

**VILLAGE OF DOWNERS GROVE**  
**Report for the Village**  
**10/12/2021**

<b>SUBJECT:</b>	<b>SUBMITTED BY:</b>
Prairie Avenue - Revised Traffic Control and Pedestrian Safety Improvements	Andy Sikich Public Works Director

**SYNOPSIS**

An ordinance has been prepared to amend a section of the Municipal Code concerning designated stop control and designated crosswalks at various intersections along Prairie Avenue.

**STRATEGIC PLAN ALIGNMENT**

The goals for 2021-2023 include *Top Quality Infrastructure* and *Exceptional Municipal Services*.

**FISCAL IMPACT**

Proposed improvements would be included in the proposed FY22 budget.

**RECOMMENDATION**

Staff recommends approval on the October 19, 2021 Active Agenda.

**BACKGROUND**

Prairie Avenue acts as a major collector for the neighborhood bounded by Ogden Avenue on the north, Belmont Road on the west, Warren Avenue on the south and Main Street on the east. It also acts as a connection between Belmont Road and Main Street. Staff has assessed this corridor with regard to vehicle travel speeds, vehicle accidents and pedestrian safety, and is recommending traffic calming, intersection control improvements, and pedestrian/bicycle facilities.

**Analysis**

Staff has assessed the existing traffic conditions along Prairie Avenue, between Belmont Road and Main Street. The existing traffic volume ranges between approximately 5,400 vehicles per day and 6,600 vehicles per day. The 85% speeds range from 32 mph to 45 mph (85% speeds generally indicate the maximum speed most motorists will travel). The current posted speed limit is 30 mph. From 2015 through 2020 there were 52 accidents (per IDOT compiled accident data) recorded along this stretch of Prairie, not including the intersections at Belmont and Main.

There are currently no traffic controls on this 1.36 mile stretch of Prairie Avenue, and there is only one marked crosswalk (uncontrolled) at Oakwood Avenue. Residents of the neighborhood have requested traffic calming along Prairie, and improved safety for pedestrians and cyclists. Staff recommends the following improvements.

### *Speed Limit Reduction*

Staff recommends that the speed limit on Prairie between Belmont and Main be lowered to 25 mph. This is consistent with the recommendations in Neighborhood Traffic Study #7, which will be presented at a later date.

### *All-Way Stop Control*

Staff is recommending all-way stop control at the following locations:

- Lee Avenue – Lee Avenue acts as a minor collector that carries traffic from Ogden to Warren Ave.
- Oakwood Avenue – Oakwood currently has a marked school crossing.
- Saratoga Avenue – The north leg of Saratoga at this intersection carries roughly 2,000 vehicles per day, and acts as a minor collector from Prairie up to the traffic signal at Saratoga and Ogden.

### *Traffic Calming*

Staff is recommending the use of centerline and edge striping to narrow the traffic lanes to 11' in each direction within the areas with painted bike lanes, and the use of centerline striping and "sharrows" in other locations (see below for further explanation of proposed bike facilities). Staff also recommends the installation of raised medians/pedestrian refuge islands, with marked (painted and signed) pedestrian crosswalks, at the following locations:

- Stonewall Avenue
- Lee Avenue (east side only – no sidewalk on the west side of Lee)
- Seeley Avenue
- Oakwood Avenue (existing marked school crossing)
- Saratoga Avenue

### *Bike Facilities*

This section of Prairie Avenue is divided into two different widths. From Belmont to Lee it is approximately 35 feet wide. East of Lee it varies between approximately 33 feet and 26 feet wide. There is marked parking along the south curb line between Belmont and just west of Montgomery. This parking is under-utilized, and the majority of residents adjacent to it are on corner lots, or have available parking along side streets within a short walk. Staff is recommending the elimination of the parking along the south curb line, which will allow for striped bike lanes in both the east and west directions on Prairie between Belmont and Lee. East of Lee the pavement narrows, which will not allow enough room for two traffic lanes and two bike lanes, so staff recommends the use of "sharrows," which are markings painted on the pavement within the traffic lane calling motorists' attention to the shared use of the traffic lane by bicycles, between Lee and Main.

If approved by Village Council, staff envisions that stop signs would be installed within a short time frame, and the remaining improvements would be incorporated into the resurfacing of Prairie Avenue, likely in 2022.

It should be noted that these recommended improvements are independent of the temporary improvements currently being evaluated at the intersection of Prairie Avenue and Forest Avenue. Staff believes that the improvements being recommended herein will not significantly influence, nor be influenced by, the ultimate improvements at that location. Certain factors, such as the traffic signal at Main Street, the volume of traffic on Forest Avenue, and sight distance issues, create specific considerations at that intersection that are not heavily influenced by traffic controls to the west. However, the resulting effects of the proposed improvements from Stonewall to Saratoga may slightly reduce traffic volumes and speeds at Prairie and Forest, but staff does not believe these reductions will have a significant impact on that intersection.

The Transportation and Parking Commission reviewed these proposed improvements at its meeting on September 22, 2021 and agreed with staff's recommendation.

**ATTACHMENTS**

Ordinance

Draft Meeting Minutes - TaP Commission September 22, 2021

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**TRANSPORTATION AND PARKING COMMISSION**  
**Minutes – September 22, 2021**  
**Council Chambers – Village Hall**  
**801 Burlington Avenue, Downers Grove**

Chairman Carter called the September 22, 2021 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:** Chairman Carter, Commissioners O’Malley, Novak, Shiliga, Heverin

**Absent:** Commissioner Saricks

**Staff:** Public Works Director Andy Sikich, Traffic Engineer Will Lorton, and Police Support Services Manager Bill Budds

**Visitor Roster:** Rich Arehard, Vito Siciliano, Gail Fuddaicousa, Willis & Shirley Johnson, Nick Klucharik, Cynthia Zaeske, Sandy White, Danielle Bergandine, Mike ripper, Andy Wood, Ciaran Roche, Andy Broomhead, Javier Nuno, Paul Martinez, Ian Ogdon, Will Kupisch, Bob Markert, Bob Swirsky, Janet & Charles Shalda, Jim Thonn, Gail Schuster, Susan Sierakowski, Nicole Brown

A quorum was established.

Chairman Carter 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 AUGUST 11, 2021 MINUTES**

**COMMISSIONER SHILIGA MOVED TO ACCEPT MEETING MINUTES AS PRESENTED. COMMISSIONER NOVAK SECONDED THE MOTION.**

**ALL IN FAVOR. THE MOTION PASSED UNANIMOUSLY BY VOICE VOTE 5:0.**

**PUBLIC COMMENT ON NON-AGENDA ITEMS**

Nick Klucharik of 4823 Prince: Barricade at Forest & Prairie has pushed the issue over to Prince. Prince went from 200 cars per day to over 1,000. Consider other options for relief to all such as: stop signs, police presence, 4-way stop with camera or squad car during rush hour.

Cynthia Zaeske of 1130 Franklin Street: counted up to 1,000 vehicles per day on Prince Street. Brick streets cannot handle semi-trucks, school buses, volume of traffic; cars louder on bricks. Completed petition to drop off and sent video to Andy Sikich. Issues that were at Forest are now at Prince. Request to reopen topic for a solution for the entire neighborhood.

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Sandy White of 4901 Pershing: Requesting 20 mph speed limit from roundabout to Woodward and on Pershing. Pershing hazards: hill, park, children on bikes, cars parking on hill.

Danielle Bergandine 4803 of Prince Street: Problem diverted from Forest to Prince. Near accidents from cars attempting to turn left onto Prince; drivers not paying attention; speeding.

Vito Siciliano of 4808 Forest Ave: Attended previous meetings about the issue at Prairie & Forest; Forest problems have been diverted to Prince. Request to make Franklin one way eastbound to avoid issues that are now on Prince and Saratoga.

Chairman Carter stated that the measures put in place on Forest are temporary at this time. The Village is still reviewing it. It will take time for the public to adjust to any changes. The intention is not to move the problem elsewhere.

### **File #4-21 Prairie Avenue Corridor**

Public Works Director Andy Sikich presented information regarding this item, some of this information is also included in the draft Neighborhood Traffic Study 7. Prairie Avenue carries between approximately 5,400 and 6,600 vehicles per day. 85% speeds range from 32 mph to 45 mph. Between 2015-2020 there were 52 accidents on this stretch of Prairie not including Belmont and Main. Currently there are no traffic controls on Prairie between Belmont and Main, and there is only one marked pedestrian crossing, at Oakwood. These proposed improvements do not include the temporary improvements currently under evaluation at Forest and Prairie, which were discussed by TAP and the Village Council over multiple meetings.

Staff is proposing the following improvements:

- Reduction of speed limit on Prairie from 30 mph to 25 mph
- Install all-way stops at Lee, Oakwood, and Saratoga
- Install marked pedestrian crossings at Stonewall and Seeley
- Pedestrian refuge islands at all 5 above intersections for traffic calming
- Eliminate parking on south side of Prairie between Belmont and Montgomery
- Paint marked bike lanes from Belmont to Lee; sharrows on pavement from Lee to Main

Staff has received numerous phone calls and emails from residents in favor of traffic calming along this stretch of Prairie. Staff also received a letter and petition requesting a safe pedestrian crossing at Oakwood and Prairie, and something other than an all-way stop at this location such as a flashing beacon or hawk signal. Hawk signals are not permissible in Illinois at intersections, so if this technology were used it would have to be at mid-block crossing.

### **CHAIRMAN CARTER OPENED UP THE PUBLIC COMMENT PERIOD**

#### **PUBLIC COMMENT ON FILE #4-21**

Unknown speaker: Law in Oregon is vehicles have to stop for crossing pedestrians. Asks what success there has been with pedestrian crossings and safety of them.

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Mr. Sikich Response: Illinois law states that vehicles have to stop for pedestrians in crosswalk. The Village has multiple locations with marked pedestrian crossings at unprotected intersections; generally put up signage. No areas in Village with pedestrian refuge islands. Refuge islands help call attention to a crossing; allow pedestrians a shorter walk distance by crossing one lane of traffic at a time; and act as traffic calming. Staff feels this is the best approach to crossings that are not 4-way stops. Staff does not recommend crossings at unmarked intersections that don't have signage.

Unknown person asked if there has been success with the refuge islands. Mr. Sikich stated there are no pedestrian refuge islands in town; there are some middle-of-road pylon signs warning vehicles to stop for pedestrians in crosswalk; have had success with those.

Mike Ripper of 4729 Woodward, corner of Prairie & Woodward: Concerned about speed of cars racing to Belmont to catch the light where Stonewall goes downhill. Requests consideration of help at corner of Woodward and Prairie to help slow traffic approaching light.

Unnamed person of Woodward between Prairie and Belmont: Concerned that measures on Prairie will push vehicles to Woodward or Warren. Requests police enforcement for speeding and suggests speed bumps.

Andy Wood of 1115 Prairie: asked of the 52 accidents on Prairie between 2015-2020 - how many were at Forest and Prairie and how many were not? Stop signs do increase backups; driveways will be blocked during rush hour; noise increase. Not in favor of Forest and Prairie changes.

Mr. Sikich stated roughly 40% of the accidents along this stretch of Prairie were at Forest and Prairie.

Ciaran Roche of 1308 Warren: Submitted the letter and petition in advance of meeting. Community support for improving situation at Oakwood and other intersections on Prairie. Proposed changes are a step in right direction; concerned about lack of compliance at stop signs; enact measures with a higher rate of compliance. Do not want to move problem to another street.

Andy Broomhead of 2010 Prairie: Concerned about people cresting hill at Stonewall and speeding for the traffic signal; no speed limit signs from Stonewall to Belmont. Is it possible to designate Prairie from Pershing to Belmont as a school zone?

Mr. Sikich stated additional signage can be looked at for this area.

Danielle Bergandine of 4803 Prince: Fully supports reducing speed limit to 25 mph; crosswalks will greatly help. Concerned Prairie and Forest had a no left turn sign which is now dead-ended; traffic now turning left onto Prince. Requests calming measures include "no left turn" off Prairie onto Prince.

Rich Arehart of 4906 Pershing: lack of respect for pedestrians; in favor of reduced speed limit on Prairie; fears traffic will be forced to Warren. Suggests bike lanes be moved to Chicago and

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developing two blocks on Chicago that are not developed as streets between Woodward and Stonewall and Stonewall and Cornell to move traffic.

Javier Nuno of 2030 Prairie Ave: Westbound in morning cars race to get through intersection and the area is not well marked for the school. Requests police enforcement of speed.

Paul Martinez of 4807 Prince: Recommends more police presence.

Ian Ogdon of 4810 Saratoga: Against sharrows due to driver inattention putting bicyclists at risk.

Vito Siciliano of 4808 Forest: Prairie and Forest had a “no left turn” for westbound traffic. Many vehicles avoid those signs.

Will Kupisch of 1801 Grant: Decisions have to be made as if Commissioners live in these homes; things need to be done asap for families, kids, neighborhood.

Bob Markert of 4600 Stonewall: Stonewall and Woodward between Ogden and Prairie used as a bypass; drivers avoiding Ogden and Belmont; constant speeding. Requesting police enforcement.

Danielle Bergandine of 4803 Prince: Does staff have support from police for proposed changes such as speed limit reduction? Does Police Department have the resources to facilitate enforcement? Vehicles are rolling through new stop signs and speeding on Prince.

Bob Swirsky of 4922 Cornell: Traffic will move to Warren; vehicles speeding on Warren; no center lines on Warren; no curbs on Warren; heavy bike traffic on Warren. Not in favor of stop signs on Prairie. Requests traffic control on Warren.

Brett of Barstadt of between Oakwood and Prairie: Likes the plan. Questions timing, approval process, and implementation. Consider speed humps or bumps to slow traffic?

Mr. Sikich stated that after TaP makes a recommendation it will go to a Council Meeting for consideration. Likely 1-2 months depending on when the TaP recommendation is made. Speed humps are not recommended for Prairie Avenue due to traffic volume.

Janet Shalda of 2025 Prairie, corner of Prairie and Woodward: Requests plan to view. Asked why each of the proposed measures was recommended at these locations. Not in favor of stop signs. Requests more police presence/enforcement.

Mr. Sikich stated that a plan was included with the agenda packet, which is on the Village website and is similar to what was shown in the presentation. The locations of these proposed improvements were selected for various reasons, such as sight distance issues; better connectivity with other parts of neighborhood; controls along the corridor giving pedestrians a chance to cross with slower vehicles and better protection.

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Charles Chalda of 2025 Prairie: In Oregon there was a police van with photo surveillance and tickets.

Mr. Sikich stated that Downers Grove is not allowed to use speed cameras by Illinois state law, and Mr. Budds concurred.

Lee of Stonewall: Clarification on slide of Stonewall Ave at Lee and Grant Park.

Mr. Sikich stated that this was shown in error; Hoopers Hollow is the park the slide should be referencing.

Unknown speaker: Saratoga between Franklin and Prairie has stop signs on both ends of the street and vehicles still speed; stop signs not reducing speeding.

Jim Thonn of 4734 Lee: Problem is intersection of Ogden and Belmont. Vehicles turn left off Ogden on Lee, roll through stop sign, speed to light at Belmont and Prairie. Requests no left turn signs on Lee and Stonewall. Requests solution for Lee like what is at 55th and Washington with raised curbs preventing vehicles making left-hand turn off of eastbound 55th onto northbound Washington. Current proposal turns Lee into an arterial. Requests stop sign at Stonewall in addition to proposed stop signs.

Gail Schuster of 4816 Lee: Agrees with speaker before her. Need to deter non-residents from cutting through neighborhood and speeding.

Susan Sierakowski of 2041 Grant: Submitted petition from neighbors 3 years ago; not just Lee and Stonewall, but Woodward also a cut-through. Ogden/Belmont intersection causes cut-throughs. Traffic study done in response to her petition stated there was not enough traffic to warrant controls.

#### **CHAIRMAN CARTER CLOSED THE PUBLIC COMMENT**

#### **CHAIRMAN CARTER OPENED DISCUSSION AMONGST THE COMMISSION**

Commissioner Shiliga: Asked about adding other improvements to the streets in the surrounding neighborhood, as well as programmable signal heads at the signal at Belmont and Prairie to prevent people from speeding to catch the green light.

Mr. Sikich stated that Mr. Werthmann will speak to the streets in the surrounding area in the second presentation. Also, the signal at Belmont and Prairie is a DuPage County signal; but staff can speak to the County about the potential for adding programmable signal heads.

Mr. Shiliga: In favor of lowering speed limit from 30 mph to 25 mph.

Commissioner Heverin asked if the signal timing for the left turn from Prairie onto Belmont could be modified for less of a wait time.



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Mr. Sikich stated that part of the issue at this signal is the all red signal for school crossing, which affects timing for the left turns.

Commissioner Heverin asked about driver speed feedback signs on Prairie. Mr. Sikich stated that the Village moves these signs around, but they have been on Prairie in the past. Commissioner Heverin asked about the rationale for the bike lanes just on the west end. Mr. Sikich said it helps from a traffic calming perspective, and this is a major bike route. On the west end the blocks get farther apart and the road gets wider, which makes vehicles drive faster. A protected bike lane will help to slow the traffic down and protect cyclists. There is not enough space for dedicated bike lanes east of there. Sharrows will at least help draw attention to cyclists sharing the road.

Commissioner Novak thanked everyone who came to the meeting and thanked staff. Everyone on TaP takes these issues very seriously.

Chairman Carter asked about Police enforcement. Once implemented, is there an initiative to monitor changes?

Mr. Budds stated that traffic safety is one of the highest priorities for the Police Department. Officers have been doing extra patrols in this area. Not every traffic stop leads to a citation; generally we are looking for compliance and education. Officers do the best they can to respond to resident requests for enforcement and keep the number of accidents down, but generally there are around 1,600 crashes around the Village each year. Officers do give feedback to administration both to help drive change, and to report back on the effectiveness of changes that have been implemented.

Commissioner Carter asked what can be done to minimize cut-through traffic, other than signage. Possibly education or enforcement?

Mr. Sikich said that common sense, data driven recommendations continue to be the best way to improve traffic in neighborhoods, in addition to targeted enforcement where necessary.

**COMMISSIONER CARTER CALLED FOR A 5 MINUTE RECESS**

**CHAIRMAN CARTER RE-OPENED DISCUSSION AMONGST THE COMMISSION**

**WITH RESPECT TO FILE #4-21, MR. SHILIGA MOVED TO TABLE A VOTE ON THE FIRST AGENDA POINT OF FILE 4-21 PRAIRIE AVENUE CORRIDOR UNTIL AFTER THE SECOND AGENDA ITEM 5-21 NEIGHBORHOOD TRAFFIC STUDY 7 IS PRESENTED, AND PASS A RECOMMENDATION BASED ON BOTH TO THE VILLAGE COUNCIL. SECONDED BY MR. NOVAK.**

**ALL IN FAVOR. THE MOTION PASSED UNANIMOUSLY BY VOICE VOTE 5:0.**

**File #5-21 Neighborhood Traffic Study 7**

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Presentation given by Mr. Michael Werthmann from KLOA. Study area: Ogden north, Lee east, Warren south, Belmont west. Purpose of study: analyze existing transportation operations in neighborhood, roadway traffic volumes and speeds, intersection traffic control, pedestrian and bicycle safety. Looking at this in the macro; how measures affect the whole neighborhood as opposed to one intersection. Analysis based recommendations to help minimize neighborhood issues. This neighborhood is a grid system. Want to slow traffic and establish traffic control that people will adhere to.

Looked at existing conditions through field investigations and observations of neighborhood transportation system. Conducted daily traffic counts and speed surveys at 45 locations over a two day period. Conducted vehicle, pedestrian, and bicycle counts at 5 intersections. Collected and viewed related transportation data for the neighborhood and crash data.

Volumes within this neighborhood for local and collector streets fall within national standards and ranges found in other locations in the Village. Vehicle speeds were higher across nearly all of the streets. Crash data looked at over a 5 year period; neighborhood in general has a low number of accidents; most accidents at any intersection was 6 over a 5 year period; neighborhood averaged 9-10 accidents per year.

Intersection traffic control: Village desires to have traffic signal or stop sign control at all intersections. There are 31 intersections within this neighborhood.

### Recommendations:

- Add all-way stop sign control at Lee & Grant and at Lee & Prairie
- Replace yield or no stop sign controlled intersections with 1 or 2-way stop sign control
- Reduce posted speed limits on Prairie and Warren from 30 mph to 25 mph
- Install 20 mph park zones along Lee at Hooper's Hollow and Warren at Loy Park
- Signage plan: enhance number of speed limit signs; add yellow borders

### Pedestrian Enhancements

- Pedestrian refuge islands
- High visibility ladder crosswalks throughout neighborhood
- Additional pedestrian signage, particularly at mid-block crossings

### Bicycle Enhancements

- Implementation of bike routes within neighborhood
- Add buffered bike lanes to Prairie Ave between Belmont and Lee
- Install more bike route signs throughout neighborhood

### Traffic Calming Measure Recommendations

- Median refuge islands on Prairie
- Buffered bike lanes on Prairie
- Center line pavement markings on Lee and Warren
- Use of speed monitors and enforcement
- Reduction of speed limit in park zones

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### **CHAIRMAN CARTER OPENED DISCUSSION AMONGST THE COMMISSION**

Commissioner Shiliga asked if the study was done before or after changes at Prairie and Forest. Mr. Sikich stated that it was done before, but that intersection is outside of the study limit.

Mr. Shiliga asked how “kids at play” signs can be encompassed into plan. Mr. Sikich: Park zone speed limits are recommended.

Commissioner Heverin: What data did study look at? Mr. Werthmann: vehicle and pedestrian counts, crash data, resident complaints, and other data; comprehensive study. Ms. Heverin: What were days/times of counts? Mr. Werthmann: Daily counts on roads done for 48 hour period. Generally counts during this period were slightly lower than expected, but even if adjusted the still fall within normal ranges.

Commissioner Novak: Will concerns of residents be included in recommendations for Council? Mr. Sikich: Staff will look into what school zone warning signage might be appropriate for Prairie Avenue at Belmont, and will speak to DuPage County regarding the potential of programmable heads at Belmont signal. These can be done at the staff level.

Commissioner O’Malley stated that this section of Prairie is similar to the area around Highland and 39th, and would like to see similar school zone signage. Ms. O’Malley thinks ladder crosswalks are important, and that reducing the speed limit on Prairie and Warren will help.

Commissioner Novak stated that personal responsibility is key; police cannot be everywhere.

Chairman Carter appreciates the neighborhood approach. Asked about refuge islands on Prairie that are not stop-controlled. Mr. Werthmann: All-way stops are not warranted at all the locations; want to put in as many measures as possible to make it as safe as possible for pedestrians. Eliminating parking opens up sight lines; multiple traffic calming measures enhance safety.

Mr. Carter asked about right-in/right-outs along Ogden to help traffic flow and prevent cut-through traffic. Mr. Werthmann does not recommend; using this method in a grid system can push the issue to the next street.

Mr. Carter asked if refuge islands will be in line with crosswalks or will they be moved so as to not impede turning movements. Mr. Werthmann: final design will need to be done, but in general they line up with the crosswalks and are designed to avoid conflicts with turning vehicles.

### **CHAIRMAN CARTER OPENED UP THE PUBLIC COMMENT PERIOD**

#### **PUBLIC COMMENT ON FILE #5-21**

Andy Broomhead of 2010 Prairie: asked why Pershing did not warrant protection or a crosswalk. Mr. Sikich: Its proximity to a signalized crossing at Belmont makes it a less desirable location for an unprotected crossing or a stop sign. Mr. Broomhead: The last proposed stop sign is at Lee;

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long stretch of road between Lee and Belmont. Requesting Woodward or Pershing to have something.

Willis Johnson of 4506 Lee: Not in favor of park zone signs at Lee and Grant. Lee traffic increased during work on Ogden and has remained; average speed on Lee is 42 mph in a 25 mph zone. Intersection of Lee and Ogden; stripe to indicate right and left turns. Corner of Lee and Chicago at Hooper's Hollow; does not want stop signs reduced. Prairie Belmont to Oakwood; not in favor of bike lanes going to no destination on Prairie.

Gail Fuddaicousa of 4906 Woodward between Prairie & Warren: Speed limits on Warren higher than Prairie; in favor of striping on Warren. Requests crosswalks similar to the Abbey Road album cover.

Nicole Brown of 4712 Pershing: Requesting signage in area for child safety and school zone.

Unknown person: what do cyclists do when they get to east end of the marked bicycle lanes? Mr. Sikich: Bicyclists are already riding in street; the marked bike lanes and "sharrows" will make it safer to the extent possible.

Unknown person: Pershing & Prairie; would like protections at this intersection and at the park on Pershing. In favor of reduced speed limit. Requests something from Lee to Belmont like flashing speed limit sign.

Unknown person: Requested moving protected crosswalk closer to Belmont for kids walking to Henry Puffer School. In favor of measures to discourage cut-through from Ogden/Belmont. Mr. Werthmann: Stonewall is located in middle of neighborhood where more people can use it; At Pershing kids can walk on north side and cross at signalized intersection only one block away. The study recommends talking to IDOT and DuDOT about "no right turn" or "no left turn" signs on Ogden and Belmont.

Commissioner Heverin: Stonewall crossing does not address kids walking towards Puffer. Mr. Werthmann: Anyone coming from north can take north side of Prairie to Belmont and cross at signal. Mr. Sikich: it's best not to encourage kids to cross at uncontrolled intersections if there are safer options nearby; would rather have them cross at signalized intersection.

Chairman Carter: If approved can Village make Puffer aware of changes. Mr. Sikich: Yes.

Unknown person: Wants to know when changes will occur if approved by Council. Mr. Sikich: Once approved by Council; study outlines improvements that will be done immediately and those to be done in the future with other construction projects.

Jim Thonn of 4734 Lee: In favor of IDOT and DuPage County making improvements at Belmont and Ogden. Requesting stop sign at Stonewall in gap from Lee to Belmont.

**CHAIRMAN CARTER CLOSED THE PUBLIC COMMENT**

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**CHAIRMAN CARTER OPENED DISCUSSION AMONGST THE COMMISSION**

Chairman Carter: Feels measures are warranted and beneficial to neighborhood.

**WITH RESPECT TO FILE #4-21, MR. NOVAK MOVED TO APPROVE RECOMMENDATIONS AS STATED IN THE AGENDA. SECONDED BY MR. SHILIGA.**

**ALL IN FAVOR. THE MOTION PASSED UNANIMOUSLY BY VOICE VOTE 5:0.**

**WITH RESPECT TO FILE #5-21, MR. CARTER MOVED TO APPROVE RECOMMENDATIONS AS STATED IN THE AGENDA. SECONDED BY MR. NOVAK.**

**ALL IN FAVOR. THE MOTION PASSED UNANIMOUSLY BY VOICE VOTE 5:0.**

**DISCUSSION OF OLD BUSINESS**

No old business at this time.

**Communications**

No communications at this time.

**ADJOURN**

**MR. NOVAK MOVED TO ADJOURN, SECONDED BY MR. SHILIGA. MOTION CARRIED UNANIMOUSLY BY VOICE VOTE 5:0.**

Commissioner Carter adjourned the meeting at 9:26 P.M.

Respectfully submitted,

/s/ Andrea Banke  
Recording Secretary

## ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE AMENDING CERTAIN  
TRAFFIC CONTROL PROVISIONS ALONG PRAIRIE AVENUE**

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

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

**Sec 14.37 Thirty Miles Per Hour**

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

\* \* \*

*Prairie Avenue, entire length*

\* \* \*

**Section 2. That Section 14.67 is hereby amended to read as follows:**

**Sec 14.67 Crosswalks Designated**

(a) Pedestrian Crosswalks are hereby designated at the locations listed below on the following streets:

\* \* \*

***Prairie Avenue. Across Prairie Avenue on the east side of Lee Avenue.***

***Prairie Avenue. Across Prairie Avenue on the east and west sides of Oakwood Avenue.***

***Prairie Avenue. Across Prairie Avenue on the east and west sides of Saratoga Avenue.***

***Prairie Avenue. Across Prairie Avenue on the east and west sides of Seeley Avenue.***

***Prairie Avenue. Across Prairie Avenue on the east and west sides of Stonewall Avenue.***

\* \* \*

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

**Sec 14.80 Isolated Stop Signs**

There shall be erected in conspicuous places as hereinafter designated, signs lettered with the word "Stop", which signs shall be so located as to direct vehicular traffic on the specified streets to come to a full stop before proceeding into or across the intersecting streets:

\* \* \*

~~Lee Avenue. At the southeast and northwest corners of the intersection of Lee Avenue and Prairie Avenue, to direct vehicular traffic proceeding northerly and southerly on Lee Avenue to come to a full stop before proceeding across or into Prairie Avenue.~~

\* \* \*

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

**Sec 14.80.1 All-Way Stop Signs**

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

\* \* \*

**Prairie Avenue and Lee Avenue**

**Prairie Avenue and Oakwood Avenue**

**Prairie Avenue and Saratoga Avenue**

\* \* \*

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

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

\_\_\_\_\_  
Mayor

Passed:

Published:

Attest: \_\_\_\_\_

Village Clerk