



# TRANSPORTATION & PARKING COMMISSION MEETING AGENDA

**Date:** July 13, 2016  
**Time:** 7:00 p.m.  
**Location:** Council Chambers – Village Hall  
801 Burlington Avenue

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- I. Call To Order

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  - II. Roll Call

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  - III. Approval of March 9, 2016 TaP Commission Minutes

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  - III. Public Comments – General Topics or Issues NOT on Tonight’s Agenda
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**1. File # 04-16 Drendel/Cross/Indianapolis - Public Sidewalk Request**

**Action Requested:** Discussion

**Description:** Staff is initiating this request, in response to resident petition to construct public sidewalks on one side of Drendel Road, Cross Street, and Indianapolis Avenue, between Ogden Avenue and Haddow Avenue. A staff report has been prepared and letters were sent to residents in this neighborhood notifying them of the discussion. Staff is recommending this discussion.

**2. File # 05-16 Lacey Road & Esplanade Drive – 4-Way Stop**

**Action Requested:** Discussion and Recommendation to Council

**Description:** Staff is initiating this action, in response to a request from Hamilton Partners Staff is recommending this action and requesting APPROVAL from the Commission.

**3. File # 06-16 Middaugh Road & Ogden Avenue – Right Turn Only Restriction**

**Action Requested:** Discussion and Recommendation to Council

**Description:** Staff is initiating this action at the request of School District 58. Improvements are being made to the parking lot of Herrick Middle School which include improved circulation and better access to the north. By restricting turning movements to right-turn only during peak school traffic times, the District’s goal is to encourage motorists who are traveling north and east to use this access instead of neighborhood streets to the south.

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- IV. Old Business

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  - V. Communications

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  - VI. Adjourn
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*This is a tentative regular meeting agenda that is subject to change.*

DRAFT

**TRANSPORTATION AND PARKING COMMISSION  
Minutes**

March 9, 2016, 7:00 p.m.

Council Chambers - Village Hall  
801 Burlington Avenue, Downers Grove

Chairman Pro tem Schiller called to order the March 9, 2016 meeting of the Transportation and Parking Commission at 7:00 p.m. and led the meeting with the recital of the Pledge of Allegiance. An explanation of the meeting's protocol followed.

Roll call followed and a quorum was established.

**ROLL CALL**

Present: Chairman Pro tem Schiller, Commissioners Aguzino, Carter, Saricks, Wilkinson, Wrobel

Absent: Commissioner Golomb, Chairman Stuebner

Staff Present: Transportation Division Manager Matt Mayer

Public: Mr. Sunil Rathi, 6413 Prideham St., Downers Grove; Ms. Kathie Vaccarella, 6341 Hathaway Lane; Downers Grove; Mr. Ivann DeAcheusre, 6343 Prideham St., Downers Grove; Ms. Mary Alice Flavin, 6342 Prideham St., Downers Grove; Mr. Ronald Smith, 1225 Warren Ave., Downers Grove; Mr. Michael Bolton, 6631 Springside Ave., Downers Grove; Ms. Christine Rose with PACE; Mr. John C. Sendzimer, Breasted Avenue, Downers Grove; Mr. Alex Avila, 1800 Whidden Ave., Downers Grove; Mr. William Pflieger, 1224 Warren Ave., Downers Grove

**MINUTES OF DECEMBER 9, 2015**

Mr. Saricks noted on pages 2 and 4 that the reference to him as chairman pro tem was incorrect and it should be Chairman Pro tem Schiller. On page 3, second to the last paragraph, Mr. Saricks struggled with the word "vacillate" and explained that the discussion that took place was more in line with discussing different types of parking options that could be adopted at the location under review. **MINUTES OF THE DECEMBER 9, 2015 MEETING, AS MODIFIED, WERE APPROVED ON MOTION BY MR. SARICKS, SECONDED BY MR. WILKINSON. MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.**

**PUBLIC COMMENT (on non-Agenda items) – None.**

**File #01-16 Springside Condos – Parking Restrictions:** Per Traffic Manager Matthew Mayer, this item was in response to a resident's petition to review day time parking restrictions in the Springside Condominium area. Currently there was a one-side parking restriction from 7 AM to 4 PM No Parking restriction and on the opposite side a No Parking Anytime restriction, Monday through Friday. Apparently the citizen, whom works from home, has services come in and it becomes difficult for the service individual to park. Mr. Mayer explained what steps he took for his analysis, including a review of the parking restrictions for the nearby Downer Grove South High School,

Staff proposed a modification to the current parking restriction (7 AM to 4 PM) and to revise it to 7 AM to 9 AM. Mr. Mayer reviewed the alternatives he looked at and spoke of three benefits the modified restriction would provide: 1) a deterrent from the Downers Grove South students; 2) a defined enforcement period; and 3) a maximized use by the residents.

Per a question, the current parking restrictions were in place approximately 10 years and were a response to overflow students from the nearby high school. Mr. Wilkinson expressed concern as to whether the issue was being resolved or was it matter of pushing the problem down the road, wherein, Mr. Mayer proceeded to explain when the high school expanded its surface parking lot and the fact that he did not know the parking ratio at this time. He further explained that there was another parking lot managed by the village which was on-street parallel, permit parking, or, Lot Z. Mr. Wilkinson believed the parking demand needed to be explored by staff.

The chairman pro tem invited the public to speak.

A resident confirmed the area that was under discussion but stated there was no discussion of Wells or Nash Streets and asked if it was an oversight or just not being discussed at this time. (Mr. Mayer indicated that Nash was outside the scope of the study and Wells was omitted from any kind of modification and would remain "as is.")

Mr. John Sendzimer, 1705 Breasted Avenue, stated that once the spaces for Lot Z became permitted spaces, half of the spaces became cleared out and not used. He offered to take pictures of the lot when the students were arriving. As for individuals coming to provide services to the residents in the area, the current parking restrictions were difficult for those individuals and he believed they should not be ticketed. Mr. Sendzimer elaborated on the area's parking challenges when football season or special events began.

Mr. Sunil Rathi, 6413 Prideham Street, asked if night parking could be extended to seven nights a month even though the topic was not being discussed at this time. (Mr. Mayer offered to follow up with the police department and return the issue to this commission.)

Ms. Linda Velazquez, 1800 Whidden Avenue, supported the night parking restrictions also. However, she also voiced the challenges on Springside, noting that parking took place on both sides when athletic events were occurring and it was difficult to get to her home when that occurred. She believed permanent signage should be installed.

Entrance and exit locations for the community were discussed briefly. Mr. Carter believed that because the Springside Condos were a separate entity, the parking should be for those residents only and not allow any parking for special events, wherein Mr. Mayer indicated that he did receive many comments from the residents that a resident-only sticker should be considered since it would eliminate any need for a restriction and would be enforceable. However, he stated the challenge was the administration/enforcement process. He offered to discuss this matter internally. Mr. Mayer proceeded to explain how he reviewed the occupancy of Lot Z.

Chairman Pro tem Schiller entertained a motion.

**MOTION BY MR. SARICKS TO ADOPT STAFF'S RECOMMENDATION TO REVISE THE PARKING RESTRICTIONS IN THE SPRINGSIDE CONDOS AREA FROM "NO PARKING 7AM-4PM" TO "NO PARKING 7AM – 9AM," AS PROPOSED, WITH THE IDEA THAT THERE MAY BE FURTHER INVESTIGATION INTO THE ISSUE OF REVISING EVENING PARKING FOR THE NUMBER OF DAYS TO BE CALLED INTO THE POLICE DEPARTMENT.**

**SECONDED BY MR. WILKINSON.**

**MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.**

Mr. Mayer closed the discussion by reassuring the residents that this parking issue would continue to be monitored once the signage was installed.

A resident asked why Wells Street was excluded, which Mr. Mayer said was due to its proximity to Springside.

**File # 02-15 Warren Avenue – Parking Restrictions:** Mr. Mayer reviewed the background of this case, noting it was initiated due to a request by Mayflower Tours to implement on-street four-hour limits, from 8 AM to 6 PM, Monday – Friday, on the south side of Warren Avenue because of the challenging sight lines entering and existing the Mayflower Tours driveway along Warren Avenue between Linscott and Saratoga. It was noted that this case was similar to the Perma Seal case along Rogers Street that also had sight lines issues.

Concern was raised by Mr. Wrobel if Mayflower Tours had enough on-site parking for its customers/visitors, if the four-hour limit was implemented. Mr. Mayer believed there was adequate parking in the rear and on the east side of the business.

Chairman Pro tem Schiller opened up the meeting to public comment.

Mr. Ron Smith, vice president of finance, Mayflower Tours, asked staff for clarification of the 250 feet reference wherein Mr. Mayer explained he estimated 20 feet per vehicle, which amounted to about six or seven legal parking spaces. Mr. Smith voiced concern about his employees' parking since there was overflow and parking in the street. His main concern was safely exiting the driveway and wanted to ensure good sight lines but not over-restrict street parking.

Mr. Carter asked if there was another exit that provided better sight lines wherein Mr. Smith stated he believed his company could benefit by reversing the traffic flow in his parking lot.

Mr. Wilkinson recommended that Mr. Smith add signage that states "entrance" and "exit" if he was going to change the traffic flow. He further asked staff if the village could assist with the signage, wherein Mr. Mayer offered to bring that issue back but indicated that signs could possibly be fabricated with the company reimbursing the village for the signage. Additional dialog followed regarding: 1) signage; 2) if speeding issues existed; and 3) whether parkway trees were blocking any sight lines.

Mr. Mayer cautioned Mr. Smith about reversing the entrance/exit as it relates to trees blocking sight lines and the fact that entering the traffic flow would be somewhat slower due to the grade.

Mr. Bill Pflieger, 1224 Warren, voiced concern about eliminating parking spaces only to increase the amount of parking on the west side of Linscott where there was four-hour parking currently and where it was currently congested. He voiced concern about trucks parking in front of his house and dropping off their trailers.

Commissioners proceeded to ask Mr. Smith about his business's work hours and the actual condition of the employees' parking lot. Dialog then followed on how the Perma Seal case was handled as it relates to parking.

**MOTION BY MR. WROBEL TO INSTALL "NO PARKING 8AM – 6PM" ALONG WARREN AVENUE BETWEEN LINSCOTT AVENUE AND SARATOGA AVENUE, BUT UPON RE-EXAMINATION, TO LIMIT THE MINIMUM AMOUNT OF PARKING SPACES NECESSARY TO MAINTAIN GOOD SIGHT LINES.**

**SECONDED BY MR. AGUZINO.**

**MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.**

Mr. Mayer, responding to a commissioner's question, stated that Code Enforcement is notified when new parking restrictions are initiated.

**File # 03-15 PACE – Service Route Update:** Mr. Mayer reported that in February PACE met with the village to discuss reallocation of resources to identify a new fixed route that runs from the Naperville Main Street train station to Yorktown Mall and comes through Downers Grove.

Mr. Michael Bolton, PACE's Deputy Executive Director for Strategic Services provided an overview of the proposed changes to the PACE bus service along the BNSF railroad line, stating a public hearing is scheduled for March 29, 2016 in the City of Naperville; March 30<sup>th</sup> in Lisle; and March 31<sup>st</sup> in Downers Grove regarding this matter. Mr. Bolton elaborated on the customers/riders data set used to recommend the route changes. The changes will affect eight commuter routes and one all-day route. Details of those bus routes were provided.

Questions followed whether the changes Mr. Bolton was discussing intercepted with parts of the former "circulator route" or was Main Street and Lamont Road still a route that did not have a full-time bus running, wherein Mr. Bolton proceeded to explain how the 8:34 a.m. Main Street bus operated, pointing out it had "five different markets." He stated in the next five years PACE hoped to offer new north/south service arriving at the train station, eventually traveling into Addison, Illinois, where there was a need. (Mr. Bolton offered to provide to the commissioners the electronic version of his presentation.)

Mr. Mayer closed the presentation by stating that staff was excited with the upcoming changes, noting they will be beneficial to the village.

**OLD BUSINESS**

Mr. Mayer reviewed the prior meeting's agenda and the parking changes that were made at that meeting which went into affect. Mr. Wilkinson asked if staff could consider for the Fairview train station the striping of a pedestrian walkway.

**COMMUNICATIONS** – See packet for any communications.

**ADJOURN**

**MR. WILKINSON MADE A MOTION TO ADJOURN THE MEETING AT 8:20 P.M.**

**MR. AGUZINO SECONDED THE MOTION. MOTION CARRIED BY VOICE VOTE OF 6-0.**

**Public Works Staff Report**  
**File # 04-16**  
**New Sidewalk Request - Drendel/Cross/Indianapolis**

**ISSUE**

Residents of Drendel Road, Indianapolis Avenue and Cross Street have requested that the Village construct public sidewalk along one side of the following street segments:

- Drendel Road from Indianapolis Avenue to Ogden Avenue – 900 ft
- Cross Street from Prairie Avenue to Ogden Avenue – 1850 ft
- Cross Street from Hadow Avenue to Prairie Avenue – 720 ft
- Indianapolis Avenue from Drendel Road to Cross Street – 550 ft

**BACKGROUND**

Staff met with homeowners in this neighborhood who expressed interest in the construction of new sidewalks in the recently annexed area of Drendel, Indianapolis and Cross Street. A neighborhood petition was subsequently received, signed by 19 homeowners from 4500 block of Drendel, 4500 block of Cross and 2500 block of Indianapolis.

In response to the request, staff conducted traffic counts along the designated streets. The traffic data was used to analyze the relative priority for sidewalks utilizing the same scoring technique used to rank the street segments on the Sidewalk Matrix in the past. The scoring system includes major factors such as average daily traffic (ADT), vehicular speed, street width/pedestrian clearance, proximity to schools, continuity of the street. Minor factors include proximity to pedestrian generators, sight obstructions and proximity to parks. The streets included in the petition have consistently scored high on the majority of these factors, indicating that these street sections would have been a priority under the former Sidewalk Matrix.

**POLICY**

The following language related to the Village's policy related to the construction of public sidewalks was included in the adopted 2015 Long Range Plan:

### **Sidewalks**

The Village has been constructing new sidewalks for the past several decades. The construction of new sidewalks supports the long-standing goal of providing a sidewalk on at least one side of every street within the Village. This goal, identified during Total Community Development II in the early 1990's, is intended to improve pedestrian safety and enhance pedestrian access throughout the Village.

<b>Recommended Level of Service</b>	<p>A sidewalk on at least one side of every street</p> <p>All sidewalks maintained in a safe condition</p>
<b>Current Status</b>	<p>95% of street segments have sidewalks on at least one side</p> <p>Sidewalks are being maintained according to industry standards</p>
<b>Recent Performance &amp; Actions Completed</b>	<p>The Village has been constructing new sidewalks according to the sidewalk prioritization plan for the past several decades</p> <p>Constructed approximately 6.75 miles of sidewalks from 2011 to 2015</p> <p>In 2014, the Village Council approved a plan for the construction of the remaining sidewalks along Ogden Avenue</p> <p>For the past several years, the Village has completed sidewalk maintenance activities according to industry standards</p> <p>In 2015, the Village Council decided to not construct new sidewalks in Clyde Estates</p>
<b>Issue</b>	<p>The multi-year new sidewalk construction prioritization plan is nearly completed</p>
<b>Strategies &amp; Solutions</b>	<p>Continue to maintain the existing sidewalk system</p> <p>Temporarily stop constructing new sidewalks on a Village-initiated basis</p> <p>Consider constructing new sidewalks in response to resident requests</p> <p>Allocate funds traditionally used for new sidewalk construction to other Village needs</p>
<b>Current Funding Amount &amp; Sources</b>	<p>\$200,000 per year required for maintaining the current system</p> <p>\$200,000 per year provided</p> <p>Property Tax</p> <p>Home Rule Sales Tax</p> <p>Telecommunication Tax</p>

## **COST**

The estimated cost to construct sidewalks on one side of the requested street segments, not including potential improvements to the roadways or drainage, is estimated to be \$311,000.

\$63,000 - Drendel Road from Indianapolis Avenue to Ogden Avenue

\$150,000 - Cross Street from Prairie Avenue to Ogden Avenue

\$58,000 - Cross Street from Hadow Avenue to Prairie Avenue

\$40,000 - Indianapolis Avenue from Drendel Road to Cross Street

## **BENEFITS OF NEW SIDEWALKS**

The area is in close vicinity to Henry Puffer School; however, students rely on a bus service due to a lack of a safe walking route to school. The number of grade school students who live in this area has been requested from school officials. Areas near schools especially benefit from sidewalk installation, as they provide a safer way for students to walk to school. This area is also within walking distance of the Belmont Commuter Station and the Ogden Avenue corridor.

Sidewalks separated from the roadway are the preferred accommodation for pedestrians. The presence of sidewalks reduces the need to walk along the side of the road and therefore reduces the chance of vehicle/pedestrian crashes. Additionally, sidewalks provide other benefits including safety, mobility, and healthier communities and tend to contribute to increased walking for recreational purposes providing a comfortable way for residents to get a recommended allotment of physical exercise.

## **CURRENT CHALLENGES**

Some of the challenges of constructing sidewalks along these street include less than standard widths of right-of-ways, particularly along Cross Street, south of Prairie Avenue. This area was developed in the County and annexed to the Village in 2011, and some property setbacks and street widths do not adhere to current standards. Localized drainage issues may also need to be addressed prior to sidewalk installation, as well as potential removal of mature trees. With adequate project funding the Village has successfully mitigated these challenges on prior projects.

**TRAFFIC INFORMATION**

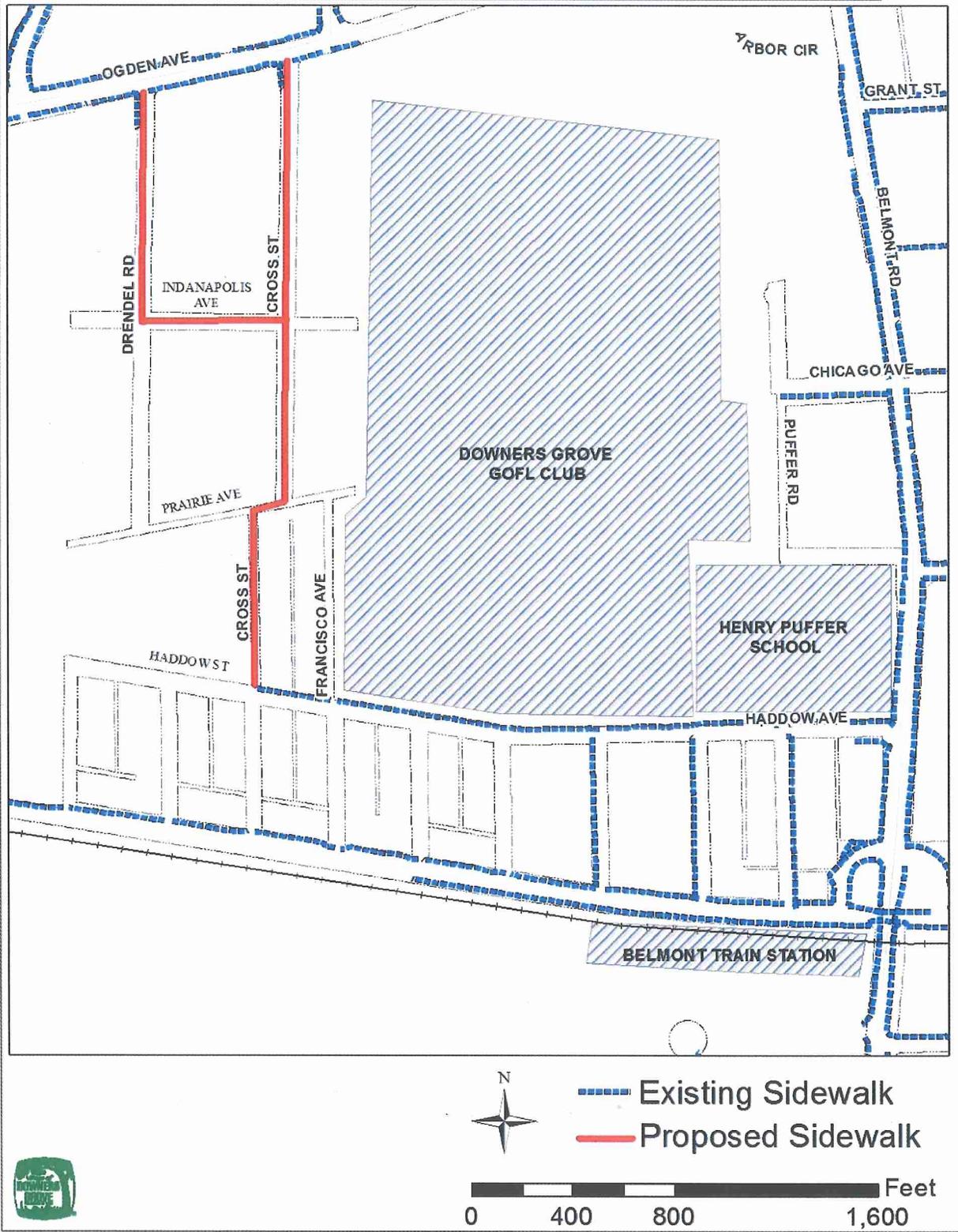
Traffic data was collected on these street segments in May 2016 over a 48 hour period.

Street Segment	Average Speed	85% Speed	Northbound Average Daily Traffic	Southbound Average Daily Traffic
Cross/Haddow to Prairie	23 mph (NB) 22 mph (SB)	28 mph (NB) 26 mph (SB)	204	336
Cross/Burlington to Haddow	24 mph (NB) 21 mph (SB)	30 mph (NB) 26 mph (SB)	118	165
Cross/Ogden to Indianapolis	27 mph (NB) 27 mph (SB)	33 mph (NB) 33 mph (SB)	294	143
Drendel/Ogden to Indianapolis	23 mph (NB) 27 mph (SB)	28 mph (NB) 33 mph (SB)	183	175

**RECOMMENDATION:**

Staff recommends that the Transportation & Parking Commission conducts a public meeting of the neighborhood to share information and express interest and concerns.

### PROPOSED SIDEWALK SECTIONS - EXHIBIT A



## **Public Works Staff Report**

### **Request for 4-Way Stop at Lacey Road and Esplanade Road**

#### **ISSUE**

The Village received a request from Hamilton Partners in late 2015 to improve the operation of traffic at the intersection of Lacey Road and Esplanade Road. During peak, evening travel times the predominant traffic flow is north on Lacey to Esplanade to east on Butterfield Road. The two areas of concern include the back-up of vehicles on Esplanade Road waiting to turn right onto Butterfield Road, and the difficulty of vehicles exiting the parking garage that serves 1901 and 2001 Butterfield Road who wish to go north on Esplanade Road, crossing Lacey Road.

#### **BACKGROUND**

Hamilton Partners has been working with the Illinois Department of Transportation (IDOT) for the past couple of years to obtain approval to modify the intersection of Esplanade Road and Butterfield Road. Esplanade Road is currently a two lane, two direction street, with a signalized, right-in/right-out configuration at Butterfield Road. Because of the large traffic volume on Butterfield Road, very little green time is allocated to Esplanade Road, which leads to the back-up. Hamilton Partners has recently received approval to convert this street to one-way north with two lanes turning right. This will allow two lanes of traffic to exit at the same time. While IDOT has approved the change, the improvements will be made at the expense of Hamilton Partners.

Related to traffic existing the parking garage, traffic on Esplanade Road currently stops for traffic on Lacey Road, which is a four lane street in addition to left turn lanes. Lacey Road is wide at this intersection, with average speeds between 35 and 40mph, making it difficult for vehicles to cross Lacey Road. Concern about safety was expressed by the developer. Although there is a relatively low crash history at this intersection, there were reports from users of a number of near misses. To support this request the developer had its engineer, SE3, prepare a warrant analysis for this intersection, which is attached. The analysis demonstrated that the traffic counts are within a couple of vehicles of meeting the peak hour warrants for an all-way stop.

To determine if the 4-way stop could be safely implemented staff recommended that the developer install the 4-way stop under a temporary, 30-day trial period with the condition that the left turn lanes be removed from service, additional "stop" signs be installed on the inside lanes, and advance signage be put in place. These measures were put in place to improve visibility and help balance the intersection, which previously favored Lacey Road. These measures were put in place by the developer and the Village instituted a temporary approval for a 4-way stop under the Manager's authority. During the past month Village staff and the developer's engineer have observed the traffic flow at this intersection and have found it to be working in an acceptable manner. There have been no crashes reported during this time. Traffic continues to back-up on Esplanade Road and will continue to do so until the second right-turn lane is installed by the developer.

Transportation & Parking Commission  
July 13, 2016

The developer has requested that the Village approve the 4-way stop control at this intersection and approve the work in the right-of-way to permanently remove the left turn lanes. The Village will install the permanent signage and pavement striping.

Based upon the data presented by the developer and the successful trial period staff recommends approval of an all way stop regulation at the intersection of Lacey Road and Esplanade Road.

### **TRAFFIC INFORMATION**

See the attached traffic study prepared by Hamilton Partners consultant, SE3.

### **RECOMMENDATION:**

Staff recommends that the Transportation & Parking Commission

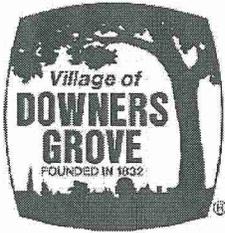
DESIGNATE AN ALL-WAY STOP CONTROL AT THE INTERSECTION OF LACEY ROAD AND ESPLANADE ROAD WITH THE CONDITION THAT THE DEVELOPER WILL COMPLETE THE RECOMMENDED PHYSICAL MODIFICATIONS TO THE INTERSECTION.



# Lacey Road at Esplanade Road

## Four-Way Stop Sign Analysis

Submitted to:



On Behalf of:

## Hamilton Partners

Submitted by:



SE3, LLC  
3041 Woodcreek Drive  
Suite 211  
Downers Grove, IL 60515-5417  
630-641-9900

Contact: Matt Gauntt, PE  
mgauntt@se3.us

## Project Purpose and Setting

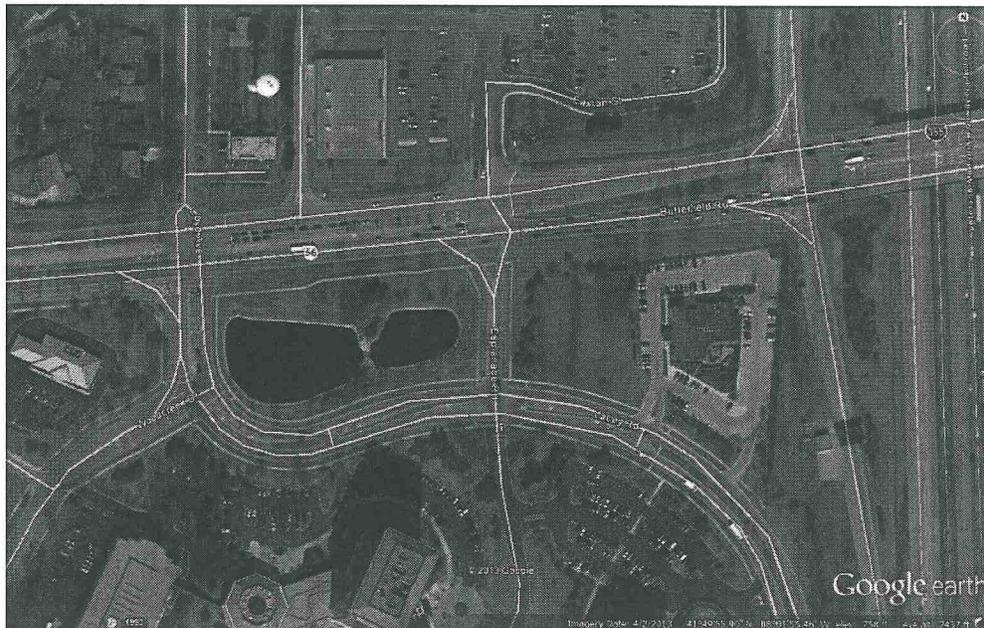
The subject intersection is located in the Village of Downers Grove, DuPage County, IL approximately 900' west of the I-355 centerline and 350' south of Butterfield Road.

Lacey Road is a four lane roadway that serves the Esplanade Business Park. Esplanade Road is a local street that connects Butterfield Road to one of the office park's parking garages. Esplanade is stop sign controlled while Lacey is not controlled.

Our client, Hamilton Partners has contracted us to examine the possibility of adding stop signs on Lacey as well. The reasons for this addition are:

- During peak periods, traffic from the office park has difficulty crossing Lacey Road due to backups from the IL-56 intersection. Additional storage is planned for IL-56 at Esplanade Road under separate study.
- Limited site distance along Lacey to the east and west of the intersection.
- Reduction in accident exposure.

Figure 1 – Aerial Photo



## Stop Sign Warrant Analysis

Following this page is a spreadsheet showing the analysis of a four-way stop sign warrant for the subject intersection. The analysis was performed according to the methodology outlined in the MUTCD 2009 Edition, Section 2B.07.

The requirements for volume are an average of 200 vehicles per hour on the side street for 8 hours where the major street also has over 300 vehicles per hour. For this criteria at the subject intersection, the major street volume is exceeded, but the minor street volume is a mere 3 vehicles per hour shy. At this time, many of the buildings south of the intersection are not at full capacity. With a lower vacancy rate, the cross street volume should easily exceed the requirements.

The MUTCD also has provisions that if the 85<sup>th</sup> percentile speed exceeds 40 MPH, the volume requirements are reduced by 30%. The Village of Downers Grove will be performing a speed study on Lacey to determine the applicability of this requirement.

The MUTCD also allows for several other considerations. Under Option – A, the need to control left-turn conflicts can be a consideration. As previously outlined, the traffic along Esplanade extends through the intersection of Lacey and Esplanade which does not allow northbound traffic to proceed through the intersection.

Additionally, Option C allows for the review of a site distance study. Attached to this report is a site distance study according to the IDOT BLR Manual. Under this analysis, both traffic from the right and the left of the intersection along Lacey Road has less site distance than is required.

## Conclusion

Based on the above analysis, we believe that a four-way stop sign is warranted for the subject intersection. This is based on nearly meeting the volume requirements, conflicts with traffic going through the intersection and most importantly the existing site distance does not meet the requirements of the IDOT BLR Manual.

We would ask that the Village approve the installation of a four-way stop sign at the subject intersection. Due to the road curvature along Lacey, we would also recommend that advance warning signs for the stop signs also be installed.

Time Range		Major Street - Lacey Road			Minor Street-Esplanade Rd.			Highest 8 Hours
Begin	End	Major St-EB	Major St-WB	Major Total	Minor St. - SB	Minor St. NB	Total Minor	
0:00	1:00	2	5	7	1	5	6	
1:00	2:00	4	14	18	0	14	14	
2:00	3:00	3	3	6	0	0	0	
3:00	4:00	0	1	1	0	0	0	
4:00	5:00	9	6	15	0	2	2	
5:00	6:00	42	6	48	2	1	3	
6:00	7:00	197	27	224	0	4	4	
7:00	8:00	845	109	954	6	17	23	
8:00	9:00	778	127	905	6	39	45	
9:00	10:00	374	110	484	6	42	48	
10:00	11:00	195	112	307	2	69	71	
11:00	12:00	181	201	382	10	159	169	169
12:00	13:00	302	233	535	7	165	172	172
13:00	14:00	394	149	543	6	132	138	138
14:00	15:00	219	159	378	1	108	109	109
15:00	16:00	146	208	354	6	181	187	187
16:00	17:00	214	582	796	8	314	322	322
17:00	18:00	181	615	796	17	325	342	342
18:00	19:00	153	196	349	5	133	138	138
19:00	20:00	60	68	128	4	54	58	
20:00	21:00	42	41	83	3	16	19	
21:00	22:00	56	59	115	2	11	13	
22:00	23:00	15	20	35	3	6	9	
23:00	0:00	10	10	20	0	2	2	

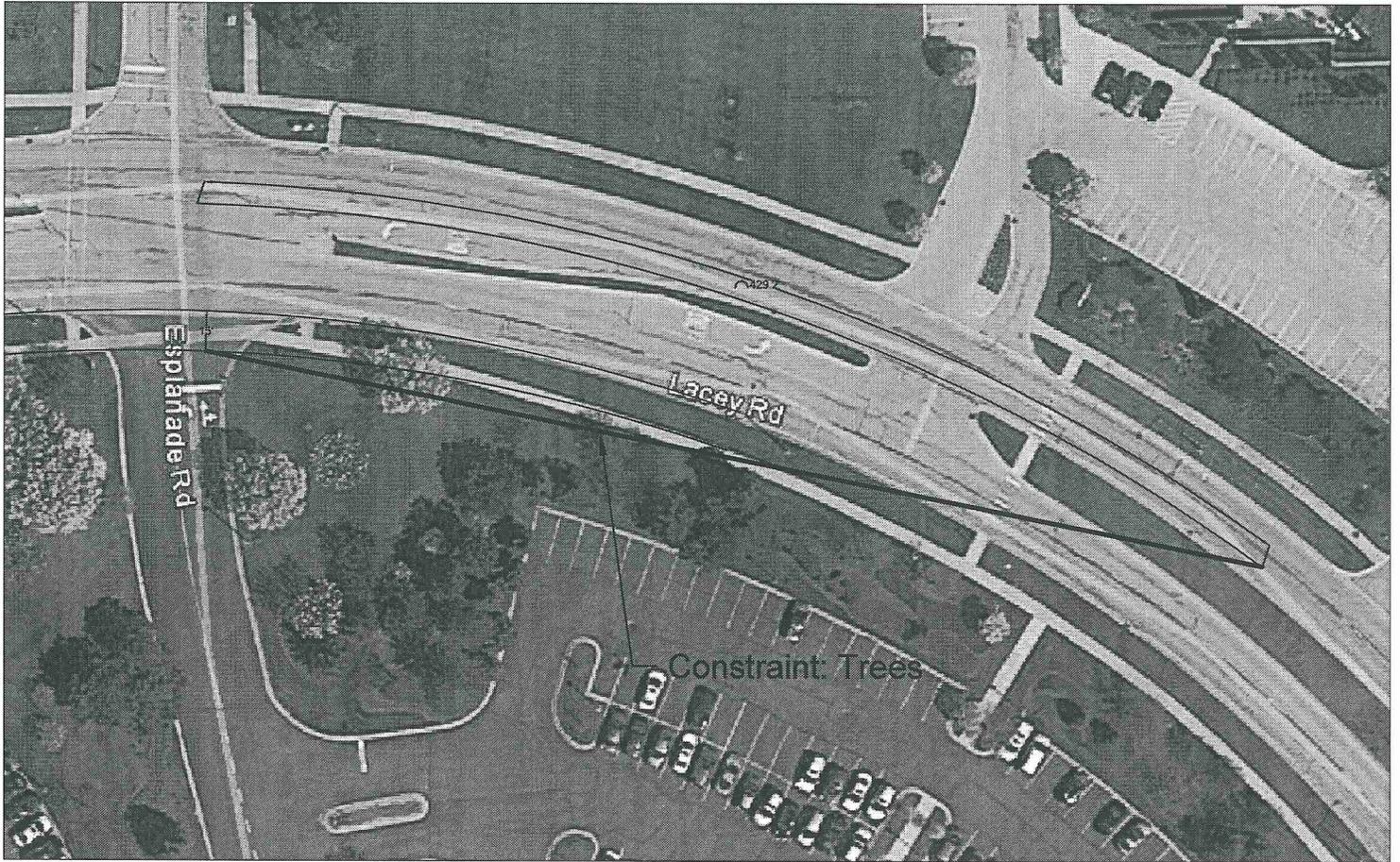
Total Highest 8-Hour Volume 1577

Average 197.1

Hours Major Street Exceeds Minimum Req. 12

Is Four-Way Stop Control Warranted? NO

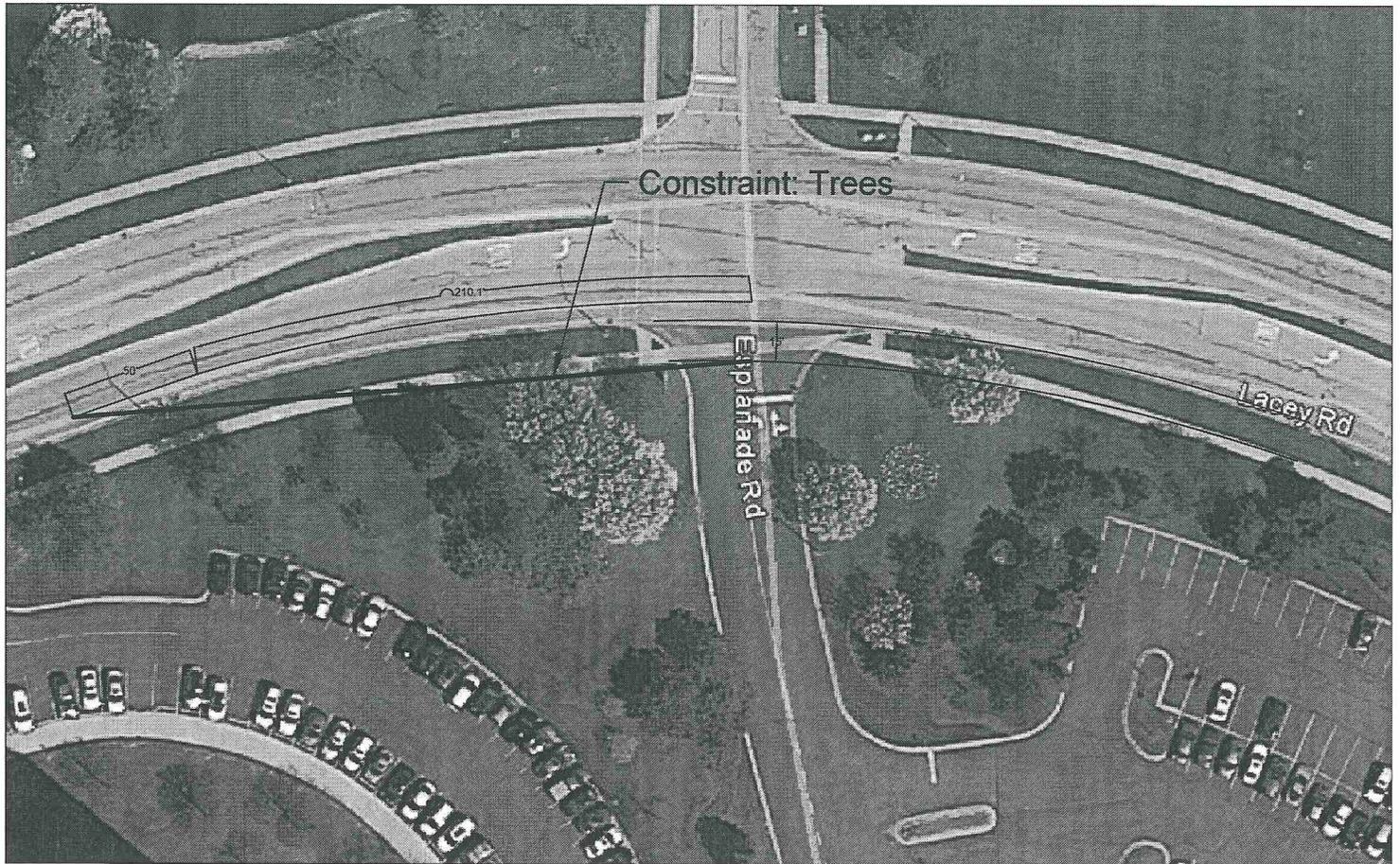




**IDOT BLR, Chapter 28-3.03 Case B-Intersection with Stop Control on the Minor Road**

$ISD = 1.47 * (V\text{-major}) * Tg$   
 $V\text{-major} = 40 \text{ MPH (Assumes Posted + 5 MPH for Design Speed)}$   
 $Tg = 7.5 \text{ Sec}$   
 $ISD = 1.47 * 40 * 7.5 = 441'$   
 Available Site Distance = 429'

$ISD = 1.47 * (V\text{-major}) * Tg$   
 $V\text{-major} = 40 \text{ MPH (Assumes Posted Speed)}$   
 $Tg = 7.5 \text{ Sec}$   
 $ISD = 1.47 * 35 * 7.5 = 386'$   
 Available Site Distance = 429'



**IDOT BLR, Chapter 28-3.03 Case B-Intersection with Stop Control on the Minor Road**

$ISD = 1.47 * (V\text{-major}) * Tg$   
 $V\text{-major} = 40 \text{ MPH (assumes Posted + 5 MPH for Design Speed)}$   
 $Tg = 7.5 \text{ Sec}$   
 $ISD = 1.47 * 40 * 7.5 = 441'$   
 Available Site Distance = 260'

$ISD = 1.47 * (V\text{-major}) * Tg$   
 $V\text{-major} = 35 \text{ MPH (assumes Posted Speed)}$   
 $Tg = 7.5 \text{ Sec}$   
 $ISD = 1.47 * 35 * 7.5 = 386'$   
 Available Site Distance = 260'

4858.915 Downers Grove  
 Lacey Rd. and Esplanade Rd.  
 24-hr  
 GHA MIO

Gewalt Hamilton Associates Inc.  
 625 Forest Edge Drive

Vernon Hills, Illinois, United States 60061  
 (847) 478-9700 lbeckham@gha-engineers.com

Count Name: Lacey and Esplanade  
 Site Code:  
 Start Date: 06/16/2015  
 Page No: 1

Turning Movement Data

Start Time	Esplanade Rd. Southbound					Lacey Rd. Westbound					Esplanade Rd. Northbound					Lacey Rd. Eastbound					Int. Total
	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	U-Turn	Left	Thru	Right	App. Total	
12:00 AM	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	3
12:15 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
12:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	0	0	0	1	1	5
12:45 AM	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	3
Hourly Total	0	0	0	1	1	0	2	3	0	5	0	1	4	0	5	0	0	1	1	2	13
1:00 AM	0	0	0	0	0	0	2	1	5	8	0	0	3	1	4	0	0	2	0	2	14
1:15 AM	0	0	0	0	0	0	0	0	2	2	0	1	0	1	2	0	0	0	0	0	4
1:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	8	0	8	0	0	1	0	1	11
1:45 AM	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	1	0	1	3
Hourly Total	0	0	0	0	0	0	2	2	10	14	0	1	11	2	14	0	0	4	0	4	32
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
2:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
2:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
Hourly Total	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	3	0	3	6
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	2	0	2	0	0	2	0	2	0	0	1	2	3	7
4:30 AM	0	0	0	0	0	0	0	1	3	4	0	0	0	0	0	0	1	1	0	2	6
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	4
Hourly Total	0	0	0	0	0	0	0	3	3	6	0	0	2	0	2	0	1	5	3	9	17
5:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	5
5:15 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	8	2	10	12
5:30 AM	0	1	0	0	1	0	0	2	0	2	0	1	0	0	1	0	0	4	7	11	15
5:45 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	7	10	17	19
Hourly Total	0	1	1	0	2	0	0	6	0	6	0	1	0	0	1	0	0	21	21	42	51
6:00 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	7	11	18	20
6:15 AM	0	0	0	0	0	0	0	5	0	5	0	0	1	0	1	0	0	17	17	34	40
6:30 AM	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	0	3	29	24	56	61
6:45 AM	0	0	0	0	0	0	2	12	1	15	0	2	0	1	3	0	3	50	36	89	107
Hourly Total	0	0	0	0	0	0	2	23	2	27	0	2	1	1	4	0	6	103	88	197	228
7:00 AM	0	0	0	0	0	0	6	13	5	24	0	1	1	0	2	1	1	68	59	129	155
7:15 AM	0	0	1	0	1	0	9	14	7	30	0	1	2	0	3	0	2	127	82	211	245
7:30 AM	0	3	1	0	4	0	4	17	6	27	0	2	1	1	4	1	1	161	82	245	280
7:45 AM	0	0	1	0	1	0	3	19	6	28	0	1	7	0	8	0	1	158	101	260	297
Hourly Total	0	3	3	0	6	0	22	63	24	109	0	5	11	1	17	2	5	514	324	845	977
8:00 AM	0	2	0	1	3	0	6	16	5	27	0	4	3	0	7	0	1	123	127	251	288

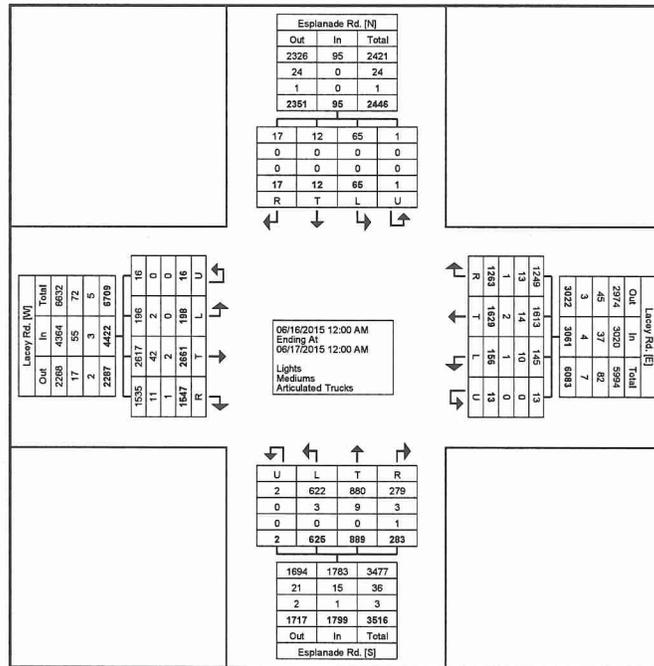
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8:30 AM	0	0	0	0	0	0	7	21	10	38	0	2	3	11	16	0	6	83	81	170	224
8:45 AM	0	2	0	0	2	0	3	16	8	27	0	1	4	1	6	0	3	78	73	154	189
Hourly Total	0	4	0	2	6	0	26	71	30	127	0	7	12	20	39	0	10	394	374	778	950
9:00 AM	0	0	2	0	2	0	3	19	6	28	0	0	8	1	9	1	0	58	74	133	172
9:15 AM	0	0	0	1	1	0	2	15	7	24	0	0	3	0	3	0	2	46	52	100	128
9:30 AM	0	0	0	0	0	0	4	15	6	25	0	6	9	6	21	0	1	36	31	68	114
9:45 AM	0	3	0	0	3	0	6	19	8	33	0	2	5	2	9	0	3	39	31	73	118
Hourly Total	0	3	2	1	6	0	15	68	27	110	0	8	25	9	42	1	6	179	188	374	532
10:00 AM	0	1	0	0	1	0	3	15	6	24	0	3	10	3	16	0	6	21	34	61	102
10:15 AM	0	0	0	0	0	0	2	20	3	25	0	2	10	2	14	0	3	28	14	45	84
10:30 AM	0	0	1	0	1	0	3	19	13	35	0	3	10	1	14	0	2	26	20	48	98
10:45 AM	0	0	0	0	0	0	2	11	15	28	0	7	16	2	25	0	3	20	18	41	94
Hourly Total	0	1	1	0	2	0	10	65	37	112	0	15	46	8	69	0	14	95	86	195	378
11:00 AM	0	1	1	2	4	0	1	28	7	36	0	5	11	2	18	0	5	15	11	31	89
11:15 AM	0	1	1	0	2	0	1	25	16	42	0	8	26	3	37	0	2	23	13	38	119
11:30 AM	0	1	1	0	2	0	3	35	19	57	0	17	31	7	55	0	4	24	23	51	165
11:45 AM	0	2	0	0	2	0	4	23	39	66	0	8	37	4	49	0	4	42	15	61	178
Hourly Total	0	5	3	2	10	0	9	111	81	201	0	38	105	16	159	0	15	104	62	181	551
12:00 PM	0	1	0	0	1	0	2	26	47	75	0	12	31	12	55	0	6	45	16	67	198
12:15 PM	0	2	0	0	2	0	1	30	32	63	0	9	22	15	46	0	5	40	17	62	173
12:30 PM	0	2	1	0	3	0	4	30	23	57	0	11	21	2	34	0	8	41	38	87	181
12:45 PM	0	0	0	1	1	0	3	19	16	38	0	7	19	4	30	1	1	43	41	86	155
Hourly Total	0	5	1	1	7	0	10	105	118	233	0	39	93	33	165	1	20	169	112	302	707
1:00 PM	0	1	0	1	2	0	4	12	13	29	0	17	28	3	48	0	3	64	46	113	192
1:15 PM	0	1	0	3	4	0	3	23	11	37	0	2	10	2	14	0	3	63	27	93	148
1:30 PM	0	0	0	0	0	0	2	18	14	34	0	6	19	14	39	0	3	58	28	89	162
1:45 PM	0	0	0	0	0	0	7	30	12	49	0	11	11	9	31	0	1	64	34	99	179
Hourly Total	0	2	0	4	6	0	16	83	50	149	0	36	68	28	132	0	10	249	135	394	681
2:00 PM	0	0	0	0	0	0	4	14	18	36	0	7	9	4	20	0	1	47	20	68	124
2:15 PM	0	1	0	0	1	2	1	12	24	39	0	5	19	2	28	0	3	42	13	58	124
2:30 PM	0	0	0	0	0	0	2	27	13	42	0	6	21	6	33	0	5	22	18	45	120
2:45 PM	0	0	0	0	0	0	2	13	27	42	0	5	21	3	29	0	9	26	13	48	119
Hourly Total	0	1	0	0	1	2	9	66	82	159	0	23	70	15	108	0	18	137	64	219	487
3:00 PM	0	0	0	0	0	0	3	25	18	46	0	8	26	2	36	0	1	18	12	31	113
3:15 PM	0	1	0	1	2	0	7	21	21	49	0	5	27	7	39	0	1	33	8	42	132
3:30 PM	0	0	0	2	2	0	2	24	30	56	0	10	36	19	65	0	2	33	3	38	161
3:45 PM	0	2	0	0	2	0	0	31	26	57	0	7	29	5	41	0	6	22	7	35	135
Hourly Total	0	3	0	3	6	0	12	101	95	208	0	30	118	33	181	0	10	106	30	146	541
4:00 PM	0	0	0	1	1	0	3	33	72	108	0	43	33	4	80	0	5	36	5	46	235
4:15 PM	0	2	0	0	2	0	0	40	63	103	0	26	28	8	62	0	3	52	4	59	226
4:30 PM	0	2	0	1	3	0	3	96	63	162	0	67	9	17	93	5	4	36	8	53	311
4:45 PM	0	2	0	0	2	1	1	128	79	209	0	60	8	11	79	1	6	45	4	56	346
Hourly Total	0	6	0	2	8	1	7	297	277	582	0	196	78	40	314	6	18	169	21	214	1118
5:00 PM	0	0	1	0	1	6	6	116	82	190	2	51	15	22	90	0	4	45	3	52	333
5:15 PM	0	4	0	0	4	3	1	100	71	175	0	60	10	22	92	2	9	34	4	49	320
5:30 PM	0	4	0	0	4	1	1	74	67	143	0	50	24	2	76	2	3	35	6	46	269
5:45 PM	0	8	0	0	8	0	0	54	53	107	0	14	42	11	67	0	5	28	1	34	216
Hourly Total	0	16	1	0	17	10	8	344	253	615	2	176	91	57	325	4	21	142	14	181	1138
6:00 PM	0	2	0	0	2	0	1	34	42	77	0	13	37	7	57	0	6	37	7	50	186
6:15 PM	0	1	0	0	1	0	0	17	26	43	0	8	27	3	38	0	5	36	4	45	127
6:30 PM	0	1	0	1	2	0	0	23	17	40	0	1	18	1	20	0	4	23	0	27	89

6:45 PM	0	0	0	0	0	0	0	16	20	36	0	5	13	0	18	0	7	24	0	31	85
Hourly Total	0	4	0	1	5	0	1	90	105	196	0	27	95	11	133	0	22	120	11	153	487
7:00 PM	0	1	0	0	1	0	1	6	14	21	0	4	12	2	18	0	3	19	1	23	63
7:15 PM	0	0	0	0	0	0	0	9	2	11	0	4	7	2	13	0	2	12	2	16	40
7:30 PM	0	1	0	0	1	0	0	17	5	22	0	4	9	3	16	0	2	9	0	11	50
7:45 PM	0	2	0	0	2	0	0	11	3	14	0	1	6	0	7	0	2	8	0	10	33
Hourly Total	0	4	0	0	4	0	1	43	24	68	0	13	34	7	54	0	9	48	3	60	186
8:00 PM	0	0	0	0	0	0	0	5	5	10	0	1	5	1	7	0	2	7	0	9	26
8:15 PM	0	2	0	0	2	0	1	8	0	9	0	1	2	1	4	0	2	9	1	12	27
8:30 PM	0	0	0	0	0	0	0	12	0	12	0	0	3	0	3	0	1	9	0	10	25
8:45 PM	0	1	0	0	1	0	0	8	2	10	0	1	1	0	2	1	0	9	1	11	24
Hourly Total	0	3	0	0	3	0	1	33	7	41	0	3	11	2	16	1	5	34	2	42	102
9:00 PM	0	1	0	0	1	0	0	11	13	24	0	0	3	0	3	1	4	16	2	23	51
9:15 PM	0	0	0	0	0	0	0	4	3	7	0	2	4	0	6	0	2	7	2	11	24
9:30 PM	0	1	0	0	1	0	0	13	8	21	0	0	1	0	1	0	2	8	0	10	33
9:45 PM	0	0	0	0	0	0	1	0	6	7	0	0	1	0	1	0	0	12	0	12	20
Hourly Total	0	2	0	0	2	0	1	28	30	59	0	2	9	0	11	1	8	43	4	56	128
10:00 PM	1	1	0	0	2	0	0	4	3	7	0	0	0	0	0	0	0	2	1	3	12
10:15 PM	0	1	0	0	1	0	0	3	2	5	0	1	1	0	2	0	0	3	2	5	13
10:30 PM	0	0	0	0	0	0	1	3	0	4	0	2	2	0	4	0	0	4	1	5	13
10:45 PM	0	0	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	2	0	2	6
Hourly Total	1	2	0	0	3	0	1	13	6	20	0	3	3	0	6	0	0	11	4	15	44
11:00 PM	0	0	0	0	0	0	0	1	2	3	0	0	1	0	1	0	0	2	0	2	6
11:15 PM	0	0	0	0	0	0	1	1	0	2	0	0	1	0	1	0	0	4	0	4	7
11:30 PM	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	3	0	3	6
11:45 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	3
Hourly Total	0	0	0	0	0	0	1	7	2	10	0	0	2	0	2	0	0	10	0	10	22
Grand Total	1	65	12	17	95	13	156	1629	1263	3061	2	625	889	283	1799	16	198	2861	1547	4422	9377
Approach %	1.1	68.4	12.6	17.9	-	0.4	5.1	53.2	41.3	-	0.1	34.7	49.4	15.7	-	0.4	4.5	60.2	35.0	-	-
Total %	0.0	0.7	0.1	0.2	1.0	0.1	1.7	17.4	13.5	32.6	0.0	6.7	9.5	3.0	19.2	0.2	2.1	28.4	16.5	47.2	-
Lights	1	65	12	17	95	13	145	1613	1249	3020	2	622	880	279	1783	16	196	2617	1535	4364	9262
% Lights	100.0	100.0	100.0	100.0	100.0	100.0	92.9	99.0	98.9	98.7	100.0	99.5	99.0	98.6	99.1	100.0	99.0	98.3	99.2	98.7	98.8
Mediums	0	0	0	0	0	0	10	14	13	37	0	3	9	3	15	0	2	42	11	55	107
% Mediums	0.0	0.0	0.0	0.0	0.0	0.0	6.4	0.9	1.0	1.2	0.0	0.5	1.0	1.1	0.8	0.0	1.0	1.6	0.7	1.2	1.1
Articulated Trucks	0	0	0	0	0	0	1	2	1	4	0	0	0	1	1	0	0	2	1	3	8
% Articulated Trucks	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.1	0.1	0.1	0.0	0.0	0.0	0.4	0.1	0.0	0.0	0.1	0.1	0.1	0.1

4858.915 Downers Grove  
 Lacey Rd. and Esplanade Rd.  
 24-hr  
 GHA MIO

Gewalt Hamilton Associates Inc.  
 625 Forest Edge Drive  
 Vernon Hills, Illinois, United States 60061  
 (847) 478-9700 lbeckham@gha-engineers.com

Count Name: Lacey and Esplanade  
 Site Code:  
 Start Date: 06/16/2015  
 Page No: 4



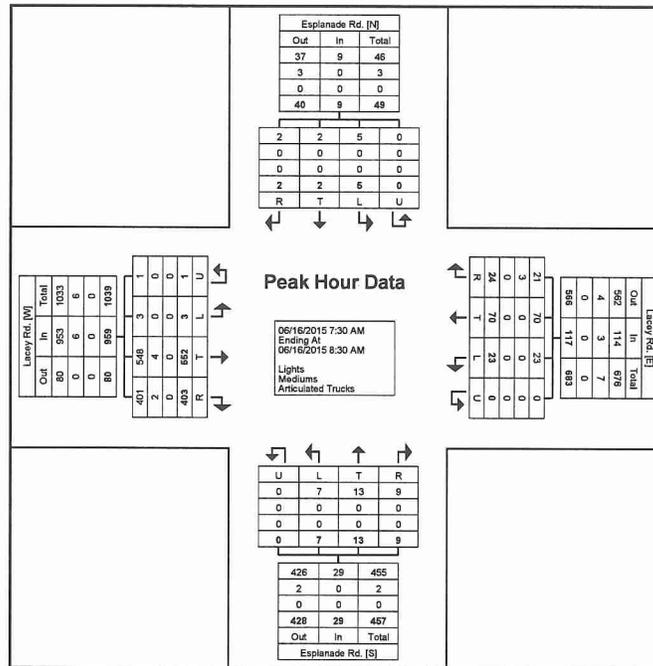
Turning Movement Data Plot



4858.915 Downers Grove  
 Lacey Rd. and Esplanade Rd.  
 24-hr  
 GHA MIO

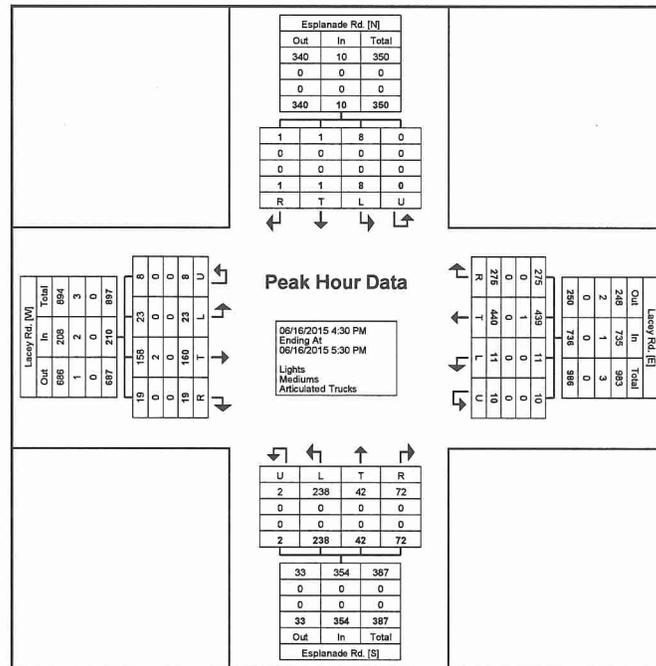
Gewalt Hamilton Associates Inc.  
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 Vernon Hills, Illinois, United States 60061  
 (847) 478-9700 lbeckham@gha-engineers.com

Count Name: Lacey and Esplanade  
 Site Code:  
 Start Date: 06/16/2015  
 Page No: 6



Turning Movement Peak Hour Data Plot (7:30 AM)





Turning Movement Peak Hour Data Plot (4:30 PM)

## Public Works Staff Report File # 06-16

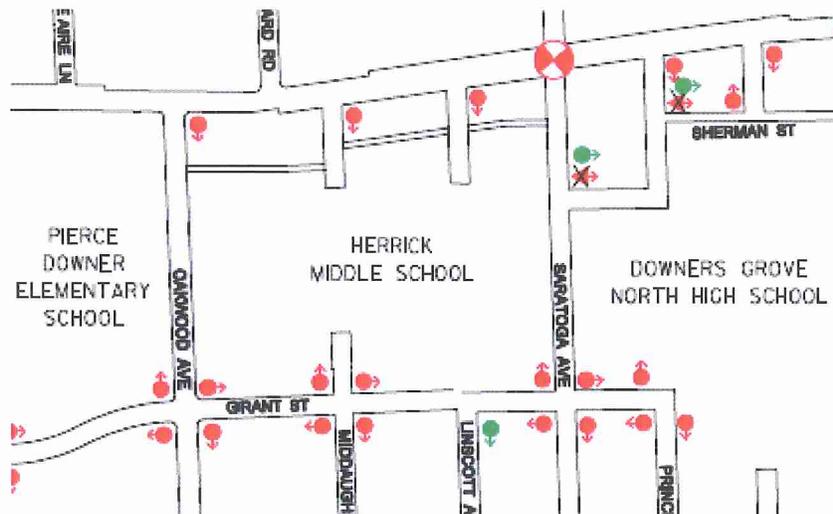
### Request for Turn Restrictions at Middaugh Road and Ogden Avenue

#### ISSUE

School District 58 has requested consideration of a right-turn only restriction at the south leg of the intersection of Middaugh Road and Ogden Avenue, during school drop-off times. The purpose of the request is to reduce traffic congestion in the neighborhood south of the school.

#### STUDY

Herrick Middle School is located south of Ogden Avenue, west of Saratoga and north of Grant Street. The primary access to the school is Middaugh Road from the south, with a secondary access from Middaugh Road to the north to Ogden Avenue. Pedestrian traffic to the school is primarily to the south. This area was studied as part of Neighborhood Traffic Study Area Number 2.



School District 58 is currently reconstructing the parking lot for Herrick Middle School, and implementing traffic changes to improve circulation for traffic traveling north and east. Middaugh Road at Ogden Avenue is not wide enough to accommodate a separate left turn lane. To avoid traffic delays caused by drivers turning left during the peak, morning travel times, the request was made to implement a limited restriction of right turn only at this leg of the intersection.

Transportation & Parking Commission  
July 13, 2016

**RECOMMENDATION**

Staff recommends the Transportation and Parking Commission forward a positive recommendation to the Village Council that the following be implemented:

**INSTALL "RIGHT TURN ONLY – 8AM TO 9AM" RESTRICTION ON THE SOUTH LEG OF THE INTERSECTION OF MIDDAUGH ROAD AND OGDEN AVENUE.**