



TRANSPORTATION & PARKING COMMISSION MEETING AGENDA

Date: May 14, 2025
Time: 7:00 p.m.
Location: Betty Cheever Council Chambers – Civic Center
850 Curtiss Street

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- I. Call To Order
 - II. Roll Call
 - III. Approval of March 26, 2025 Meeting Minutes
 - IV. Public Comments – General Topics or Issues NOT on Tonight’s Agenda
 - V. New Business
-

1. Washington Street at BNSF Railroad Tracks Intersection Study

Action Requested: Discussion and recommendation on implementation of specific improvements to Council

Description: After the reconstruction of the intersection during the construction of the new Downers Grove Civic Center, Village Council directed staff to study the intersection of Washington Street and the BNSF Railroad Tracks. Benesch was selected to study the intersection, provide an assessment of the existing traffic operations at the intersection, and recommend potential improvements.

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- VI. Old Business
 - VII. Communications
 - VIII. Adjourn
-

This is a tentative regular meeting agenda that is subject to change.

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TRANSPORTATION AND PARKING COMMISSION
Minutes – March 26, 2025
Main Conference Room – Public Works
5101 Walnut Ave., Downers Grove

Chairperson Novak called the March 26, 2025 meeting of the Transportation and Parking Commission to order at 7:00 P.M.

ROLL CALL

Present: Chairperson Novak, Commissioners: Gasiel, McDonough, McKenzie, O'Malley

Absent: Commissioners: Shiliga

Staff: Engineering Director Scott Vasko, Transportation Manager Emily Ericson, Engineering Manager Stephanie Graves, Planners Aaron Tuley and Jackson Marvel of Baxter & Woodman, and CSO Supervisor Jim Hartleb

Visitor Roster: Nanci Gasiel, Janet Winningham, Joanne Kouba

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 JANURAY 8, 2025 MINUTES
COMMISSIONER GASIEL MOVED TO ACCEPT MEETING MINUTES AS IS.
COMMISSIONER O'MALLEY SECONDED THE MOTION.

IN FAVOR: CHAIRPERSON NOVAK, COMMISSIONERS: GASIEL, O'MALLEY,

ABSTAIN: MCDONOUGH, MCKENZIE

THE MOTION PASSED BY VOICE VOTE 3:2

PUBLIC COMMENT ON NON-AGENDA ITEMS

Janet Winningham expressed concerns about additional residential/employee parking in the parking deck. She thinks that any parking removed as a part of the Streetscape Plan should result in permits to be revoked to free up spaces in the parking deck.

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Guiding DG Mobility – DRAFT Active Transportation Plan

Emily Ericson introduced the topic and the Planners from Baxter & Woodman, who began their presentation of the Active Transportation Plan.

Aaron Tuley provided context and background on the plan and clarified that this evening's presentation will focus on chapters 4 and 5 of the plan, which outline strategies and implementation.

Tuley covered the vision statement, guiding principles and goals of the plan. He provided context on how we arrived to the plan before the Commission today, including the assessments and data gathering that informed the plan.

Jackson Marvel provided an overview of the proposed alignments. He explained Goal One of the plan: "a network of accessible, connected and safe active transportation facilities are used throughout the year." He described the proposed routes to meet this goal. He shared that sharrows are included given direction from the TaP and Council. He shared that sharrows can be effective for communities with limited right of way, especially when paired with increased safety measures such as additional lighting and reduced speed limits. He described the five different alignment types: sharrows, bike lanes, shared use paths, trails, and undetermined facility types. The undetermined facility types allow flexibility, further study, and public outreach to determine the implemented facility. Next, he presented additional sidewalk improvements, curb ramps and crosswalk improvements. He presented an intersection improvements map that highlights bump-outs and traffic calming methods that can be implemented as road improvements occur. The plan also recommends creating an Active Transportation Friendly zone around the downtown and Fairview districts. Additional regulations will be placed in this area to encourage further safety for pedestrians and active transportation users.

Tuley summarized Goal Two of the plan: "the Village is known for and celebrates its active transportation culture." He describes multiple strategies that involve education, promotion, and fostering partnerships with other municipal jurisdictions and non-profits.

Tuley explained Chapter 5, which covered how to implement this plan. He explained that the plan encourages flexibility to ensure that as funding opportunities arise, the Village can take advantage of those. He explained that even though there are undetermined facility types outlined in the plan, these are undetermined because more than one type of option could be implemented, and the costs associated are outlined in the cost tables. He next presented cost tables:

- Bicycle Facilities: \$23,765,600
- Sidewalk Facilities: \$3,950,750
- Intersection Improvements: \$3,455,000
- TOTAL: \$31,171,360

He explained these are order of magnitude costs which include a 25% contingency.

Tuley next presented a prioritization of facilities, using a number of criteria, to give a to-do list upon adoption. The criteria for prioritization included access, connectivity, safety, regional

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connectivity, multimodal integration, first-last mile connections, and connectivity to downtown, among others.

He explained that Chapter 5 also covers consistent monitoring and reporting on the status of implementing the plan, as well as amending of the plan on a regular cadence. It also defines the roles of Village staff, Council and TaP.

The shared that the chapter includes an implementation table for all strategies. The table includes action leaders, time frame, type of action to be taken, and level of effort each may take. Tuley concluded the presentation and shared that they would be happy to answer any questions.

CHAIRPERSON NOVAK OPENED UP THE PUBLIC COMMENT PERIOD

Janet Winningham:

- Wants to know how the projects will be funded, especially in the near term. Concerned about parking survey numbers in the downtown, and Washington Street crossing.

Tuley: Understands that this is a large amount of money, and explained the funding opportunity table that is included as a part of the plan, which outlines federal and state funding programs that is current as of December 24, 2024. He also mentioned opportunities to bundle projects with other CIP projects as they're being implemented. Addressed the Washington Street crossing, sharing that it is a busier intersection with many modes and access points which can complicate traffic flow. He stated that they are not proposing facilities through that corridor.

Marvel: Addressed the parking survey data, shared that they came from Village and Metra surveys. He said these should be regularly conducted to fully understand parking demand over time. For Washington Street, they reviewed recent changes and studies conducted at the intersection. Generally they recommend that access drives should not be too close to any railroad crossing to avoid queuing on the tracks.

Nanci Gasiel:

- Expressed concern that funding opportunities are not updated for recent changes from the new Executive Branch of the federal government. Would like to know how bicycle parking will be increased downtown and around the Village. Would like to see bike parking at every commercial area, and curious how this plan can help incentivize/require this.

Tuley: Acknowledges that the federal funding landscape is rapidly changing. They have provided the latest information available. He mentioned that the Streetscapes Plan will be addressing bicycle parking in the downtown and Fairview areas.

CHAIRPERSON NOVAK CLOSED THE PUBLIC COMMENT

DISCUSSION AMONGST THE COMMISSION

Commissioner Gasiel: Felt the plan is a good blueprint for the future, and is overall happy and impressed with the level of detail provided in the plan.

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Commissioner McDonough: Detail is exceptional. Finds that it is incumbent upon TaP and Council to determine how they can implement these strategies.

Commissioner McKenzie: Overall offers kudos on the plan. Really appreciates the prioritization table, the definition of roles, and the implementation action plan. Would like to see an item added about updating funding sources and opportunities in the future. Wants to specifically see what first steps can be taken, and wants that written in the plan. Would like to see the Village require snow removal on sidewalks.

Commissioner O'Malley: Wants to see how this can get started in the first year, particularly to help the new Council have clear direction moving forward.

Chairperson Novak: Expressed appreciation of the entire team's efforts, and stated that he had no further comments beyond what was already mentioned by fellow Commission members. Requested comments or questions from staff.

Ericson: Requested a recommendation from the board for Council. Stated that now would be the opportunity to discuss any changes or additions needed and to provide a motion.

McKenzie: Stated that she would like to make a motion that included the addition of clear next steps in the Plan in order to prepare the Council to implement the Active Transportation Plan.

Tuley: Provided an explanation and context of the implementation table and prioritized facilities. He stated that the prioritization table provides a numbered list. Tuley noted that many strategies and actions related to regulation does not require outside funding.

Marvel: Explained that the implementation table includes a time frame which indicates which projects and strategies can be started right away. He notes many of these are regulatory and can begin upon adoption.

The Commission acknowledged these responses.

CHAIRPERSON NOVAK ASKED FOR A MOTION. COMMISSIONER MCKENZIE MADE A MOTION TO RECOMMEND ADOPTION OF THE ACTIVE TRANSPORTATION PLAN BY VILLAGE COUNCIL. SECOND BY MCDONOUGH. MOTION PASSES UNANIMOUSLY.

DISCUSSION OF OLD BUSINESS

No discussion of old business at this time.

COMMUNICATIONS

No communications at this time.

CHAIRPERSON NOVAK ASKED FOR A MOTION TO ADJOURN THE MEETING. COMMISSIONER MCKENZIE MADE A MOTION. COMMISSIONER GASIEL SECONDED. ALL IN FAVOR.

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Chairperson Novak adjourned the meeting at 7:54 P.M.

Respectfully submitted,

/s/ Emily Ericson

Interim Recording Secretary



VILLAGE OF DOWNERS GROVE
REPORT FOR THE TRANSPORTATION AND PARKING COMMISSION
MAY 14, 2025 AGENDA

SUBJECT:	SUBMITTED BY:
Washington Street at BNSF Railroad Tracks Intersection Study	Emily Ericson, AICP Transportation Manager

BACKGROUND

The intersection of Washington Street at the BNSF Railroad Tracks was redesigned in conjunction with the construction of the Downers Grove Civic Center in 2024. As part of the development of the Civic Center project, analysis by staff and a separate Traffic Impact Study were conducted to determine the safety and effectiveness of the redesign of the intersection. The redesign included the removal of the eastern leg of the intersection that originally provided access to the previous Village Hall, enhanced crosswalks and the installation of a new diagonal crosswalk south of the railroad tracks.

Village Council directed staff to hire a consultant to analyze the new intersection configuration and provide any additional recommendations for safety at the intersection based on the redesign. Staff hired 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.

RECOMMENDATION

The Commission is asked to provide a recommendation to the Village Council to implement improvements as presented, or portions of the presented improvements at the intersection.

ATTACHMENTS

Washington Street at BNSF Railroad Tracks Intersection Study Memo

Memorandum

TO: Emily Ericson, AICP
Village of Downers Grove

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

SUBJECT: Washington Street at BNSF Railroad Tracks Intersection Study

DATE: May 8, 2025

Introduction

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

Project Background

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

Data Collection

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

Crash Data

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

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

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

Traffic Counts

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

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

Field Observations & Drone Footage

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

Morning Field Observations

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



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

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

Evening Field Observations

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

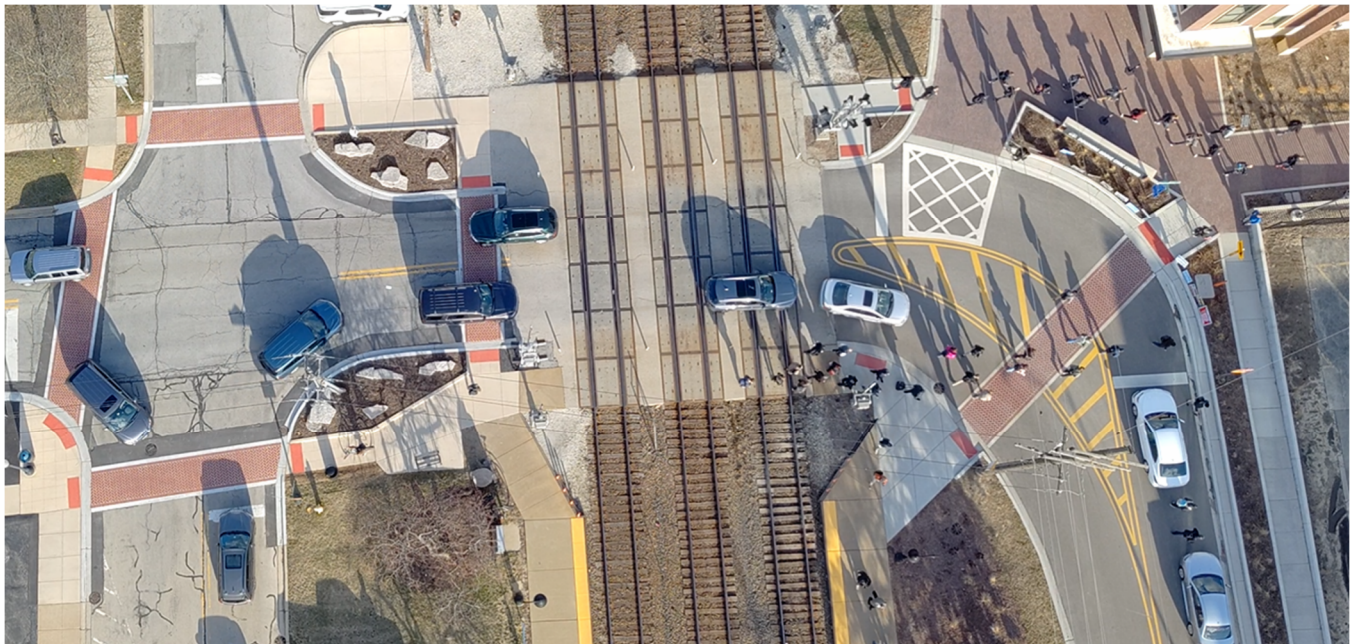


Image 2: Vehicles queuing onto railroad tracks due to pedestrians in angled crosswalk

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

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

Recommended Improvements

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

Warren Avenue

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

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

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

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

Washington Street, South of the At-Grade Crossing

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

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

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

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

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

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

Conclusion

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

Attachment 1

Study Location Map



Attachment 2

Traffic Count Data

Washington Street & Warren Avenue - TMC

Tue Mar 11, 2025

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

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

All Movements

ID: 1274266, Location: 41.795741, -88.006878



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

Leg Direction	Washington St Southbound						Warren Ave Westbound						Washington St Northbound						Warren Ave Eastbound								
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	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	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	
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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	0	0	1	0	0	1	0	1	0	0	0	1	0	5
11:30PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3
11:45PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	1	0	2	0	3
Hourly Total	1	3	0	0	4	0	0	1	0	0	1	0	0	5	0	0	5	0	1	2	2	0	5	1	15
Total	186	1634	34	1	1855	50	35	67	66	1	169	109	61	1650	160	0	1871	139	323	84	131	1	539	152	4434
% Approach	10.0%	88.1%	1.8%	0.1%	-	-	20.7%	39.6%	39.1%	0.6%	-	-	3.3%	88.2%	8.6%	0%	-	-	59.9%	15.6%	24.3%	0.2%	-	-	-
% Total	4.2%	36.9%	0.8%	0%	41.8%	-	0.8%	1.5%	1.5%	0%	3.8%	-	1.4%	37.2%	3.6%	0%	42.2%	-	7.3%	1.9%	3.0%	0%	12.2%	-	-
Motorcycles	0	1	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	1
% Motorcycles	0%	0.1%	0%	0%	0.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%
Lights	182	1609	34	1	1826	-	33	59	63	1	156	-	59	1630	157	0	1846	-	319	79	128	1	527	-	4355
% Lights	97.8%	98.5%	100%	100%	98.4%	-	94.3%	88.1%	95.5%	100%	92.3%	-	96.7%	98.8%	98.1%	0%	98.7%	-	98.8%	94.0%	97.7%	100%	97.8%	-	98.2%
Single-Unit Trucks	1	5	0	0	6	-	2	3	0	0	5	-	1	7	2	0	10	-	3	0	3	0	6	-	27
% Single-Unit Trucks	0.5%	0.3%	0%	0%	0.3%	-	5.7%	4.5%	0%	0%	3.0%	-	1.6%	0.4%	1.3%	0%	0.5%	-	0.9%	0%	2.3%	0%	1.1%	-	0.6%
Articulated Trucks	1	0	0	0	1	-	0	0	0	0	0	-	0	1	0</										

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

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

Washington Street & Warren Avenue - TMC

Tue Mar 11, 2025

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

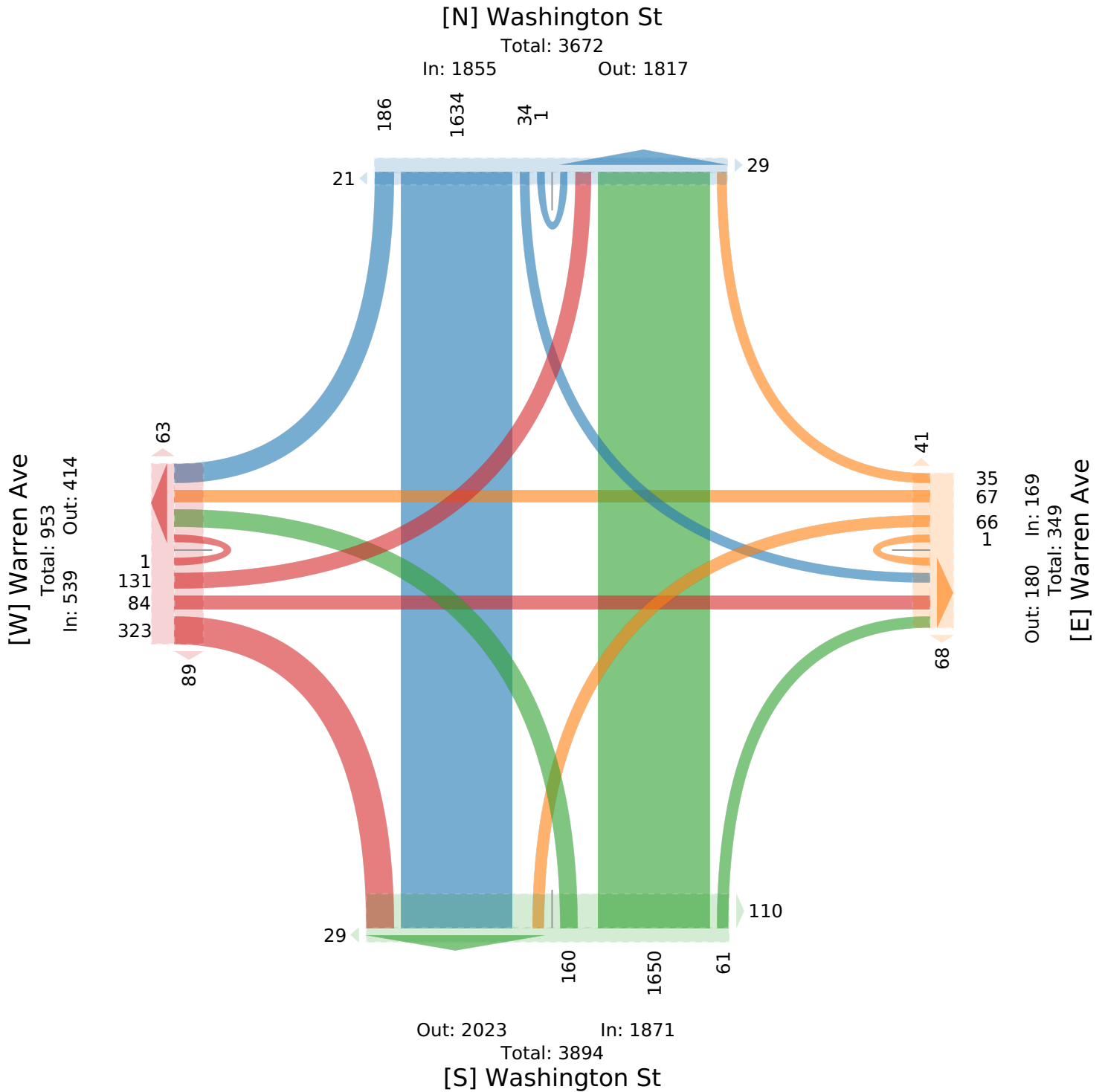
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks, Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1274266, Location: 41.795741, -88.006878



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



Washington Street & Warren Avenue - TMC

Tue Mar 11, 2025

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

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

All Movements

ID: 1274266, Location: 41.795741, -88.006878



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

Leg Direction	Washington St Southbound						Warren Ave Westbound						Washington St Northbound						Warren Ave Eastbound						
Time	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	R	T	L	U	App	Ped*	Int
2025-03-11 7:30AM	2	28	0	0	30	0	0	0	1	0	1	1	3	37	1	0	41	0	1	1	5	0	7	0	79
7:45AM	7	40	3	0	50	0	3	5	1	0	9	3	2	43	3	0	48	0	2	1	0	0	3	8	110
8:00AM	1	24	1	0	26	1	0	0	0	0	0	3	1	50	0	0	51	0	3	0	1	0	4	0	81
8:15AM	6	45	1	0	52	0	0	3	0	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)

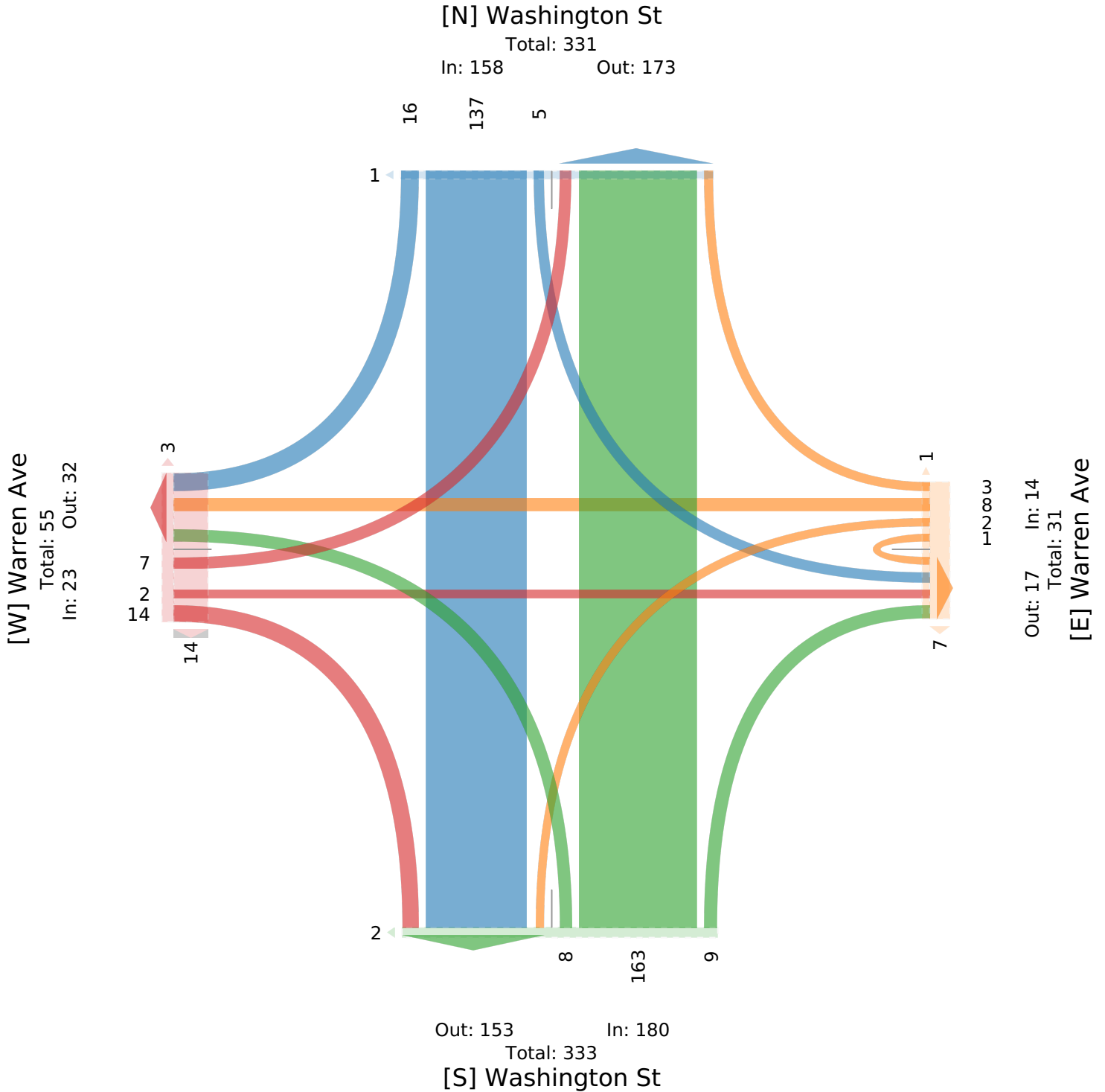
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks,
Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1274266, Location: 41.795741, -88.006878



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

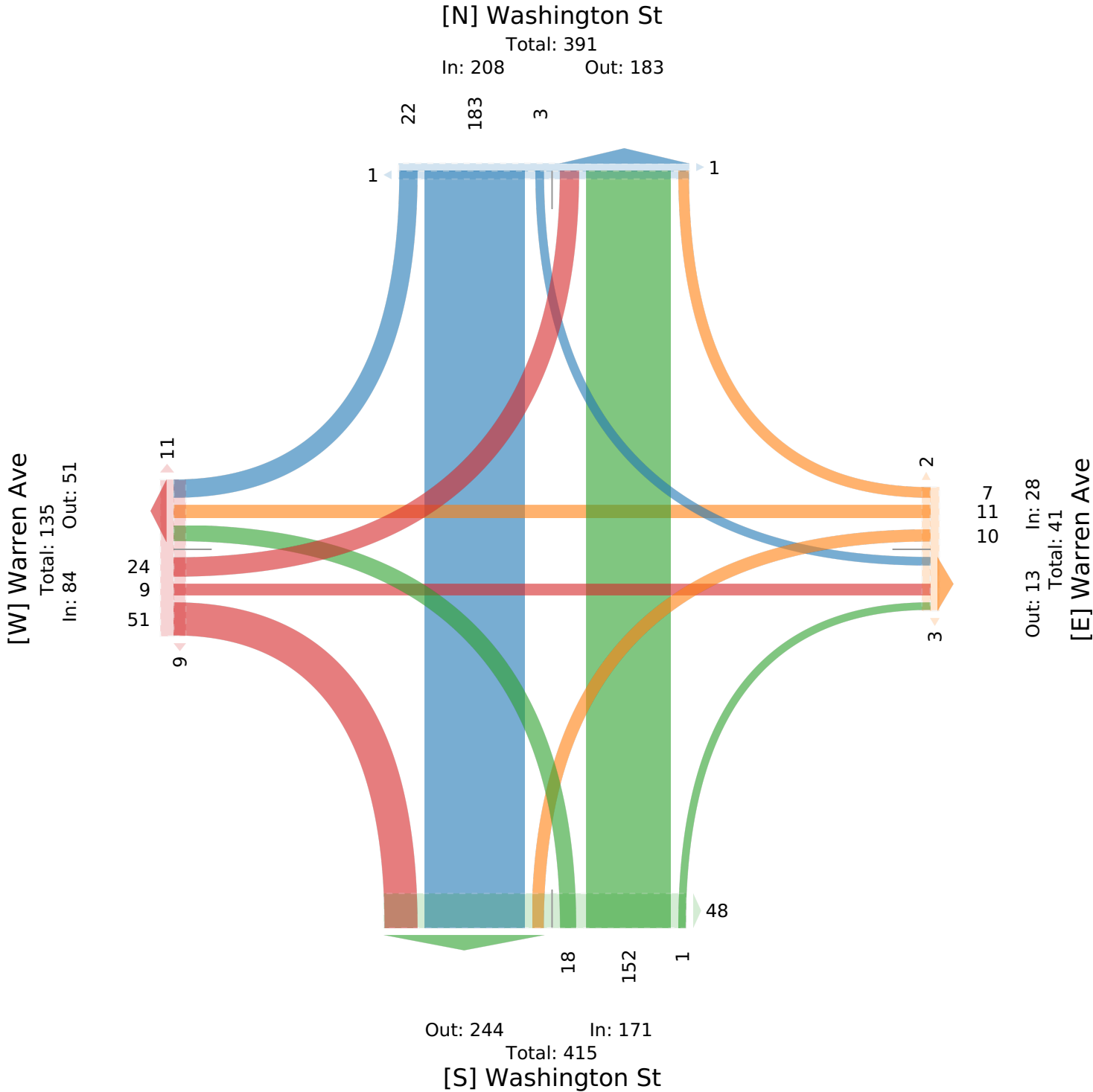
All Classes (Motorcycles, Lights, Single-Unit Trucks, Articulated Trucks,
Buses, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 1274266, Location: 41.795741, -88.006878



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



Attachment 3

BNSF Metra Schedule

BNSF Line



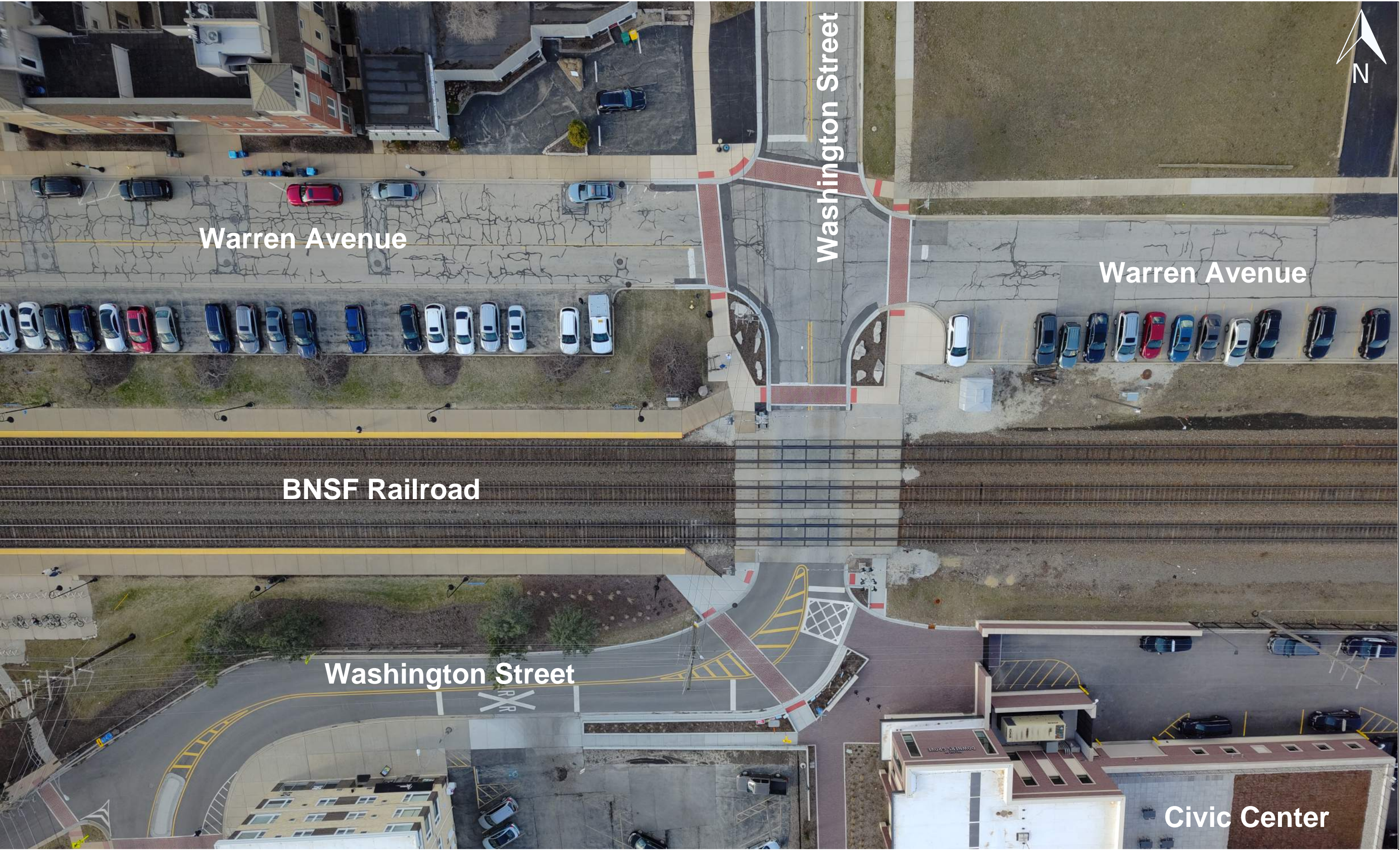
The below pilot weekday schedule is effective April 29, 2024. Please check metra.com for updates and service alerts.

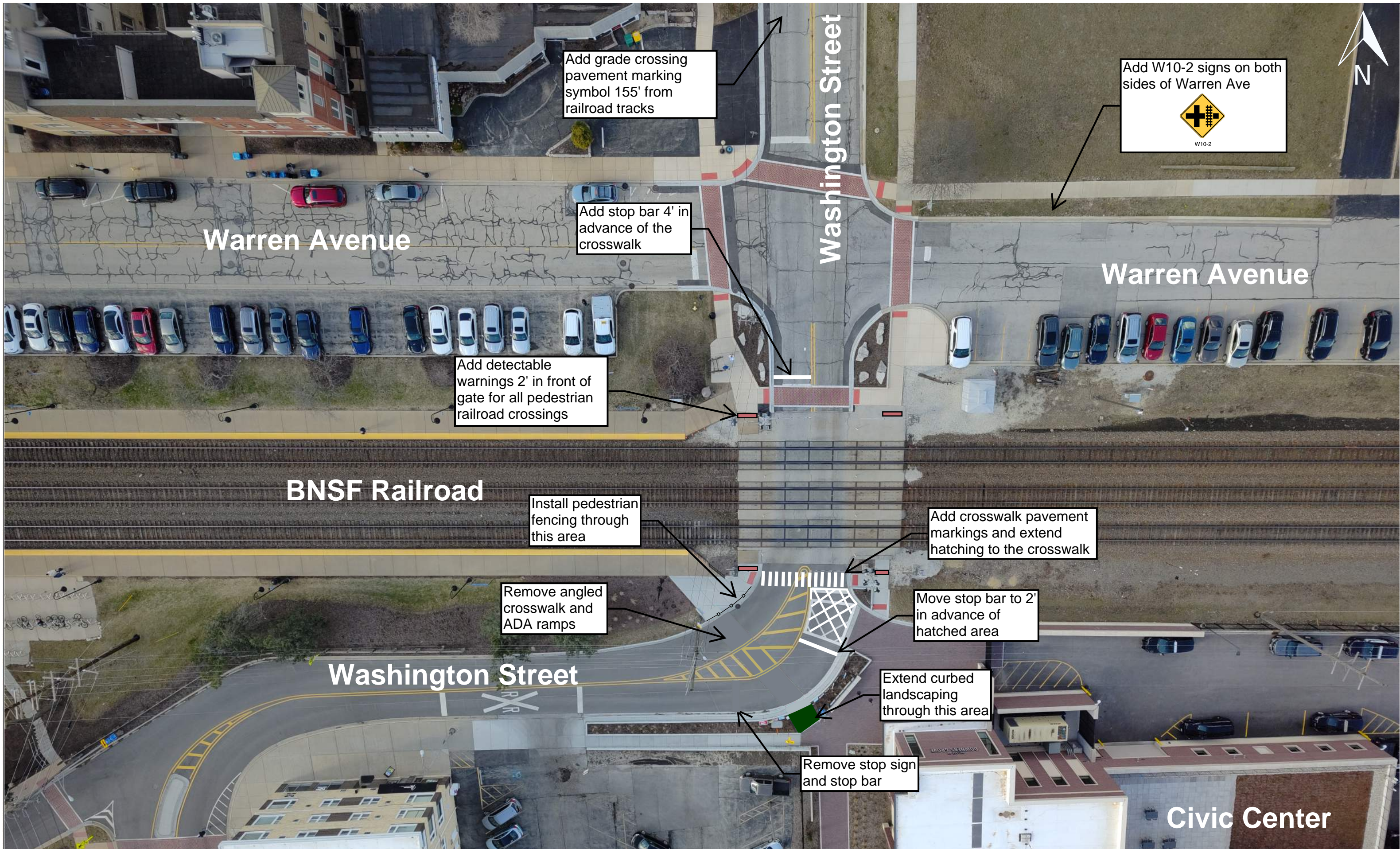
WEEKDAY SCHEDULE

Zone	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				
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	8:40	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		9:39	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	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		9:42	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	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	4:44	4:55	5:14	5:25	5:45	6:45	7:45	8:45	9:45	10:45	11:45				
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		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	Cicero		5:35		5:58			6:35			7:07				7:35				8:07		8:35			9:23		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	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	
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		10:15	
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	1:4																																		

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	