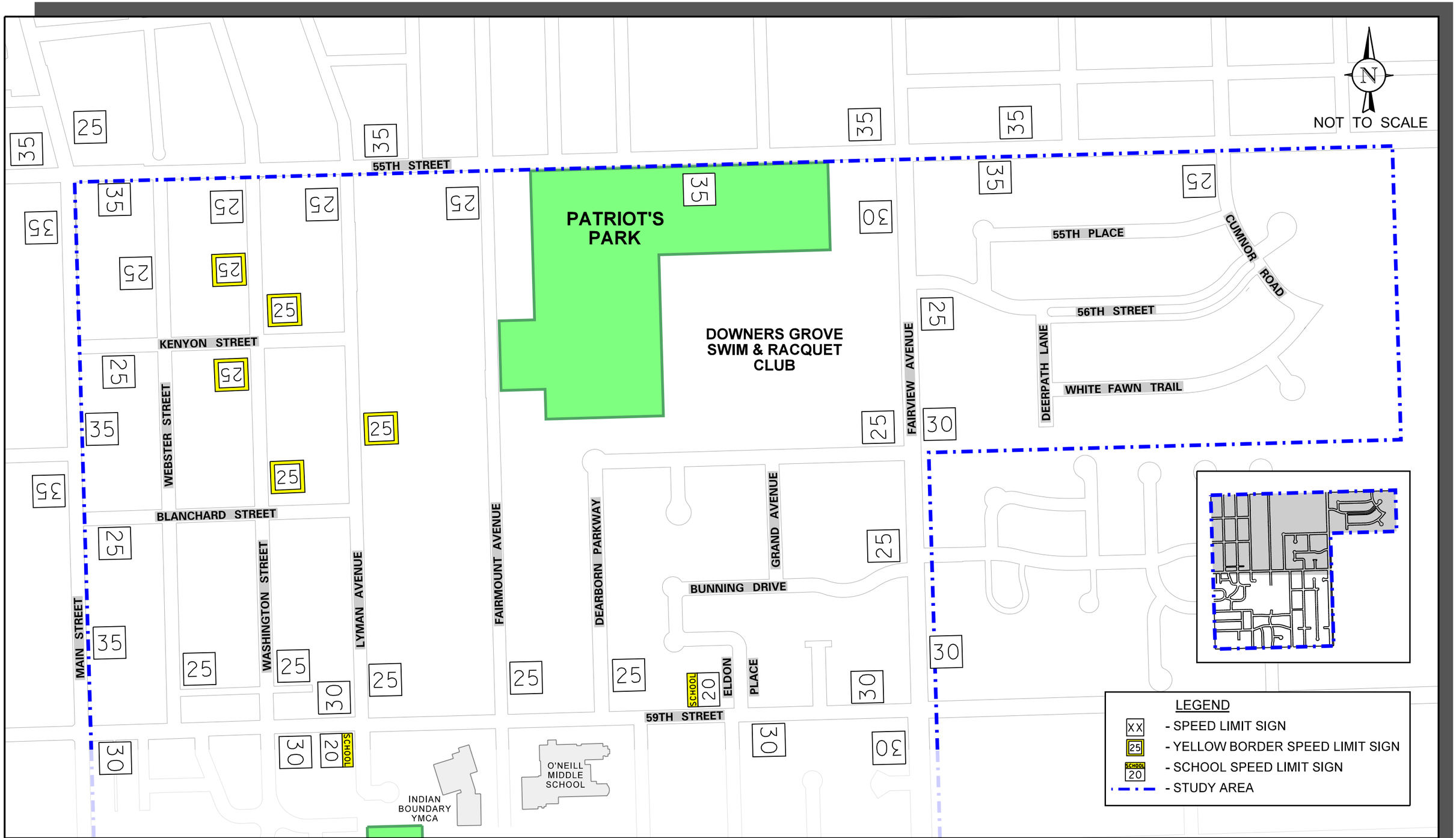


NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

ROADWAY GEOMETRIC RESTRICTIONS

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 3

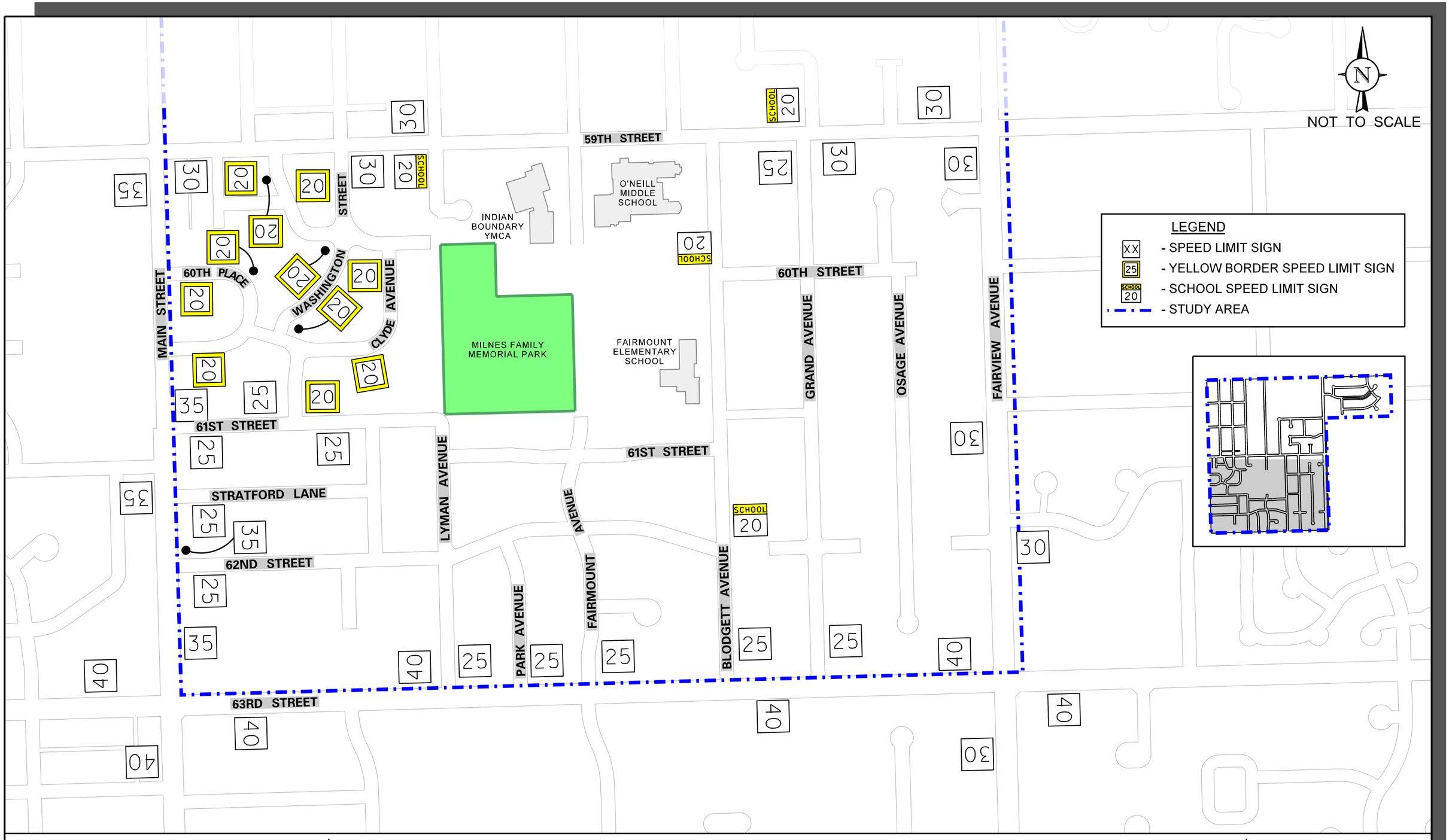


NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

EXISTING POSTED SPEED REGULATIONS

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 4A

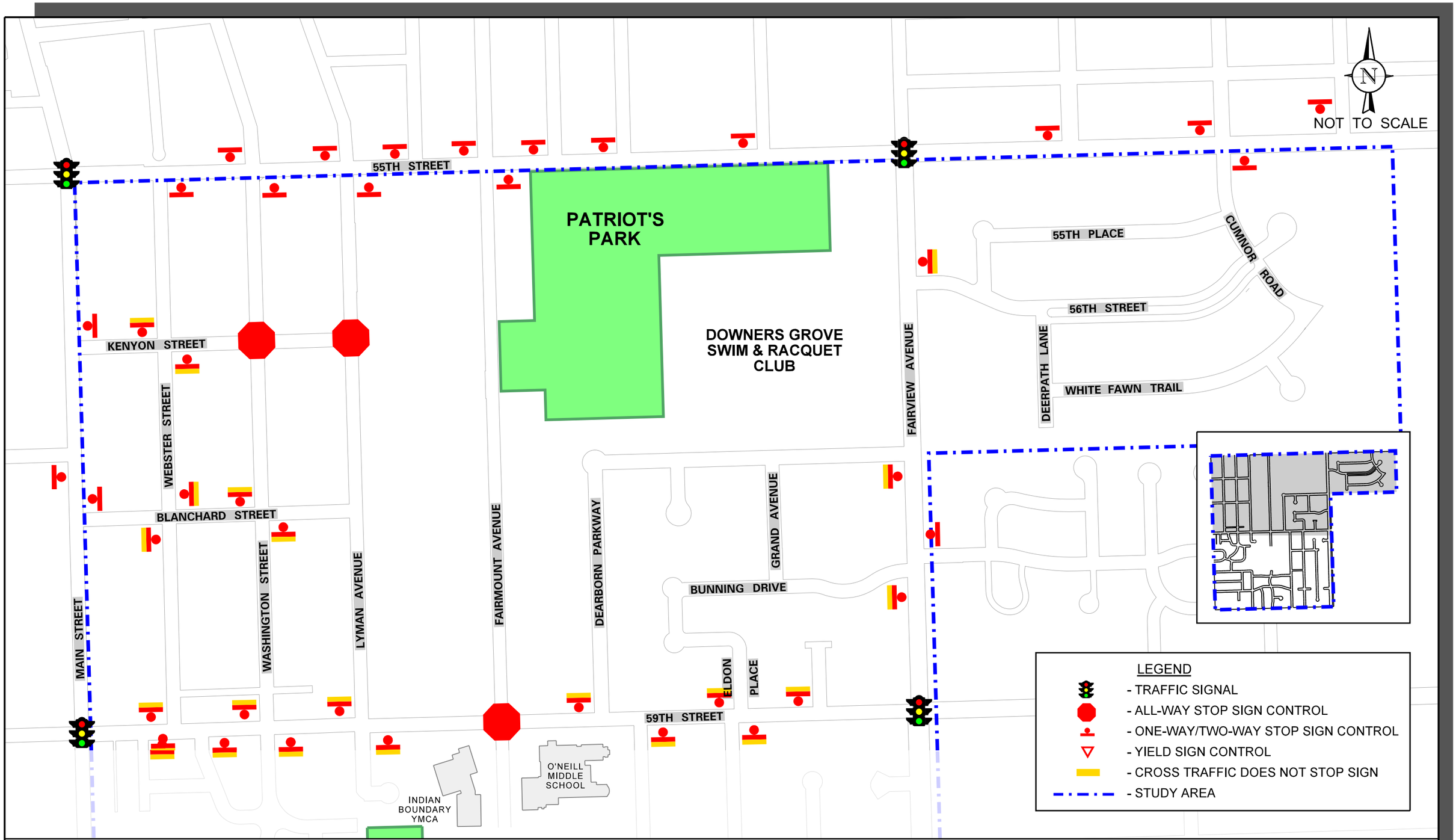


NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

EXISTING POSTED SPEED REGULATIONS

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 4B

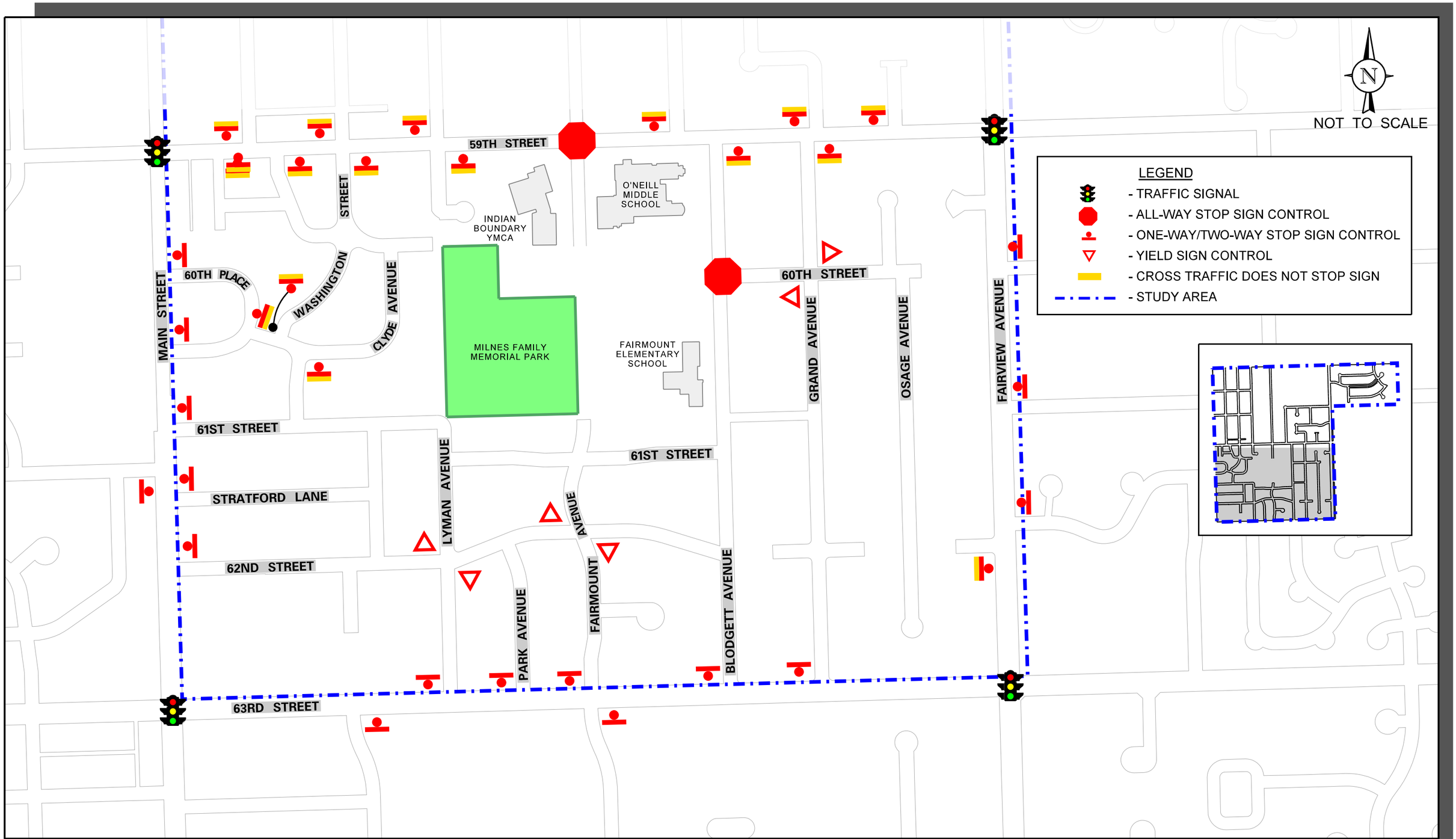


NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

EXISTING INTERSECTION TRAFFIC CONTROL

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 5A

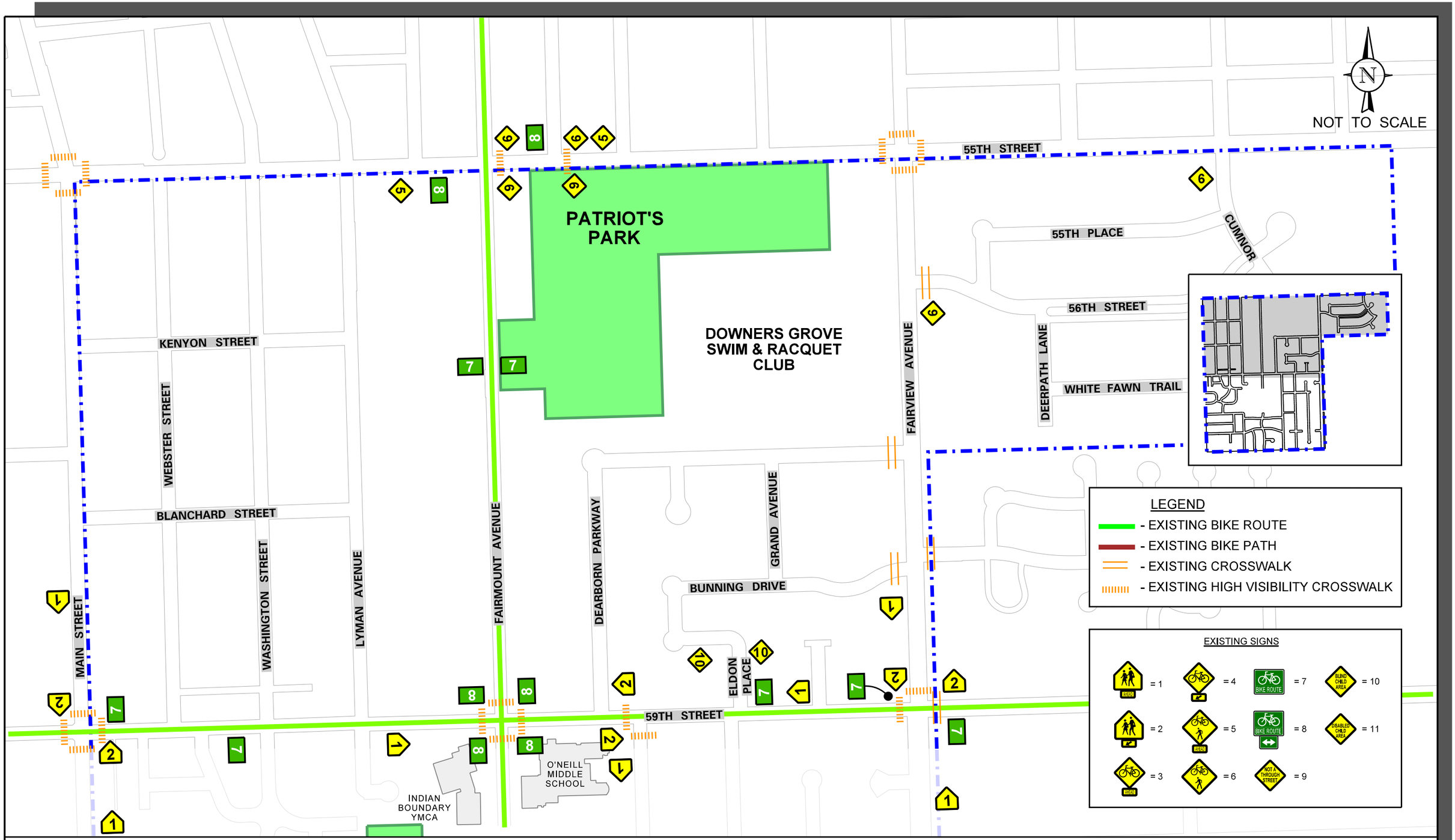


NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

EXISTING INTERSECTION TRAFFIC CONTROL

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 5B

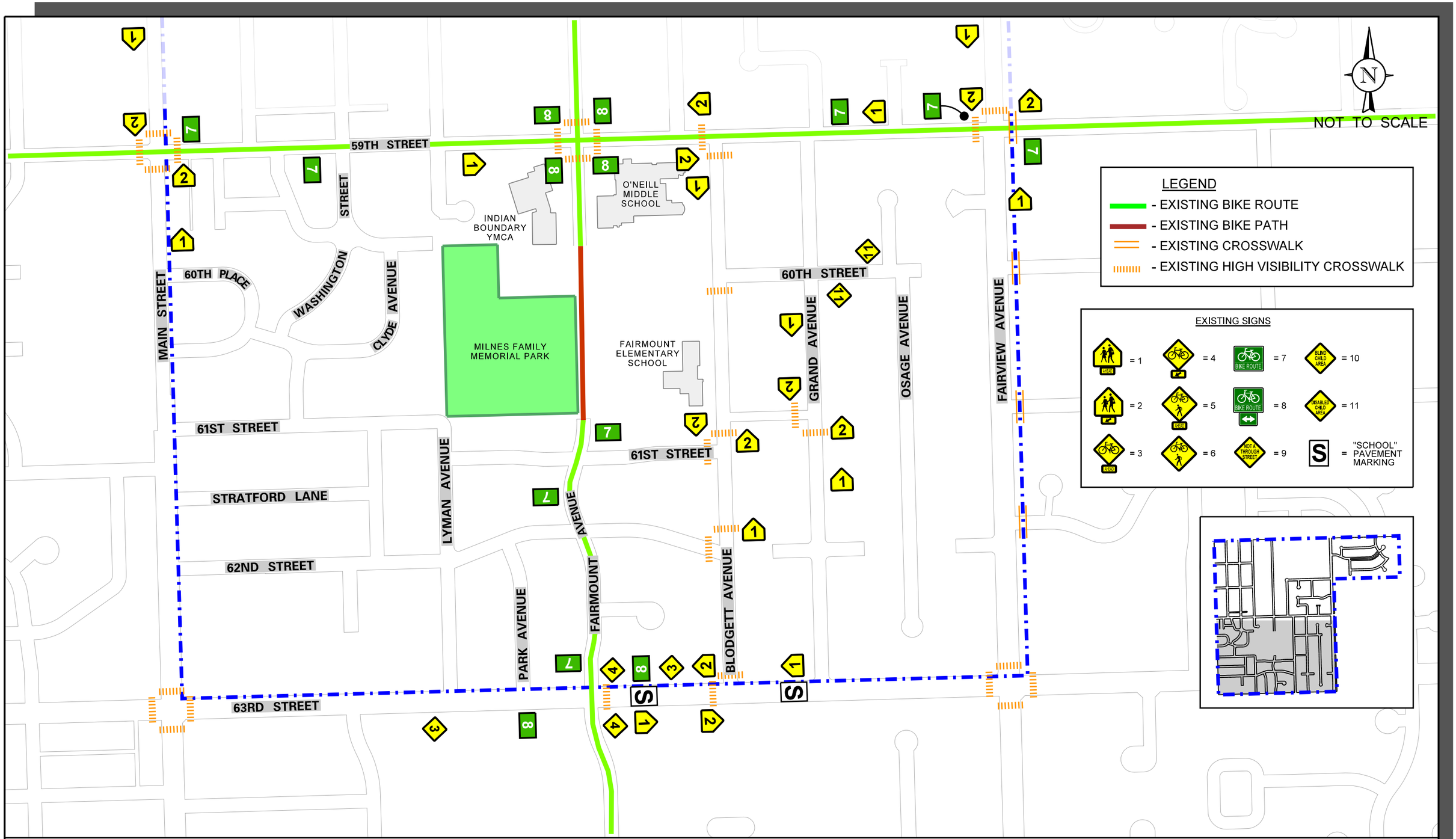


NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

EXISTING PEDESTRIAN AND BICYCLE SIGNAGE AND MARKINGS

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 6A

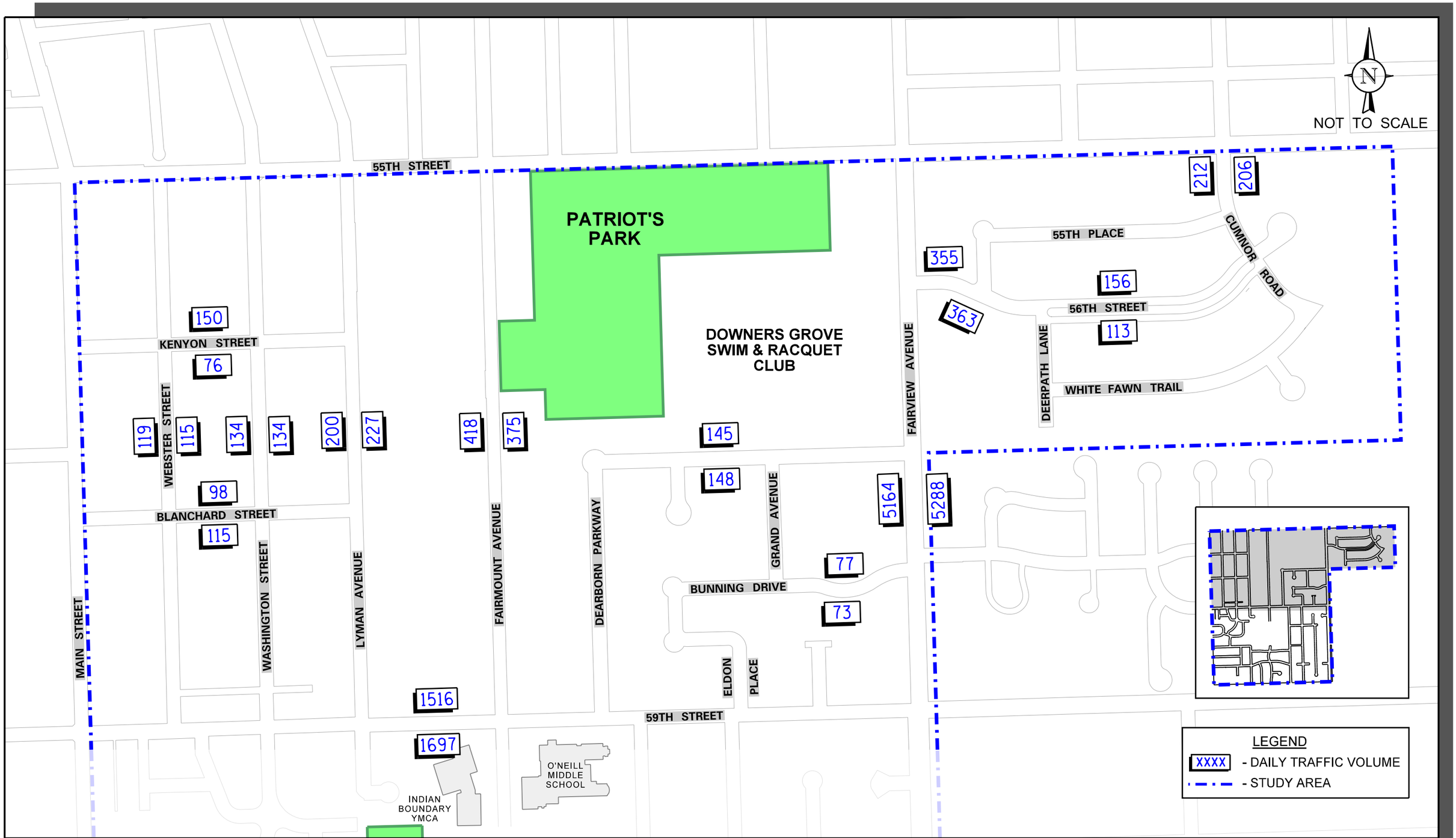


NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

EXISTING PEDESTRIAN AND BICYCLE SIGNAGE AND MARKINGS

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 6B

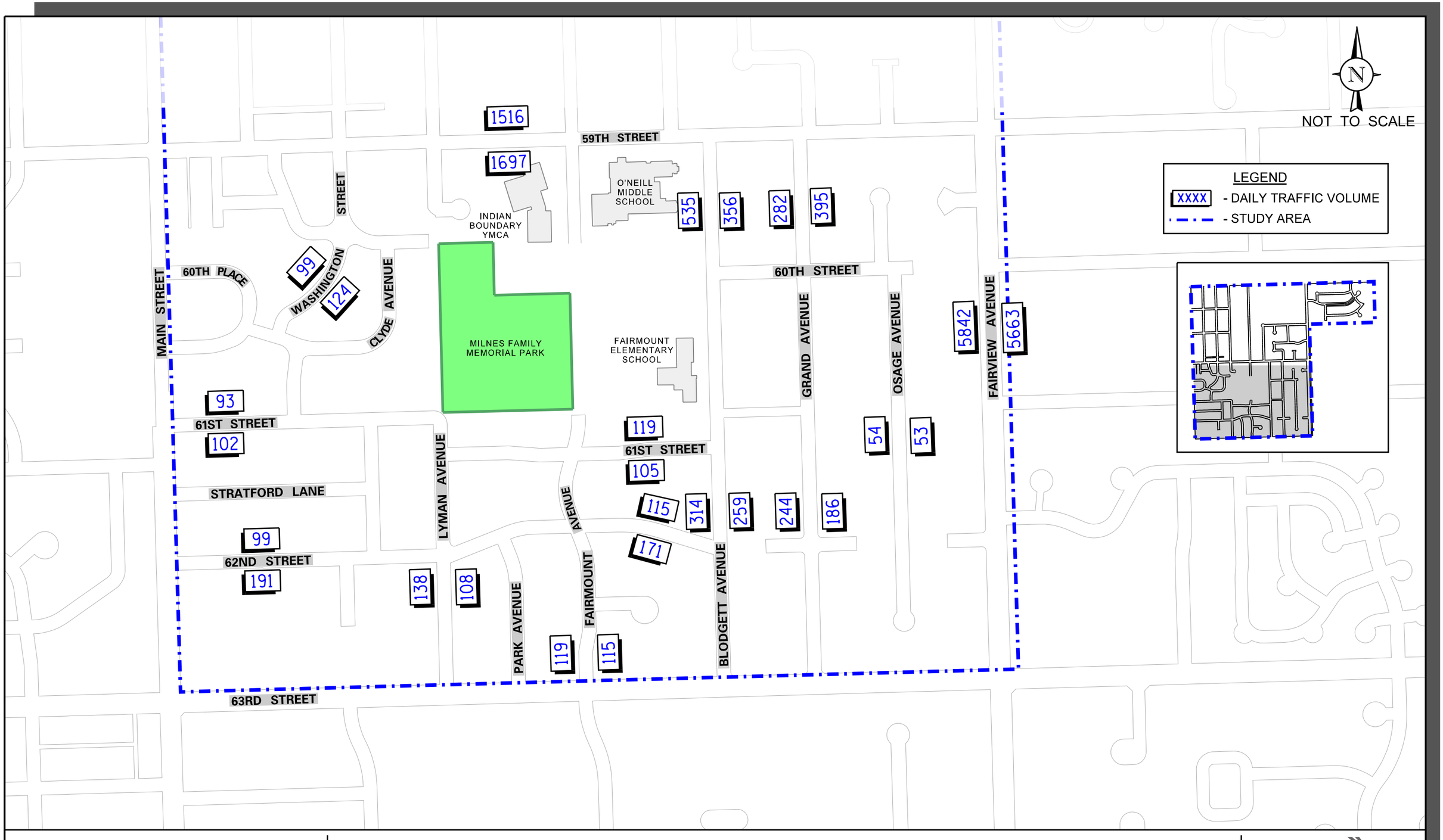


NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

EXISTING DAILY TRAFFIC VOLUMES

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 7A

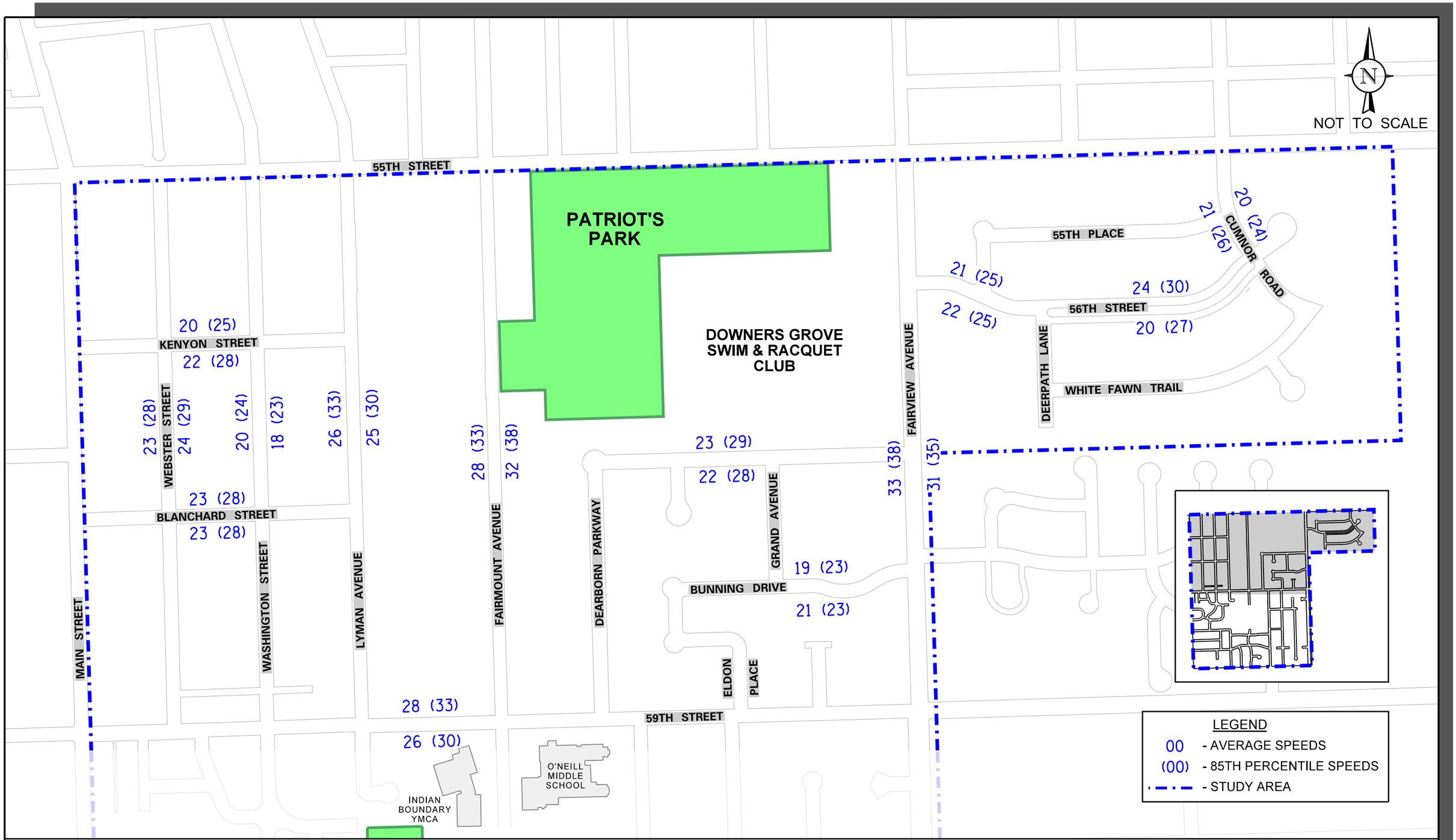


NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

EXISTING DAILY TRAFFIC VOLUMES

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 7B

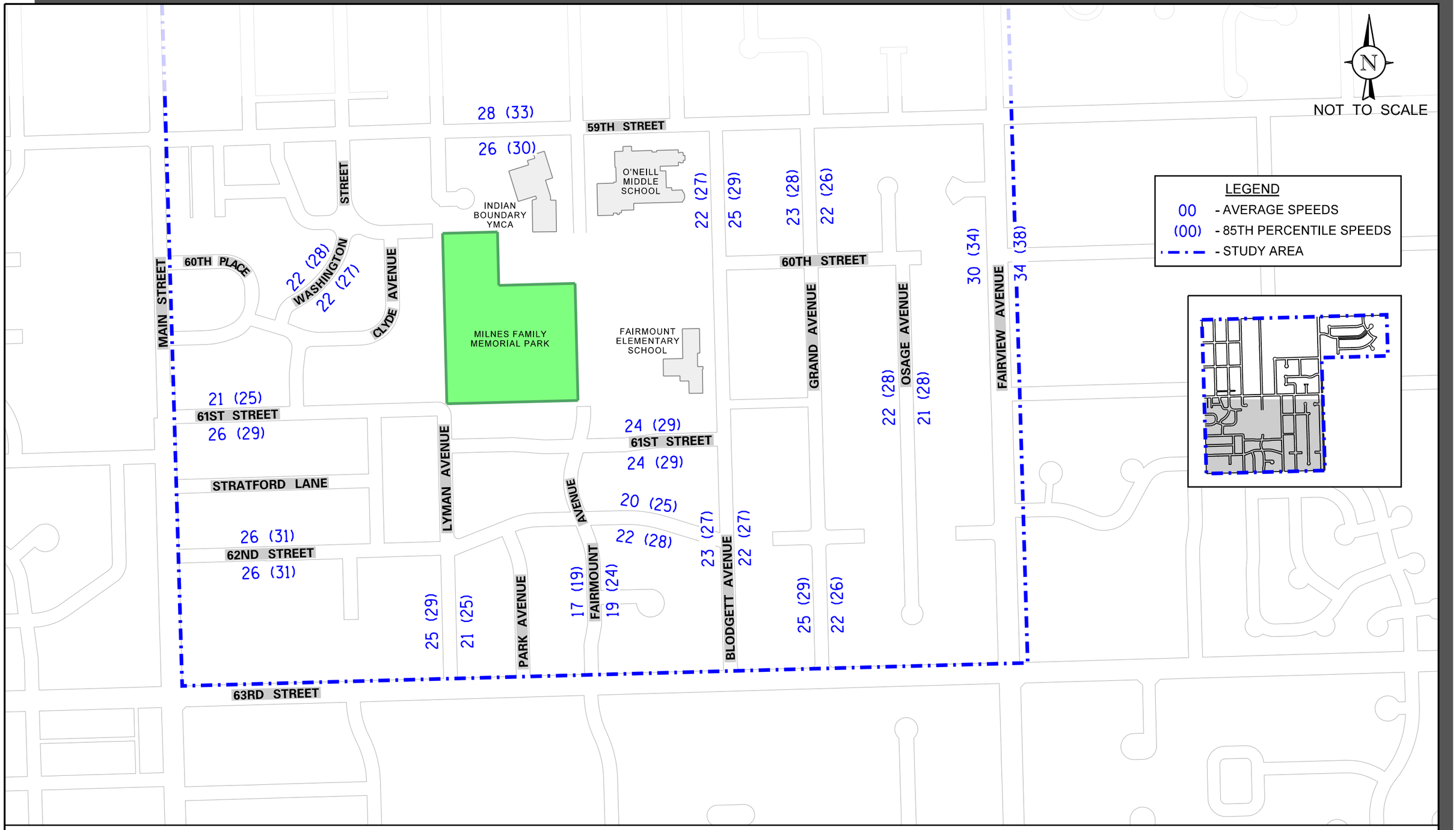


NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

EXISTING AVERAGE AND 85TH PERCENTILE SPEEDS

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 8A

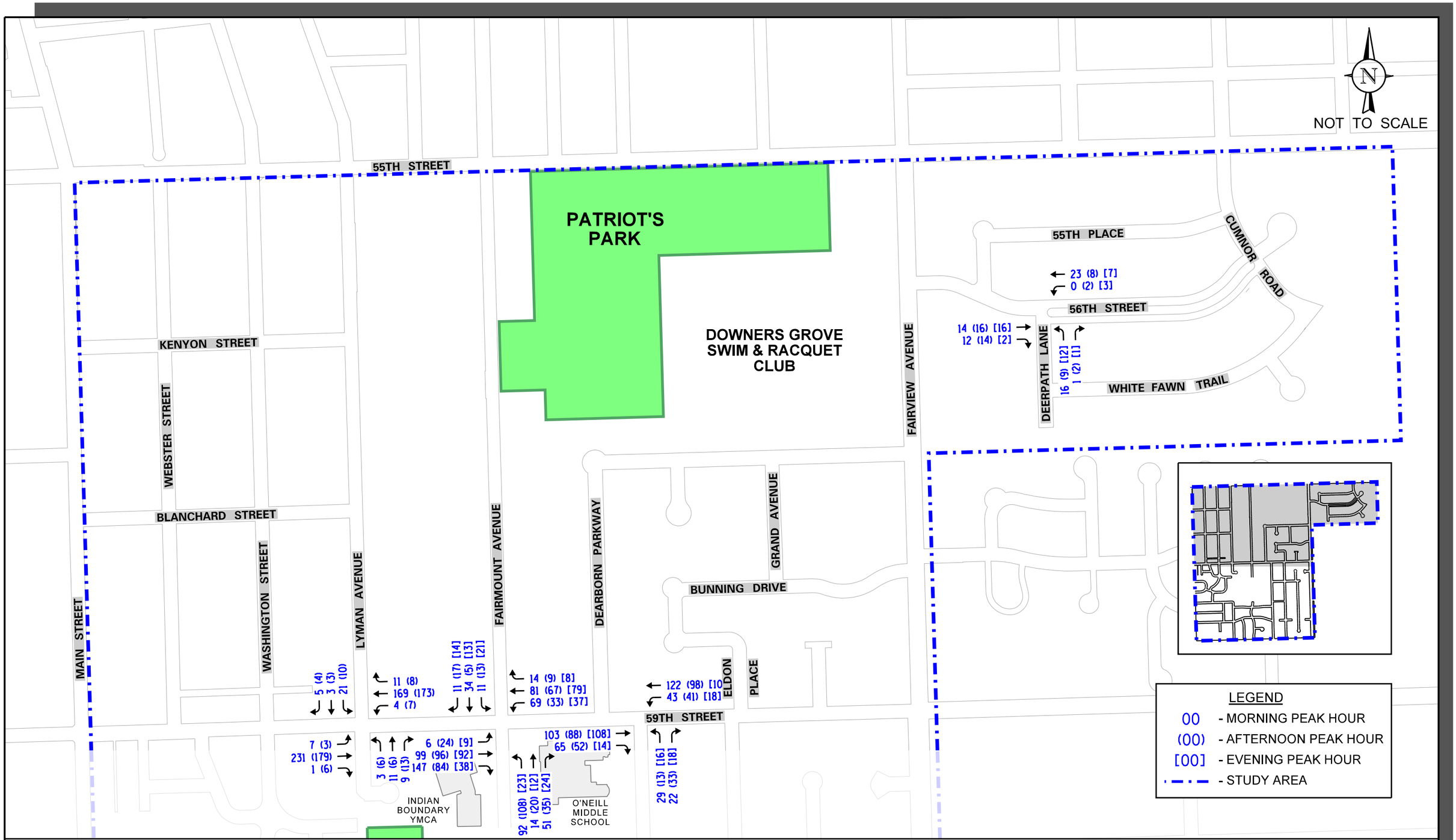


NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

EXISTING AVERAGE AND 85TH PERCENTILE SPEEDS

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 8B



NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

EXISTING PEAK HOUR TRAFFIC VOLUMES

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

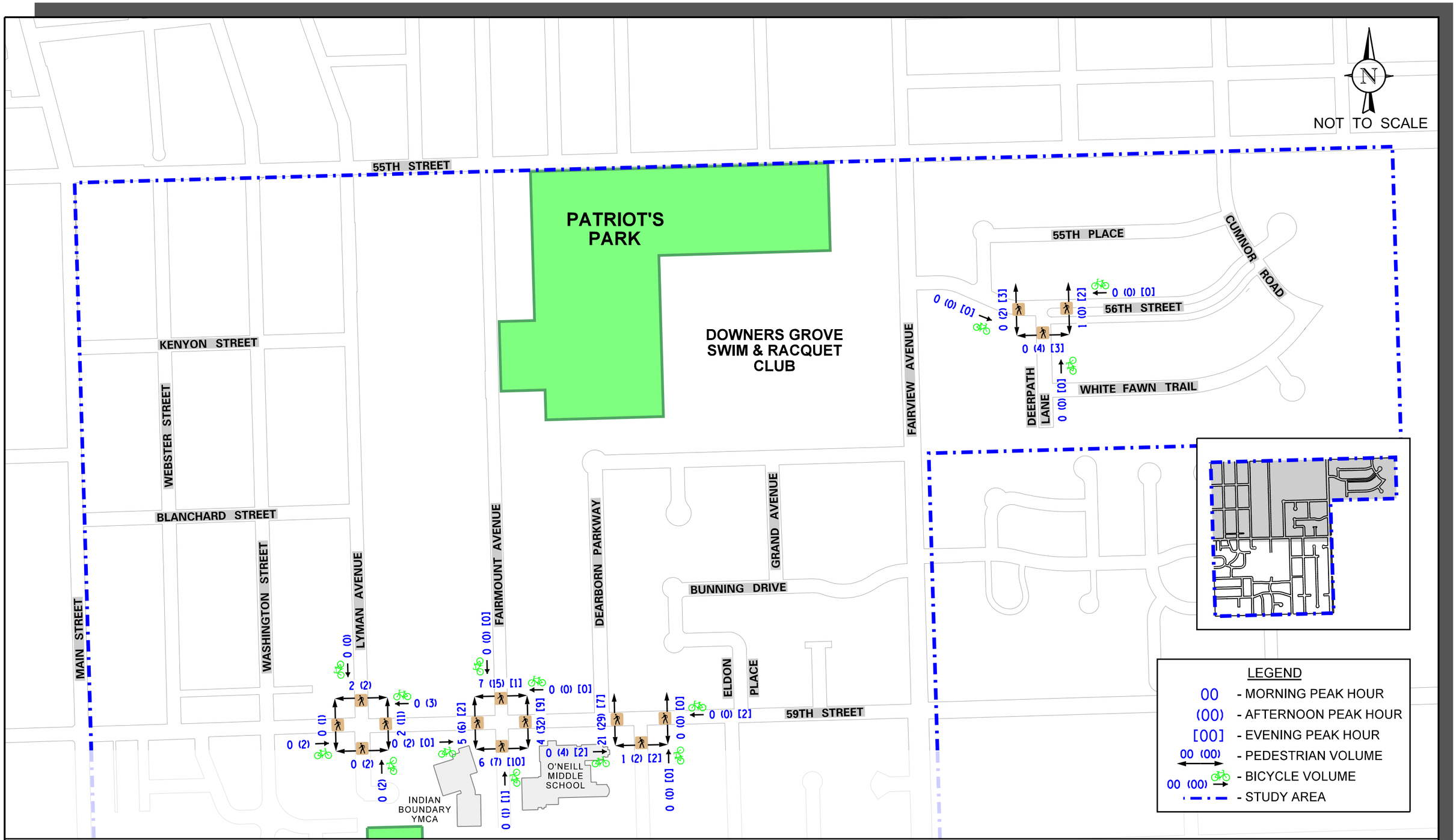
Job No: 23-106 Figure: 9A

NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

EXISTING PEAK HOUR TRAFFIC VOLUMES

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 9B

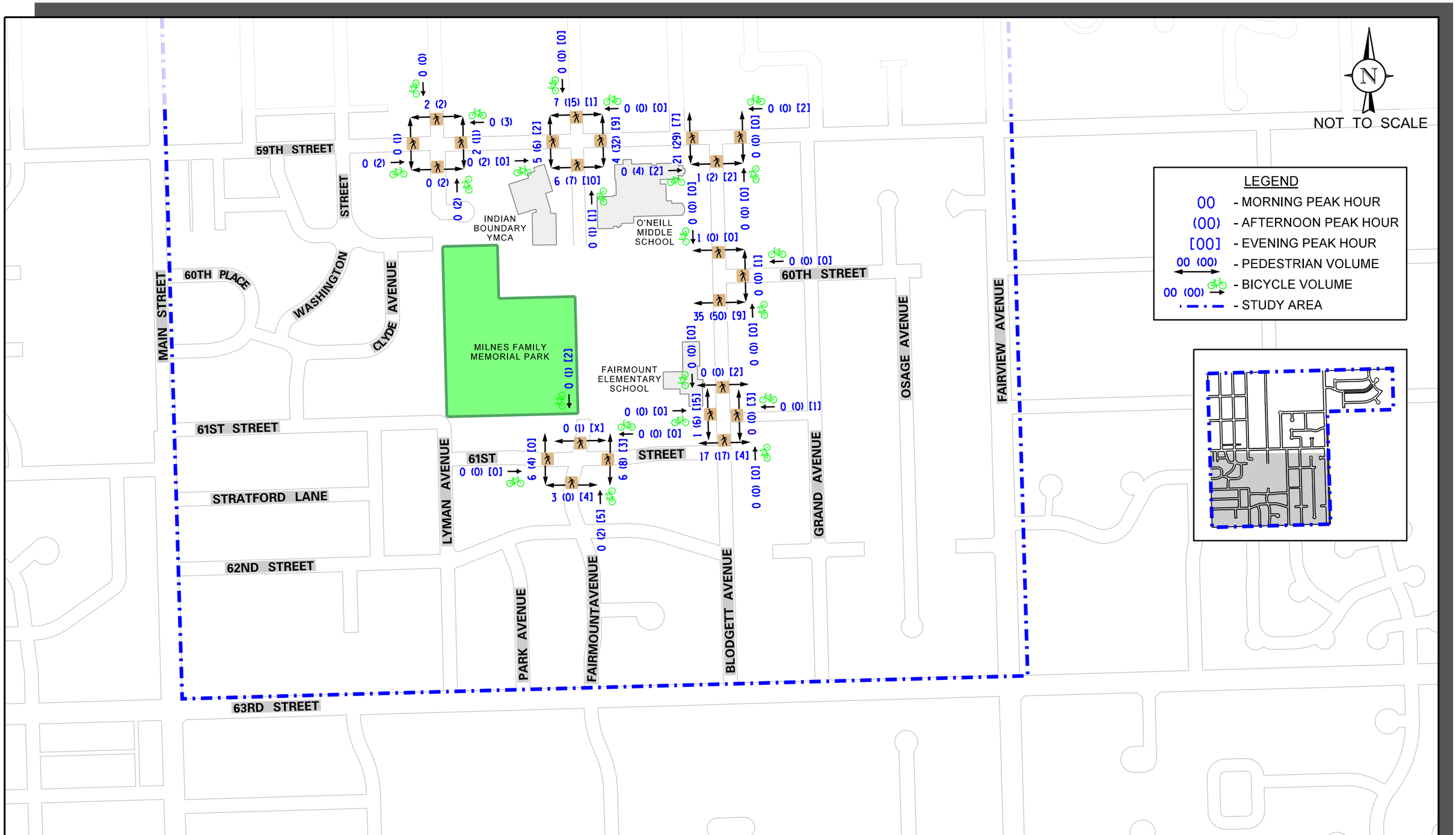


NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

EXISTING PEAK HOUR PEDESTRIAN AND BICYCLE VOLUMES

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 10A

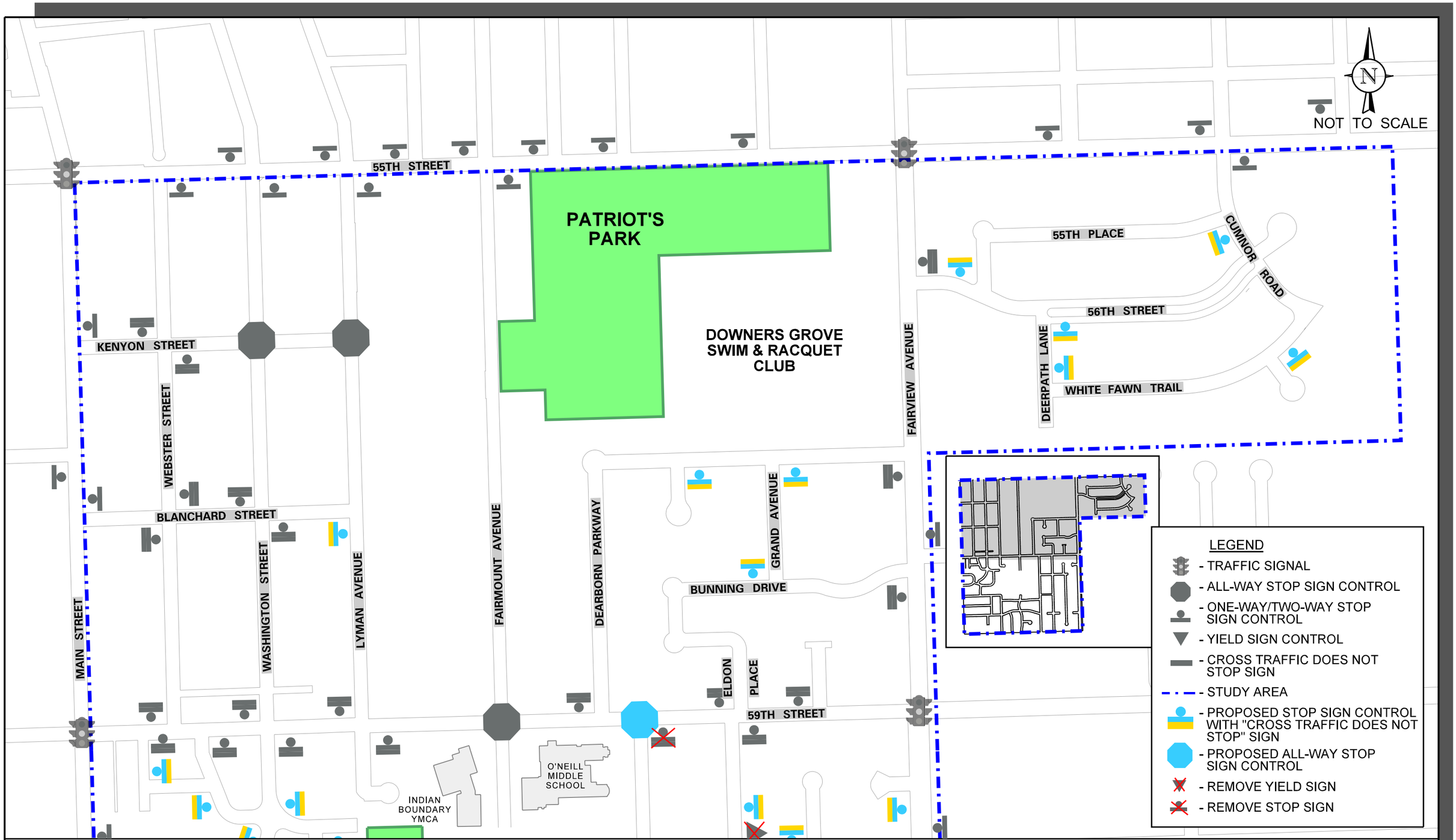


NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

EXISTING PEAK HOUR PEDESTRIAN AND BICYCLE VOLUMES

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 10B

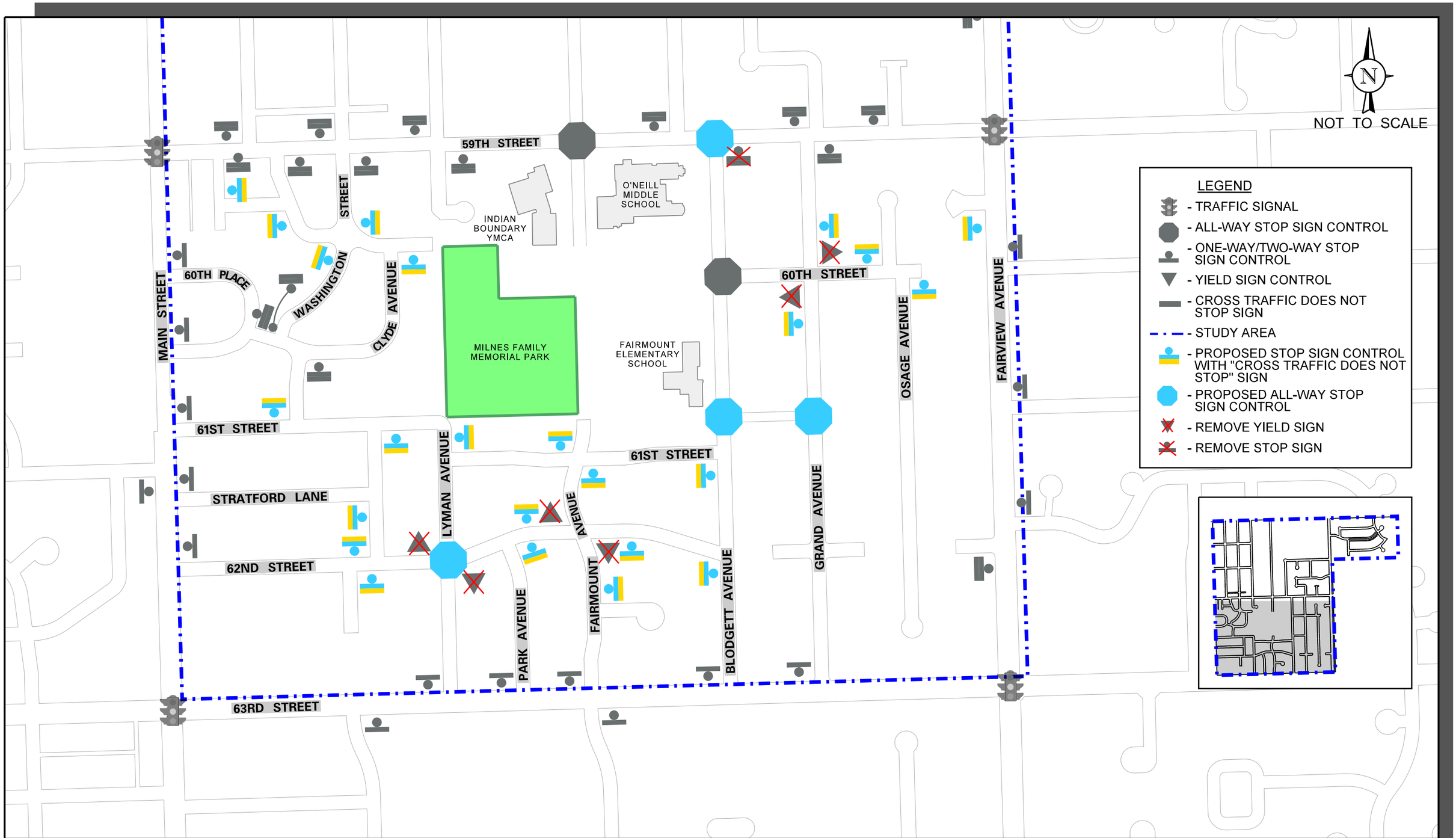


NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

RECOMMENDED INTERSECTION TRAFFIC CONTROL

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 11A

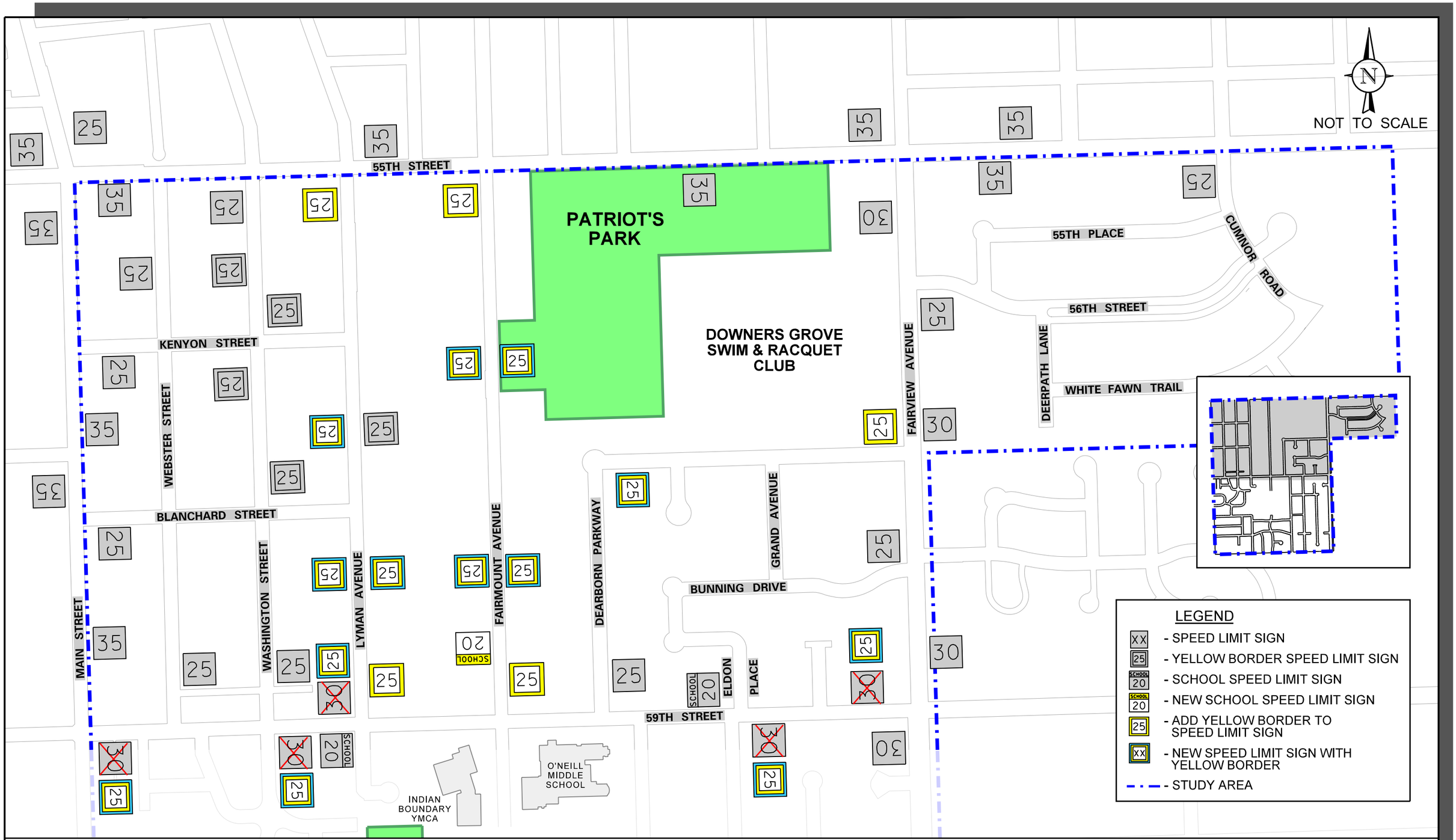


NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

RECOMMENDED INTERSECTION TRAFFIC CONTROL

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 11B

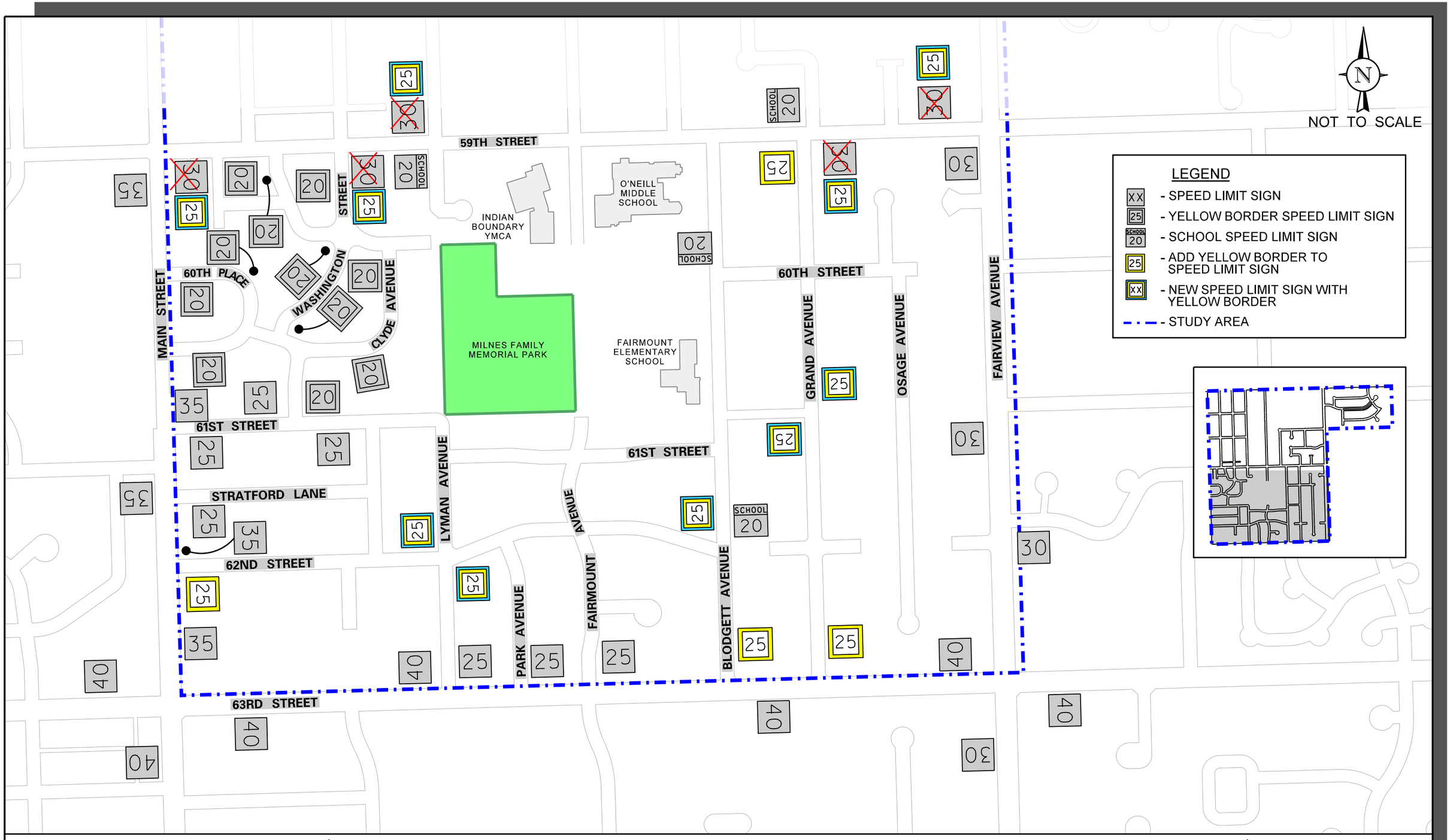


NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

RECOMMENDED MODIFICATIONS TO POSTED SPEED REGULATIONS

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 12A

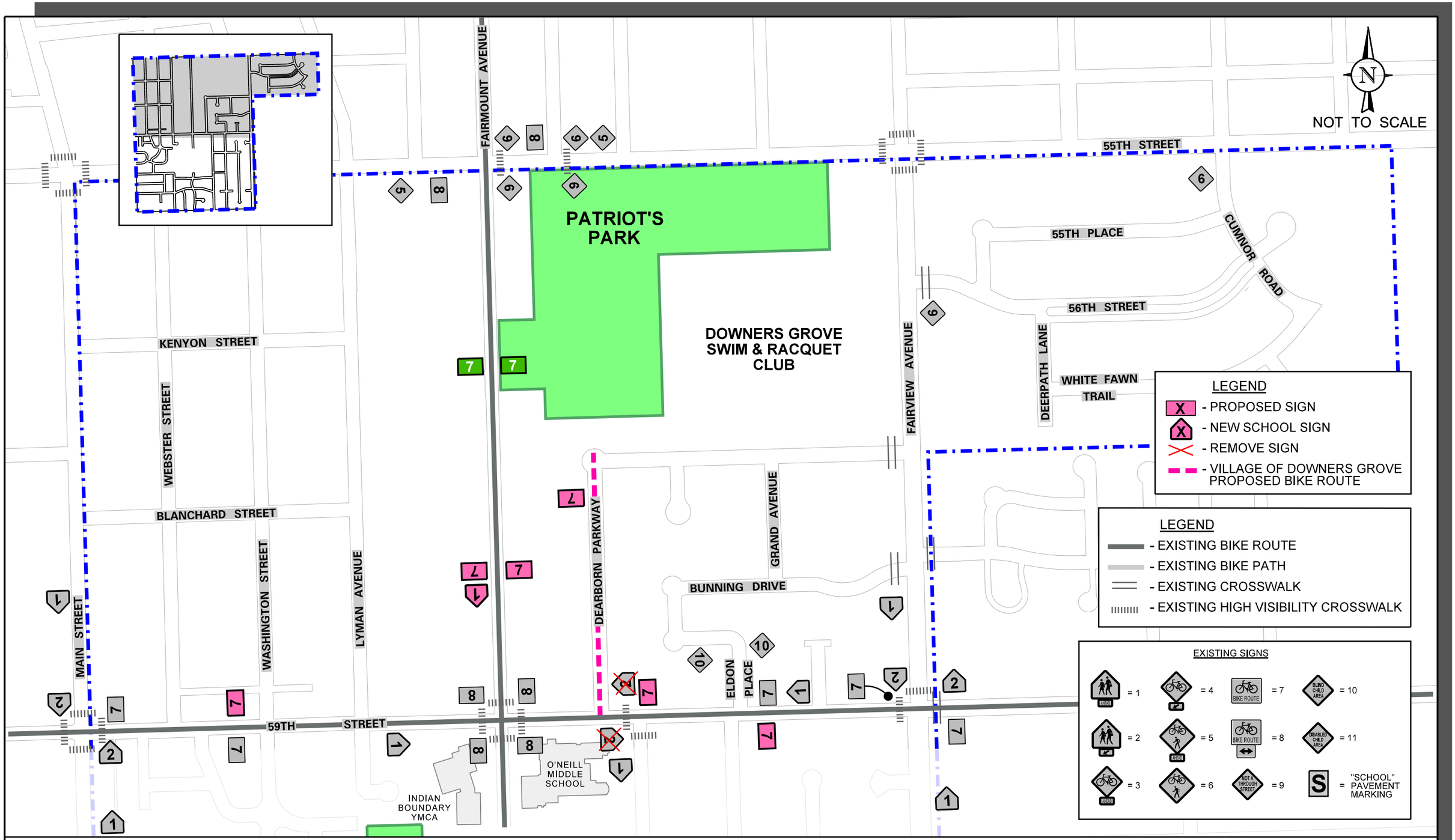


NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

RECOMMENDED MODIFICATIONS TO POSTED SPEED REGULATIONS

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 12B

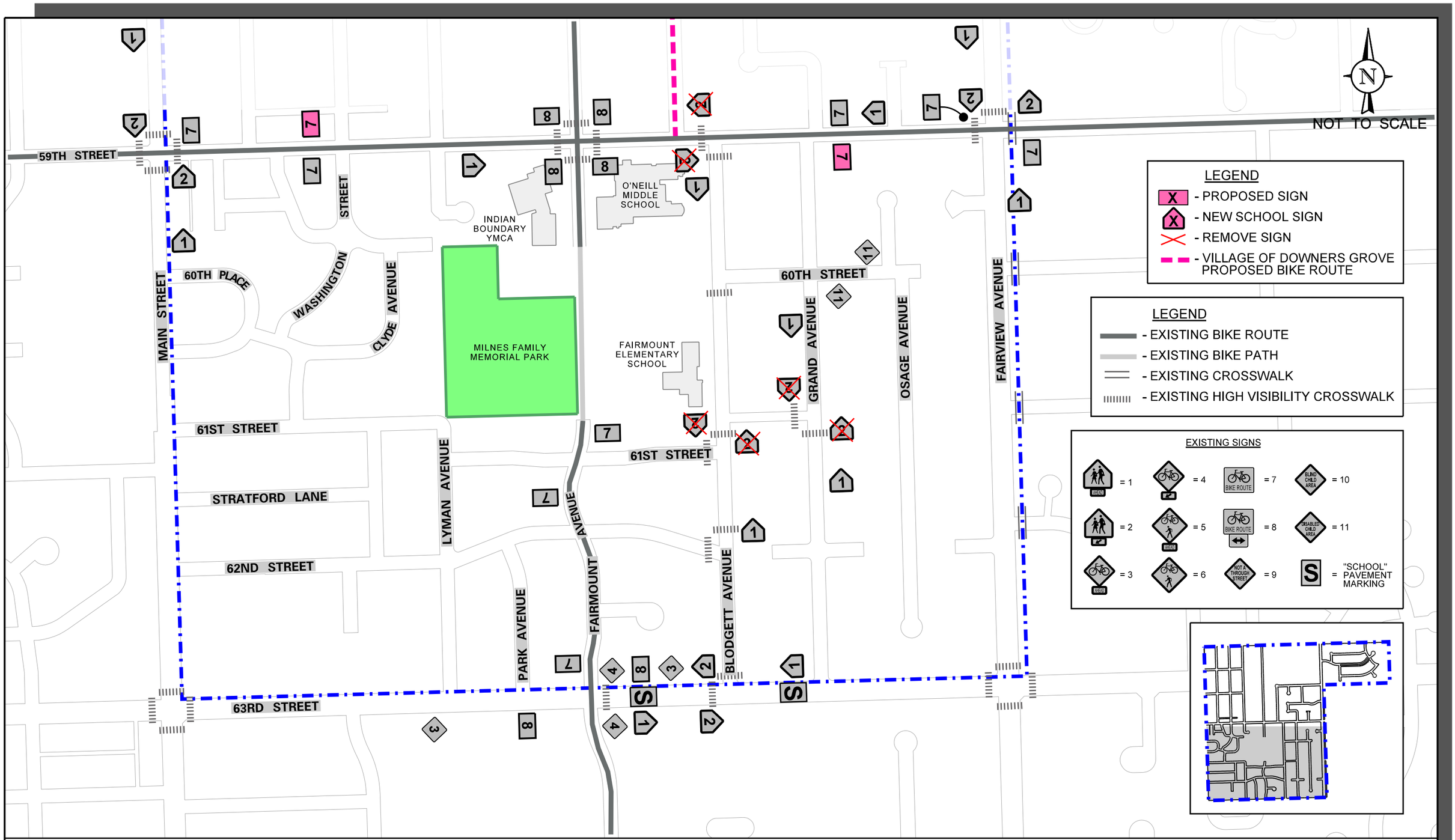


NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

RECOMMENDED PEDESTRIAN AND BICYCLE SIGNAGE AND MARKINGS

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 13A



NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

RECOMMENDED PEDESTRIAN AND BICYCLE SIGNAGE AND MARKINGS

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 23-106 Figure: 13B

Crash Data

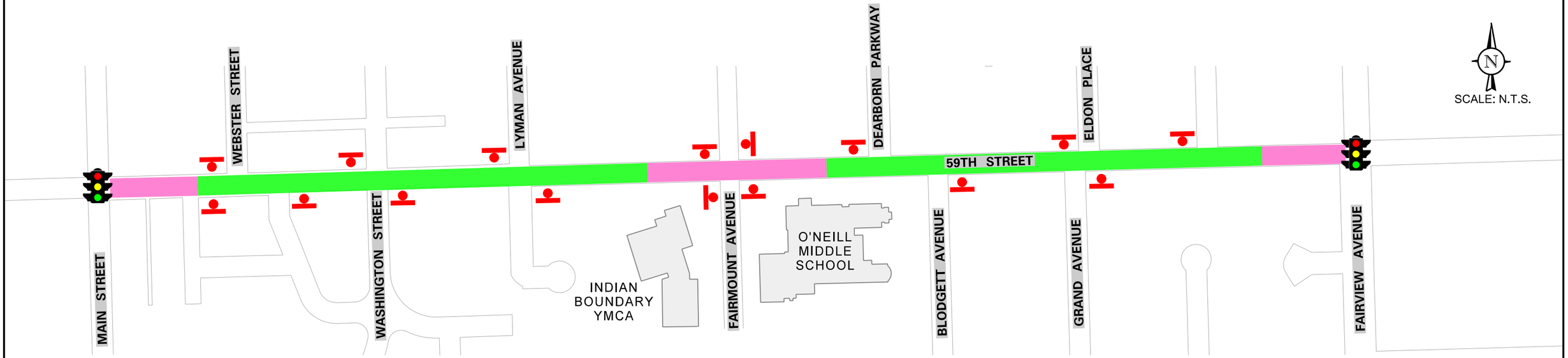
NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

NEIGHBORHOOD STUDY AREA 9
CRASH DATA

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

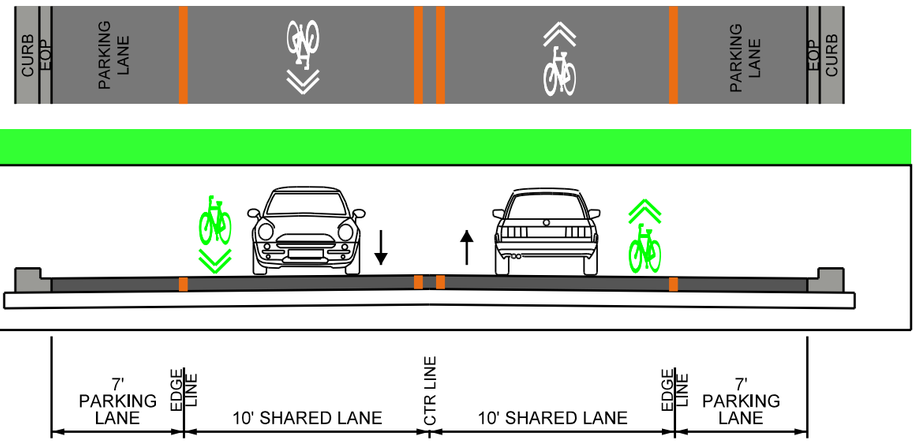
Job No: 23-106 Figure: A

Alternative 59th Street Designs



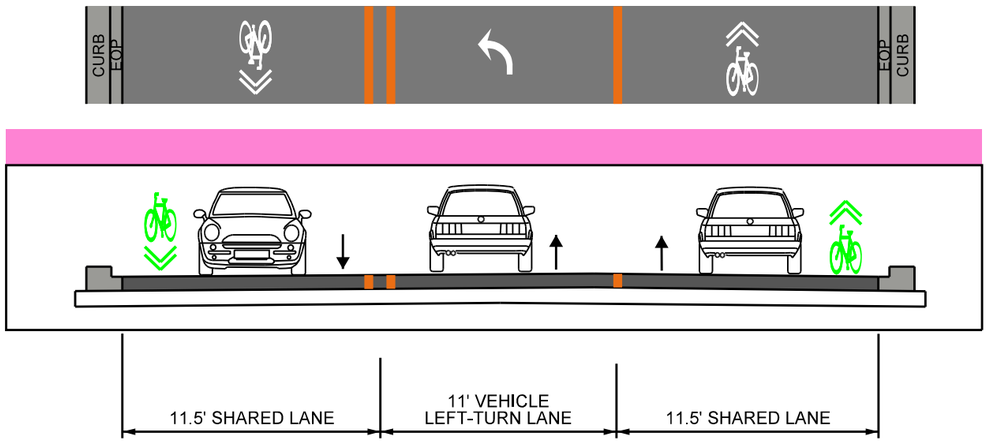
ROADWAY CROSS SECTION

SHARROW PAVEMENT MARKINGS WILL BE LOCATED IN CENTER OF THE LANE



ROADWAY CROSS SECTION

SHARROW PAVEMENT MARKINGS WILL BE LOCATED IN CENTER OF THE LANE

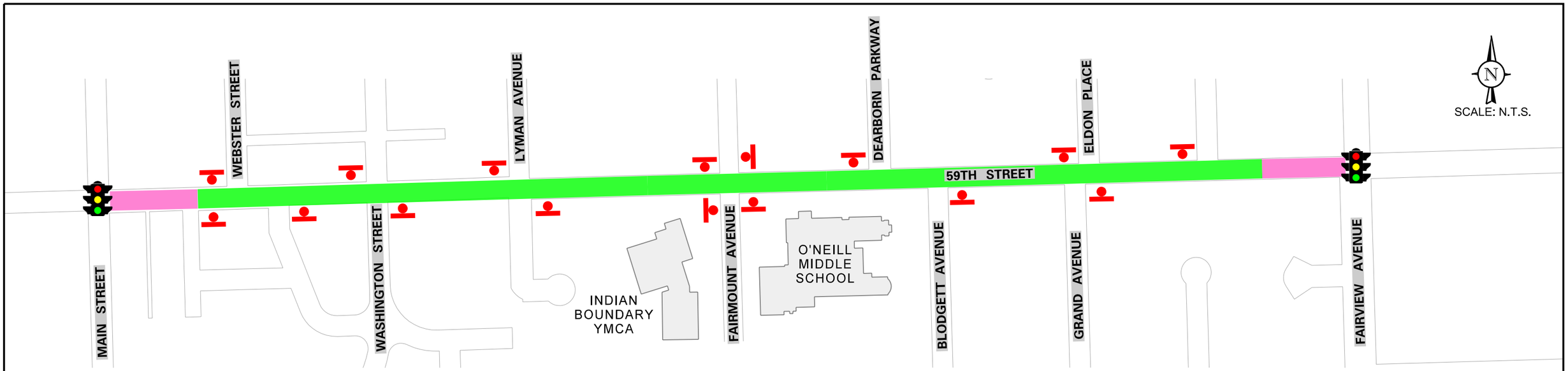


NEIGHBORHOOD 9
TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

PROPOSED 59TH STREET IMPROVEMENTS AND MODIFICATIONS
ALTERNATIVE A
ON-STREET PARKING AND SHARED LANES

DRAWN: MD CHECKED: MW
DATE: 08-28-23 REV: 09-12-23
PROJECT #: 23-106
EXHIBIT: A

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.



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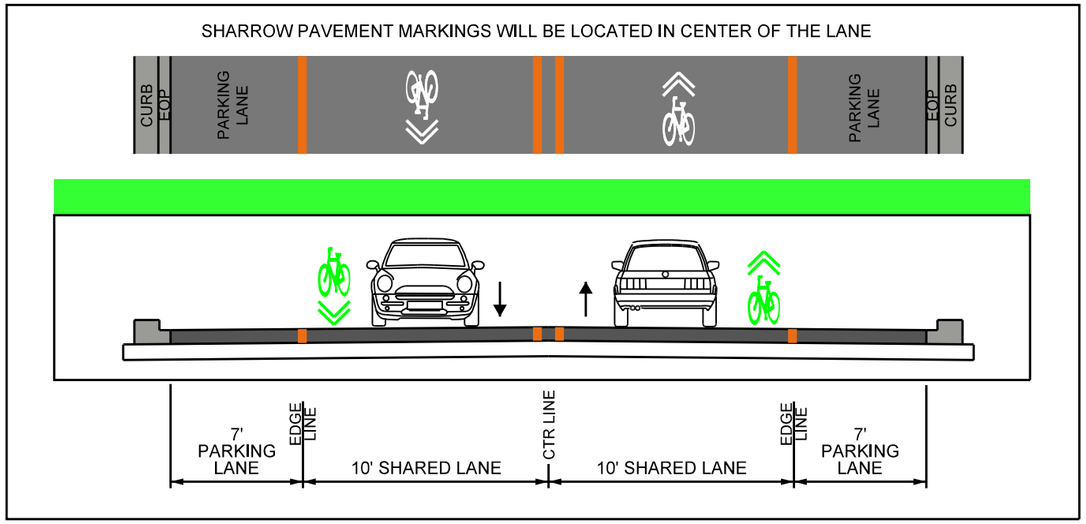
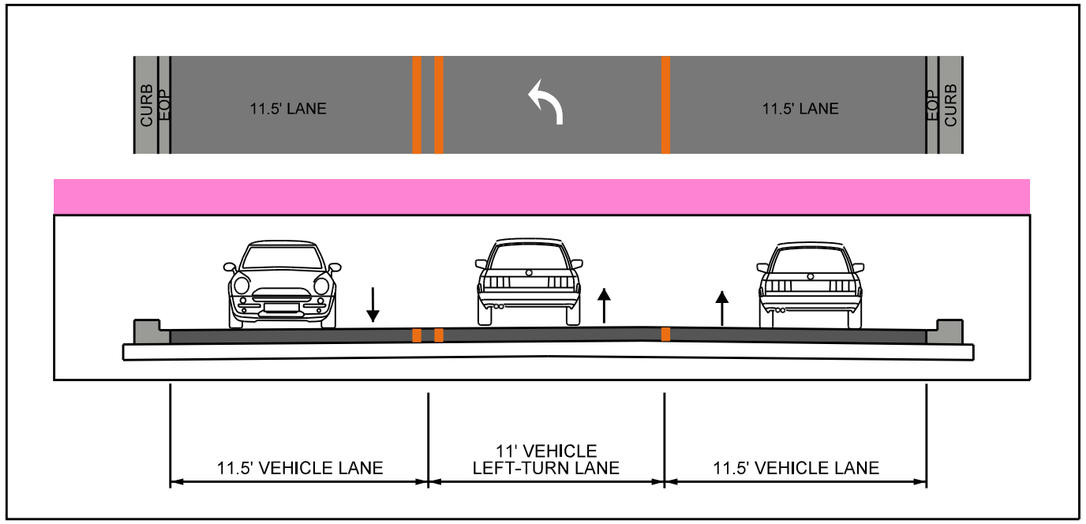


ROADWAY CROSS SECTION

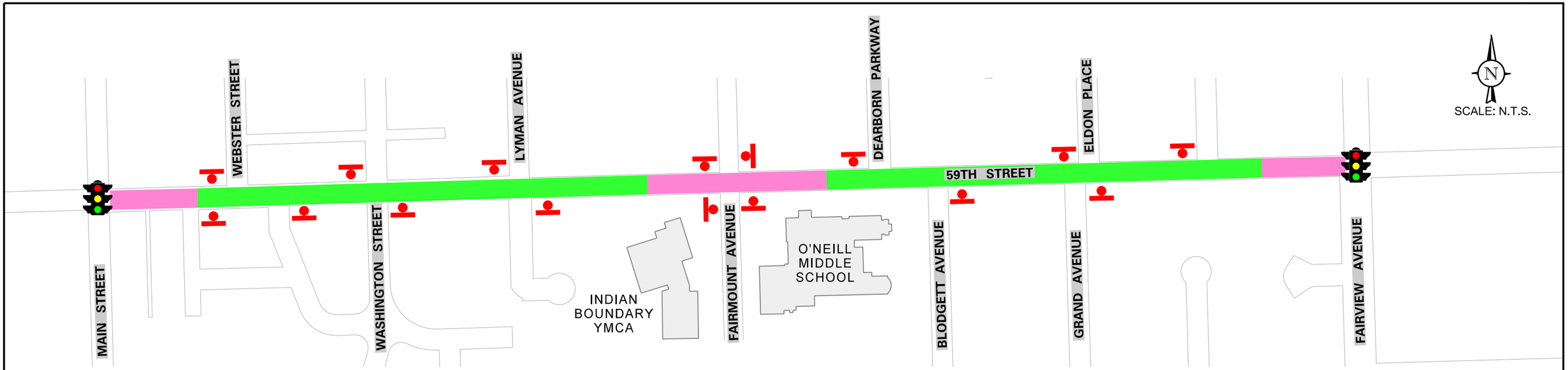


NEIGHBORHOOD 9 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

PROPOSED 59TH STREET IMPROVEMENTS AND MODIFICATIONS
ALTERNATIVE B
ON-STREET PARKING, SHARED LANES, AND NO LEFT-TURN LANES

DRAWN: MD CHECKED: MW
DATE: 08-28-23 REV: 10-18-23
PROJECT #: 23-106
EXHIBIT: B

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.



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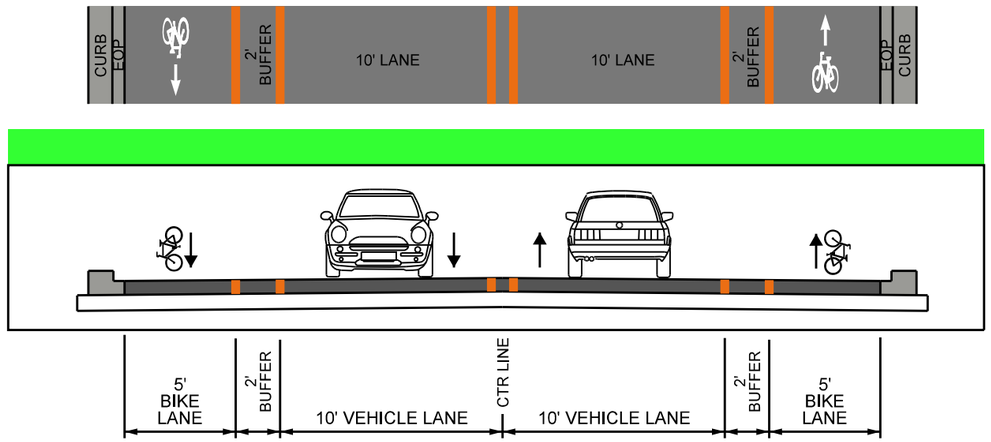
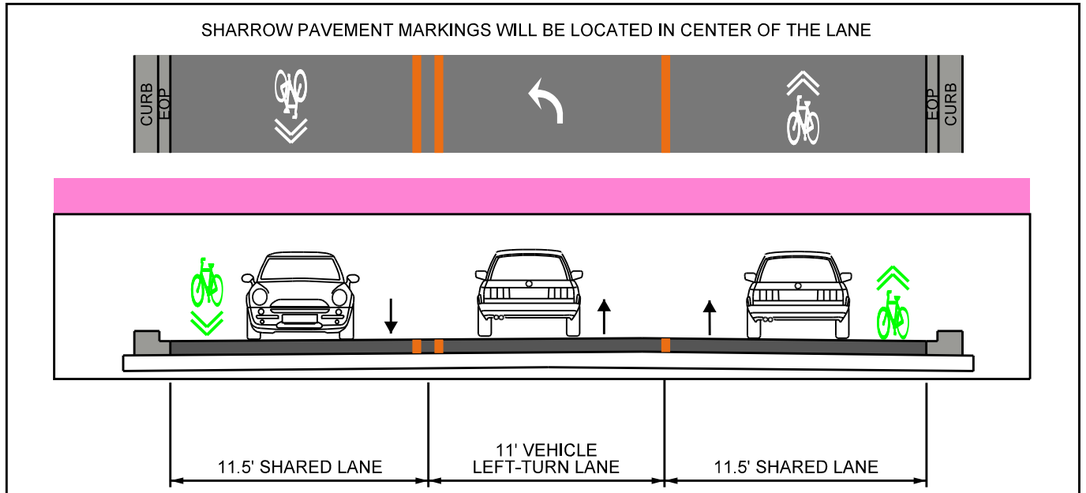


ROADWAY CROSS SECTION

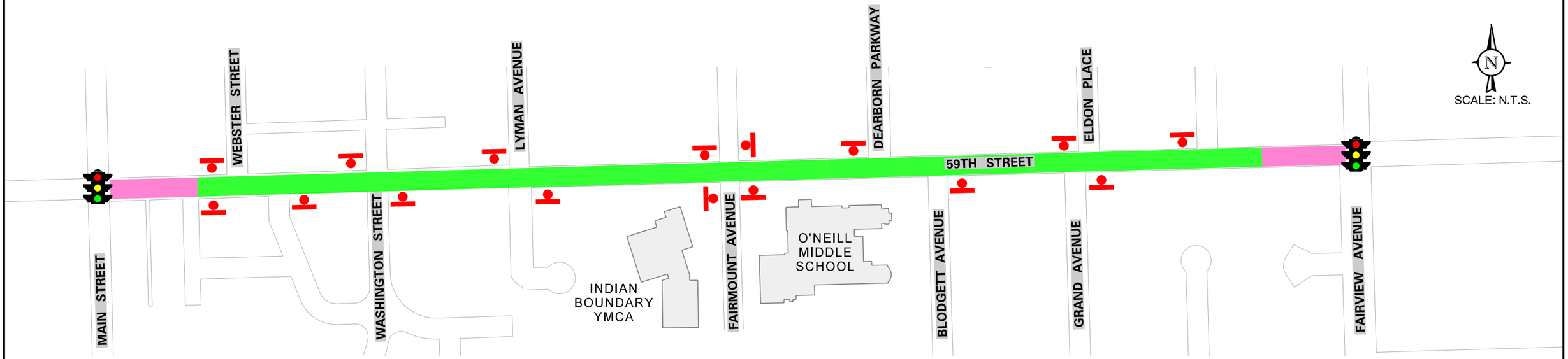


NEIGHBORHOOD 9 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

PROPOSED 59TH STREET IMPROVEMENTS AND MODIFICATIONS
ALTERNATIVE C
BUFFERED BIKE LANES AND NO ON-STREET PARKING

DRAWN: MD CHECKED: MW
DATE: 08-28-23 REV: 10-18-23
PROJECT #: 23-106
EXHIBIT: C

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.



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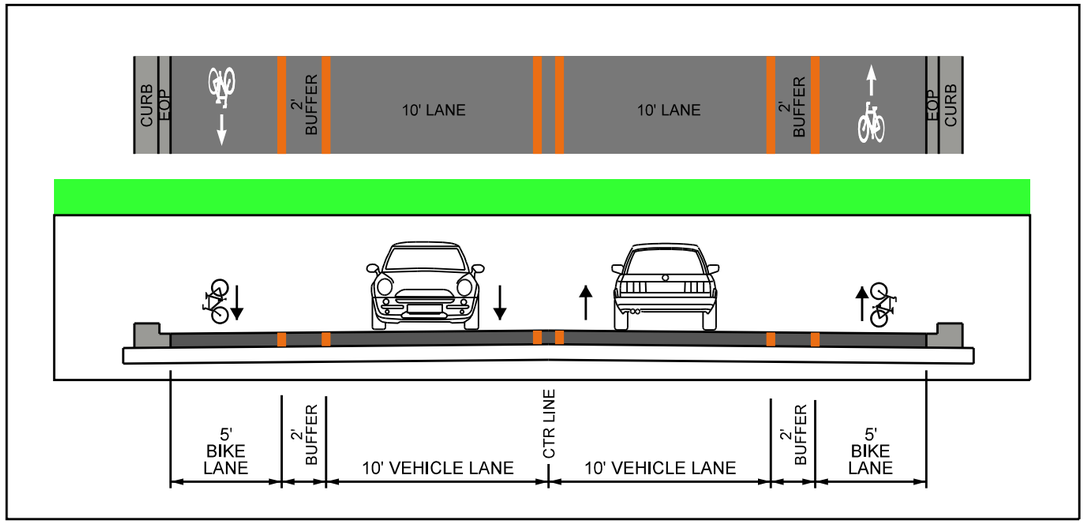

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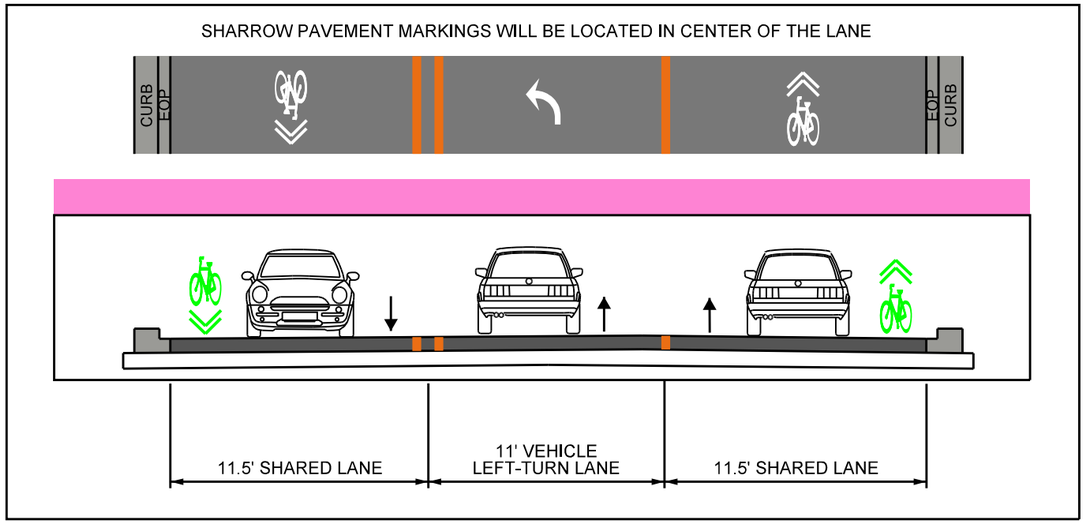


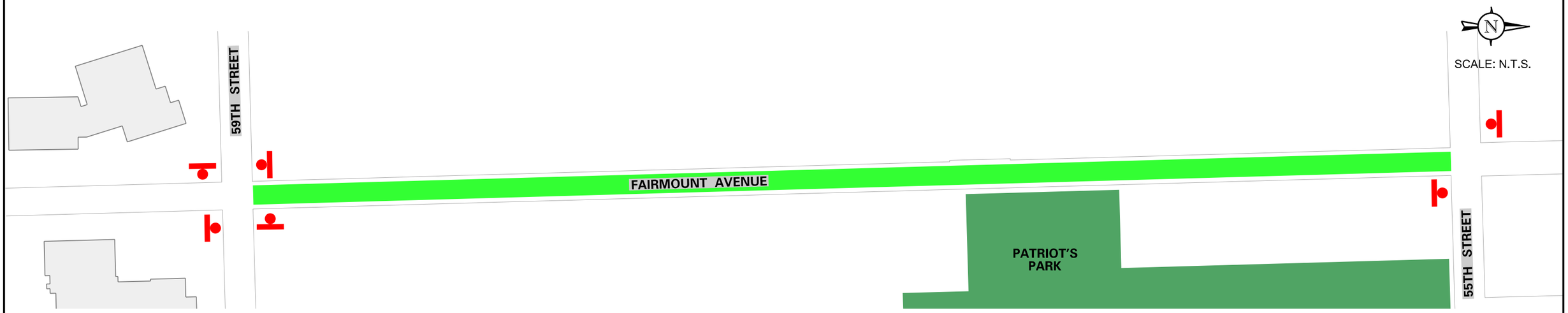
NEIGHBORHOOD 9
TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

PROPOSED 59TH STREET IMPROVEMENTS AND MODIFICATIONS
ALTERNATIVE D
BUFFERED BIKE LANES, NO ON-STREET PARKING, AND ELIMINATION OF LEFT-TURN LANES

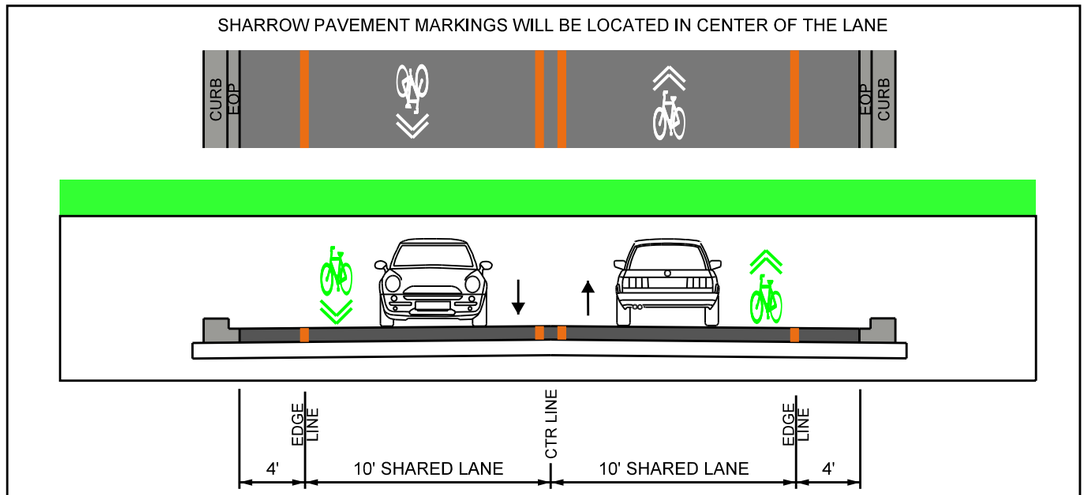
DRAWN: MD CHECKED: MW
DATE: 08-28-23 REV: 10-18-23
PROJECT #: 23-106
EXHIBIT: D

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Alternative Fairmount Avenue (55th Street to 59th Street) Designs



ROADWAY CROSS SECTION

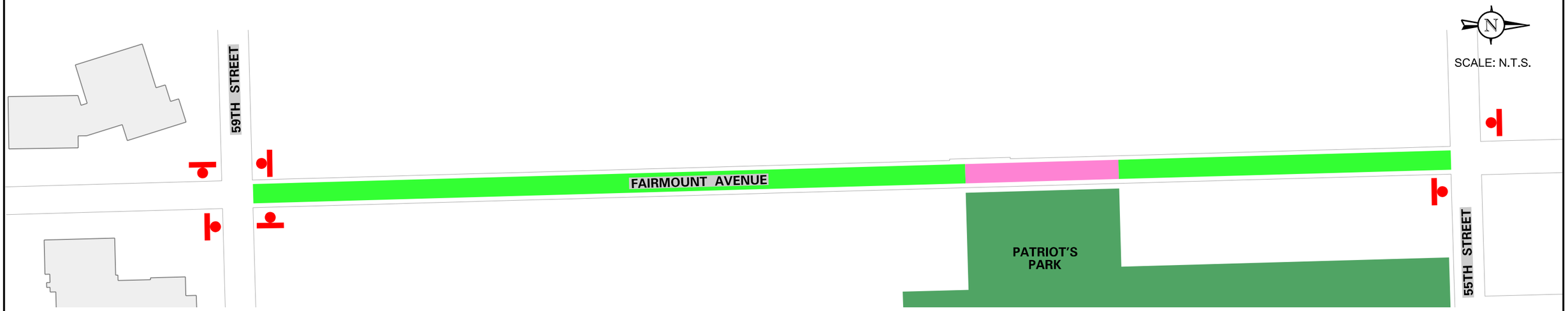


NEIGHBORHOOD 9
TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

PROPOSED FAIRMOUNT AVENUE IMPROVEMENTS AND MODIFICATIONS
ALTERNATIVE A
SHARED LANES WITH EDGE LINES

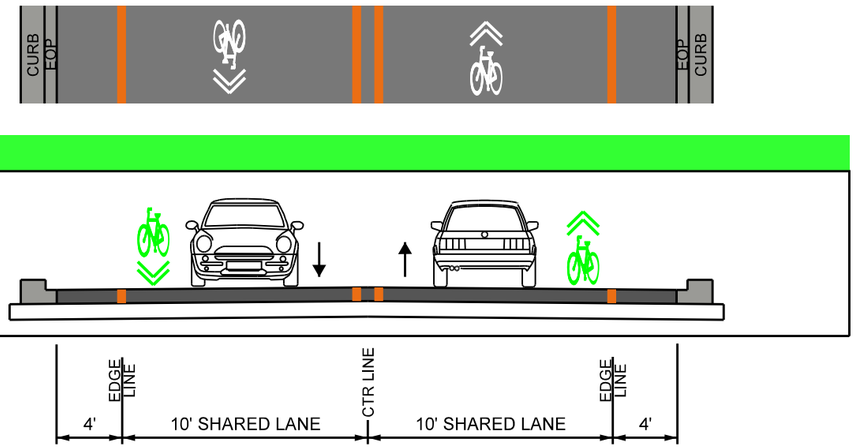
DRAWN: MD CHECKED: MW
DATE: 08-28-23 REV: 09-12-23
PROJECT #: 23-106
EXHIBIT: A1

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.



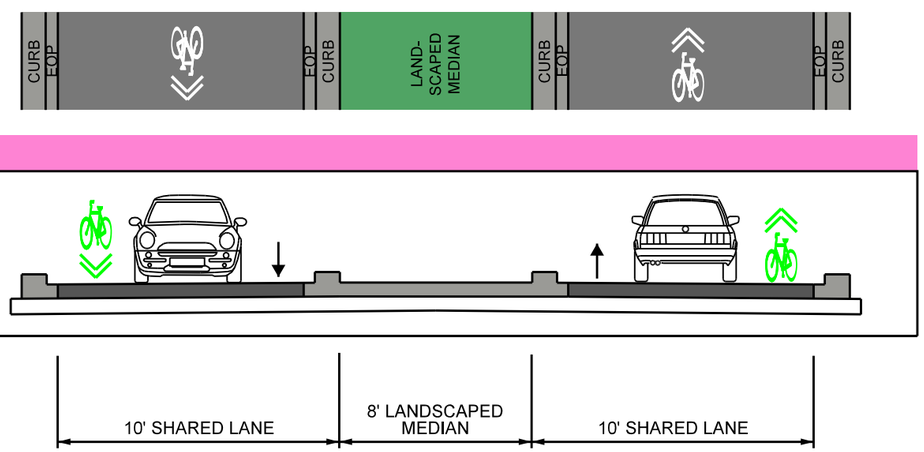
ROADWAY CROSS SECTION

SHARROW PAVEMENT MARKINGS WILL BE LOCATED IN CENTER OF THE LANE



ROADWAY CROSS SECTION

SHARROW PAVEMENT MARKINGS WILL BE LOCATED IN CENTER OF THE LANE

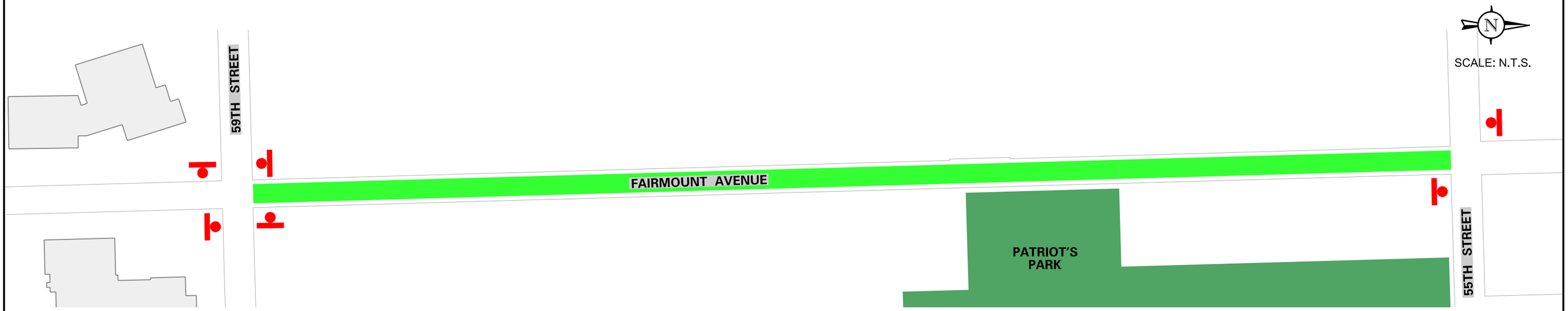


NEIGHBORHOOD 9
TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

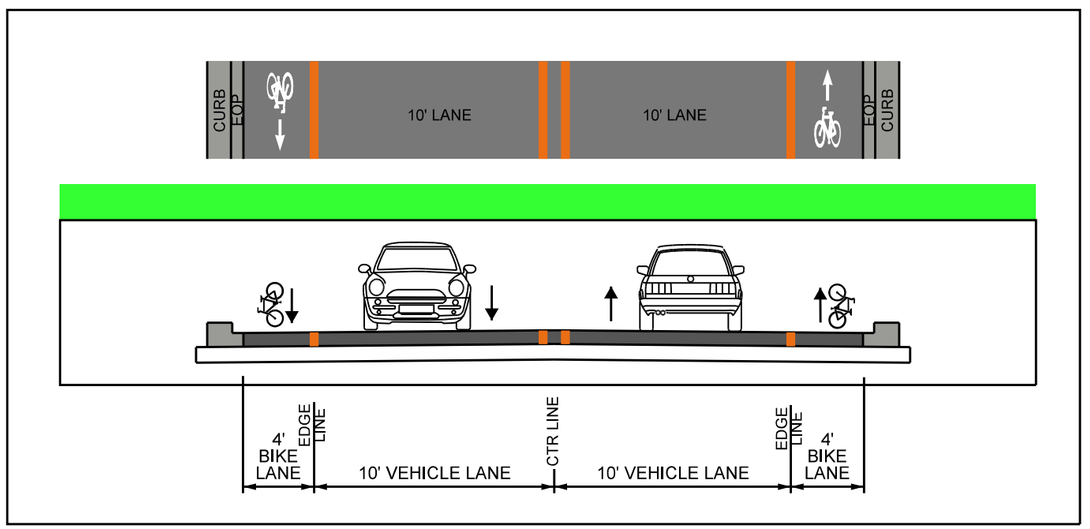
PROPOSED FAIRMOUNT AVENUE IMPROVEMENTS AND MODIFICATIONS
ALTERNATIVE B
SHARED LANES WITH EDGE LINES AND LANDSCAPED MEDIAN

DRAWN: MD CHECKED: MW
DATE: 08-28-23 REV: 09-12-23
PROJECT #: 23-106
EXHIBIT: B1

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.



ROADWAY CROSS SECTION

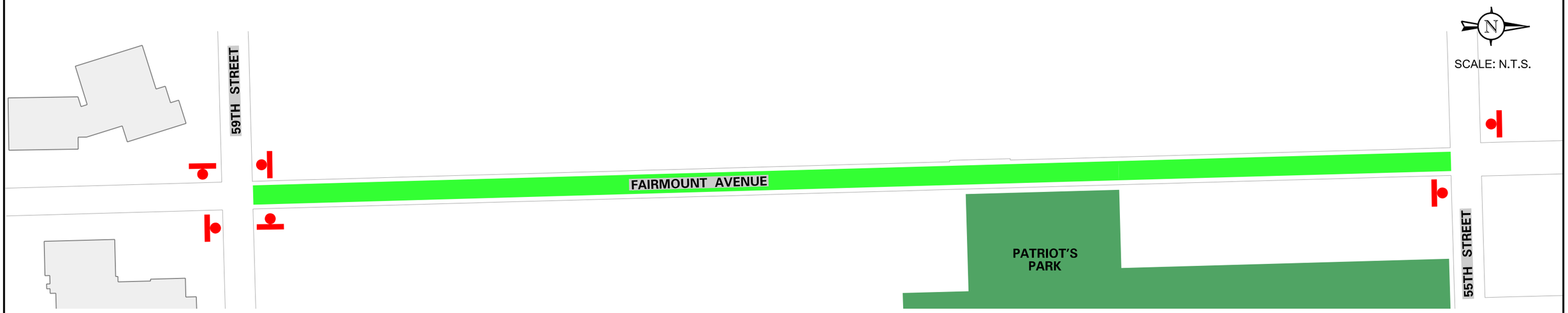


NEIGHBORHOOD 9
TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

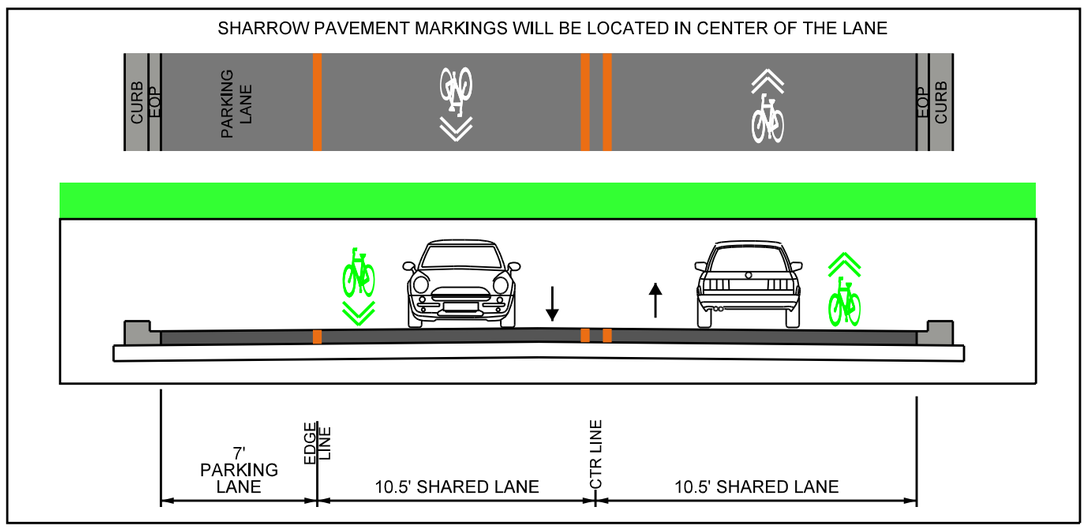
PROPOSED FAIRMOUNT AVENUE IMPROVEMENTS AND MODIFICATIONS
ALTERNATIVE C
BIKE LANES AND NO ON-STREET PARKING

DRAWN: MD CHECKED: MW
DATE: 08-28-23 REV: 09-12-23
PROJECT #: 23-106
EXHIBIT: C1

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.



ROADWAY CROSS SECTION



NEIGHBORHOOD 9
TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

PROPOSED FAIRMOUNT AVENUE IMPROVEMENTS AND MODIFICATIONS
ALTERNATIVE D
ON-STREET PARKING ON ONE SIDE OF THE ROAD AND SHARED LANES

DRAWN: MD CHECKED: MW
DATE: 08-28-23 REV: 09-12-23
PROJECT #: 23-106
EXHIBIT: D1

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

DRAFT

TRANSPORTATION AND PARKING COMMISSION
Minutes – November 8, 2023
Council Chambers – Village Hall
801 Burlington Avenue, Downers Grove

Commissioner Novak called the November 8, 2023 meeting of the Transportation and Parking Commission to order at 7:00 P.M. and led the recitation of the Pledge of Allegiance.

ROLL CALL

Present: Chairperson Novak, Commissioners Gasiel, McKenzie, Lincoln, McDonough, Shiliga

Absent: Commissioner O'Malley

Staff: Engineering Director Scott Vasko, Transportation Manager Mike Tuman, Michael Worthman of KOA, and CSO Supervisor Jim Hartleb

Visitor Roster: Michael Szela, Beth Szela, Dave Hodgson, Kat Richied, Gerald Gutshall, Bill Schultheis, Donald Fiore, Michael Balsamo, Don Turlek, Deborah Cassier, Jason Fugitt, Peter Tamosaitis, Jack Gallan, Sarah Haeberle, Robert Dunlop, Cliff Grammich, Scott Cimo, Robert Blessman, Rosemary Blessman, Robert Jurish, Nanci Gasiel, Jeanie Balsavich

A quorum was established.

Chairperson Novak reviewed the procedures to be followed for the meeting, explaining that the Commission will forward a recommendation to the Village Council for approval.

APPROVAL OF JUNE 14, 2023 MINUTES

COMMISSIONER SHILIGA MOVED TO ACCEPT MEETING MINUTES AS IS. COMMISSIONER MCDONOUGH SECONDED THE MOTION.

IN FAVOR: COMMISSIONERS SHILIGA, MCDONOUGH,

ABSTAINED: COMMISSIONERS GASIEL, MCKENZIE

NOT IN FAVOR:

THE MOTION PASSED BY VOICE VOTE 4:0

PUBLIC COMMENT ON NON-AGENDA ITEMS

No public comment on non-agenda items.

File #6-23 Neighborhood Traffic Study #9

DRAFT
Public Works Transportation Manager Mike Tuman presented this item opening with an explanation about why the Village does these types of projects.

Michael Worthman from KOLA presented this agenda item providing guidance and clarification of the staff report that was published on the village website.

Report Recommendations/Options:

- Intersection traffic control: Currently there are 3 intersections under yield sign control and 30 intersections with no control at all. Village policy is to have a traffic signal or stop sign control at every intersection within a neighborhood. Recommend putting some form of intersection traffic control at every location within the neighborhood.
- Number of intersections under traffic control is proposed to remain the same at signalized intersections along 59th at Fairview and Main St.
- Number of intersections under all way stop control is proposed to increase from 4 to 8.
    - All way stop control at: 59th St & Blodgett; 61st St & Blodgett; 61st St & Grand; 62nd St & Lyman Ave.
- Additional speed limit signage and modifications:
    - Reduce posted speed limit on 59th St from 30 mph to 25 mph.
    - Install a 20 mph school speed limit sign on Fairmount Ave north of 59th St.
    - Add a number of speed limit signs within the neighborhood and add yellow borders to existing speed limit signs to highlight.
- Bicycle enhancements:
    - Consider adding sharrow pavement markings or bike lanes on both sides of 59th St and Fairmount Ave between 55th St and 59th St. Multiple options for both of these streets.
    - Install additional bike route signs on designated bike routes.
    - Per the bike and pedestrian plan conducted several years ago, consider designating Dearborn Pkwy between Patriot's Park and 59th St as a neighborhood bike route with appropriate signage.
- Traffic Calming recommendations:
    - Add a double yellow centerline on Fairmount Ave between 55th St & 59th St.
    - Consider installing edge lines or bike lanes along both sides of 59th St & Fairmount Ave.
    - Recommend use of speed monitors and enforcement in this neighborhood.

- 59th Street designated bike route recommendations:
    - Alternative A: Provide shared vehicle and bike lanes along both sides of road, with sharrows in road and edge lines indicating where parking lanes are.
    - Alternative B: Same as A, and also eliminates left turn lanes on 59th St at Fairview Ave to extend parking lanes through the area.
    - Alternative C: Remove the parking lanes and put in buffered bike lanes. Instead of shared lanes, there would be a dedicated vehicle lane and dedicated bike lane.
    - Alternative D: Same as C and also eliminates left turn lanes at Fairmount Ave.

- Fairmount Ave between 55th St and 59th St designated bike route recommendations (All of the following alternatives add a centerline to the street):

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- Alternative A: Take current 14 ft lanes, and put 4 ft edge lines on either side of the road to narrow lanes to 10 ft. Put sharrows on the road for shared vehicle bike lanes extending the entire length of roadway.
- Alternative B: Same as A, and adds a landscaped median in the middle of the road along a small section of frontage at Patriot's Park.
- Alternative C: Put 4 ft bike lanes on each side of the road and eliminate parking on both sides of the road.
- Alternative D: Provide a dedicated 7-8 ft wide parking lane on one side of the road with two 10 ft shared lanes on both sides of the road.

Mike Tuman spoke about feedback for those who could not attend the TaP meeting. Staff mailed 1099 meeting notification letters to residents of affected properties in the study. Staff received 11 responses back, which are given the same weight as those in attendance at the meeting.

- Comments related to DuPage County boundary roads: access to Patriot's Park when crossing 55th St; request for pedestrian signals at 63rd and Fairview Ave; requests for a new traffic signal at 63rd and Fairmount and revised signal timings at the new intersection of 63rd & Main. Comments will be forwarded to the County.
- Several residents want no changes to Deer Creek and Clyde Estates.
- A request for U-turn signs on 59th St in front of O'Neill similar to what is on Dunham in front of Hillcrest. Not currently in the recommendation.
- Comments about confusion at intersection of 59th: trying to get away from and reduce number of lanes and turning movements with the left turn lane. No crashes at that location in the past 5 years. People perceive intersection as confusing.
- Comments requesting bike accommodations on both 59th St and Fairmount. Preference of buffered bike lanes on 59th St.
- Comment from a cyclist preferred the shared lane alternatives on Fairmount Ave rather than protected bike lanes due to impacts to on street parking.
- Support for removal of yield signs and increased stop signs throughout the study areas, especially in the 62nd area south of 61st Clyde Estates through 63rd.
- Email of opposition to all new signs, any speed limit reduction, or any bike accommodation. In favor of an all way stop at 62nd & Lyman. Request to consider putting one at 62nd and Fairmount. Not in favor of pavement markings.
- Many requests for speed enforcement: speed feedback signs, enhanced police presence and enhanced enforcement.
- Request for 62nd and Fairmount stop signs.
- Recommendation for a stop sign at 59th & Blodgett where crossing guard is, led to a request to consider putting another at 59th & Washington.
- Request and complete support for lowering speed limit on 59th St between Main St & Fairview Ave to match the east and west sections.
- Requests for speed tables and humps: one on 62nd St, one on Lyman near 55th.

CHAIRPERSON NOVAK OPENED UP THE PUBLIC COMMENT PERIOD

PUBLIC COMMENT ON FILE #6-23

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Don Turlek of 5729 Fairmount Ave

- In favor of double yellow lines, more enforcement, better signage, school zone extension, median plantings by park.

DJ Fiore of 5808 Bunning Dr

- In favor of: 4-way stop at 59th & Blodgett; speed reduction on 59th St and any speed reduction in neighborhood under 30 mph; alternative D with bike lanes for 59th St; either C or D with preference towards D with bike lanes on Fairmount; designating Dearborn Pkwy a bike route; anything that makes street safer for pedestrians and cyclists.
- Eldon & Grand/59th: asked if any controls are considered for that area. 59th St: asked if any alternatives exist that combine a bike lane with on street parking.
- County roads: connecting across neighborhoods in boundaries of study area need to be considered.

Nanci Gasiel of 831 Oxford

- In favor of: a stop sign at 62nd & Fairmount; sharrows on 59th St; option A on 59th St with left turn lane; option D creating designated parking on Fairmount; something at intersection of Fairmount between the YMCA and O'Neill where it connects with pedestrian path and vehicles exit parking lot;
- Not in favor of: bike lanes on 59th St; option B on Fairmount with landscaped island impacting animal traffic;

Bob Jurish of 5737 Fairmount Ave

- In favor of speed control on 55th St.
- Wall on SW corner of 55th & Fairmount is an issue when heading north.

Sarah Haeberle of 6220 Fairmount Ave

- In favor of: 4-way stop at 62nd & Fairmount; speed control on Fairmount Ave and anything that slows traffic.

Robert Dunlop of 5740 Fairmount Ave

- Fairmount Ave between 59th St & 55th St
    - In favor of: speed control; plastic pylons to force vehicles to go between them in intervals down the street to slow traffic.
    - Not in favor of: eliminating parking

Mike Balsamo of 5747 Lyman Ave

- In favor of: speed humps on Fairmount Ave; 4-way stops in high pedestrian traffic areas.
- Not in favor of: traffic control and speed limitation throughout the neighborhood.

Dave Hodgson of 217 56th St

- In favor of: bike safety improvements for adults; slowing traffic around schools; safer ways for children to bike in neighborhoods that don't involve shared bike lanes.
- Not in favor of: traffic changes in Deer Creek neighborhood; additional stop signs; shared bike lanes for kids;

Gerry Gutshall of 248 55th Pl

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- Not in favor of: additional traffic control measures in Deer Creek neighborhood.

Mike Szela of 6034 Osage Ave

- In favor of: Blodgett stop signs; lowered speed limit on 59th St; rules for electronic bikes.
- Not in favor of: bicyclists that don't follow rules of the road.

Jason Fugitt of 146 56th St

- In favor of: solution at 56th St going onto Fairview to make it easier for vehicles pulling out; working with District 58 on bus pull up and turn around on 59th St for pickup and drop off.

Jack Gallan of 6227 Grand

- In favor of: safety and speeding concerns being addressed on Grand Ave between 63rd and 61st St; some type of traffic slow down method at 62nd St.

Kat Richied of 630 59th St

- In favor of: stop sign on Blodgett; O'Neill bus stop solutions - move from front of school to back of school; slowing traffic on 59th St.
- Not in favor of: bike lanes.

Jeanie Balsavich of 672 62nd St

- In favor of: replacing yield signs with stop signs.

CHAIRPERSON NOVAK CLOSED THE PUBLIC COMMENT

CHAIRPERSON NOVAK OPENED DISCUSSION AMONGST THE COMMISSION

Transportation Manager Mike Tuman: Regarding District 58 and bus concerns: Dist 58 presented a bus plan to Village Council which was approved 8:0. Plan includes a drop off and connection from Blodgett on the south side for all bus traffic. Will be used during the morning and low time. The only time expanded bus parking will occur is at the end of the school day when a large number of kids come out of the school. At that time there will be buses on the south and the north, but it will only be concentrated at dismissal time. Dist 58 has agreed to do active management of bus traffic after school and during less congested times, and created expanded parking on the south side to include a bus loading and drop off zone.

Regarding the concern about the area between O'Neill and the YMCA: It is labeled in Google maps as Fairmount Ave, it is not, it is a private driveway between the YMCA and O'Neill. Staff will speak with Dist 58 and the YMCA regarding the issue at this location. Village cannot address the concern with signage because it is not a jurisdictional roadway.

Discussion ensued regarding the presentation, recommendations and alternatives. Questions and concerns amongst the Commissioners were addressed by staff. Following are opinions of Commissioners regarding the recommendations.

Commissioner Gasiel

- In favor of: recommendations for intersections; other areas including 62nd should be added; sharrows on 59th & Fairmount.

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- Not in favor of: bike lanes on 59th St and Fairmount; middle median at park area on Fairmount.

Commissioner McDonough:

- In favor of: consistency throughout the Village regarding traffic control; elimination of the left turn lane at 59th and Fairmount reducing confusion.
- Not in favor of: elimination of on street parking.

Commissioner Shiliga:

- In favor of: traffic control recommendations

Commissioner Lincoln:

- In favor of: bike lanes with regard to parking on 59th; A or B on 59th; remove turn lanes; start with sharrows and support bike lanes at a later time.
- Not in favor of: removing both sides of parking on 59th;

Commissioner McKenzie

- In favor of: bike lanes on 59th and other alternatives for parking; keeping parking lane on Fairmount; stop signs and 4-way stops in neighborhoods for safety.
- Not in favor of: sharrows; eliminating left turn lane onto 59th.

Commissioner Novak

- In favor of: sharrows; keeping parking on both side of street on Fairmount; landscaped median on Fairmount; starting small with changes and seeing how it goes;
- Not in favor of: elimination of parking anywhere in the Village;

Chairperson Novak called for a motion.

WITH RESPECT TO FILE #6-23:

1. **TRAFFIC CONTROL & SPEED LIMIT REDUCTION ON 59TH ST, COMMISSIONER LINCOLN MOVED TO MAKE A MOTION FOR THE RECOMMENDATION TO VILLAGE COUNCIL. SECONDED BY COMMISSIONER MCDONOUGH**
   MOTION PASSED 6:0
   IN FAVOR: COMMISSIONERS NOVAK, MCKENZIE, LINCOLN, MCDONOUGH, SHILIGA, GASIEL
   NOT IN FAVOR:

2. **59TH ST ALTERNATIVE B: ON STREET PARKING, EDGELINES, SHARED VEHICLE LANES, NO BUFFERED BIKE LANES, REMOVAL OF LEFT TURN LANE AT 59TH & FAIRMOUNT; COMMISSIONER LINCOLN MOVED TO MAKE A MOTION FOR THE RECOMMENDATION TO VILLAGE COUNCIL. SECONDED BY COMMISSIONER SHILIGA:**
   MOTION PASSED 5:1
   IN FAVOR: COMMISSIONERS GASIEL, LINCOLN, MCDONOUGH, NOVAK, SHILIGA

NOT IN FAVOR: COMMISSIONER MCKENZIE

3. **FAIRMOUNT ALTERNATIVE D AS WRITTEN IN STAFF RECOMMENDATION, COMMISSIONER SHILIGA MOVED TO MAKE A MOTION FOR THE RECOMMENDATION TO VILLAGE COUNCIL. SECONDED BY COMMISSIONER GASIEL**
   MOTION PASSED 4:2
   IN FAVOR: COMMISSIONERS GASIEL, MCKENZIE, LINCOLN, SHILIGA
   NOT IN FAVOR: COMMISSIONERS MCDONOUGH, NOVAK

DISCUSSION OF OLD BUSINESS

The Commission thanked former Commissioner Heverin for her prior service.

COMMUNICATIONS

No communications at this time.

COMMISSIONER SHILIGA MOVED TO ADJOURN THE MEETING. COMMISSIONER GASIEL SECONDED THE MOTION. ALL IN FAVOR.

Commissioner Novak adjourned the meeting at 9:30 P.M.

Respectfully submitted,

/s/ Andrea Banke
Recording Secretary