

VILLAGE OF DOWNERS GROVE

Report for the Village

6/3/2025

SUBJECT:	SUBMITTED BY:
Washington Street at BNSF Railroad Tracks Intersection Study	Scott Vasko Director of Engineering

SYNOPSIS

Discussion of the evaluation and potential improvements at the Washington Street and BNSF Railroad Intersection.

STRATEGIC PLAN ALIGNMENT

The Village strategic goals include *Top Quality Infrastructure*.

FISCAL IMPACT

The estimated cost of the intersection improvements recommended by the consultant is \$172,000. This does not include the additional recommendations from the Transportation and Parking Commission.

RECOMMENDATION

Action at the discretion of the Village Council. Recommendations from the consultant and from the Transportation and Parking (TaP) Commission are presented below, along with staff concerns regarding some of the recommendations.

BACKGROUND

The intersection of Washington Street and the railroad tracks was significantly reconfigured with the construction of the Civic Center to achieve the following objectives:

- Improve Safety for Pedestrians, Cyclists and Vehicles
- Improve Traffic Efficiency
- Maintain Easy Access to Downtown

The reconfigured intersection has been fully operational since December, 2024. Since becoming fully operational, the Village has been evaluating the intersection operation and engaged Benesch to evaluate crash data, conduct traffic counts, conduct field observations, and provide recommendations. The attached memo details the analysis and recommendations from Benesch and includes cost estimates for each suggested improvement.

Benesch concluded that:

Overall, the intersections within the study area function well most of the day. Issues arise during the AM and PM peak hours when large numbers of Metra commuters are boarding and disembarking trains. It is recommended that all improvements that bring the at-grade crossing up to standard with the current version of the MUTCD be completed. Other recommendations should be considered to improve the safety of the crossing for all users.

Benesch recommended the improvements depicted in the graphic below:



Benesch presented their findings and recommended changes to the Transportation and Parking Commission at the May 14, 2025 meeting. TaP recommended the implementation of all improvements outlined in the project memo, with the following additions:

- a stop sign south of the tracks near the new stop bar location controlling northbound traffic,
- expanding the sidewalk area on the southeast corner of the intersection,
- a rectangular rapid-flashing beacon (RRFB) at the intersection. (Following the TaP meeting, staff confirmed that the Illinois Commerce Commission (ICC) does not support the placement of RRFBs near railroad crossings. Railroad arms and lights currently behave as a signal during train crossings and including the RRFB could introduce confusion to pedestrians and motorists).

After reviewing the Benesch recommendations and additional recommendations from the TaP meeting, staff is concerned that several of the recommendations related to the removal and relocation of the crosswalk on the south side of the tracks could make pedestrian movements around the crossing more challenging and potentially less safe for pedestrians and drivers, particularly during the peak periods of the afternoon commute. More specifically, these concerns include:

1. Based on current commuter behavior, staff expects that many commuters will walk around the fence after crossing the tracks and follow the most direct route to the southwest. (See Attached Graphic)
2. For commuters that do walk to the east side of the crossing, it's likely that many will cross the tracks diagonally to the southeast, seeking a more direct route than the designated crosswalk provides. (See Attached Graphic)
3. If the established route is followed as intended, pedestrians will cross in front of the Police emergency exit gate, where vehicles with lights and sirens activated could come out from the gate to the southeast of the crossing unexpectedly.
4. The removal of the existing crosswalk south of tracks eliminates the direct link to the multi-use path west of the Civic Center, which is used regularly and, as the report indicates, "functions well most of the day."

5. The relocation of the crosswalk from its current location to just south of the tracks removes the lane in which at least one southbound vehicle can wait for the crosswalk to clear without being stopped on the tracks. The yellow striped area is also no longer accessible to southbound vehicles to pull into in an emergency situation.

Staff does support items 1 through 4 in the table below. Furthermore, staff also would support placement of pedestrian crossing signage (not RRFB type signage) in appropriate locations around the crossing and evaluate existing signage to determine which signs could be relocated or removed in order to reduce sign clutter.

Recommendations	Benesch Rec.	TAP Rec.	Comments
1. Add grade crossing pavement marking	✓	✓	
2. Add stop bar	✓	✓	
3. Add detectable warnings	✓	✓	
4. Install additional lighting	✓	✓	Not identified on graphic
5. Install pedestrian fencing	✓	✓	Staff does not support
6. Remove angled crosswalk and ADA ramps	✓	✓	Staff does not support
7. Remove stop sign and stop bar	✓	✓	Staff does not support
8. Extend curbed landscaping	✓	✓	Staff does not support
9. Move stop bar to 2' in advance of hatched area	✓	✓	Staff does not support
10. Add crosswalk pavement & extend hatching	✓	✓	Staff does not support
11. Move stop sign (from #7) to align with stop bar (from #8)		✓	If #9 is approved, staff supports this recommendation; not identified on graphic
12. Expanding the sidewalk area east of the new crosswalk		✓	Staff does not support; not identified on graphic
13. Install Rectangular Rapid Flashing Beacon (RRFB) ped-crossing signs		✓	ICC & staff do not support; not identified on graphic

ATTACHMENTS

Washington Street and BNSF Intersection Study Memo

May 14, 2025 Transportation and Parking Commission Meeting Minutes
Graphics Illustrating PM Commuter Routes



Memorandum

TO: Emily Ericson, AICP
Village of Downers Grove

FROM: Ryan Jacox, PE, PTOE, RSP1
Sarah Cyrs, PE, PTOE
Benesch

SUBJECT: Washington Street at BNSF Railroad Tracks Intersection Study

DATE: May 8, 2025

Introduction

Benesch was contracted to investigate vehicular and pedestrian safety and traffic operations of the intersection of Washington Street and the BNSF railroad tracks and the approaches to this crossing. This study area also includes the intersection of Washington Street and Warren Avenue located directly north of the railroad tracks. The study area is immediately east of Metra's Main Street train station. A location map of the study area can be found in **Attachment 1**. The engineering study included data collection, field observations, analysis of existing conditions, and recommendations of potential improvements.

Project Background

The Village of Downers Grove recently completed construction of a new Civic Center in 2024, located just south of the BNSF railroad tracks on the east side of Washington Street. Along with the construction of the Civic Center, improvements were made to the intersection of Washington Street and Warren Avenue and along Washington Street south of the railroad tracks. Roadway improvements included the reconfiguration of Washington Street south of the railroad tracks, elimination of the public access driveway immediately south of the BNSF railroad tracks, east of Washington Street, enhanced crosswalks, installation of a new diagonal crosswalk south of the BNSF railroad, and ADA ramp reconstruction. The goal of these enhancements was to create a safer area for pedestrians, vehicles, and trains to interact.

Data Collection

To understand the safety and existing traffic operations of the intersection, crash data was gathered, traffic counts were taken, and field observations were completed.

Crash Data

Crash data for the study area was analyzed from 2019 to 2024. At the intersection of Washington Street and Warren Avenue, there were a total of six crashes, with no crashes resulting in injuries. These crashes included one rear to side, one turning, two angle, one parked motor vehicle, and one pedalcyclist crash. Five out of the six crashes happened prior to the intersection improvements in 2024. The most common cause of these crashes was not yielding to the correct vehicular right-of-way.

At the intersection of Washington Street and Burlington Avenue, which previously existed just south of the BNSF railroad tracks prior to the construction of the new civic center, eight crashes occurred between 2019 and 2024. One of the crashes resulted in a C injury (minor injury). There was one angle, one rear end, one fixed object, three turning, and one parked motor vehicle accident. Two of the turning crashes happened at the driveway



located just west of the intersection. None of these crashes occurred after the intersection improvements were completed with the reconfiguration of Washington Street. The most common cause of these crashes was not yielding to the correct vehicular right-of-way.

Traffic Counts

24-hour traffic counts were conducted on Tuesday March 11, 2025, at the intersection of Washington Street and Warren Avenue using video technology. Based on data gathered from Metra, BNSF ridership is highest on Tuesdays, so this day was selected for both counting traffic and field observations.

The traffic count data showed that the AM vehicular peak hour occurs from 7:30 AM to 8:30 AM and the PM vehicular peak hour occurs from 5:00 PM to 6:00 PM. The PM peak hour has the highest amount of vehicle and pedestrian traffic. The traffic count data can be found in **Attachment 2**.

Field Observations & Drone Footage

Field observations were conducted on Tuesday March 25, 2025. The time of these observations was determined based on the BNSF Metra schedule and peak hours determined from the traffic counts. The BNSF Metra schedule can be found in **Attachment 3**. In the morning, field observations were completed between 6:45 AM and 8:15 AM. In the evening, field observations were completed between 4:30 PM and 6:15 PM. Drone footage was also obtained during the evening field observations based on the interactions between motorists and pedestrians being more pronounced during the evening peak period.

Morning Field Observations

Based on field observations, the busiest Metra trains in the morning stop at the Main Street train station at 7:00 AM and 7:30 AM. Both trains express to Chicago Union Station after stopping at Main Street. The inbound trains pick up pedestrians on the south side of the railroad tracks. Metra commuters (referred hereafter as) approach the inbound platforms from the parking lots along Warren Avenue, the parking lot south of the Main Street train station, the parking structure located a couple blocks southwest of the project site, and the surrounding neighborhoods. Pedestrians utilize all existing crosswalks to get to the inbound train platform. The longer express trains have cars that load pedestrians in the middle of the railroad's intersection with Washington Street. Once the railroad gates go down, pedestrians congregate in the roadway and wait for the train in the area between the angled crosswalk and the gates. This behavior is depicted in Image 1.



Image 1: Pedestrians waiting to board the Metra train during the AM peak hour



Vehicular traffic flowed well during the AM peak hour, with the exception of queuing during down gate time. However, these queues dissipated within a couple minutes and did not appear to cause any long-term congestion or safety issues. No vehicles were observed stopping on the railroad tracks. It was observed that several northbound vehicles did not stop or only slowed down for the stop sign located in advance of the angled crosswalk if no pedestrians were present, shown in Image 1. Additionally, these northbound vehicles regularly drove over the striped median area between the two directions of traffic immediately south of the railroad tracks and did not fully follow the curve of the roadway.

Evening Field Observations

In the evening, outbound trains drop off Metra commuters (referred hereafter as pedestrians) on the north side of the railroad tracks. Based on field observations, the busiest trains in the evening arrive at Main Street train station at 4:46 PM and 5:26 PM. Both trains express from Chicago to the Main Street station. Longer trains cause the railroad gates at Washington Street to remain down while pedestrians disembarked the train. Pedestrians will walk east from the train platform along the north side of the railroad tracks to the Washington Street at-grade railroad crossing and wait for the gates to go up. Once the gates go up, both vehicles and pedestrians cross the tracks and head south. This becomes an issue once pedestrians get to the angled crosswalk on the south side of the tracks. These pedestrians enter the angled crosswalk and cause southbound vehicles to queue onto the railroad tracks as they yield right-of-way to pedestrians within the crosswalk. This is depicted in Image 2. There is only enough storage for one car to queue on the southbound approach to the angled crosswalk without sitting on the railroad tracks. Southbound vehicles north of the tracks cannot see pedestrians entering the angled crosswalk from the west due to sight distance issues with respect to railroad crossing equipment and slight vertical grades. These motorists are also focusing on crossing the railroad tracks safely and may find it challenging to simultaneously negotiate the pedestrian crossing of the roadway immediately after the tracks. The combination of these two issues causes southbound cars to queue onto the railroad tracks.

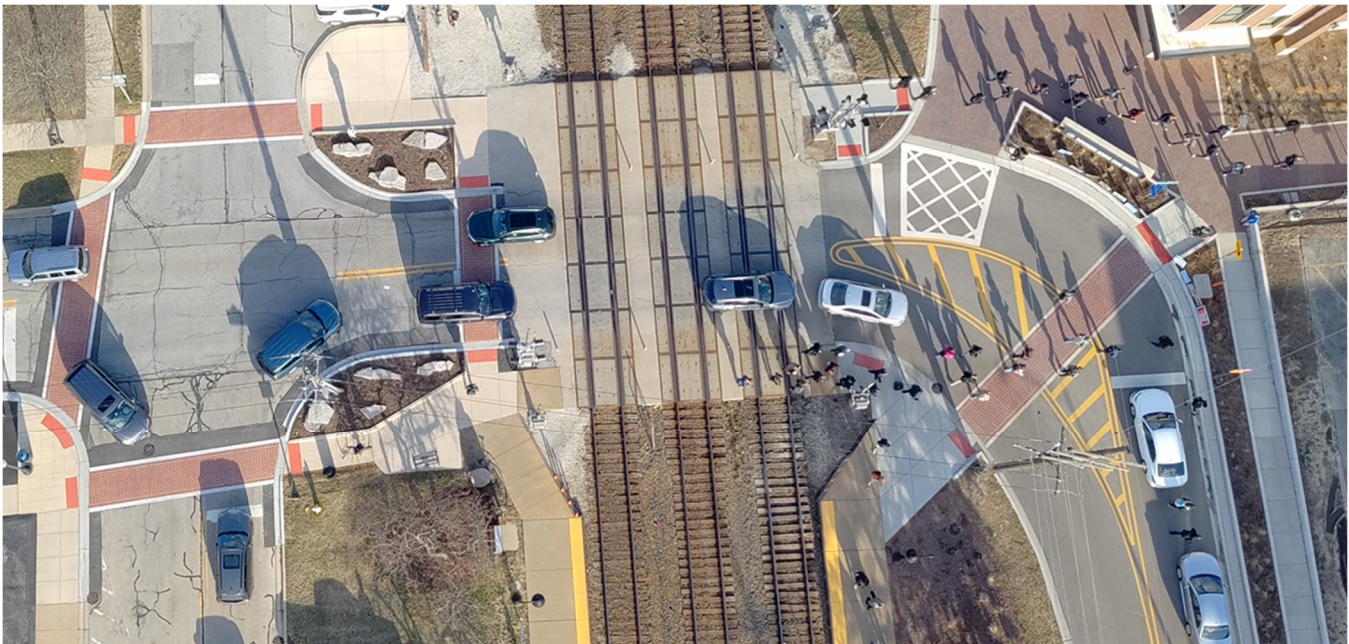


Image 2: Vehicles queuing onto railroad tracks due to pedestrians in angled crosswalk

Vehicular traffic flowed well during the PM peak hour outside of the issues observed when pedestrians disembarked trains. Vehicles were observed stopping on the railroad tracks during those times. Like the AM peak hour, multiple northbound vehicles did not obey the stop sign at the angled crosswalk when pedestrians were not present. It was also observed that vehicles did not consistently yield to pedestrians in the crosswalks at the intersection with Warren Avenue. In the northbound direction, this is likely due to the fact that motorists



are not aware of these pedestrians until they are entering the at-grade crossing of the railroad tracks and are more concerned about getting off the tracks than they are about yielding to pedestrians while on the tracks.

Recommended Improvements

The following improvements are recommended to comply with the *Manual on Uniform Traffic Control Devices, 11th Edition* (MUTCD) and more importantly to improve safety and traffic flow. **Attachment 4** depicts existing conditions as well as conceptually shows the recommended improvements described in this section.

Warren Avenue

The following need to be added for the at-grade railroad crossing intersection to be in accordance with the MUTCD:

- Detectable warnings need to be added for sidewalk approaches at the railroad crossing. These should be placed 2' in advance of the gates.
- A stop bar is required on the southbound approach to the railroad crossing. This should be located 4' in advance of the existing east-west crosswalk immediately adjacent to the railroad crossing.
- W10-2 signs need to be mounted on both the east and west legs of Warren Avenue at Washington Street.
- Add a grade crossing pavement symbol 155' in advance of the at-grade crossing on southbound Washington Street.

The following improvements are recommended to improve safety at the intersection:

- Add intersection roadway lighting. While there is some decorative lighting near the intersection, photometrically designed lighting would ensure the intersection is safer for all users in dark conditions.

Washington Street, South of the At-Grade Crossing

The following need to be added for the at-grade crossing intersection to be in accordance with the MUTCD:

- Detectable warnings need to be added for sidewalk approaches at the railroad crossing. These should be placed 2' in advance of the gates.

The following improvements are recommended to improve the safety and traffic flow at the approaches to the railroad crossing:

- Add high visibility crosswalk pavement markings to correspond with the ADA ramps located directly south of the railroad tracks, providing an east-west crosswalk immediately adjacent to the railroad crossing. This will become the primary crosswalk on the south side of the railroad tracks. Sight distance is better at this crosswalk location compared to the angled crosswalk. Southbound motorists approaching this crosswalk from the north can clearly see pedestrians crossing Washington Street. This will allow them to stop for pedestrians before they begin crossing the railroad tracks so that they can avoid stopping on the tracks.
- Extend the existing diamond-hatched area at the emergency driveway to the civic center north to the proposed east-west crosswalk.
- Move the stop bar 2' in advance of the proposed hatched area.
- Remove the angled crosswalk and corresponding ADA ramps, replacing them with barrier curb or another treatment to prohibit using the area to cross, such as a raised or curbed landscape bed. It is recommended that this crosswalk be removed due to the sight distance issues and the frequency of vehicles queuing on the tracks due to this crosswalk. Pedestrian railing can also be used to help positively direct pedestrians to the desired and safest crossing locations. While these improvements cannot fully prevent someone from walking a different path to cross Washington Street should they choose to do so, these treatments indicate the intended route for safe crossing of the roadway.



- Remove the stop sign and stop bar associated with the angled crosswalk. It was observed that multiple motorists did not obey this stop when pedestrians were not present.

A planning level cost estimate of these improvements can be found in **Attachment 5**.

Conclusion

Overall, the intersections within the study area function well most of the day. Issues arise during the AM and PM peak hours when large numbers of Metra commuters are boarding and disembarking trains. It is recommended that all improvements that bring the at-grade crossing up to standard with the current version of the MUTCD be completed. Other recommendations should be considered to improve the safety of the crossing for all users.

Attachment 1

Study Location Map



Attachment 2

Traffic Count Data

Washington Street & Warren Avenue - TMC

Tue Mar 11, 2025

Full Length (12 AM-12 AM (+1))

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1274266, Location: 41.795741, -88.006878



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Washington St Southbound						Warren Ave Westbound						Washington St Northbound						Warren Ave Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2025-03-11 12:00AM	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	0	1	0	6
12:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30AM	0	2	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	1	1	0	0	2	0	5
12:45AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	5	0	0	0	0	0	0	0	0	4	0	0	4	0	1	2	0	0	3	0	12
1:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	5
1:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	1	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	7
2:00AM	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
2:15AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1
2:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	1	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	4
3:00AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	2
3:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	2
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	0	0	1	0	0	1	0	4
4:00AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:15AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2	1
4:30AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45AM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	1	0	0	0	0	0	0	2
Hourly Total	0	3	0	0	3	0	0	1	0	0	1	0	0	1	0	0	1	2	0	0	0	0	0	2	5
5:00AM	0	4	1	1	6	0	1	1	0	0	2	0	1	2	1	0	4	0	0	0	1	0	1	0	13
5:15AM	2	5	0	0	7	0	0	0	0	0	0	0	0	1	1	0	2	0	1	0	0	0	1	1	10
5:30AM	2	3	0	0	5	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	1	0	1	0	10
5:45AM	3	9	0	0	12	1	0	0	0	0	0	1	1	4	1	0	6	0	0	0	0	0	0	3	18
Hourly Total	7	21	1	1	30	1	1	1	0	0	2	1	2	11	3	0	16	0	1	0	2	0	3	4	51
6:00AM	0	4	0	0	4	0	0	1	0	0	1	1	0	8	0	0	8	0	0	1	0	0	1	0	14
6:15AM	2	10	4	0	16	0	0	0	1	0	1	2	1	5	0	0	6	6	4	0	0	0	4	0	27
6:30AM	1	7	3	0	11	2	0	0	0	0	0	0	0	15	1	0	16	0	1	1	0	0	2	0	29
6:45AM	3	22	2	0	27	0	2	2	1	0	5	10	0	16	3	0	19	14	2	3	0	0	5	0	56
Hourly Total	6	43	9	0	58	2	2	3	2	0	7	13	1	44	4	0	49	20	7	5	0	0	12	0	126
7:00AM	1	15	0	0	16	0	0	0	0	0	0	2	1	17	1	0	19	0	1	2	1	0	4	1	39
7:15AM	9	41	0	0	50	1	0	1	1	0	2	9	7	32	3	0	42	0	3	2	3	0	8	13	102
7:30AM	2	28	0	0	30	0	0	0	1	0	1	1	3	37	1	0	41	0	1	1	5	0	7	0	79
7:45AM	7	40	3	0	50	0	3	5	1	0	9	3	2	43	3	0	48	0	2	1	0	0	3	8	110
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8:00AM	1	24	1	0	26	1	0	0	0	0	0	3	1	50	0	0	51	0	3	0	1	0	4	0	81
8:15AM	6	45	1	0	52	0	0	3	0	1	4	1	3	33	4	0	40	2	8	0	1	0	9	9	105
8:30AM	2	37	0	0	39	0	2	2	0	0	4	5	0	20	1	0	21	1	0	1	2	0	3	0	67
8:45AM	0	21	0	0	21	0	3	1	0	0	4	5	0	29	5	0	34	1	4	3	0	0	7	5	66
Hourly Total	9	127	2	0	138	1	5	6	0	1	12	14	4	132	10	0	146	4	15	4	4	0	23	14	319
9:00AM	0	29	0	0	29	1	0	1	2	0	3	1	2	12	2	0	16	0	2	1	1	0	4	2	52
9:15AM	0	17	0	0	17	0	1	1	0	0	2	1	0	24	1	0	25	0	4	1	0	0	5	1	49
9:30AM	1	17	0	0	18	0	0	1	1	0	2	0	0	23	0	0	23	0	4	0	0	0	4	0	47
9:45AM	2	22	0	0	24	0	0	0	0	0	0	4	0	19	3	0	22	0	2	1	1	0	4	0	50
Hourly Total	3	85	0	0	88	1	1	3	3	0	7	6	2	78	6	0	86	0	12	3	2	0	17	3	198
10:00AM	1	19	0	0	20	0	0	1	0	0	1	1	3	15	0	0	18	0	5	0	2	0	7	0	46
10:15AM	1	21	1	0	23	0	0	0	0	0	0	0	1	20	0	0	21	0	4	0	2	0	6	1	50
10:30AM	1	20	0	0	21	5	0	1	1	0	2	1	2	22	2	0	26	0	3	1	1	0	5	2	54
10:45AM	2	23	0	0	25	0	1	1	3	0	5	2	2	22	1	0	25	0	3	1	2	0	6	0	61
Hourly Total	5	83	1	0	89	5	1	3	4	0	8	4	8	79	3	0	90	0	15	2	7	0	24	3	211
11:00AM	2	22	1	0	25	0	0	0	0	0	0	3	0	42	2	0	44	0	4	1	2	0	7	4	76
11:15AM	3	17	1	0	21	0	1	0	1	0	2	0	0	22	5	0	27	1	4	1	2	0	7	0	57
11:30AM	3	26	0	0	29	0	0	2	1	0	3	1	1	21	1	0	23	0	2	1	0	0	3	0	58
11:45AM	3	22	1	0	26	0	0	1	2	0	3	1	3	30	5	0	38	1	5	4	1	0	10	3	77
Hourly Total	11	87	3	0	101	0	1	3	4	0	8	5	4	115	13	0	132	2	15	7	5	0	27	7	268
12:00PM	2	34	0	0	36	0	0	3	1	0	4	3	1	37	4	0	42	0	3	1	0	0	4	4	86

Leg Direction	Washington St Southbound						Warren Ave Westbound						Washington St Northbound						Warren Ave Eastbound						Int	
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int	
12:15PM	1	32	1	0	34	0	1	0	2	0	3	0	0	19	2	0	21	0	2	0	0	0	2	4	60	
12:30PM	5	19	0	0	24	0	1	1	0	0	2	5	0	30	3	0	33	0	4	1	2	0	0	7	5	66
12:45PM	2	25	2	0	29	0	0	1	2	0	3	4	2	33	2	0	37	0	1	3	0	0	0	4	3	73
Hourly Total	10	110	3	0	123	0	2	5	5	0	12	12	3	119	11	0	133	0	10	5	2	0	17	16	285	
1:00PM	2	25	0	0	27	2	0	0	1	0	1	0	0	23	1	0	24	0	7	0	2	0	0	9	2	61
1:15PM	1	22	1	0	24	1	0	0	0	0	0	0	1	23	2	0	26	1	4	0	1	0	0	5	2	55
1:30PM	2	19	0	0	21	1	1	2	0	0	3	2	1	29	1	0	31	0	1	0	1	0	0	2	2	57
1:45PM	2	21	0	0	23	0	1	0	0	0	1	2	0	29	1	0	30	0	4	2	2	0	0	8	0	62
Hourly Total	7	87	1	0	95	4	2	2	1	0	5	4	2	104	5	0	111	1	16	2	6	0	0	24	6	235
2:00PM	3	23	1	0	27	0	0	2	0	0	2	2	1	33	2	0	36	0	10	0	1	0	0	11	0	76
2:15PM	1	35	0	0	36	3	0	2	0	0	2	0	0	21	4	0	25	1	2	1	0	0	0	3	4	66
2:30PM	1	29	1	0	31	0	0	1	1	0	2	1	0	24	3	0	27	1	9	0	2	0	0	11	1	71
2:45PM	7	22	0	0	29	1	0	1	2	0	3	1	1	35	2	0	38	4	8	1	1	0	0	10	2	80
Hourly Total	12	109	2	0	123	4	0	6	3	0	9	4	2	113	11	0	126	6	29	2	4	0	0	35	7	293
3:00PM	1	17	0	0	18	1	1	1	4	0	6	1	1	48	3	0	52	0	4	14	0	0	0	18	2	94
3:15PM	3	26	0	0	29	0	0	0	1	0	1	0	0	41	4	0	45	0	8	0	2	0	0	10	1	85
3:30PM	4	39	2	0	45	2	0	2	1	0	3	2	0	18	4	0	22	0	9	3	3	0	0	15	1	85
3:45PM	9	43	1	0	53	1	1	0	1	0	2	0	0	35	8	0	43	4	9	0	6	1	0	16	3	114
Hourly Total	17	125	3	0	145	4	2	3	7	0	12	3	1	142	19	0	162	4	30	17	11	1	0	59	7	378
4:00PM	2	47	0	0	49	2	0	3	2	0	5	6	2	34	3	0	39	0	16	1	2	0	0	19	0	112
4:15PM	5	38	0	0	43	6	3	2	3	0	8	6	3	34	3	0	40	13	7	1	2	0	0	10	9	101
4:30PM	2	41	0	0	43	0	1	0	2	0	3	3	0	36	2	0	38	0	9	0	3	0	0	12	2	96
4:45PM	7	39	1	0	47	4	2	2	4	0	8	2	1	21	4	0	26	30	9	2	7	0	0	18	7	99
Hourly Total	16	165	1	0	182	12	6	7	11	0	24	17	6	125	12	0	143	43	41	4	14	0	0	59	18	408
5:00PM	2	47	1	0	50	0	0	2	0	0	2	3	0	41	5	0	46	1	14	4	3	0	0	21	3	119
5:15PM	6	58	2	0	66	0	5	5	5	0	15	2	1	30	4	0	35	32	20	1	8	0	0	29	13	145
5:30PM	4	43	0	0	47	0	2	0	1	0	3	0	0	46	4	0	50	1	5	3	2	0	0	10	0	110
5:45PM	10	35	0	0	45	2	0	4	4	0	8	0	0	35	5	0	40	14	12	1	11	0	0	24	4	117
Hourly Total	22	183	3	0	208	2	7	11	10	0	28	5	1	152	18	0	171	48	51	9	24	0	0	84	20	491
6:00PM	6	47	1	0	54	5	0	1	5	0	6	1	1	41	6	0	48	0	6	1	2	0	0	9	1	117
6:15PM	6	37	0	0	43	2	1	2	1	0	4	1	0	34	2	0	36	7	13	2	6	0	0	21	4	104
6:30PM	3	23	0	0	26	0	0	0	3	0	3	0	1	25	1	0	27	0	4	0	1	0	0	5	1	61
6:45PM	4	21	0	0	25	0	0	3	1	0	4	0	1	26	3	0	30	1	5	1	3	0	0	9	2	68
Hourly Total	19	128	1	0	148	7	1	6	10	0	17	2	3	126	12	0	141	8	28	4	12	0	0	44	8	350
7:00PM	1	26	0	0	27	3	0	0	0	0	0	1	0	20	5	0	25	1	5	0	2	0	0	7	1	59
7:15PM	4	16	0	0	20	0	0	0	0	0	0	2	2	15	3	0	20	0	3	1	4	0	0	8	3	48
7:30PM	1	16	0	0	17	1	0	0	0	0	0	0	1	25	4	0	30	0	6	0	2	0	0	8	1	55
7:45PM	2	15	0	0	17	1	0	0	0	0	0	0	0	12	3	0	15	0	4	0	1	0	0	5	3	37
Hourly Total	8	73	0	0	81	5	0	0	0	0	0	3	3	72	15	0	90	1	18	1	9	0	0	28	8	199
8:00PM	7	11	0	0	18	0	0	0	1	0	1	0	0	14	2	0	16	0	1	1	3	0	0	5	0	40
8:15PM	0	14	0	0	14	1	0	0	0	0	0	1	1	18	3	0	22	0	3	1	2	0	0	6	0	42
8:30PM	0	13	0	0	13	0	0	0	0	0	0	0	0	10	0	0	10	0	4	3	4	0	0	11	0	34
8:45PM	2	7	0	0	9	0	0	0	1	0	1	0	1	9	0	0	10	0	3	1	2	0	0	6	0	26
Hourly Total	9	45	0	0	54	1	0	0	2	0	2	1	2	51	5	0	58	0	11	6	11	0	0	28	0	142
9:00PM	0	6	0	0	6	0	0	0	1	0	1	0	0	9	1	0	10	0	4	0	1	0	0	5	0	22
9:15PM	0	6	0	0	6	0	0	0	0	0	0	0	1	12	1	0	14	0	5	1	4	0	0	10	5	30
9:30PM	2	7	0	0	9	0	0	0	0	0	0	0	0	3	0	0	3	0	2	0	1	0	0	3	0	15
9:45PM	1	3	1	0	5	0	1	0	0	0	1	0	0	3	0	0	3	0	0	0	0	0	0	0	0	9
Hourly Total	3	22	1	0	26	0	1	0	1	0	2	0	1	27	2	0	30	0	11	1	6	0	0	18	5	76
10:00PM	1	1	0	0	2	0	0	0	0	0	0	0	0	4	1	0	5	0	2	0	0	0	0	2	0	9
10:15PM	1	2	0	0	3	0	0	0	0	0	0	0	1	2	0	0	3	0	1	1	0	0	0	2	0	8
10:30PM	0	1	0	0	1	0	0	0	0	0	0	0	1	3	1	0	5	0	0	0	0	0	0	0	1	6
10:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	1	0	0	2	0	4
Hourly Total	2	4	0	0	6	0	0	0	0	0	0	0	2	11	2	0	15	0	4	1	1	0	0	6	1	27
11:00PM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	1	0	0	2	1	4
11:15PM	1	2	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	0	5
11:30PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	3
11:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	0	2	0	3
Hourly Total	1	3	0	0	4	0	0	1	0	0	1	0	0	5	0	0	5	0	1	2	2	0	0	5	1	15
Total	186	1634	34	1	1855	50	35	67	66	1	169	109	61	1650	160	0	1871	139	323	84	131	1	539	152	4434	
% Approach	10.0%	88.1%	1.8%	0.1%	-	-	20.7%	39.6%	39.1%	0.6%	-	-	3.3%	88.2%	8.6%	0%	-	-	59.9%	15.6%	24.3%	0.2%	-	-	-	
% Total	4.2%	36.9%	0.8%	0%	41.8%	-	0.8%	1.5%	1.5%	0%	3.8%	-	1.4%	37.2%	3.6%	0%	42.2%	-	7.3%	1.9%	3.0%	0%	12.2%	-	-	
Motorcycles	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1	
% Motorcycles	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	
Lights	182	1609	34	1	1826	-	33	59	63	1	156	-	59	1630	157	0	1846	-	319	79	128	1	527	-	4355	
% Lights	97.8%	98.5%	100%	100%	98.4%	-	94.3%	88.1%	95.5%	100%	92.3%	-	96.7%	98.8%	98.1%	0%	98.7%	-	98.8%	94.0%	97.7%	100%	97.8%	-	98.2%	
Single-Unit Trucks	1	5	0	0	6	-	2	3	0																	

Leg Direction	Washington St Southbound						Warren Ave Westbound						Washington St Northbound						Warren Ave Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
% Articulated Trucks	0.5%	0%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%
Buses	0	18	0	0	18	-	0	0	3	0	3	-	1	10	1	0	12	-	1	1	0	0	2	-	35
% Buses	0%	1.1%	0%	0%	1.0%	-	0%	0%	4.5%	0%	1.8%	-	1.6%	0.6%	0.6%	0%	0.6%	-	0.3%	1.2%	0%	0%	0.4%	-	0.8%
Bicycles on Road	2	1	0	0	3	-	0	5	0	0	5	-	0	2	0	0	2	-	0	4	0	0	4	-	14
% Bicycles on Road	1.1%	0.1%	0%	0%	0.2%	-	0%	7.5%	0%	0%	3.0%	-	0%	0.1%	0%	0%	0.1%	-	0%	4.8%	0%	0%	0.7%	-	0.3%
Pedestrians	-	-	-	-	-	47	-	-	-	-	-	105	-	-	-	-	-	138	-	-	-	-	-	150	
% Pedestrians	-	-	-	-	-	-94.0%	-	-	-	-	-	-96.3%	-	-	-	-	-	-99.3%	-	-	-	-	-	-98.7%	-
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	2	
% Bicycles on Crosswalk	-	-	-	-	-	-6.0%	-	-	-	-	-	-3.7%	-	-	-	-	-	-0.7%	-	-	-	-	-	-1.3%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Washington Street & Warren Avenue - TMC

Tue Mar 11, 2025

Full Length (12 AM-12 AM (+1))

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1274266, Location: 41.795741, -88.006878



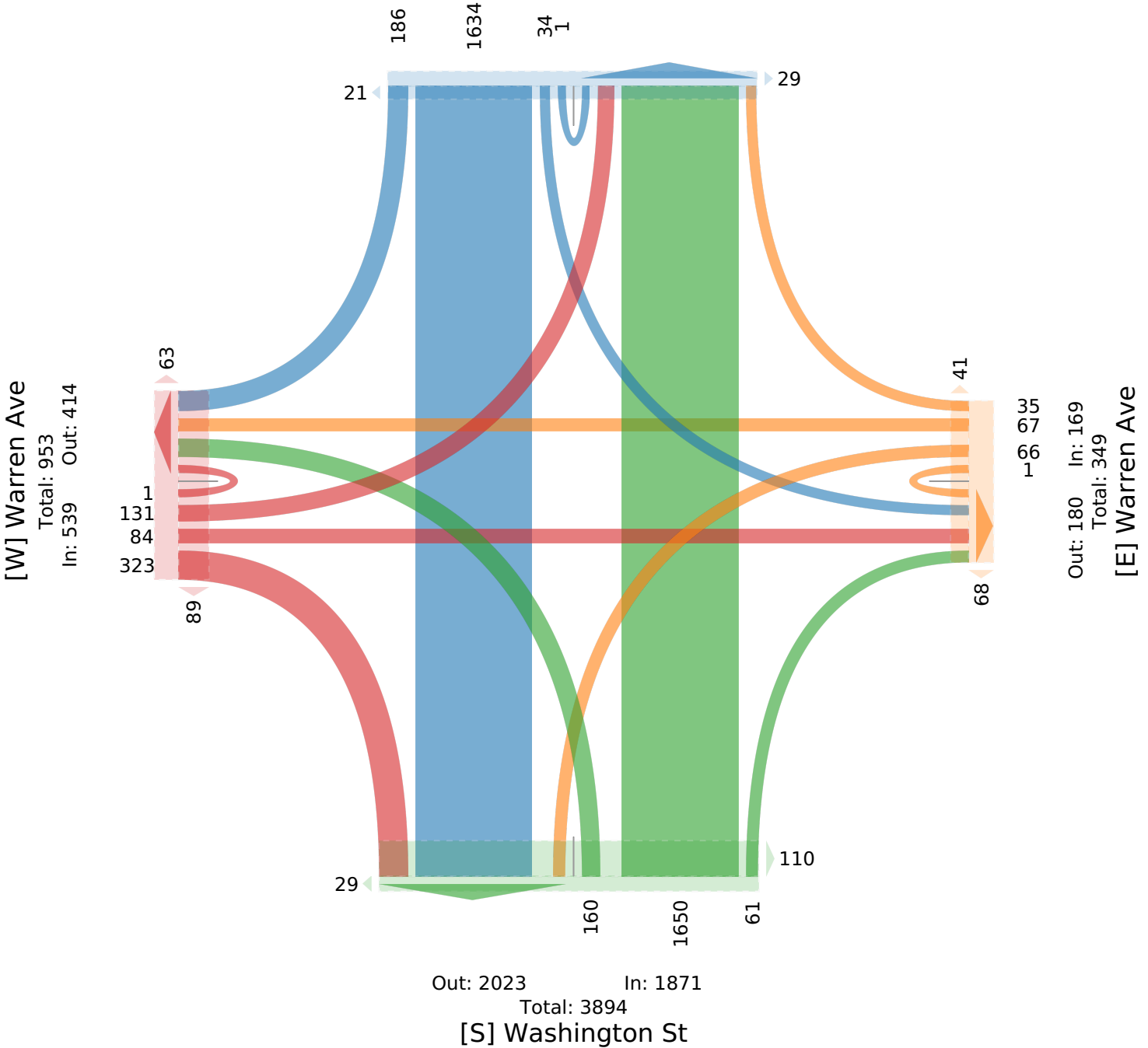
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

[N] Washington St

Total: 3672

In: 1855

Out: 1817



Washington Street & Warren Avenue - TMC

Tue Mar 11, 2025

AM Peak (Mar 11 2025 7:30AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1274266, Location: 41.795741, -88.006878



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Washington St Southbound						Warren Ave Westbound						Washington St Northbound						Warren Ave Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2025-03-11 7:30AM	2	28	0	0	30	0	0	0	1	0	1	1	3	37	1	0	41	0	1	1	5	0	7	0	79
7:45AM	7	40	3	0	50	0	3	5	1	0	9	3	2	43	3	0	48	0	2	1	0	0	3	8	110
8:00AM	1	24	1	0	26	1	0	0	0	0	0	3	1	50	0	0	51	0	3	0	1	0	4	0	81
8:15AM	6	45	1	0	52	0	0	3	0	0	1	4	3	33	4	0	40	2	8	0	1	0	9	9	105
Total	16	137	5	0	158	1	3	8	2	1	14	8	9	163	8	0	180	2	14	2	7	0	23	17	375
% Approach	10.1%	86.7%	3.2%	0%	-	-	21.4%	57.1%	14.3%	7.1%	-	-	5.0%	90.6%	4.4%	0%	-	-	60.9%	8.7%	30.4%	0%	-	-	-
% Total	4.3%	36.5%	1.3%	0%	42.1%	-	0.8%	2.1%	0.5%	0.3%	3.7%	-	2.4%	43.5%	2.1%	0%	48.0%	-	3.7%	0.5%	1.9%	0%	6.1%	-	-
PHF	0.571	0.761	0.417	-	0.760	-	0.250	0.438	0.500	0.250	0.406	-	0.750	0.815	0.500	-	0.882	-	0.438	0.500	0.350	-	0.639	-	0.858
Motorcycles	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Motorcycles	0%	0.7%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.3%
Lights	16	136	5	0	157	-	3	7	2	1	13	-	8	161	8	0	177	-	14	2	7	0	23	-	370
% Lights	100%	99.3%	100%	0%	99.4%	-	100%	87.5%	100%	100%	92.9%	-	88.9%	98.8%	100%	0%	98.3%	-	100%	100%	100%	0%	100%	-	98.7%
Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	1
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0.6%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0.3%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	1	1	0	0	2	-	0	0	0	0	0	-	2
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	11.1%	0.6%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0.5%
Bicycles on Road	0	0	0	0	0	-	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	12.5%	0%	0%	7.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.3%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	8	-	-	-	-	-	2	-	-	-	-	-	17	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Washington Street & Warren Avenue - TMC

Tue Mar 11, 2025

AM Peak (Mar 11 2025 7:30AM - 8:30 AM)

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1274266, Location: 41.795741, -88.006878



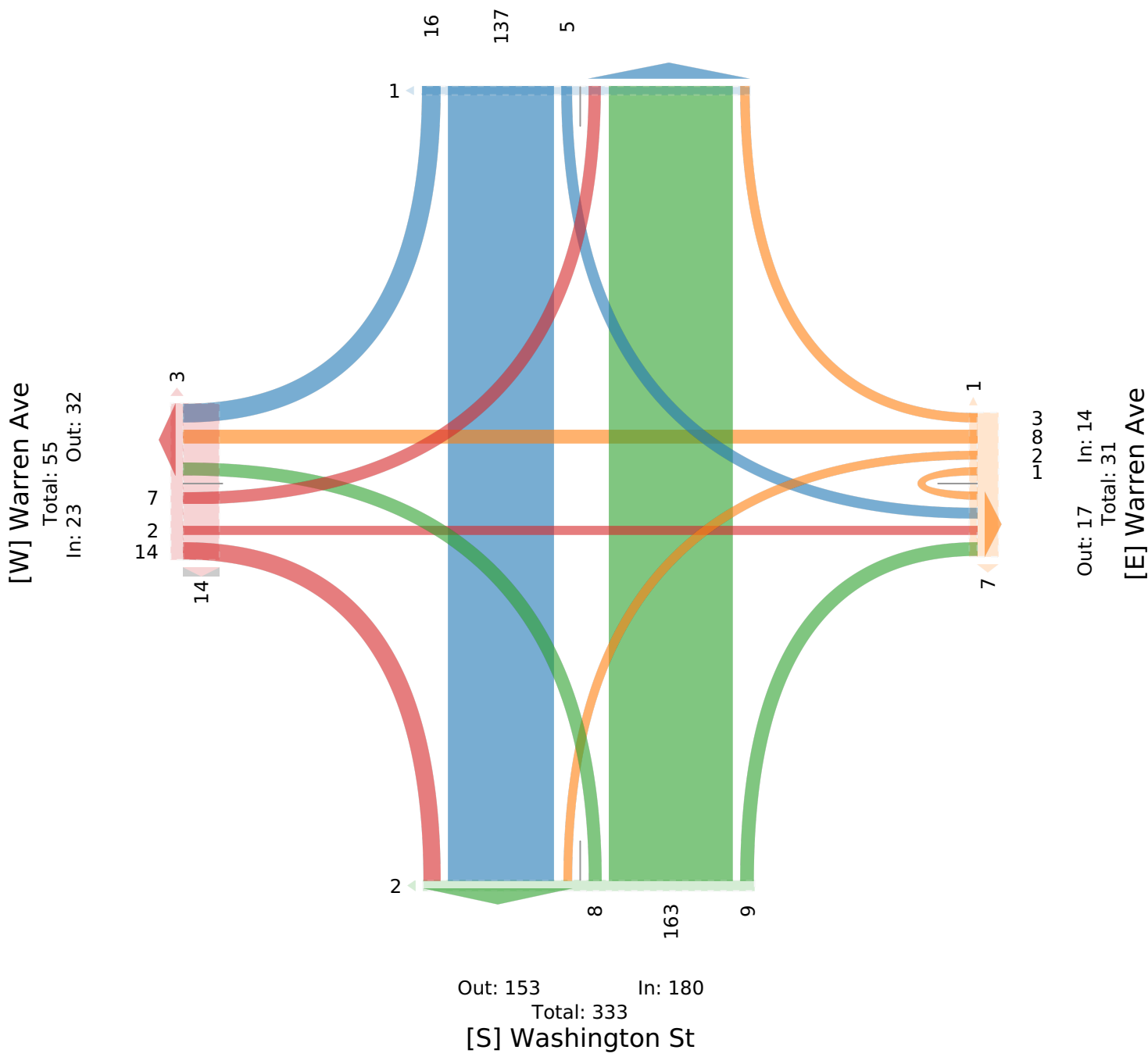
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

[N] Washington St

Total: 331

In: 158

Out: 173



Washington Street & Warren Avenue - TMC

Tue Mar 11, 2025

PM Peak (Mar 11 2025 5PM - 6 PM) - Overall Peak Hour

All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1274266, Location: 41.795741, -88.006878



Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US

Leg Direction	Washington St Southbound						Warren Ave Westbound						Washington St Northbound						Warren Ave Eastbound						Int
	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	
2025-03-11 5:00PM	2	47	1	0	50	0	0	2	0	0	2	3	0	41	5	0	46	1	14	4	3	0	21	3	119
5:15PM	6	58	2	0	66	0	5	5	5	0	15	2	1	30	4	0	35	32	20	1	8	0	29	13	145
5:30PM	4	43	0	0	47	0	2	0	1	0	3	0	0	46	4	0	50	1	5	3	2	0	10	0	110
5:45PM	10	35	0	0	45	2	0	4	4	0	8	0	0	35	5	0	40	14	12	1	11	0	24	4	117
Total	22	183	3	0	208	2	7	11	10	0	28	5	1	152	18	0	171	48	51	9	24	0	84	20	491
% Approach	10.6%	88.0%	1.4%	0%	-	-	25.0%	39.3%	35.7%	0%	-	-	0.6%	88.9%	10.5%	0%	-	-	60.7%	10.7%	28.6%	0%	-	-	-
% Total	4.5%	37.3%	0.6%	0%	42.4%	-	1.4%	2.2%	2.0%	0%	5.7%	-	0.2%	31.0%	3.7%	0%	34.8%	-	10.4%	1.8%	4.9%	0%	17.1%	-	-
PHF	0.550	0.789	0.375	-	0.788	-	0.350	0.550	0.500	-	0.467	-	0.250	0.826	0.900	-	0.855	-	0.638	0.500	0.545	-	0.698	-	0.841
Motorcycles	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Motorcycles	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	22	183	3	0	208	-	7	11	10	0	28	-	1	152	18	0	171	-	51	6	24	0	81	-	488
% Lights	100%	100%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	100%	66.7%	100%	0%	96.4%	-	99.4%
Single-Unit Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Single-Unit Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Articulated Trucks	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Buses	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	3	0	0	3	-	3
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	33.3%	0%	0%	3.6%	-	0.6%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	48	-	-	-	-	-	20	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Washington Street & Warren Avenue - TMC

Tue Mar 11, 2025

PM Peak (Mar 11 2025 5PM - 6 PM) - Overall Peak Hour

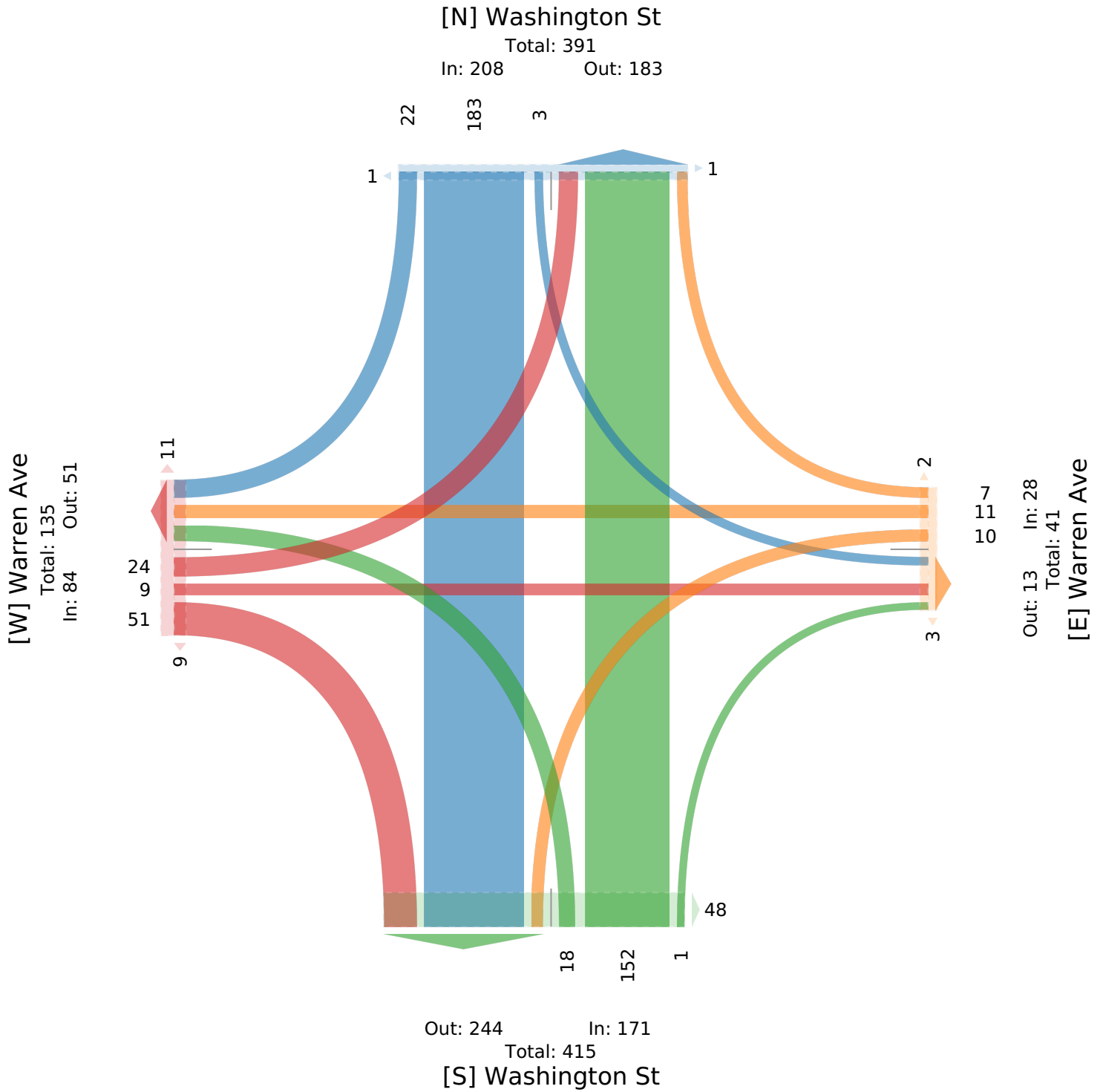
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1274266, Location: 41.795741, -88.006878



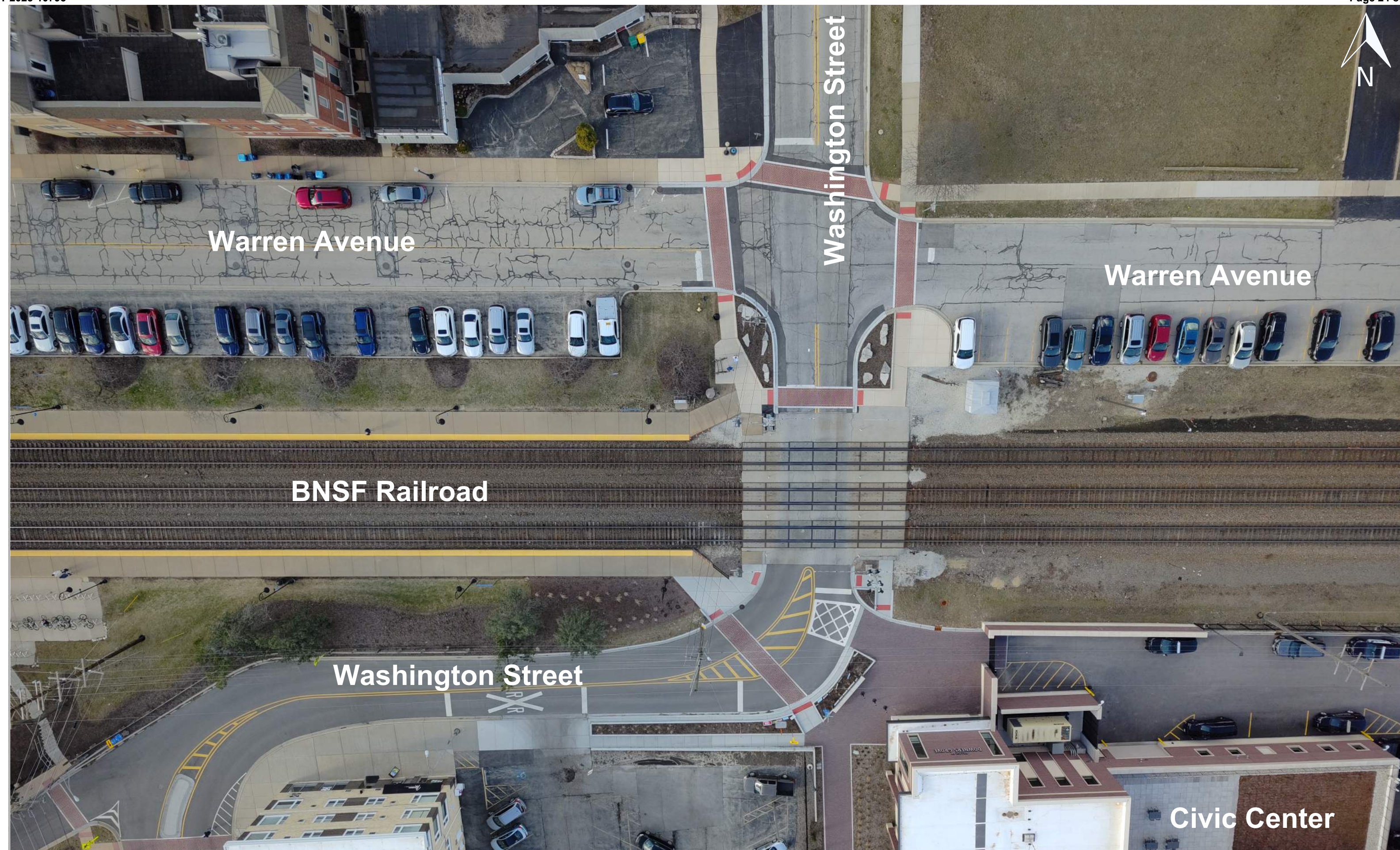
Provided by: Gewalt Hamilton Associates Inc.
625 Forest Edge Drive, Vernon Hills, IL, 60061, US



Attachment 3

BNSF Metra Schedule

Attachment 4 Existing Conditions & Recommended Improvements



Warren Avenue

Washington Street

Warren Avenue

BNSF Railroad

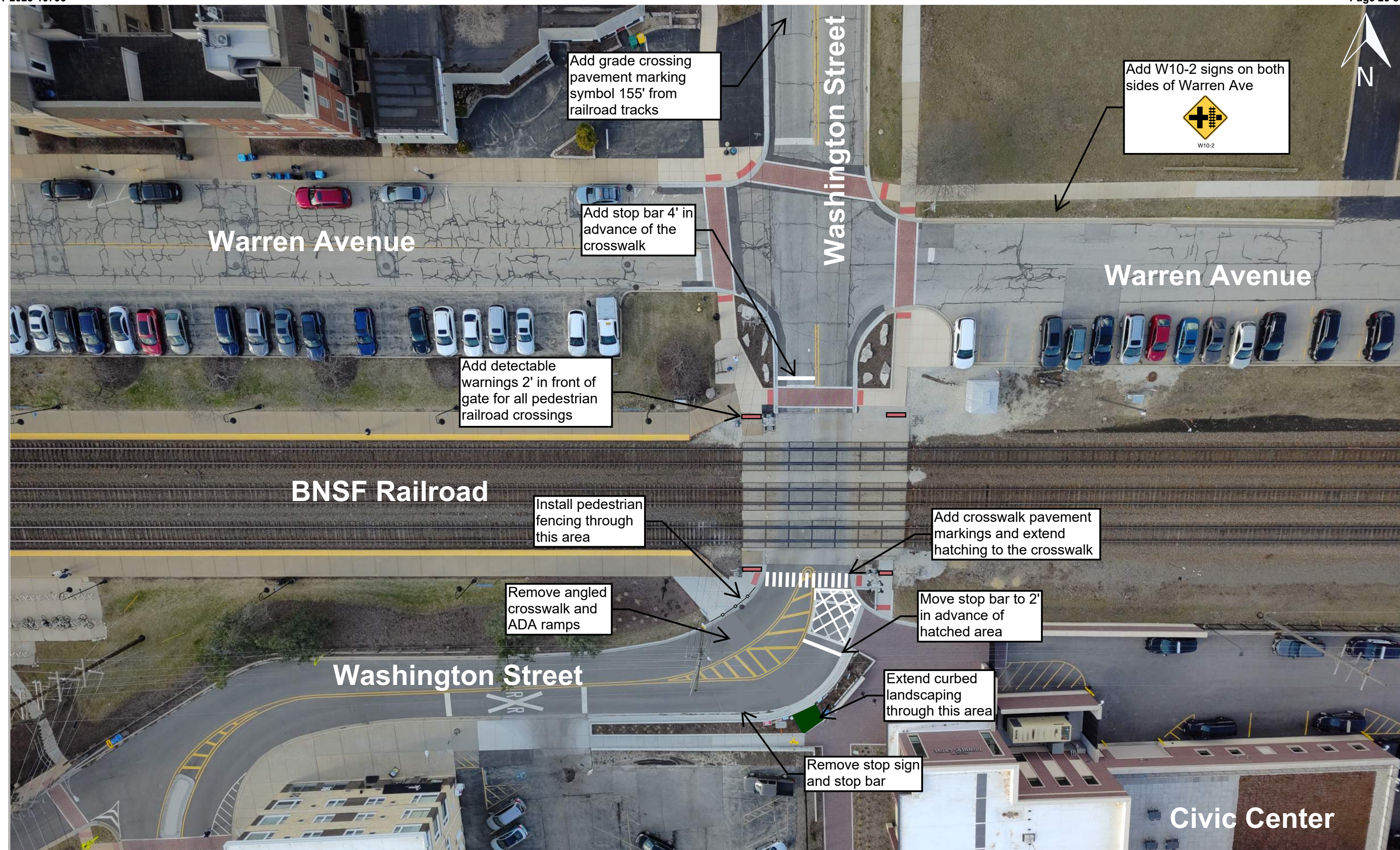
Washington Street

Civic Center



EXISTING CONDITIONS

WASHINGTON ST AT BNSF RAILROAD
VILLAGE OF DOWNERS GROVE



Attachment 5

Planning Level Cost Estimate

Planning Level Cost Estimate (5/8/25)					
Downers Grove Washington St @ BNSF RR Tracks					
Line Item Description	Unit Cost	Unit	Improvements		Notes
			QTY	Total	
Pay Items					
Sidewalk Removal	\$5.00	SQ FT	260	\$1,300	Remove sidewalk ramp on SE side of angled crosswalk
PCC Sidewalk	\$15.00	SQ FT	160	\$2,400	
Sodding/Landscaping	\$30.00	SQ YD	20	\$600	For sidewalk removal on SE side of angled crosswalk
Detectable Warning	\$40.00	SQ FT	40	\$1,600	
Pavement Patch	\$350.00	SQ YD	75	\$26,250	Remove and replace pavement where angled crosswalk previously was
Concrete Curb Removal	\$10.00	LF	50	\$500	Removed depressed curb for angled crosswalk sidewalk ramps
Concrete Curb	\$45.00	LF	50	\$2,250	Replace depressed curb with barrier curb
Structure Adjustment	\$1,000.00	EACH	1	\$1,000	
Remove Sign Panel	\$150.00	EACH	1	\$150	
Sign Panel	\$30.00	SQ FT	18	\$540	
Telescoping Sign Support	\$30.00	FOOT	20	\$600	
Ornamental Fence	\$250.00	FOOT	25	\$6,250	
Pavement Marking Removal	\$3.00	SQ FT	100	\$300	
Hatching Pavement Markings	\$10.00	FOOT	50	\$500	
Stop Bar Pavement Markings	\$16.00	FOOT	30	\$480	
Crosswalk Pavement Markings	\$10.00	FOOT	150	\$1,500	
Railroad Pavement Marking	\$12.00	SQ FT	160	\$1,920	
Traffic Control and Protection	Varies	LSUM	1	\$4,814	
Roadway Items Subtotal				\$53,000	
Mobilization (6%)				\$3,000	
Contingency (20%)				\$11,000	
Construction Cost Subtotal				\$67,000	
<i>Note: Railroad permit, flagging, and insurance are not accounted for in the above estimate</i>					
Lighting	\$10,000.00	EA	8	\$80,000	
Lighting Controller	\$25,000.00	EA	1	\$25,000	
Lighting Items Subtotal				\$105,000	

Note: Lighting cost dependent upon type and style of equipment selected. We assume a new lighting system (controller, service, etc.) would be required for this location.

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TRANSPORTATION AND PARKING COMMISSION
Minutes – May 14, 2025
Council Chambers – Village Hall
850 Curtiss St., Downers Grove

Chairperson Novak called the May 14, 2025 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, McDonough, McKenzie

Absent: Commissioners: O’Malley, Shiliga

Staff: Transportation Manager Emily Ericson, Director of Engineering Scott Vasko, Ryan Jacox and Sara Cyrs of Benesch, and CSO Supervisor Jim Hartleb

Visitor Roster: Janet Winningham

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 MARCH 26, 2025 MINUTES

**COMMISSIONER MCKENZIE MOVED TO ACCEPT MEETING MINUTES AS IS.
 COMMISSIONER GASIEL SECONDED THE MOTION.**

**IN FAVOR: CHAIRPERSON NOVAK, COMMISSIONERS: GASIEL, MCDONOUGH,
 MCKENZIE**

THE MOTION PASSED BY VOICE VOTE 4:0

PUBLIC COMMENT ON NON-AGENDA ITEMS

No public comments on non-agenda items.

Washington Street at BNSF Railroad Tracks Intersection Study

Transportation Manager Emily Ericson gave history and background as to why the study of the intersection at Washington Street and the BNSF Railroad Tracks was performed.

Purpose of Study:

The intersection of Warren, Washington and Burlington Ave did not previously look as it does today. It used to include an extension of Burlington Ave east of the Washington St intersection at the railroad tracks, and entered into the parking lot of the former Village Hall and police station. Bidirectional traffic on the eastern leg caused multiple vehicle and pedestrian conflict points.

DRAFT

Prior to the new Civic Center construction, a traffic analysis was done at this location to determine how to increase the safety of the intersection and reduce vehicle pedestrian conflict points. An additional traffic impact study was conducted by consultants in preparation of the Civic Center construction. The two studies performed by staff and the consultant determined that closing the eastern leg of Burlington Ave was an opportunity to reduce conflict points and create a clear traffic flow at the intersection.

The purpose was to improve vehicular and pedestrian safety and efficiency, reduce driver confusion, enhance connection to downtown, and maintain easy access to downtown for pedestrians, cyclists and vehicles.

Today the intersection is operating better than it was at the existing conflict points, but there is still opportunity for improvement. Staff engaged the consultant Benesch to look at it further, study how it operates and provide an analysis and recommendation.

Ryan Jacox and Sarah Cyrs of Benesch Presented the Study:

Study details presented may be found in the May 14, 2025 Agenda

Sarah Cyrs Presented Existing Conditions:

Collected crash data at the intersection from 2019 to present before and after Civic Center construction. Checked traffic counts, compared them to the Metra train schedule and spent a Tuesday observing AM and PM peak times including drone footage. Looked at Warren and Washington and also Washington and Burlington trends. The majority of crashes were due to people not yielding to the right of way. The majority of the crashes occurred before Washington St was reconstructed. There are not as many traffic issues during the AM peak. During the PM peak there is more pedestrian and train interaction.

AM Peak:

Longer express trains load at the intersection at Washington. The majority of pedestrians flood the intersection between crosswalks and the train gates, waiting there until they board the train. Not a lot of traffic issues, but there were a lot of vehicles not stopping or doing a rolling stop if pedestrians were not in the crosswalks.

PM Peak:

The issue with longer express trains is they cause the gates at Washington St to stay down and shorter trains do not cause this issue. When the gates at Washington stay down, the vehicles queue is longer causing pedestrians to have to wait to cross the tracks. Once the gates go up there is a rush of vehicles and pedestrians trying to cross the tracks. This causes an issue at the angled crosswalk with vehicles queuing on the tracks. Sight distance issues on the north leg make it difficult to see pedestrians waiting to cross the angled crosswalk due to signal and grade differences. Same issue as AM peak with vehicles not stopping at angled crosswalk when no pedestrians are present.

Ryan Jacox Presented Proposed Solutions:

Drone footage showed pedestrians walking straight across the street and not using angled crosswalk.

DRAFT

Yellow - Out of Compliance Issues

1. The north end of Warren has specific warning signs. Signs needed showing approaching a crossing.
2. Need pavement markings closer to Rogers southbound 155 ft from tracks. Southbound direction before crosswalk in advance of tracks should have a stop bar for when gates are down and pedestrians are present, not a stop sign.
3. Need detectable warnings for visually impaired in advance of the tracks. Removal of northbound stop sign. Most pedestrians are walking along the south side of the tracks, and it should parallel what is on the north side of the tracks.

Green - Recommendations Benesch Put Forth in Best Interest of Safety

1. Fencing to guide and channel pedestrians on the southwest side.
2. Removal of angled crosswalks and ramps.
3. Removal of stop sign on south side of tracks and push stop bar north up to where driveway is from the police station with hatching to show to stay off tracks.

Cost:

\$67,000 will cover most of the recommendations. A lighting engineer recommended 8 luminaires and lighting controllers would be an additional \$25,000. Would be about \$8,000 if lighting controllers can be eliminated by tying into an existing system.

Emily Ericson Presented Staff Supported Recommendations:

Detectable warnings at the railroad crossing, the stop bar on the southbound approach to RR crossing, W10 signs on Warren Ave, crossing symbol 155 ft in advance of the tracks on southbound Washington, additional lighting near the intersection.

Staff does not support proposed installation of the east-west crosswalk immediately south of the tracks and elimination of the diagonal crosswalk which could contribute to additional concerns of functionality. A lot of that is due to outbound PM commuters seeking the most direct route which the consultant team did acknowledge. Has concerns routing pedestrians directly east. Worried vehicles will lose additional access relief that is currently offered by the striped yellow median. Any changes to the existing bar and stop sign west of the diagonal crosswalk would hinge on a decision to keep or remove the diagonal crosswalk.

The Commission may choose to recommend: all Benesch recommendations to Council, or staff supported recommendations of yellow box items that the Benesch team highlighted, or another set of recommendations as the commission sees fit, or recommend no changes to current conditions.

CHAIRPERSON NOVAK OPENED UP THE PUBLIC COMMENT PERIOD

Janet Winningham

- In favor of Washington being a straight street when Civic Center construction was done.
- Does not believe signage will not make it easier for cars.
- In favor of removal of confusing diagonal crossing and for corralling pedestrians with fencing to make it safer for vehicles too.

DRAFT

CHAIRPERSON NOVAK CLOSED THE PUBLIC COMMENT

CHAIRPERSON NOVAK OPENED DISCUSSION AMONGST THE COMMISSION

Commissioner Gasiel: Asked how safe the crosswalk to the south is and if there would be a rail barrier there.

Ryan Jacox: Confirmed there would be a rail barrier there. Explained further examples of other similar areas. Often see diagonal hatching, but crosswalks tell people where they need to be.

Commissioner McDonough: Asked why only one Tuesday was studied.

Ryan Jacox: Tuesday was chosen to look at peak ridership conditions.

Commissioner McKenzie: Would like to see the diagonal crosswalk moved. Likes consultant recommendations moving crosswalk next to the RR tracks as with all the downtown crossings. In favor of widening and expanding the eastern sidewalk to hold more people. Crash data was looked at from 2019-present day, but is also recent history, and safety concerns will increase as the volume of commuters increase with time.

Janet Wunningham: Asked why northbound on Washington St has a crosswalk north of the tracks with no place to stop except on the tracks for northbound vehicles. Asked if pedestrians or vehicles have the right of way there since signs say not to stop on the tracks.

Sarah Cyr: The goal of moving them closer to the tracks is the sight distance, so vehicles approaching the intersection can see pedestrians crossing and don't enter the tracks while a pedestrian is on the other side.

Ryan Jacox: New lighting will help with visibility.

Commissioner McKenzie: Concerned with the south side stop sign not being complied with and pedestrian visibility. Asked if a stop sign in line with the stop bar was considered.

Ryan Jacox: The stop sign has not always been complied with and there is an opportunity to consider a stop sign in line with the stop bar.

Chairperson Novak: Agrees with detectable warnings, increased lighting, and signage. In favor of removing the diagonal crosswalk. Asked where to replace the ADA ramps. In favor of RRFB for pedestrian crossings, stop sign recommendation, and CCTV coverage at the intersection.

Ryan Jacox: ADA ramps would be restored where the east-west sidewalk will go.

CHAIRPERSON NOVAK CALLED FOR A MOTION

WITH RESPECT TO WASHINGTON STREET AT BNSF RAILROAD TRACKS INTERSECTION STUDY, COMMISSIONER MCKENZIE MOVED TO ACCEPT CONSULTANT RECOMMENDATIONS WITH ADDITION OF STOP SIGN,

DRAFT

EXPANDING SIDEWALK AT SOUTHEAST SIDE, AND RRFB AND TECHNOLOGY RECOMMENDATIONS TO VILLAGE COUNCIL. SECONDED BY COMMISSIONER MCDONOUGH.

IN FAVOR: CHAIRPERSON NOVAK, COMMISSIONERS: GASIEL, MCDONOUGH, MCKENZIE

THE MOTION PASSED 4:0

DISCUSSION OF OLD BUSINESS

The ATP was passed April 8, 2025 and the final plan is available on guidingdg.com.

COMMUNICATIONS

No communications at this time.

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

Chairperson Novak adjourned the meeting at 7:57 P.M.

Respectfully submitted,

/s/ Andrea Banke
Recording Secretary

PM Commuter Routes Across BNSF Tracks (existing)

- █ Designated Route
- █ Observed Deviations from Designated Route



Warren Avenue

Washington Street

BNSF Railroad

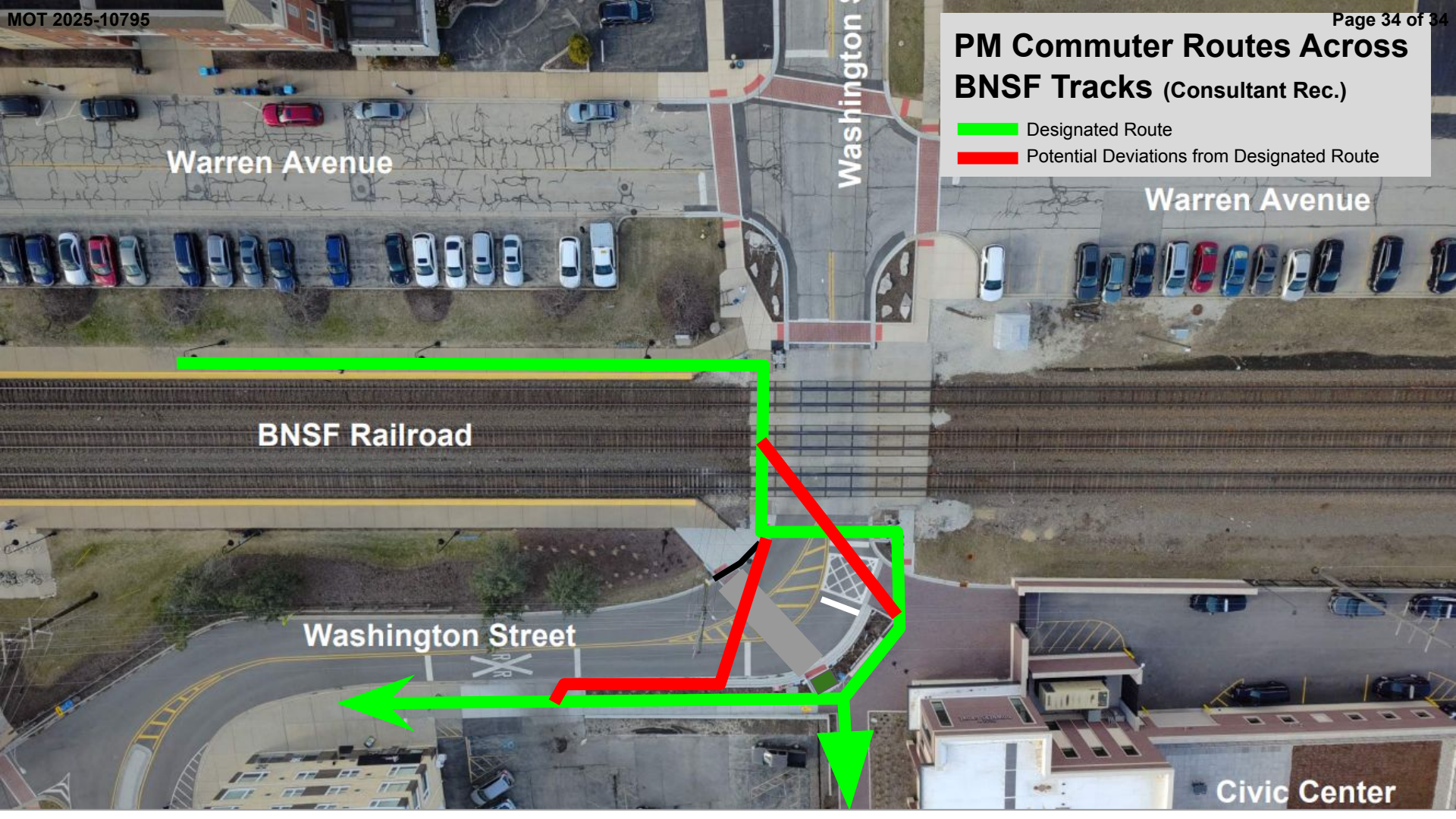
Washington Street

Warren Avenue

Civic Center

PM Commuter Routes Across BNSF Tracks (Consultant Rec.)

- █ Designated Route
- █ Potential Deviations from Designated Route



Warren Avenue

Washington Street

BNSF Railroad

Washington Street

Warren Avenue

Civic Center