

VILLAGE OF DOWNERS GROVE
Report for the Village

8/5/2025

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

UPDATE & RECOMMENDATION

This item was discussed at the [June 3, 2025](#) Village Council meeting. The Village Council directed staff to explore the installation of a traffic signal at this intersection. Staff’s findings and recommendations are found at the end of this report - starting at page 5. Minutes of the June 3, 2025 Council meeting can be found on page 7 of this report.

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:

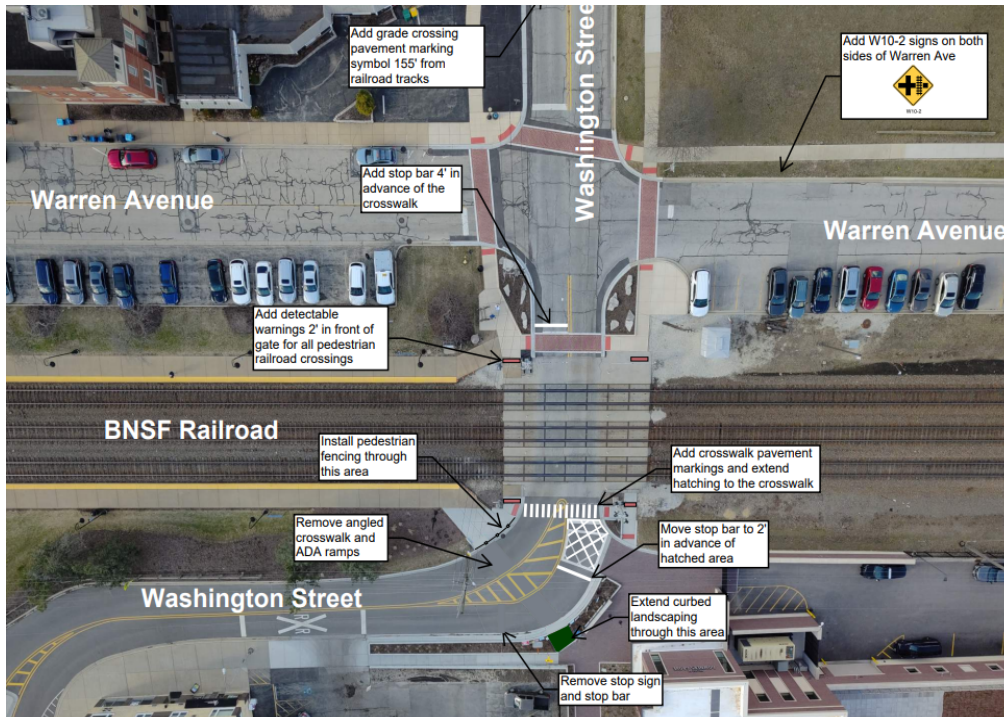
- Improve Safety for Pedestrians, Cyclists and Vehicles
- Improve Traffic Efficiency
- Maintain Easy Access to Downtown

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

Update for the August 5, 2025 Village Council Meeting:

Staff met with and discussed the possible installation of traffic signal at this location with representatives from the Illinois Commerce Commission Rail Safety Team, Burlington Northern Santa Fe (BNSF) railroad, and Metra Commuter Rail. It was determined that signalization would require further study to understand the full implications to the entire road network operations.

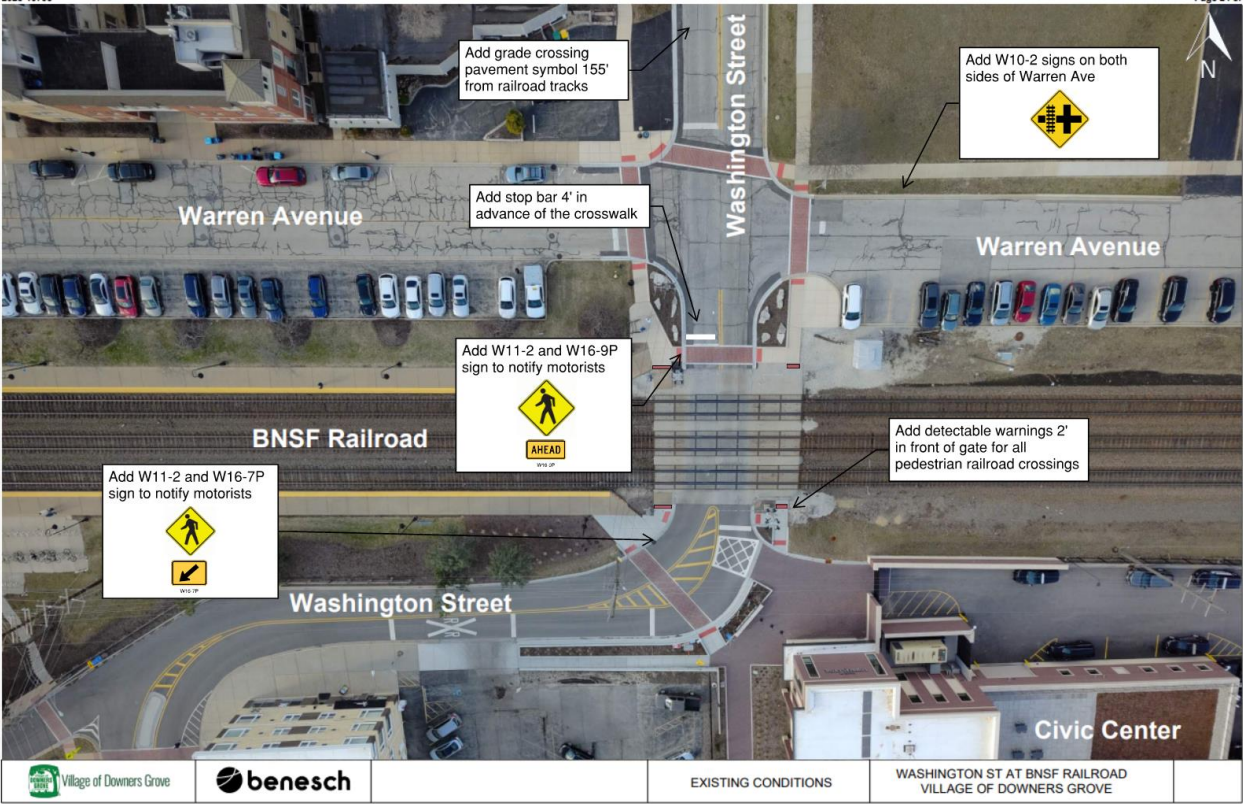
While signalization would provide the ability to regulate pedestrian and motorist movement separately, there are other negative considerations to signalization, including:

1. The signal would operate at all times, cycling through and stopping certain legs of traffic at times when the intersection would otherwise be clear to enter. Operations like this can increase the likelihood of violations during times when the intersection is clear.
2. Signalization can have unintended queuing consequences at adjacent intersections, such as Washington Street and Curtiss Street, Washington Street and Maple Avenue, and Washington Street and Rogers Street.
3. Signalization involves in-depth study and time to design prior to construction. This process could take 2-3 years.
4. Beyond study and design, signalization will require approval and permitting through BNSF and the ICC. This may extend the timeline for implementation.
5. Implementing a traffic signal at a typical four leg intersection can cost \$350,000+. The additional intricacies of this intersection, particularly the interconnection required due to the proximity to the railroad will cost \$50-100,000 more, for a near total of \$500,000.

Staff recommends an incremental approach to the intersection improvements, beginning with placing additional signs and pavement markings. Once these improvements are implemented, staff will continue to monitor whether further improvements are needed. At this time, staff does not suggest removing and relocating any existing signs.

Staff recommends the following changes outlined in bullet points and depicted on the graphic below:

- Add R/R grade crossing pavement marking for southbound Washington Street
- Add stop bar on southbound Washington Street directly north of the railroad tracks
- Add detectable warnings for crosswalks at the tracks
- Install additional lighting
- Add pedestrian crossing signs, including pedestrian crossing ahead signs
- Add railroad crossing ahead signs



Meeting Minutes

Village of Downers Grove - Council Meeting

Betty Cheever Council Chambers

June 3, 2025

07:00 PM

1. Call to Order

Pledge of Allegiance to the Flag

2. Roll Call

Council Attendance (Present): Mayor Barnett, Commissioner Sadowski-Fugitt, Commissioner Gilmartin, Commissioner Tully, Commissioner Davenport, Commissioner Sarver, Commissioner Roe

Council Attendance (Not Present): None.

Non-Voting: Village Manager Dave Fieldman, Village Attorney Enza Petrarca, and Village Clerk Rosa Berardi

3. Proclamations

A. Pride Month

Mayor Barnett read the proclamation and presented it to members of EQDG.

B. Garden Week

Mayor Barnett read the proclamation and presented it to members of the Downers Grove Garden Club.

4. Minutes of Council Meetings

MIN 2024-10522 A. Minutes: Village Council Meeting Minutes - May 20, 2025

MOTION: To Adopt Village Council Meeting Minutes of May 20, 2025, as presented.

RESULT: Motion carried unanimously by voice vote.

MOTIONED TO APPROVE: Commissioner Tully

SECONDED BY: Commissioner Sadowski-Fugitt

AYES: Commissioners Tully, Sadowski-Fugitt, Gilmartin, Davenport, Sarver, Roe, and Mayor Barnett

5. Public Comments

Mary Blanchard, a resident, expressed concerns with the Council's approach to appointing the Mayor Pro Tem.

Kylie Spahn, a resident, expressed her support for the Council's vote against the selection of the Mayor Pro Tem. She encouraged resident participation at the Council meetings.

Ed Pawlik, a resident, expressed concerns with the Council's approach to appointing the Mayor Pro Tem.

Janet Winningham, a resident, spoke of concerns that there is a lack of transparency and a lack of public input.

Clorinda Greco, a business owner, expressed concerns about shared use paths, ADUs, the appointment of Mayor Pro Tem, and parking in the downtown.

Selma Moberg, resident, expressed concerns about the May 20th Council meeting and the actions of some of the Council members.

Mayor Barnett acknowledged that members of the Village Council may not always see eye to eye but reminded residents of the Council's ongoing efforts and accomplishments over the past several years on behalf of the Village

6. Consent Agenda

BIL 2024-10647 A. Bills Payable: No. 6874 - June 3, 2025

COR 2024-10648 B. Claims Ordinance: No. 6605, Payroll - May 16, 2025

MOT 2025-10782 C. Motion: Approve a Contract with Precision Pavement Markings, Inc. for Pavement Marking Striping Maintenance

MOT 2025-10790 D. Motion: Approve a Contract with MacQueen Equipment, LLC for Fire Apparatus Repair

RES 2025-10781 E. Resolution: Approve a Master License Agreement with Lumos Fiber of Illinois, LLC for Use of Village Rights-of-Way for the Installation, Operation and Maintenance of an Underground Fiber Optics Telecommunication System

RESOLUTION 2025-47

A RESOLUTION AUTHORIZING EXECUTION OF A MASTER LICENSE AGREEMENT BETWEEN THE VILLAGE OF DOWNERS GROVE AND LUMOS FIBER OF ILLINOIS, LLC.

MOT 2025-10801 F. Motion: Approve an Agreement with Total Fire & Safety, Inc. for the Inspection of the Village's Life Safety Systems

MOTION: To **Adopt the Consent Agenda of the June 3, 2025 Village Council Meeting**, as presented.

RESULT: Motion carried unanimously by voice vote.

MOTIONED TO APPROVE: Commissioner Tully

SECONDED BY: Commissioner Sadowski-Fugitt

AYES: Commissioners Tully, Sadowski-Fugitt, Gilmartin, Davenport, Sarver, Roe, and Mayor Barnett

7. Active Agenda

MOT 2025-10783 A. Motion: Approve a Contract with Chicagoland Paving of Lake Zurich, IL for the Jefferson Avenue Reconstruction/Thornwood Intersection Improvements Project

MOTION: To **Authorize a Contract for the Jefferson Avenue Reconstruction/Thornwood Intersection Improvement project to Chicagoland Paving in the amount of \$951,329.53, which includes a 10% contingency**, as presented.

MOTIONED TO APPROVE: Commissioner Sadowski-Fugitt

SECONDED BY: Commissioner Gilmartin

Public Comments

Steve Carlstrom, resident on Jefferson Avenue, requested the use of concrete, instead of asphalt, on the shared use path in front of resident homes.

Mike Pergman, resident of Jefferson Avenue, concurred with Mr. Carlstrom and shared his reasons why.

Janet Winningham returned to the podium and shared that she supported the residents that did not want asphalt used in front of their homes, and recommended differing the portion in front of the four homes to another time/project.

Michael Molinoski, resident, agreed with the comments made about concrete shared use paths in front of resident homes.

Village Council Comments

Commissioner Tully shared that though he is in favor of proceeding with this because it is consistent with the Village's Active Transportation Plan, he is seeking an amendment to the item. He shared he would like to replace the asphalt with a concrete eight foot segment, in terms of the material from which it's constructed.

Manager Fieldman notified the Council that the dollar amount read by Commissioner Sadowski-Fugitt, in the original motion, will increase with the amendment.

AMENDMENT: Commissioner Tully made a motion to amend the motion: TO CHANGE THE MATERIALS BEING USED FOR THE JEFFERSON AVENUE RECONSTRUCTION/THORNWOOD INTERSECTION IMPROVEMENTS FROM ASPHALT TO CONCRETE
SECONDED BY: Commissioner Davenport

Roll Call on the Amendment:

AYES: Commissioners Tully, Davenport, Roe, Sarver, Gilmartin, Sadowski-Fugitt, and Mayor Barnett

NAYES: None

RESULT: Motion carried unanimously by voice vote.

Roll Call on the Amended Motion:

RESULT: Motion carried unanimously by voice vote.

AYES: Commissioners Sadowski-Fugitt, Gilmartin, Roe, Sarver, Davenport, Tully, and Mayor Barnett

RESULT: Motion carried unanimously by roll call vote.

AYES: Commissioners Sadowski-Fugitt, Gilmartin, Roe, Sarver, Davenport, Tully and Mayor Barnett

Summary of amendment: This amendment authorizes the contract for the Jefferson Avenue Reconstruction/Thornwood Intersection Improvement Project to Chicagoland Paving, with a change in the materials to be used from asphalt to concrete, with the final dollar amount to be determined based on the change in materials.

Commissioner Tully also expressed that he would like to add additional signage in and around the school and he asked that the Council commit to a timetable to look at regulations governing the use of e-bikes on these paths within the timeframe of this work.

Commissioner Davenport agreed with this amendment and said what is done here is setting a precedent. He also agreed with the 8 foot path, but wanted staff commentary on a 10 foot path, to which Manager Fieldman said he is concerned about the width of the right of way on the western portion and the impact on the school property for which the Village is seeking an easement. Commissioner Davenport shared that there would have been a cost to eventually update and replace the sidewalk that is already in place. He shared that there cost difference of replacing a five foot wide sidewalk with an eight foot is marginal, and there are lifecycle advantages to using concrete over asphalt,

Commissioner Sarver asked whether the Village or residents would be responsible for maintaining and clearing snow from the new shared use path. Manager Fieldman clarified that residents would be responsible for the path in front of their homes, no different than the sidewalk that was there, and the school would maintain the shared-use paths in front of school property. Commissioner Gilmartin suggested adding visual differentiation to the path in front of the school to increase cyclist awareness that they are in a different zone and should exercise

caution, to which Manager Fieldman responded that such options could be explored with input from the Council and the Director of Engineering. Commissioner Davenport recommended using a different color of concrete for the delineation. Village Attorney Enza Petrarca confirmed that staff had sufficient direction from the amended motion to proceed, and Manager Fieldman noted that tentative cost figures for concrete materials were included in the agenda materials but they were not final costs. He asked for the Council's approval to proceed working with the contractor on the project as presented in the amended motion. The Council agreed. Mayor Barnett thanked District 58 for their cooperation on this.

ORD 2025-10776 B. Ordinance: Authorizing an Extension of Special Use Ordinance No. 6050 - 902 Maple Avenue to Permit Construction of a Three-Story Multi-Family Building to November 21, 2025

MOTION: To adopt ***AN ORDINANCE AUTHORIZING AN EXTENSION OF SPECIAL USE ORDINANCE NO. 6050 FOR 902 MAPLE AVENUE TO PERMIT CONSTRUCTION OF A THREE-STORY MULTI-FAMILY BUILDING TO NOVEMBER 1, 2025***, as presented. **ORDINANCE 6123**

RESULT: Motion carried unanimously by roll call vote.

MOTIONED TO APPROVE: Commissioner Tully

SECONDED BY: Commissioner Sadowski-Fugitt

AYES: Commissioners Tully, Sadowski-Fugitt, Gilmartin, Davenport, Sarver, Roe, and Mayor Barnett

MOT 2025-10789 C. Motion: Directing Staff to Release an RFP for Solid Waste Collection and Disposal Services

MOTION: To Direct Staff to Release an RFP for Solid Waste Collection and Disposal Services, as presented.

RESULT: Motion carried unanimously by roll call vote.

MOTIONED TO APPROVE: Commissioner Tully

SECONDED BY: Commissioner Sadowski-Fugitt

AYES: Commissioners Tully, Sadowski-Fugitt, Gilmartin, Davenport, Sarver, Roe, and Mayor Barnett

Public Comments

Steve Ruffalo, a resident, thanked the Council for the clarifications on the RFP but requested that they reconsider keeping Amnesty Day and Leaf Collection as a part of the proposal. He encouraged Option 3, asking that household hazardous waste be added to it. He encouraged public education on this.

Village Council Comments

Commissioner Tully said he is happy about this and thanked the Village Council, Environmental Concerns Commission and Village staff for their work on this. He reminded all that this is just

an RFP, requesting responses, and not contract negotiations. He said decisions will be made once RFP responses are received.

Commissioner Davenport highlighted that the Council will be seeking the input of the ECC on this when the proposals are returned. He said once responses are received, changes can be made during negotiations.

Commissioner Gilmartin thanked staff for their work on this and shared that he is excited to get these proposals back.

Mayor Barnett said that the current contract expires on May 31, 2026.

Public Comments

Steve Ruffalo, a resident, thanked the Council for the clarifications on the RFP but requested that they reconsider keeping Amnesty Day and Leaf Collection as a part of the proposal. He encouraged Option 3, asking that household hazardous waste be added to it. He encouraged public education on this.

8. First Reading

RES 2025-10788 A. Resolution: Accept the Annual Comprehensive Financial Report of the Village of Downers Grove for the Fiscal Year January 1, 2024 Through December 31, 2024

Jamie Wilke, with Lauterbach and Amen, presented the Village's Annual Audit. She commended the Finance team and for being so prepared for the audit. She said it was a clean, "unmodified" audit and that Lautherback is recommending that the Village, once again, receives the Government Finance Officers Association's (GFOA) Certificate of Achievement for Excellence in Financial Reporting.

Public Comments

Janet Winningham congratulated the Village on the achievement, and Mayor Barnett echoed the thanks to both the auditor and staff for their excellent work.

Village Council Comments

The Council expressed their appreciation for the Village staff and their work on this. Commissioner Tully highlighted the significance of receiving a clean "unmodified" audit and credited the continued success to the diligent work of staff. Commissioners Sadowski-Fugitt and Davenport also extended their gratitude to the Finance Department and staff, with Commissioner Davenport adding that he is proud to be part of such a well-run Village. Commissioner Gilmartin thanked both the staff and the auditor, emphasizing the report's importance to the Village, especially as the Village prepares for potential financial uncertainty in the coming years. He added that having such a detailed document will help the Council to have a clearer picture as they move forward.

Mayor Barnett thanked the auditor and Village staff for a job well done.

Public Comments

Janet Winningham congratulated the Village on the achievement, and Mayor Barnett echoed the thanks to both the auditor and staff for their excellent work.

MOT 2025-10795 B. Motion: Discussion of the Evaluation and Potential Improvements at the Washington Street and BNSF Railroad Intersection

Deputy Village Manager Mike Baker provided the background on this item. Representatives from the engineering firm, Benesch, presented via PowerPoint. They provided an explanation of the study that was conducted and their recommendations.

Mr. Baker thanked Benesch for their work. He said staff wanted the report from Benesch to stand alone. He said one of the fundamental observations is that it is going to be challenging to reroute (pedestrian) commuters. He said that staff recommends the implementation of the MUTCD items and added that, with the relocation of the crosswalks, staff saw the potential for pedestrians to deviate from the pedestrian crossings - which would cause additional safety concerns. He explained the importance of emergency vehicles coming out of the Village Hall lot and the dangers of some of the suggestions. He also shared that the Transportation and Parking Commission's (TAP) recommendations are also included in the report.

Public Comments

Kylie Spahn returned to the podium and asked how often the police use the emergency entrance and if pedestrian corals/fencing is a part of the plan. She also asked if the crosswalk is moved closer to the tracks, could there be some sort of delay in place for the cars to cross the tracks.

Ed Pawlik returned to the podium and suggested a pedestrian only crossing be put in place to separate the pedestrian traffic from the car traffic.

Janet Winningham expressed her disappointment with this intersection and with the study that was conducted.

Village Council Comments

Commissioner Davenport expressed disagreement with the notion that the current reconfiguration is more safe than it was before. He stressed that pedestrians will do what they want to do. He thanked the staff for their expertise and suggested somehow delaying southbound vehicular traffic to give pedestrians time to cross safely. He agreed with staff recommendations. Commissioner Gilmartin inquired about crash data, noting that all incidents at the intersection of Burlington and Washington occurred before the current changes, and raised concerns about crosswalk safety. He questioned the safety implications of removing the angled walkway, and supported the idea of implementing pedestrian-first signaling or delay mechanisms for cars. Commissioner Sarver asked for clarification on the nature of recent

accidents. The consultant confirmed these accidents involved cars and one involved a bicyclist. Commissioner Gilmartin also explored relocating signage and stop bars, with the consultant affirming TAP's recommendation for a stop sign at the Police Department egress. Commissioner Sadowski-Fugitt raised concerns that pedestrians will continue to cross diagonally regardless of signage, and suggested temporary fencing or barricades to help guide pedestrian behavior and improve vehicle sightlines. She shared her opinion that over time a majority of pedestrians would use the intended path. Manager Fieldman agreed to consult with staff and the consultant on the feasibility of these suggestions.

Commissioner Roe, noting he was a commuter of 15 years, supported staff's recommendations and opined that even with fencing or corralling, pedestrians often follow their own paths. He expressed concerns that moving the crosswalk closer to the tracks could create a new issue of cars getting stuck on the tracks. He agreed that timing controls of vehicular traffic could be more effective than controlling commuters. Commissioner Tully thanked everyone for their input and echoed Commissioner Sadowski-Fugitt's view that while some pedestrians may disregard guidance, most will follow the correct path over time. He also supported the idea of delaying southbound traffic during peak hours. Commissioner Sarver agreed that the focus should remain on pedestrian safety by controlling vehicle behavior, acknowledging that fencing may not change pedestrian habits and could even encourage riskier actions.

Commissioner Davenport suggested that installing some form of signal control at the intersection could also offer benefits for emergency vehicle access. Commissioner Gilmartin pointed to the crosswalk at Grant and Main as a successful example of all directions being controlled. Mayor Barnett agreed with the general discussion but raised concerns about fencing placement and asked about the process for implementing a vehicle delay or signal. Manager Fieldman noted the complexity of the situation, especially since pedestrians should not be crossing when the train gates are down, and said he would consult with Benesch and staff on alternative solutions. Mayor Barnett emphasized that the core issue is vehicle timing, with other measures being secondary, and warned that changing vehicle timing could significantly increase delays. Commissioner Gilmartin added that the poor line of sight at the intersection also needs to be addressed.

ORD 2025-10777 C. Ordinance: Adopting Certain Provisions of the 2023 National Electric Code Standards Concerning Electrical Vehicle Power Transfer Systems and Energy Management Systems

Community Development Director Stan Popovich presented this item via PowerPoint. He explained that the Village currently follows the 2020 National Electrical Code standards and the amendments from 2023 National Electric Code have to do with electric vehicles (EV).

Village Council Comments

Commissioner Davenport said he thinks this is the smart way to do this. He asked for verification that there were no other sections of the code that needed to be amended. Mr. Popovich confirmed that staff reviewed them all.

Commissioner Gilmartin asked how these will be brought into our code.

Mr. Popovich said the Village's Municipal Code will point to them. Commissioner Gilmartin asked about future updates. Mr. Popovich said the National Electrical Codes are updated every 3 years.

ORD 2025-10799 D. Ordinance: Amending Certain Parking Regulations

MOT 2025-10798 E. Motion: Approve an Agreement with Municipal Collections of America for the Collection of Unpaid Parking Tickets

RES 2025-10796 F. Resolution: Approve an Intergovernmental Agreement with the Illinois Office of the Comptroller Regarding Access to the Comptroller's Local Debt Recovery Program

Village Manager Fieldman presented Items D, E and F together. He explained that the Village would like to take these actions due to chronic parking violators. He said this is really to help residents.

Village Council Comments

Commissioner Sarver asked about the steps to take action.

Attorney Petrarca explained the tickets would go to collections first and then the State.

Commissioner Sadowski-Fugitt asked that before matters get to the level of towing or additional fees, that the Village make an attempt to work with people to find resources or to put them on a payment plan.

Manager Fieldman said yes, the Village already does this under the current Code. He said first and foremost, the Village looks for compliance, and will connect those people in need to the Village Social Worker or with the proper resources. He explained that this is just for people that are intentionally uncompliant.

Commissioner Davenport asked if there will be signage posted about this. Attorney Petrarca said violators would receive several letters and the ticket will also state it. Commissioner Gilmartin asked if the fees for collections are paid by the violator. Attorney Petrarca said yes [those fees would be added to the ticket amount.

Public Comments

Laura Temple said she really hopes this does not affect vulnerable people, i.e. people that are living in their cars that cannot afford to pay these fines. She agreed with going after people that are excessive violators that are intentionally uncompliant.

Mary Blanchard returned to the podium and agreed with Laura.

9. Manager's Report

Manager Fieldman thanked the Village staff members that assisted with the RFP for Solid Waste Collection Disposal Services and the Finance team for their work on the successful audit.

10. Attorney's Report

Pursuant to Section 2.5 of the Downers Grove Municipal Code, Village Attorney Enza Petrarca presented the following for Village Council consideration:

1. An ordinance adopting certain provisions of the 2023 National Electric Code Standards concerning electrical vehicle power transfer systems and energy management systems.
2. An ordinance amending certain parking regulations.

11. Mayor's Report

There was no Mayor's Report.

12. Council Member Reports

Commissioner Sarver said she hoped all checked out the window art for Pride month. She also shared that there will be a big festivity on June 7th at Fishel Park.

Commissioner Gllmartin noted that it is National Gun Safety Week and spoke about gun safety and guns being sold by municipalities that end up in the public's hands and are used for crimes. He said the ATF put out a report and he spoke with Chief Devries and Village Staff and the Village has decided not to sell Village guns to the public. He thanked the Mayor for the Pride Month proclamation and wished all a happy Pride Month.

Commissioner Tully asked that a governance meeting be held soon, now that the new Council was seated, to help with the interactions of the Council. He said he thinks it will be valuable to the Village Council and the community. He spoke of the May 20th Village Council meeting and comments that were made. He shared the numbers of meetings each of the Council members had missed over the past two years, highlighting that he only missed 6 meetings.

Commissioner Davenport spoke of the Rotary Grove Fest in a couple of weeks and also about the Pride Parade on June 7th. He also wanted to clarify that containers cannot be used as Accessory Dwelling Units.

Commissioner Roe reiterated that the Pride Fest will be held on June 7th.

Commissioner Sadowski-Fugitt shared information about the annual Grove Foundation Golf Outing on September 6th at the Belmont Golf Club. She thanked the Mayor for the Pride Month proclamation and provided a history on the Stonewall riots and how things have evolved for the LGBTQ+ community. She thanked all that participated in the window paintings downtown. She spoke about funding for EQDG and encouraged all to be inclusive.

She then provided a recap of the last Village Council/Library Ad Hoc committee meeting. She explained that an expert, John Chrastka, spoke. She said the committee's takeaway was that they found that whether an appointed or elected library board, both react in similar ways and deal with things similarly. She spoke about the next meeting on June 5th and shared that another expert, Joe Filapek, will be speaking.

Commissioner Tully agreed with Commissioner Sadowski-Fugitt and encouraged all to watch the meeting. He said he was fascinated about appointed boards being advisory when it comes to taxing and elected boards tax themselves. He shared a question about what it would cost for the library to become a district library, and spoke of the purview of the committee. He shared how Downers Grove is unique in that it is the only municipality that has a library as a component part, that actually has a levy authority, as opposed to an advisory authority, where there would be a recommendation and then the village Council would decide on it. Commissioner Tully noted that the scope of the Ad Hoc Committee was to research the benefits of an elected board versus an appointed board. Researching anything further than that would be beyond the purview of the Committee and would be mentioned in their final report for the Council to take further action on.

13. Adjournment

Mayor Barnett asked for a motion to adjourn the meeting.

MOTION: To Adjourn the June 3, 2025 Village Council Meeting.

RESULT: Motion carried unanimously by voice vote.

MOTIONED TO APPROVE: Commissioner Tully

SECONDED BY: Commissioner Sadowski-Fugitt

AYES: Commissioners Tully, Sadowski-Fugitt, Gilmartin, Davenport, Sarver, Roe, and Mayor Barnett

The meeting adjourned at 9:46 p.m.

Respectfully submitted,

Rosa Berardi
Village Clerk



35 West Wacker Drive, Suite 3300
Chicago, IL 60601
www.benesch.com
P 312-565-0450

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.

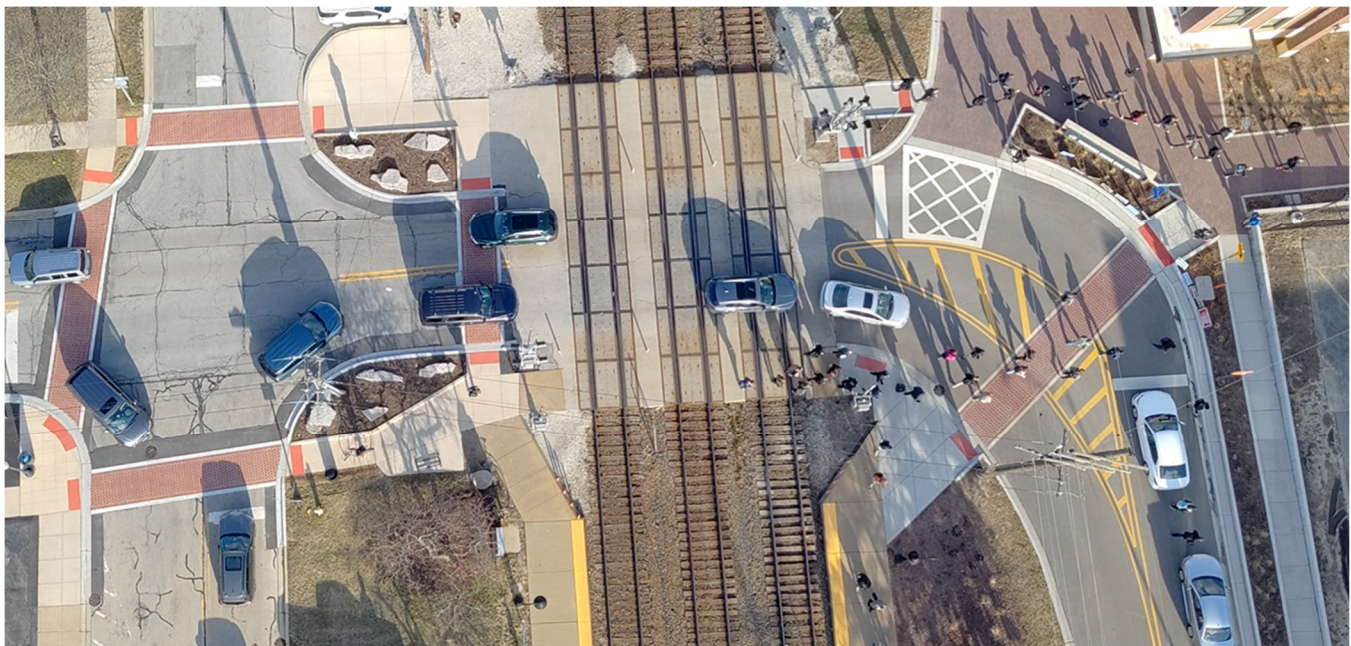


Image 2: Vehicles queuing onto railroad tracks due to pedestrians in angled crosswalk

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



GEWALT HAMILTON

ASSOCIATES, INC.

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 12:00AM	0	2	0	0	2	0	0	0	0	0	0	0	0	3	0	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	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	0	1
Hourly Total	0	5	0	0	5	0	0	0	0	0	0	0	0	4	0	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	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	0	1
1:30AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	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	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	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	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	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	0
2:45AM	0	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
Hourly Total	0	1	0	0	1	0	0	0	0	0	0	0	1	2	0	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	0
3:15AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	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	0
3:45AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	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	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	0	1
4:15AM	0	1	0	0	1	0	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	0	1
4:45AM	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	0	48	0	2	1	0	0	3	8	110
Hourly Total	19	124	3	0	146	1	3	6	3	0	12	15	13	129	8	0	0	150	0	7	6	9	0	22	22	330
8:00AM	1	24	1	0	26	1	0	0	0	0	0	3	1	50	0	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	0	42	0	3	1	0	0	4	4	86

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
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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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
Hourly 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
6:00PM	6	47	1	0	54	5	0	1	5	0	6	1	1	41	6	0	48	0	6	1	2	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	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	2	1	4
11:15PM	1	2	0	0	3	0	0	0	0	0	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

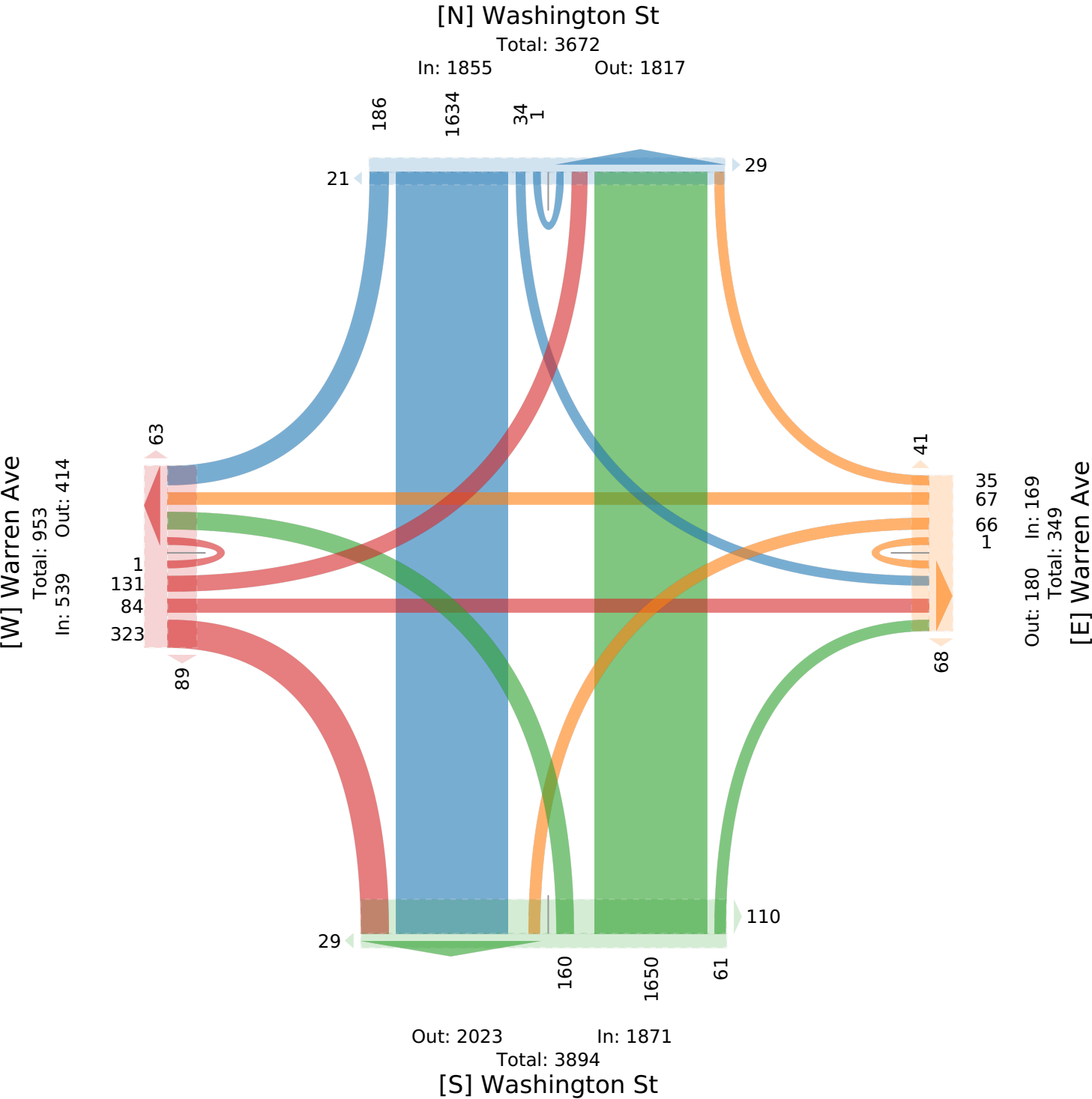
Washington Street & Warren Avenue - TMC

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

GHA

GEWALT HAMILTON
ASSOCIATES, INC.

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



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



GEWALT HAMILTON

ASSOCIATES, INC.

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	1	4	1	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

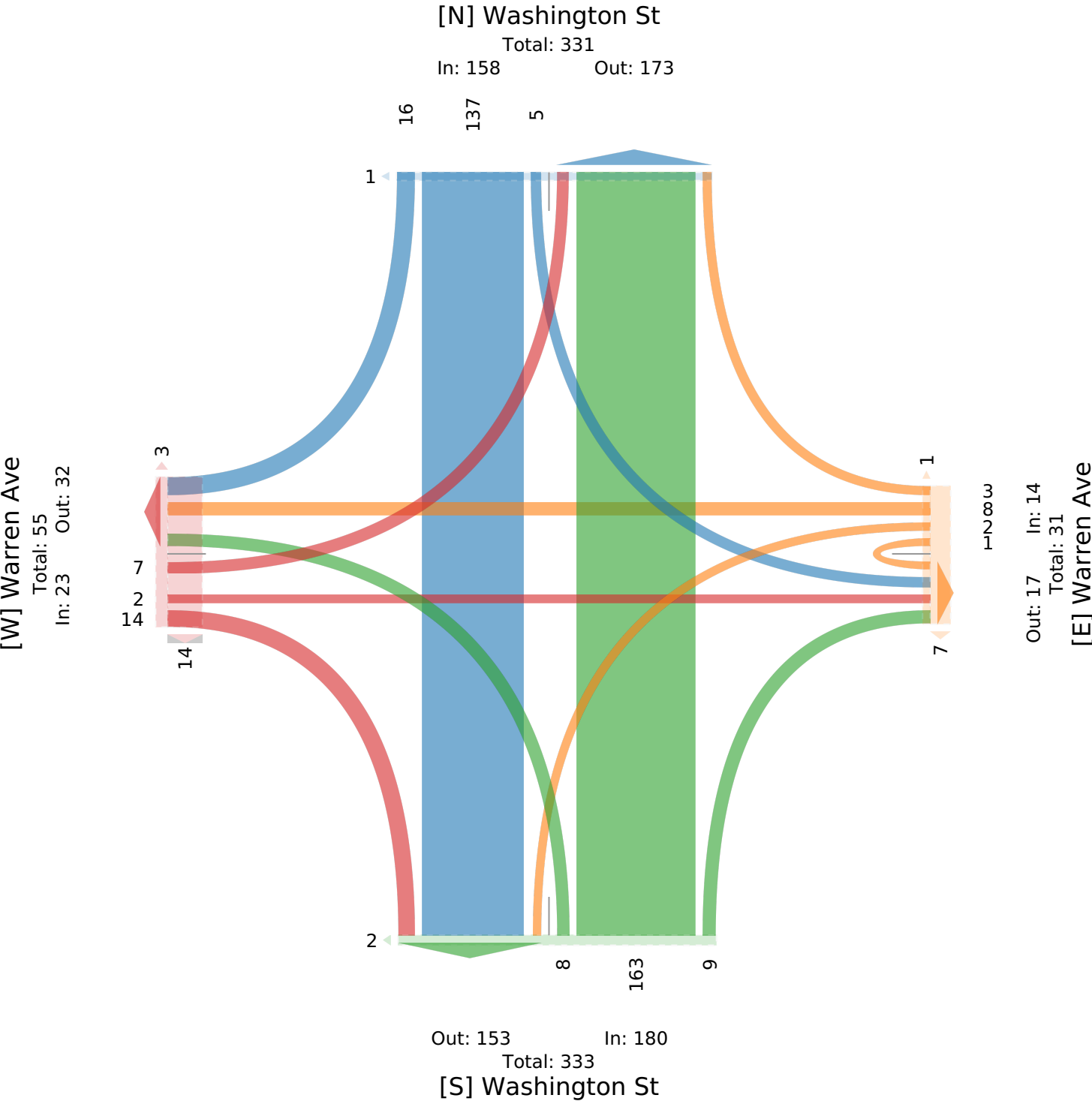
Washington Street & Warren Avenue - TMC

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

GHA

GEWALT HAMILTON
ASSOCIATES, INC.

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



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						
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 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%	-

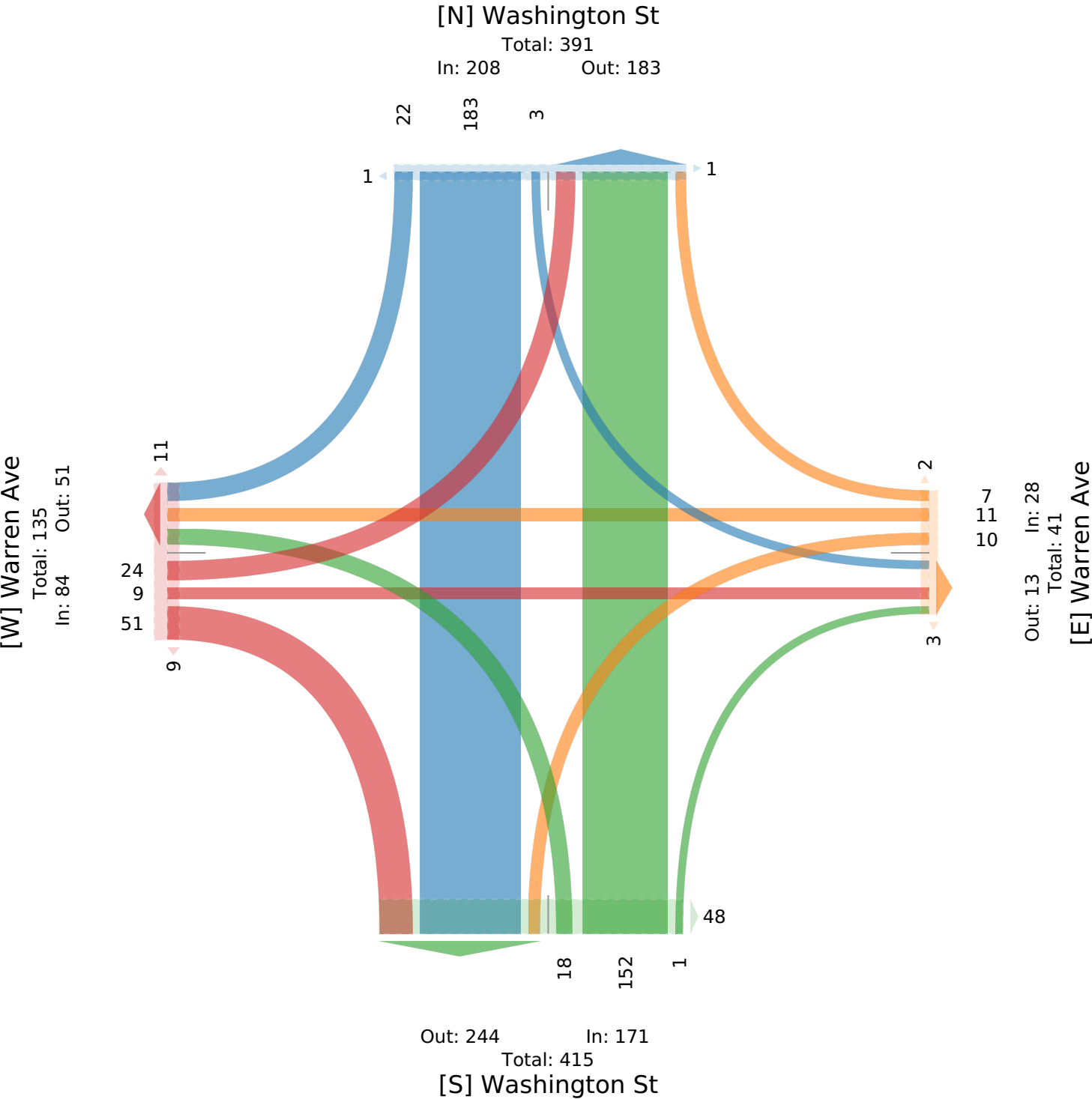
*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

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

GHA

GEWALT HAMILTON
ASSOCIATES, INC.

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



Attachment 3

BNSF Metra Schedule

Effective 04/29/2024

BNSF Line



The below pilot weekday schedule is effective April 29, 2024. Please check metra.com for updates and service alerts.

WEEKDAY SCHEDULE

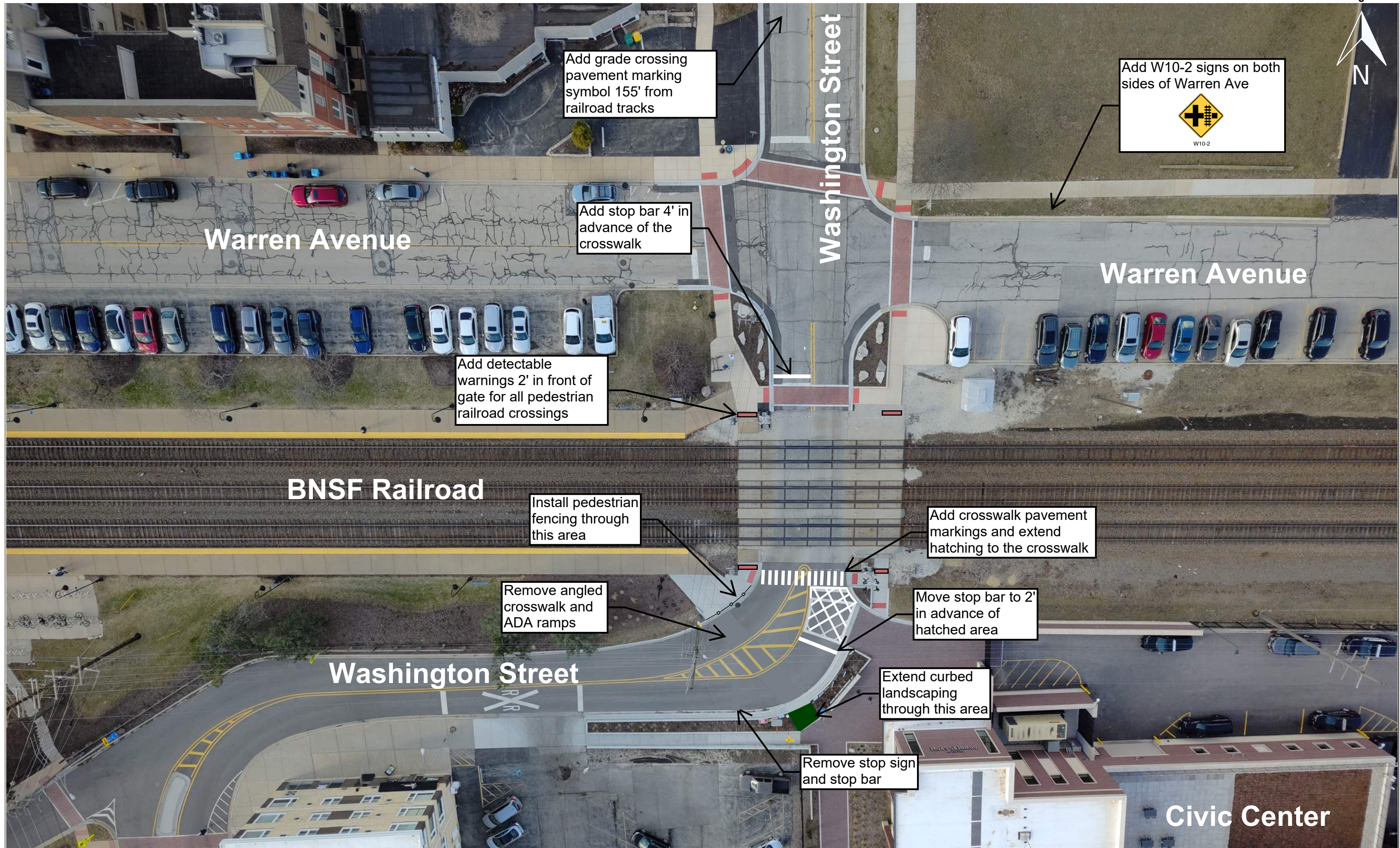
Aurora to Chicago		1200	1202	1206	1204	1208	1210	1212	1214	1216	1218	1220	1222	1306	1224	1226	1228	1230	1232	1234	1236	1242	1244	1246	1304	1250	1252	1254	1256	1258	1260	1262	1264	1268	1272	1274	1276	1282	1284	1292	1294	1296	1298	1300	1302				
		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM					
4	Aurora	4:00	4:29	5:02			5:32	5:29		6:02			6:32	6:47	6:29		7:02	7:17			7:32	7:29		8:02		8:32	9:05	10:05	11:05	12:05	1:05	2:05	3:05	3:40	4:07		4:37		5:05	6:05	7:05	8:05	9:05	10:05	11:05				
4	Route 59	4:08	4:36	5:11			5:41	5:36		6:11			6:41	6:56	6:36		7:11	7:26			7:41	7:36		8:11		8:41	9:12	10:12	11:12	12:12	1:12	2:12	3:12	3:47	4:14	4:44		5:12	6:12	7:12	8:12	9:12	10:12	11:12					
4	Naperville	4:13	4:41	5:17			5:47	5:41		6:17			6:47	7:02	6:41		7:17	7:32			7:47	7:41		8:17		8:47	9:16	10:16	11:16	12:16	1:16	2:16	3:16	3:51	4:18	4:48		5:16	6:16	7:16	8:16	9:16	10:16	11:16					
4	Lisle	4:19	4:47	5:23			5:53	5:47		6:23			6:53		6:47		7:23				7:53	7:47		8:23		8:53	9:22	10:22	11:22	12:22	1:22	2:22	3:22	3:57	4:24	4:54		5:22	6:22	7:22	8:22	9:22	10:22	11:22					
4	Belmont	4:22	4:50	5:26			5:56	5:50		6:26			6:56		6:50		7:26				7:56	7:50		8:26		8:56	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:00	4:27	4:57		5:25	6:25	7:25	8:25	9:25	10:25	11:25					
4	Downers Grove	4:26	4:53	5:30			6:00	5:53		6:30			7:00		6:53		7:30				8:00	7:53		8:30	x8:40	9:00	9:28	10:28	11:28	12:28	1:28	2:28	3:28	4:06	4:31	5:01		5:28	6:28	7:28	8:28	9:28	10:28	11:28					
3	Fairview Ave.	4:29	4:55		5:18	5:42		5:55	6:12			6:42			6:55	7:12				7:42		7:55	8:12		8:42		9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:08	4:34	4:39	5:04	5:09	5:30	6:30	7:30	8:30	9:30	10:30	11:30				
3	Westmont	4:31	4:57		5:20	5:44		5:57	6:14			6:44			6:57	7:14				7:44		7:57	8:14		8:44		9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:11	4:36	4:41	5:06	5:11	5:33	6:33	7:33	8:33	9:33	10:33	11:33				
3	Clarendon Hills	4:34	5:00		5:23	5:47		6:00	6:17			6:47			7:00	7:17				7:47		8:00	8:17		8:47		9:36	10:36	11:36	12:36	1:36	2:36	3:36	4:14		4:44		5:14	5:36	6:36	7:36	8:36	9:36	10:36	11:36				
3	West Hinsdale	4:36	5:02		5:25	5:49		6:02	6:19			6:49			7:02	7:19				7:49		8:02	8:19		8:49		9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:16		4:46		5:16	5:38	6:38	7:38	8:38	9:38	10:38	11:38				
3	Hinsdale	4:38	5:05		5:27	5:52		6:05	6:22			6:52			7:05	7:22				7:52		8:05	8:22		8:52		9:39	10:39	11:39	12:39	1:39	2:39	3:39	4:18		4:48		5:18	5:39	6:39	7:39	8:39	9:39	10:39	11:39				
3	Highlands	4:40	5:07		5:30	5:54		6:07	6:24			6:54			7:07	7:24				7:54		8:07	8:24		8:55		9:42	10:42	11:42	12:42	1:42	2:42	3:42	4:21		4:51		5:21	5:42	6:42	7:42	8:42	9:42	10:42	11:42				
3	Western Springs	4:43	5:09		5:33	5:57		6:09	6:27			6:57			7:09	7:27				7:57		8:09	8:27		8:58		9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:24	4:44	4:55	5:14	5:25	5:45	6:45	7:45	8:45	9:45	10:45	11:45				
3	LaGrange Stone	4:46	5:13		5:36	6:00		6:13	6:30			7:00			7:13	7:30				8:00		8:13	8:30		9:01		9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:24		4:55		5:25	5:46	6:46	7:46	8:46	9:46	10:46	11:46				
3	LaGrange Road	4:48	5:15		5:38	6:02		6:15	6:32			7:02			7:15	7:32				8:02		8:15	8:32		9:03		9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:24	4:44	4:55	5:14	5:25	5:45	6:45	7:45	8:45	9:45	10:45	11:45				
3	Congress Park	4:51	5:17		5:40	6:05		6:17	6:35			7:05			7:17	7:35				8:05		8:17	8:35		9:05		9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:28		4:59		5:29	5:49	6:49	7:49	8:49	9:49	10:49	11:49				
2	Brookfield		5:19		5:42			6:19			6:51				7:19				7:51		8:19			9:07		9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:28		4:59		5:29	5:49	6:49	7:49	8:49	9:49	10:49	11:49					
2	Hollywood (Zoo)		5:21		5:44			6:21			6:53				7:21				7:53		8:21			9:09		9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:29		5:01		5:31	5:50	6:50										
2	Riverside		5:24		5:47			6:24			6:56				7:24				7:56		8:24			9:12		9:52	10:52	11:52	12:52	1:52	2:52	3:52	4:31		5:04		5:34	5:52	6:52	7:52	8:52	9:52	10:52	11:52					
2	Harlem Ave.		5:27		5:50			6:27			6:59				7:27				7:59		8:27			9:15		9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:34		5:07		5:37	5:55	6:55	7:55	8:55	9:55	10:55	11:55					
2	Berwyn		5:29		5:52			6:29			7:01				7:29				8:01		8:29			9:17		9:57	10:57	11:57	12:57	1:57	2:57	3:57	4:36		5:09		5:39	5:57	6:57	7:57	8:57	9:57	10:57	11:57					
2	LaVergne		5:30		5:53			6:30			7:02				7:30				8:02		8:30			9:18		9:57	10:57	11:57	12:57	1:57	2:57	3:57	4:36		5:09		5:39	5:57	6:57	7:57	8:57	9:57	10:57	11:57					
2	Cicero		5:35		5:58			6:35			7:07				7:35				8:07		8:35			9:23		10:02	11:02	12:02	1:02	2:02	3:02	4:02	4:41	4:55	5:16	5:25	5:46	6:02	7:02	8:02	9:02	10:02	11:02	12:02					
2	Western Ave.		5:40		6:03			6:40			7:12				7:40				8:12		8:40			9:28		10:07	11:07	12:07	1:07	2:07	3:07	4:07	4:46	5:00	5:21	5:30	5:51	6:07	7:07	8:07	9:07	10:07	11:07	12:07					
2	Halsted Street		5:43		6:06			6:43			7:15				7:43				8:15		8:43			9:31		10:11	11:11	12:11	1:11	2:11	3:11	4:11	4:50	5:04	5:25	5:34	5:55	6:11	7:11	8:11	9:11	10:11	11:11	12:11					
1	Chicago Union Station	5:12	5:52	6:00	6:15	6:26	6:30	6:52	6:56	7:00	7:22	7:26	7:30	7:41	7:52	7:56	8:00	8:11	8:22	8:26	8:30	8:52	8:56	9:00	9:40	9:30	10:20	11:20	12:20	1:20	2:20	3:20	4:20	4:57	5:12	5:32	5:42	6:02	6:20	7:20	8:20	9:20	10:20	11:20	12:20				
Zone	Chicago to Aurora	1201	1203	1205	1207	1211	1213	1215	1217	1221	1223	1225	1227	1229	1231	1301	1233	1235	1239	1241	1243	1245	1247	1249	1251	1253	1255	1257	1259	1261	1263	1265	1267	1269	1271	1273	1275	1277	1279	1281	1283	1303	1285	1287	1289	1291	1293	1295	
		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM
1	Chicago Union Station	5:33	6:05	6:16	6:25	6:46	7:05	7:15	7:33	8:33	9:33	10:33	11:33	12:33	1:33	2:30	2:33	3:00	3:10	3:30	3:35	3:40	4:00	4:05	4:10	4:30	4:35	4:40	4:50	5:00	5:05	5:10	5:20	5:30	5:35	5:40	6:00	6:05	6:10	6:30	6:50	7:00	7:33	8:33	9:33	10:33	11:33	12:33	
2	Halsted Street	5:39	6:11	6:22	6:31	6:52	7:11	7:21	7:39	8:39	9:39	10:39	11:39	12:39	1:39		2:39		3:15			3:45					4:45					5:15			5:45			6:15		6:55		7:39	8:39	9:39	10:39	11:39	12:39		
2	Western Ave.	5:43	6:15	6:26	6:35	6:56	7:15	7:25	7:43	8:43	9:43	10:43	11:43	12:43	1:43		2:43		3:19			3:49					4:49				5:19			5:49			6:19		6:59		7:43	8:43	9:43	10:43	11:43	12:43			
2	Cicero	5:48	6:20	6:31	6:40	7:01	7:20	7:31	7:48	8:48	9:48	10:48	11:48	12:48	1:48		2:48		3:24			3:54					4:24				4:54			5:24			5:54			6:24		7:04		7:48	8:48	9:48	10:48	11:48	12:48
2	LaVergne		6:24			6:44		7:24										3:28			3:58					4:28				4:58			5:28																

Zone	Chicago to Aurora	1201	1203	1205	1207	1211	1213	1215	1217	1221	1223	1225	1227	1229	1231	1301	1233	1235	1239	1241	1243	1245	1247	1249	1251	1253	1255	1257	1259	1261	1263	1265	1267	1269	1271	1273	1275	1277	1279	1281	1283	1303	1285	1287	1289	1291	1293	1295
		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
1	Chicago Union Station	5:33	6:05	6:16	6:25	6:46	7:05	7:15	7:33	8:33	9:33	10:33	11:33	12:33	1:33	2:30	2:33	3:00	3:10	3:30	3:35	3:40	4:00	4:05	4:10	4:30	4:35	4:40	4:50	5:00	5:05	5:10	5:20	5:30	5:35	5:40	6:00	6:05	6:10	6:30	6:50	7:00	7:33	8:33	9:33	10:33	11:33	12:33
2	Halsted Street	5:39	6:11	6:22	6:31	6:52	7:11	7:21	7:39	8:39	9:39	10:39	11:39	12:39	1:39		2:39		3:15		3:45			4:15		4:45		5:15		5:45		6:15		6:45		7:15		7:45		8:15		8:45		9:15		9:45		
2	Western Ave.	5:43	6:15	6:26	6:35	6:56	7:15	7:25	7:43	8:43	9:43	10:43	11:43	12:43	1:43		2:43		3:19		3:49			4:19		4:49		5:19		5:49		6:19		6:49		7:19		7:49		8:19		8:49		9:19		9:49		
2	Cicero	5:48	6:20	6:31	6:40	7:01	7:20	7:31	7:48	8:48	9:48	10:48	11:48	12:48	1:48		2:48		3:24		3:54			4:24		4:54		5:24		5:54		6:24		6:54		7:04		7:48	8:48	9:48	10:48	11:48	12:48					
2	LaVergne		6:24		6:44		7:24											3:28		3:58			4:28		4:58		5:28		5:58		6:28		6:58		7:08		7:48		8:48		9:48		10:48		11:48			
2	Berwyn	5:53	6:26		6:46		7:26		7:53	8:53	9:53	10:53	11:53	12:53	1:53		2:53		3:30		4:00			4:30		5:00		5:30		6:00		6:30		7:10		7:53	8:53	9:53	10:53	11:53	12:53							
2	Harlem Ave.	5:55	6:28		6:48		7:28		7:55	8:55	9:55	10:55	11:55	12:55	1:55		2:55		3:32		4:02			4:32		5:02		5:32		6:02		6:32		7:12		7:55	8:55	9:55	10:55	11:55	12:55							
2	Riverside	5:57	6:30		6:50		7:30		7:57	8:57	9:57	10:57	11:57	12:57	1:57		2:57		3:34		4:04			4:34		5:04		5:34		6:04		6:34		7:14		7:57	8:57	9:57	10:57	11:57	12:57							
2	Hollywood (Zoo)		6:33		6:53		7:33		7:59	8:59	9:59	10:59	11:59	12:59	1:59		2:59		3:37		4:07			4:37		5:07		5:37		6:07		6:37		7:17														
2	Brookfield	6:00	6:35		6:55		7:35	7:38	8:00	9:00	10:00	11:00	12:00	1:00	2:00		3:00		3:39			4:10			4:39		5:10		5:39		6:10		6:39		7:19		8:00	9:00	10:00	11:00	12:00	1:00						
3	Congress Park																	3:41		3:52			4:22	4:41		4:52		5:22	5:41		5:52		6:22	6:41		7:21												
3	LaGrange Road	6:04		6:38	6:58	7:08		7:42	8:04	9:04	10:04	11:04	12:04	1:04	2:04		3:04		3:43		3:55			4:25	4:43		4:55		5:25	5:43		5:55		6:25	6:43		7:23		8:04	9:04	10:04	11:04	12:04	1:04				
3	LaGrange Stone																	3:45		3:57			4:27	4:45		4:57		5:27	5:45		5:57		6:27	6:45		7:25												
3	Western Springs	6:08			7:02				8:08	9:08	10:08	11:08	12:08	1:08	2:08		3:08		3:48		4:00			4:30	4:48		5:00		5:30	5:48		6:00		6:30	6:48		7:28		8:08	9:08	10:08	11:08	12:08	1:08				
3	Highlands																	3:51		4:03			4:33	4:51		5:03		5:33	5:51		6:03		6:33	6:51		7:31												
3	Hinsdale	6:11			7:05				8:11	9:11	10:11	11:11	12:11	1:11	2:11		3:11		3:53		4:05			4:35	4:53		5:05		5:35	5:53		6:05		6:35	6:53		7:33		8:11	9:11	10:11	11:11	12:11	1:11				
3	West Hinsdale																	3:56		4:08			4:38	4:56		5:08		5:38	5:56		6:08		6:38	6:56		7:36												
3	Clarendon Hills	6:15			7:09				8:15	9:15	10:15	11:15	12:15	1:15	2:15		3:15		3:58		4:10			4:40	4:58		5:10		5:40	5:58		6:10		6:40	6:58		7:38		8:15	9:15	10:15	11:15	12:15	1:15				
3	Westmont	6:18		6:45	7:13	7:15		7:51	8:18	9:18	10:18	11:18	12:18	1:18	2:18		3:18		4:01		4:13			4:43	5:01		5:13		5:43	6:01		6:13		6:43	7:01		7:41		8:18	9:18	10:18	11:18	12:18	1:18				
3	Fairview Ave.	6:21		6:48	7:16	7:18		7:54	8:21	9:21	10:21	11:21	12:21	1:21	2:21		3:21		4:04		4:17			4:47	5:04		5:17		5:47	6:04		6:15		6:45	7:04		7:44		8:21	9:21	10:21	11:21	12:21	1:21				
4	Downers Grove	6:23		6:50	7:20				8:23	9:23	10:23	11:23	12:23	1:23	2:23	2:56	3:23	3:26	4:06	4:36			4:26		5:06	4:56			5:26		6:06		6:56		7:06	6:56	7:46	7:26	8:23	9:23	10:23	11:23	12:23	1:23				
4	Belmont	6:26		6:54	7:24				8:26	9:26	10:26	11:26	12:26	1:26	2:26	3:00	3:26	3:30	4:09	4:40			4:30		5:09	5:00			5:30		6:09		6:00		6:30		7:09	7:49	7:39	8:26	9:26	10:26	11:26	12:26	1:26			
4	Lisle	6:29		6:57	7:27				8:29	9:29	10:29	11:29	12:29	1:29	2:29	3:03	3:29	3:33	4:12	4:03			4:33		5:12	5:03			5:33	5:51	6:12		6:03	6:21	6:33	6:51	7:12	7:03	7:52	7:33	8:29	9:29	10:29	11:29	12:29	1:29		
4	Naperville	6:35		7:04	7:34				8:35	9:35	10:35	11:35	12:35	1:35	2:35	3:08	3:38	3:38	4:18	4:08			4:38		5:18	5:08		5:25	5:38	5:58	6:18	5:55	6:08	6:29	6:38	6:59	7:18	7:08	7:58	7:38	8:35	9:35	10:35	11:35	12:35	1:35		
4	Route 59	6:39		7:09	7:39				8:39	9:39	10:39	11:39	12:39	1:39	2:39	3:13	3:39	3:43	4:23	4:13			4:43		5:23	5:13			5:31	5:43		6:23	6:01	6:13	6:43		7:23	7:13	8:03	7:43	8:39	9:39	10:39	11:39	12:39	1:39		
4	Aurora			7:21	7:51			8:51	9:51	10:51	11:51	12:51	1:51	2:51	3:27	3:51	3:57	4:35	4:27				4:57		5:35	5:27			5:43	5:57		6:35	6:13	6:27		7:35	7:27	8:15	7:45	8:51	9:51	10:51	11:51	12:51	1:51			
																																	</															

Attachment 4

Existing Conditions & Recommended Improvements





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	
Note: Railroad permit, flagging, and insurance are not accounted for in the above estimate					
Lighting	\$10,000.00	EA	8	\$80,000	
Lighting Controller	\$25,000.00	EA	1	\$25,000	
Lighting Items Subtotal				\$105,000	

DRAFT

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.

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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.

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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.

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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 Cyrs: 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,

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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

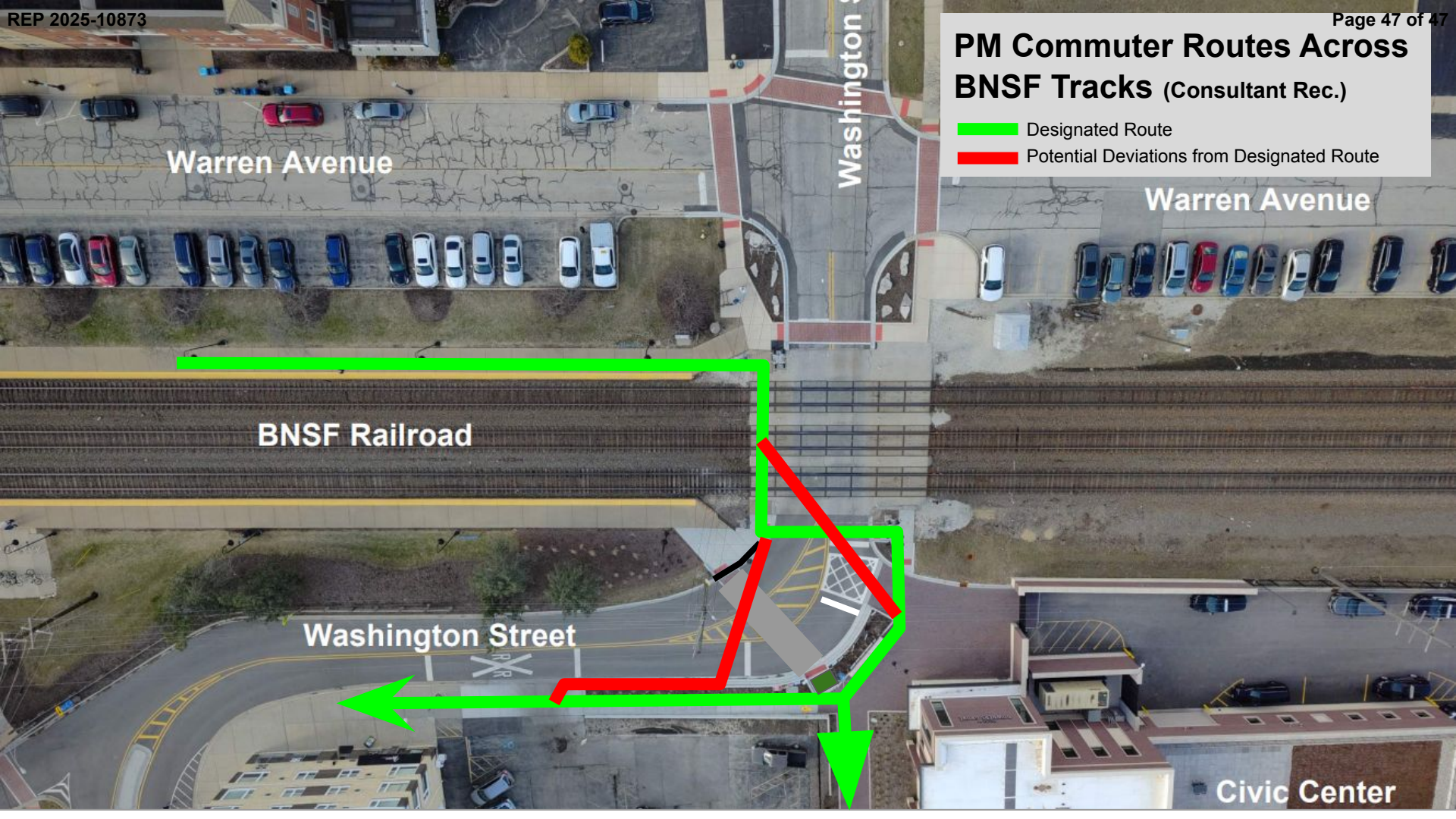
PM Commuter Routes Across BNSF Tracks (existing)

- Designated Route
- Observed Deviations from Designated Route



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