

VILLAGE OF DOWNERS GROVE

Report for the Village

SUBJECT:	SUBMITTED BY:
Traffic Calming Petition File #3-25: Changes to Stop Control at Park Avenue and Summit Street	Scott Vasko Director of Engineering

SYNOPSIS

A Traffic Calming Petition was received and reviewed by the Transportation and Parking Commission during their October 8, 2025 meeting. This request was to change the stop control at the intersection of Park Avenue and Summit Street. Currently only Summit Street is under stop control. The request is to change stop control to all-way stop.

STRATEGIC PLAN ALIGNMENT

The goals for 2024-2026 include *Top Quality Infrastructure* and *Exceptional Municipal Services*.

FISCAL IMPACT

N/A

RECOMMENDATION

Staff recommends no change to stop control at Park Avenue and Summit Street.

BACKGROUND

The petitioner requested a change in stop control at Park Avenue and Summit Street, citing safety concerns due to the proximity of Randall Park, Whittier Elementary School, and the location of a 15 foot grade change on Park Avenue approximately 70 feet south of the subject intersection. The intersection currently operates with minor street stop control (Summit Street), and the petition request is to change the intersection to an all-way stop.

Staff reviewed the current operations, traffic data, crash reports, and the warrants for all-way stop control at this intersection. The current speed limit is 25 mph on both Park Avenue and Summit Street. Speed and volume surveys were gathered near the intersection on both streets and the results are provided in the table below. The data shows that the majority of traffic falls under the posted speed limit of 25 mph for both streets.

Street Name/Travel Direction	Average Speed	85 th Percentile Speed	Average Vehicles per Hour
Park Ave. (NB)	17.8 mph	22.7 mph	25
Park Ave. (SB)	18.2 mph	23.4 mph	29
Summit St. (EB)	16.3 mph	20.4 mph	33
Summit St. (WB)	16.4 mph	20.7 mph	35

The Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) outlines five warrants for the placement of all-way stop control at an intersection. These include:

- Six or more crashes within a 36 month time period
- Sight distance on the minor street (Summit Street) must be challenged to the extent that a motorist cannot safely negotiate turning movements
- Interim transition to a signal or circular intersection
- Combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major street (Park Avenue) approach must be at least 300 units per hour
- Additional minor factors: the need to control left-turn conflicts; where control would improve operations; where pedestrian and/or bicyclist movement support the installation of all-way stop control

Staff does not find that any warrants are met for all way stop control. A full analysis of each warrant can be reviewed in the attached staff report.

Evaluation and discussion by the Transportation and Parking Commission resulted in a motion to change the intersection to all-way stop control at Park Avenue and Summit Street. Staff does not recommend changing the intersection to all-way stop control based on the intersection not meeting any of the stop sign warrants and staff does not find that there are an inordinate number of vehicles traveling in excess of the posted speed limit or that there are excessive traffic volumes.

ATTACHMENTS

Staff Report #3-25 – TaP Commission October 8, 2025

Draft Meeting Minutes - TaP Commission October 8, 2025



VILLAGE OF DOWNERS GROVE
REPORT FOR THE TRANSPORTATION AND PARKING COMMISSION
OCTOBER 8, 2025 AGENDA

SUBJECT:	SUBMITTED BY:
File #3-25 Park Avenue and Summit Street - Intersection Control	Emily Ericson, AICP Transportation Manager

BACKGROUND

A Traffic Calming Petition was received regarding Park Avenue and Summit Street. The concern at this location is related to stated safety concerns due to proximity of Randall Park, Whittier Elementary, and the location of a 15 foot grade change on Park Avenue approximately 70 feet south of the subject intersection.

The request is to revise the existing traffic control from two-way stop control to an all-way stop at this location.

ANALYSIS

Staff reviewed the current operations, traffic data, crash reports, and the warrants for all-way stop control at this intersection.

The intersection of Park Avenue and Summit Street is currently under minor roadway stop control, where Summit Street is the minor road. Park Avenue is not required to yield or stop at this location. There are pedestrian crosswalks at all four legs of this intersection. Both Park Avenue and Summit Street are classified as local streets, with posted speed limits of 25 miles per hour (mph).

Staff gathered data on traffic speed and volume counts from May 15, 2025 to May 30, 2025 near the intersection. The average speed, 85th percentile speed and average vehicles per hour is included in the table below.

Street Name/Travel Direction	Average Speed	85 th Percentile Speed	Average Vehicles per Hour
Park Ave. (NB)	17.8 mph	22.7 mph	25
Park Ave. (SB)	18.2 mph	23.4 mph	29
Summit St. (EB)	16.3 mph	20.4 mph	23
Summit St. (WB)	16.4 mph	20.7 mph	35

The average speed on northbound and southbound Park Avenue is approximately 18 mph. The average speed on eastbound and westbound Summit Street is approximately 16 mph. The 85th percentile speed is the speed at or below which 85% of the drivers travel. For Park Avenue, this is approximately 23 mph, and for Summit Street this is approximately 20 mph. This data shows that the majority of traffic falls under the posted speed limit of 25 mph for both streets.

The Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) outlines five warrants for the placement of all-way stop control at an intersection. These include:

- Crash experience
- Sight distance
- Interim transition to a traffic signal or circular intersection
- Traffic volume
- Additional minor factors: the need to control left-turn conflicts; where control would improve operations; where pedestrian and/or bicyclist movement support the installation of all-way stop control

In order for a stop sign to be warranted due to crashes, six or more crashes must be reported within a 36 month time period. No crashes were reported at the intersection of Park Avenue and Summit Street from 2019- present.

For a sight distance warrant to be met, sight distance on the minor street must be challenged to the extent that a motorist cannot safely negotiate turning movements. Summit Street is the minor street and does not pose any sight distance challenges.

The interim transition to a signal or circular intersection outlines a situation where temporary stop signs should be placed while a traffic circle, roundabout, or traffic signal is constructed. This warrant that does not apply.

In order for a traffic volume warrant to be met, the combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major street approach must be at least 300 units per hour for each of any 8 hours of a typical day. The major street approach to this intersection is Park Avenue. As shown in the table above, neither Park Avenue northbound or southbound exceeds 300 units per hour.

Additional factors are also listed which can be used to inform the decision on whether or not to place all-way stop control. These include the need to control left-turn conflicts, where control would improve operations, or where pedestrian or bicyclist movement support the installation of all-way stop control. There is no evidence of left-turn conflicts, or that all-way traffic control would improve operations. Due to the presence of crosswalks, it does not appear that pedestrian or bicyclist movement would be improved by the installation of an all-way stop.

The intersection of Park Avenue and Summit Street does not meet any warrants for all-way stop control as outlined by the MUTCD.

STANDARDS

According to the Traffic Calming Policy, the following standards shall be considered when evaluating a request for traffic calming devices and operational measures:

- i. The segment of a street or public property is chronically experiencing an inordinate number of vehicles traveling in excess of the posted speed limit;
- ii. The segment of a street or public property is prone to experiencing a significant number of vehicles traveling at extreme speeds above the posted speed limit;

- iii. The segment of a street or public property is experiencing unintended or excessive traffic volume (i.e. cut-through traffic);
- iv. The requested traffic calming device or operational measure will not unduly limit, restrict or have any negative impacts on the flow of traffic throughout the Village;
- v. The requested traffic calming device or operational measure will not substantially affect or frustrate the intended use of streets within the established street system, as established by the Future Land Use Map;
- vi. The requested traffic calming device or operational measure will not negatively impact the delivery of Village services;
- vii. The requested traffic calming device or operational measure will not significantly alter the character of the neighborhood;
- viii. The requested traffic calming device or operational measure will not have a negative impact on the public health, safety and welfare.

In addition to the above standards, other relevant factors deemed appropriate that are specific and unique to a particular situation may be considered when evaluating a request, including, but not limited to, school and/or park proximity and pedestrian access.

RECOMMENDATION

Based upon the standards outlined in the section above and analysis provided, staff does not recommend any changes to the existing intersection control at Park Avenue and Summit Street. Park Avenue does not receive an inordinate number of vehicles traveling in excess of the posted speed limit and does not experience unintended or excessive traffic volume.

The Commission is asked to provide a recommendation to the Village Council.

DRAFT

TRANSPORTATION AND PARKING COMMISSION
Minutes – October 8, 2025
Council Chambers – Village Hall
850 Curtiss St., Downers Grove

Chairperson Novak called the October 8, 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, Shiliga

Absent: Commissioners: McKenzie, O’Malley

Staff: Transportation Manager Emily Ericson, Director of Engineering Scott Vasko, Michael Werthmann of KLOA and CSO Supervisor Jim Hartleb

Visitor Roster: Grant Milstead, John Ochoa, Brian Schuering, Mary Badke, John Bouton

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 MAY 14, 2025 MINUTES

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

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

THE MOTION PASSED BY VOICE VOTE 4:0

PUBLIC COMMENT ON NON-AGENDA ITEMS

Bryan Schuring of 5719 Buck Ct, Westmont

- Requests crosswalk and a sign stating “stop when pedestrians are present” at 56th St & Fairview Ave. Requests a shared use bike and pedestrian path connecting the Fairview train station to crosswalks in the Fairview Focus area and Rogers Street shared-use path
- In favor of many of the Village plans for the Fairview Focus Area.

File #2-25 Neighborhood Traffic Study # 11

Transportation Manager Emily Ericson indicated that the traffic study area is bounded on the west by Maple Grove following the Village boundary, south at 63rd St, Main St on the east, and the railroad tracks to the north. Emily Ericson introduced Michael Werthmann of KLOA to present the traffic study.

DRAFT

Michael Werthmann of KLOA Presented the Study:

Study details presented may be found in the October 8, 2025 Agenda.

Purpose of Study:

To analyze existing transportation operations and develop recommendations to help mitigate transportation issues or concerns within the neighborhood. Looked at roadway traffic volumes and speeds, intersection traffic control, pedestrian and bicycle safety, and did a comprehensive review to establish consistency within the neighborhood.

Inventory of Existing Conditions:

Performed extensive field investigations and observations of the neighborhood transportation system. Conducted daily traffic counts at 30 locations and performed vehicle, pedestrian and bicycle counts at 3 intersections. Collected and reviewed various transportation data including crash data over the past several years. Observed the operation of the 4 schools in the neighborhood.

Primary Concerns:

Intersection traffic control, multiple intersections with no traffic control, enhanced pedestrian safety, roadway traffic volumes and vehicles speeds.

Results showed the daily traffic volumes were within typical ranges found for each classification of road. Overall speeds were generally reasonable and some roads had higher speed. Crashes were generally low in the neighborhood with very few accidents and no problematic intersections.

Recommendations:

Intersection Traffic Control

1. Many intersections are currently under yield sign or no control. Traffic signal or stop sign control is generally proposed at all intersections within the neighborhood.
2. The number of intersections proposed for all-way stop sign control is to remain the same.
3. Either two-way or one-way stop sign control is recommended at 31 intersections that currently have yield sign control or no control.

Speed Limit and Sign Modification

1. Installation of new speed limit signs with a yellow border within the neighborhood.
2. Addition of new speed limit signs on roads where higher speeds were recorded.
3. Installation of temporary radar feedback signs at multiple locations: Dunham Rd, Plymouth St, Carpenter St, 59th St.

Bicycle Recommendations: (in alignment with Village comprehensive plan)

1. Installation of shared use paths along Gilbert Ave and 59th St.
2. Installation of an off-road trail through the northwest section of Gilbert Park.
3. Dunham Rd as a bike route with the facility of that still to be determined.
4. Shared use path already installed on south side of Jefferson St between Dunham and Plymouth along school frontage.

DRAFT

Additional Recommendations:

As seen in the Village comprehensive plan: use of speed monitors, additional crosswalks, curb extensions and additional enforcement and education.

Next Step:

Compile and evaluate the comments, produce a revised draft study, present to Village Council for approval and implement the recommendations.

CHAIRPERSON NOVAK OPENED UP THE PUBLIC COMMENT PERIOD

Reina Gallt of 5439 Carpenter St

- Concerned about the number of traffic accidents at 55th St & Carpenter St.

Mary Ann Badke of 5408 Carpenter St

- Stated that there are 5 schools in the neighborhood and the YMCA, and is concerned about the number of traffic accidents and speeds of vehicles.
- Requests 25 mph speed limit on Maple Ave from Dunham to Fairview.
- Requests enforcement at the 4-way stop at Maple and Carpenter for people not stopping.

CHAIRPERSON NOVAK CLOSED THE PUBLIC COMMENT

CHAIRPERSON NOVAK OPENED DISCUSSION AMONGST THE COMMISSION

Commissioner Gaisel: Requested comment from KLOA regarding public comments.

Michael Werthmann: Data from the last 3 years was obtained. At 55th & Carpenter: 2021 no accidents, 2022 showed 1 accident, 2023 showed 1 accident.

Commissioner Gaisel: Would like to see data from 2024 and 2025 for 55th & Carpenter. In favor of changing yield signs to stop signs. Concerned about speeds on Carpenter even though it has been narrowed. Asked if reduction of speed on Maple would help.

Michael Werthmann: Can take 25 mph to 20 mph if ordinance allows it.

Chairperson Novak: Asked about reduction of speed on Maple and jurisdiction.

Michael Werthmann: Have not been a lot of accidents on Maple St from what was seen. The all-way stop sign at Carpenter does slow the traffic. Carpenter St south of 55th has a number of speed limit signs with yellow borders.

Commissioner Novak: Asked if 55th St being under DUDOT jurisdiction would affect crash data report information pulled for Downers Grove.

Michael Werthmann: Will check to see if DUDOT crash information comes from the Village as IDOT crash information does.

Chairperson Novak: Asked if it is still Council policy to have a sign be at all intersections to control traffic and had the questions confirmed as yes. Asked if there was email or phone call feedback once the traffic study was posted online.

DRAFT

Emily Ericson: Stated no additional feedback was sent to staff.

Chairperson Novak: Wants to ensure reduction of speed aligns with Council policy.

Commissioner McDonough: In favor of replacing yield signs with stop signs for intersection control.

CHAIRPERSON NOVAK REOPENED PUBLIC COMMENT PERIOD

Reina Gallt of 5439 Carpenter St

- Stated that drivers hate the increased number of stop signs installed around the high school.
- Requests that the 30 mph speed limit on Maple Ave be lowered to 25 mph to match other neighborhood streets.
- Stated that Carpenter St and 55th St is a problematic intersection due to the height differential on the south side of 55th St.

CHAIRPERSON NOVAK CLOSED PUBLIC COMMENT AND REOPENED DISCUSSION AMONGST THE COMMISSION

Chairperson Novak: Asked the commissioners for thoughts based on the feedback and speed reduction. Supports the plan provided by staff and inquired about further investigation for speed reduction.

Commissioners were in agreement.

Scott Vasko: Clarified that Commissioners are requesting a speed reduction from 25 mph to 20 mph in the area.

CHAIRPERSON NOVAK CALLED FOR A MOTION

WITH RESPECT TO FILE #2-25 NEIGHBORHOOD TRAFFIC STUDY # 11 COMMISSIONER SHILIGA MOVED TO ACCEPT RECOMMENDATIONS AND MODIFICATIONS AS OUTLINED IN THE DRAFT FROM KOLA AS IS, WITH THE ADDITIONAL STUDY OF RESTRICTIONS OF SPEED TO THIS NEIGHBORHOOD #11 AND FORWARD TO VILLAGE COUNCIL. SECONDED BY COMMISSIONER GAISEL.

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

THE MOTION PASSED 4:0

File #3-25 Park Avenue and Summit Street - Requested Intersection Control Modification

Traffic Manager Emily Erison stated that staff received a traffic calming petition for the intersection of Park Ave & Summit St. The requested intersection control modification was for a change from a two-way stop to an all-way stop.

DRAFT

EMILY ERICSON OPENED COMMENT TO PETITIONER

Grant Milstead of 5332 Park Ave

- Believed MUTCD standards do not support pedestrians enough. Concerned about pedestrian safety: Whittier School and Randall Park adjacent to the intersection.
- The traffic volume in the report is an average, and the volume is different during peaks. Height differential at intersection affects visibility. Randall and Lyman has an all-way stop and is adjacent to this intersection.
- Received signatures from all five addresses at intersection in favor of the all-way stop.

CHAIRPERSON NOVAK OPENED UP THE PUBLIC COMMENT PERIOD

John Bouton of 5336 Park Ave

- The study does not show the actual conditions of the traffic.

CHAIRPERSON NOVAK CLOSED THE PUBLIC COMMENT

Emily Ericson presented the item for consideration. Data gathered was collected over two weeks during May of 2025. The westbound average speed on Summit St is just over 16 mph with an 85th percentile of around 20 mph. Eastbound traffic is just over 16 mph with an 85th percentile of around 20 mph. The speeds on Park Ave are slightly higher. Southbound Park Ave is at about 18 mph with an 85th percentile of 23.4 mph. Northbound is at 17 mph with an 85th percentile of 22.7 mph.

The MUTCD stop control warrants include whether or not 6 or more crashes have occurred within a 36 month period. Crash reports reviewed from 2019 to present showed no crashes at the intersection. The second warrant is in relation to sight distance on a minor road which is Summit St. Staff does not feel there is a sight distance challenge. The third warrant is related to interim transition to an increased type of control, which is not relevant in this situation. The fourth warrant of traffic volume at 300 units per hour is also not met.

Staff does not find that there are an inordinate number of vehicles traveling in excess of the posted speed limit or that there are excessive traffic volumes, which is why staff does not recommend moving forward with any change at this intersection.

CHAIRPERSON NOVAK OPENED DISCUSSION AMONGST THE COMMISSION

Commissioner Gasiel: Asked about intersection control near parks.

Emily Ericson: Stop signs are to assign right of way. Data shows that the conditions on Park and Summit are appropriate.

Commissioner Gasiel: Asked about concerns with sight issues.

Emily Ericson: The slight 15 ft grade change is 70 feet south of the intersection.

Commissioner Gasiel: Asked if the 10 mph variance between Summit vs Park should be of concern in regards to traffic control.

Emily Ericson: The 85th percentile travels below the posted speed limit and does not give reason to change the intersection stop control.

DRAFT

Chairperson Shiliga: Asked if there is a crossing guard at that intersection and had it confirmed that there is not. Asked if staff considered the additional stop sign in regards to consistency with the other side of the park.

Emily Ericson: The stop control at Fairmount and Lyman was related to neighborhood concerns to the change in access at 55th St when the right-in and right-out went in. Traffic counts and data were collected in 2023 to determine where solutions with confusion regarding right of way could be mitigated. That is where the stop control was changed. The intersection at Park & Summit was also evaluated at that time and it was found that it did not need to be changed at that time.

Commissioner Novak: Asked if the intersection at Randall and Park is currently a 4-way stop and had it confirmed that it is. Does not feel that MUTCD supports pedestrian safety enough and feels that a 4-way stop is required.

CHAIRPERSON NOVAK CALLED FOR A MOTION

WITH RESPECT TO FILE #3-25 PARK AVENUE AND SUMMIT STREET REQUESTED INTERSECTION CONTROL MODIFICATION, COMMISSIONER SHILIGA MOVED TO ACCEPT THE PETITIONERS REQUEST AND REVISE THE TRAFFIC CONTROL FROM A TWO-WAY STOP TO AN AN ALL-WAY STOP AT PARK AVE AND SUMMIT STREET AND FORWARD THIS TO VILLAGE COUNCIL. SECONDED BY COMMISSIONER MCDONOUGH.

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

THE MOTION PASSED 4:0

DISCUSSION OF OLD BUSINESS

No old business.

COMMUNICATIONS

No communications at this time.

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

Chairperson Novak adjourned the meeting at 7:58 P.M.

Respectfully submitted,

/s/ Andrea Banke
Recording Secretary



Emily Ericson <ericson@downers.us>

#3-25

Lisa McTigue <[REDACTED]>
To: ericson@downers.us

Tue, Oct 7, 2025 at 3:59 PM

Hi, I received your letter regarding the Park Avenue and Summit Street stop sign. I just wanted to let you know that I am in favor of installing a stop sign, especially since it is so close to a park and there are constantly kids crossing that intersection. I currently live on Summit between Park Avenue and Lyman.

Please reach out if you need any other feedback.

Sincerely
Lisa McTigue
Sent from my iPhone



Emily Ericson <ericson@downers.us>

10/9 transportation and parking meeting

Kevin McTigue <[REDACTED]>
To: "ericson@downers.us" <ericson@downers.us>

Wed, Oct 8, 2025 at 1:26 PM

Hi
My name is Kevin McTigue and I live at 743 Summit St in Downers. I'm writing in support of #3-25. Putting the stop sign at summit and park.

It seems like a good idea because Park avenue approaches the busy park and there are students that cross Park at Summit to walk to Whittier.

Thanks

Kevin