



# TRANSPORTATION & PARKING COMMISSION

## MEETING AGENDA

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**Date:** July 22, 2020  
**Time:** 7:00 p.m.  
**Location:** Council Chambers – Village Hall  
801 Burlington Avenue

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- I. Call To Order
  - II. Roll Call
  - III. Approval of March 11, 2020 Meeting Minutes
  - III. Public Comments – General Topics or Issues NOT on Tonight’s Agenda
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**1. File # 2-20 District 99 Study**

**Action Requested:** Discussion and Recommendation

**Description:** Staff is initiating this item based on the completion of the District 99 Pedestrian Safety Study. Staff will present the findings of the study, including proposed improvements, so that the Commission may recommend a prioritization to the Village Council.

**2. File # 3-20 Norfolk Sidewalk Petition**

**Action Requested:** Discussion and Recommendation

**Description:** Staff will present background information and a recommendation in response to a sidewalk petition near Kingsley School. Commission to provide a recommendation to the Village Council.

IV. Old Business

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**1. File # 1-20 Downtown Parking Study**

**Action Requested:** None

**Description:** See staff report regarding postponement of this project.

V. Communications

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VI. Adjourn

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

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**TRANSPORTATION AND PARKING COMMISSION**  
**Minutes – March 11, 2020**  
**Council Chambers – Village Hall**  
**801 Burlington Avenue, Downers Grove**

Commissioner Carter called the March 11, 2020 meeting of the Transportation and Parking Commission to order at 7:01 P.M. and led the recitation of the Pledge of Allegiance.

**ROLL CALL**

**Present:** Commissioners Carter, Wilkinson, Carlson, Novak

**Absent:** Commissioners Wrobel, Jenkins, Schiller

**Staff:** Public Works Director Andy Sikich, Public Works Traffic Engineer Will Lorton, Community Development Planning Manager Jason Zawila, Community Development Planner Gabriella Baldassari, Officer Chris Fisher

**Visitor Roster:** Jack Marengo, Erin Venezia

A quorum was established.

Commissioner 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 NOVEMBER 20, 2019 MINUTES**

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

**ALL IN FAVOR. THE MOTION PASSED UNANIMOUSLY BY VOICE VOTE 4:0.**

**PUBLIC COMMENT ON NON-AGENDA ITEMS**

No public comment on non-agenda items.

Commissioner Carter proceeded to files on the agenda.

**File #1-20 Downtown Parking Study**

Village Planning Manager Jason Zawila summarized the slide presentation with a brief overview of the 2019 study and additional analysis of the downtown parking system. The study engaged stakeholders through a survey of approximately 1600 respondents comprised of downtown business owners, employees, commuters, and visitors. Approximately half of the respondents believe there is not enough commuter parking. An outside consulting company was utilized in 2019 to analyze and make recommendations on the current downtown parking system. The consulting company findings included the following information: 25% of parking spaces were available during peak demand times from 12pm – 1pm; amount of available spaces increased to 46% from 4pm – 6pm; on-street occupancy parking increased since 2011 by approximately 5%; off-street parking increased by 6.5%; there is a parking surplus for residents at Main and Maple

## DRAFT

apartments; there is a minor parking deficit for resident parking at Burlington Station and Marquis on Maple. Survey qualitative data indicated many respondents expressed dissatisfaction and frustration with the current parking system. The analysis shows that even during peak demand, there are reasonable, accessible spaces available to most users of the system. The library parking lot in November on an average Saturday is fully occupied, while the very nearby lot D parking lot by Burlington station had very few cars parked in it. This shows that clearly plenty of spaces are available at another peak time, but it is more desirable for customers of the library and the businesses close by to utilize the library parking lot. The question is, if it is known that lot D is available, which drivers will utilize that parking lot if it is properly signed?

Key recommendations identified: do not pursue additional structured parking; formalize a recommended level of service concept; consider operational, technological, and policy improvements to the existing system; promote the walkability of the downtown area. More detailed recommendations were provided by the reports and will be discussed at the May meeting as to which ones are able to be implemented this year, and to give staff an analysis of which ones are most appropriate to take care of upfront because all of the recommendations are not able to be implemented in one year.

There are two key improvements to be made to the existing system which are related to the external driver in the downtown: making the parking system less complicated to understand and ensuring the system is better communicated. Signage can help with this. A third outcome staff would like to see is that time is made more efficient through areas of administrative support, enforcement, and system management of the parking system.

Current parking regulations include 23 sets of regulations related to parking in the downtown, covering 11 geographic areas. The system is complicated. Currently there are 355 designated commuter permit spaces in lots B, D and F with free parking after 11am. Parking lots are approximately 75% occupied. Important to note that the free unoccupied spaces are for shopping and accessibility. The majority of the commuter spaces are occupied before and during peak times. Many trains go through downtown during peak hours: 7 express trains, 6 slow trains, the 8:28am express time is important. There are 208 downtown business permit spaces for employees in two designated areas that are allowed M-F. DB passes are also allowed in lots traditionally used for commuter passes beginning at 8:30am, after the last express train leaves the station. Downtown passes for first quarter (Jan., Feb., Mar.) had 349 downtown business permits issued. Downtown hourly spaces have: 4 different timed free spaces for 2, 3, and 4 hour shoppers; and 15 minute drop off/pick up spaces at the end of most blocks downtown. Residential permits: overnight residential lot R in parking deck; lot L overnight pass allowed 5 nights per month by residents with approximately 8 requests a month for that permit; call in, online, overnight option available throughout the entire Village typically used for emergencies and construction, and are limited to 12 nights within a 12 month period. Paid options downtown: one day pass offered for users in commuter lots after 8:30am and must be physical purchased at Village Hall; park X with 16 designated spaces at Village Hall parking lot and are usually 100% occupancy M-F; meters with 38 spaces in lot F identified at 100% occupancy M-F; parking passport app with 3 out of 4 visitors who use parking spaces utilizing passport. The parking deck has various spaces utilized in different ways: 505 daily fee spaces traditionally used by commuters which are near 100% M-F; DB parking on level 2; lot R with 4 hour shopping spaces; designated spaces for reverse commuters on level 2; all spaces are free after 11am.

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Reports recommend expanding or relocating certain permits. Before expanding or relocating, staff must understand what we have now and where opportunities are, because something will be misplaced for another user. Staff conducted a survey of DB eligible lots to identify where occupancies are right now for times of 8:30am, 9:30am, and 10:30am: At 8:30am there are 138 spaces available and the number decreases as the day progresses. At 8:30am open spaces are in the parking deck, Forest lot north, and various spaces throughout the system. At 10:30am there are certain areas where the number decreases, and some where the number stays the same. Level 2 in the garage with DB passes and a couple of reverse commuter spaces have a 49 space decrease closer to lunch. Forest lot north shows a lot of potential opportunity at 8:30am, but gets closer to 100% occupancy closer to lunch hour. 349 downtown business permits: 35% being used at 8:30am; 50% being used by 10:30am. Shows that half of downtown business passes are being used in the morning. Does not account for multiple employees working for downtown businesses that are on different shifts.

Enforcement of regulations involves: license plate reader on police vehicles; daily pay machine reports; officers physically check parking. In 2019 there were nearly 2400 parking citations issued downtown in off street parking lots; 82% in the garage; 18% in downtown lots. Parking garage has almost 70% failure to pay daily fees, overage time parking where cars are in spaces longer than the allotted time on the second floor, and 13% that have no permits on DB level or residential spots on first floor. Downtown parking lots have 75% not showing permits, 20% overage for vehicles in spot longer than allotted time, and occasional car parked overnight without prior consent.

Communication efforts begin with signage in the downtown and the report indicates that currently sign clutter is an issue. Village website and handouts have good information but finding it is difficult for residents and visitors to obtain and understand.

Planned construction projects: Forest lot north changes which are expected to happen summer 2020 will be a temporary disruption to service, but will be a vastly improved parking lot with a net gain of 3 spaces. Ongoing discussions with Village facility will change how parking is oriented. It is not known yet how it will change, but it is a large upcoming change to be aware of that will impact future recommendations.

### 5 Key Observations from further analysis:

- 1) Varying regulations over the years have led to a complicated parking system that is difficult to communicate and inefficient to manage. Looking to make changes to that.
- 2) Hourly parking is very inconsistent leading to user confusion, underutilization, and increased enforcement. Need to make the information easier to communicate.
- 3) Forest lot north does not have clear signage, and has too much confusing signage creating a frustrating experience. Must work on signage.
- 4) Believes there is an opportunity to maximize open spaces during the AM peak in level 2 of the parking garage, and potentially Main Street lots before 11am. Reviewing how to do that now and will come back to commission with proposed plan.
- 5) Still using outdated meters which takes up a lot of physical time from staff and looking at a better way to do that.

Upcoming planned projects will cause short term disruption for long term benefit which are important to keep in mind in regards to the study recommendations. Desired outcomes from the Village with operational improvements: less complicated, easier to understand, better

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communicated to the public, more efficient use of staff time. Will come back in May with initial long term action items and recommendations to addition of regulation changes. There is a lot to do and staff appreciates any input you may have. April's meeting will be dedicated to the District 99 traffic study, which is why this will not be addressed again until May.

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

Commissioner stated that the library had come in within the past year requesting 2 spaces on the street; a 15 minute, and a handicap space, which were given to them. Asked if this study shows if that many handicap spaces are needed in the library parking lot, because if one handicap space is removed from the lot due to a new one being on the street, then there is room for 2 regular spaces in the lot in a more desirable area in that lot.

Mr. Zawila stated that the regulations have changed for accessible spaces, where there can be a shared stall, which could potentially open up more spaces. That is something that can be considered.

Commissioner Wilkinson stated that it would be good to have more spaces in the desired area. Believes the library lot currently has 10-12 handicap spaces taking up a lot of potential space. Commissioner Wilkinson asked if there is data on street violations. Mr. Zawila stated they do not have that data at this time, but can go back and pull that information. Commissioner stated it would be appropriate to incorporate that information because going back to the library on a Saturday, believes that lot is in such demand because the employees are parked on the street. States that the D lot will not get filled on a Saturday because employees are street parking right in front of places of business with no restrictions all day since the 2 hour signs say M-F. Many small business are open 6-7 days, but on Saturdays their customers cannot park in front of the businesses. Commissioner would like to see something done to help the south side of tracks by having the commuters who live on the north side of the tracks park on the north side by finding space for them somewhere. This will cut down on cross traffic back and forth on the train tracks, and will take pressure off of the commuter lots on the south side so that some of the existing parking can be redistributed between commuters and downtown business employees. Restaurant turnover and closings will affect parking. Restaurants are mainly open in the evenings, so street parking at 4pm makes them golden the rest of the night because there is no restriction. Employees working until 1 or 2 in the morning are still good until 2am. It does not help to have employees taking up space close to the restaurants all night. There are dynamics of daytime business activity with customers in and out, as well as at night.

Commissioner Novak Very impressed with presentation and sees that there are clearly changes that need to be made. Asked Officer Fisher what the number of community services officers that focus on daily parking is. Officer Fisher states that there is one officer dedicated to the downtown business district M-F. Asked what daily enforcement activities are from a citation perspective. Officer Fisher stated that based on his educated guess, the daily enforcement is mostly spent on the hourly time zones and also in the parking garage enforcing the daily fees. There is a little bit of time in all of the other service lots, but the time in the parking lots is minimal as the data shows. Asked if there is any focus on street parking. Office Fisher replied that they did not focus on it for this study as they were focusing on enforcement data on surface lots. Asked if street parking enforcement is performed during normal duties. Officer Fisher replied yes in the surface lots, but the majority of time is spent on the streets because there are a very small amount of time zone spaces in the surface lots, and a much higher amount of time

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zone spaces on the streets. Asked if technology can help with solutions to issues. Officer Fisher said the Village is in the process of purchasing a new LPR system for a new parking vehicle, and possibly another squad car, and more technology would be welcome. Current system for license plate recognition is 11 years old.

Commissioner Carlson inquired about programmable message boards for cars searching for parking. Mr. Zawila stated there are several options being considered which will be presented in May. Commissioner believes digital messaging will eliminate a lot of unnecessary clutter in the lots. Knows there is a plate reader technology that other states use where the parking structure sends alerts to the patrol unit regarding vehicles approaching time limits. Believes signage outside of parking structure stating number of open spaces will be helpful.

Commissioner Carter states that there is parking at Belmont station that is underutilized. Questioning if Village can reach out to Metra to ask if some express trains can stop at the Belmont station, instead of only stopping at Main Street where everyone is fighting for spaces. Other municipalities such as Hinsdale and Westmont are going through the same struggle of having enough parking spaces. Believes that both Fairview and Belmont stations are underutilized. Mr. Zawila stated that it is on list of recommendations and is complicated to change schedules, but is being considered. Commissioner Carter states that future Village Hall building plans need to consider parking implications.

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

### **PUBLIC COMMENT ON AGENDA ITEMS**

1. Jack Marengo, President of Acadia on the Green Building 1 Condo Association, home to 41 downtown families, with 64 in building parking spaces. Also a member of the Downtown Downers Grove Condo President's Network: Present tonight to voice his building's support of the recommendations of the 2019 Walker Consultants parking survey. They believe implementation of the residential parking recommendations can help alleviate the frustrations the downtown residents currently feel about downtown overnight parking. The residential parking recommendations include, but are not limited to: increasing the overnight street parking permits from the current number of 12 per owner; increasing the number of overnight lot R permits; allowing downtown residents to use the roof level of the parking garage during weekdays from 6pm to 6am. Thank you.

### **COMMISSIONER CARTER CLOSED THE PUBLIC COMMENT AND OPENED DISCUSSION AMONGST THE COMMISSION**

Commissioner Carlson inquired if there is any incentive for commuters to carpool. Mr. Zawila stated there is not currently one, it is based off of when residents apply for the waiting list.

Mr. Lorton stated that Lot H at Belmont is permit only and believes it is oversold by about 130%. Typically about 120% was what it was oversold in the past, it has gradually been increased, and they are still seeing vacancies. It is on the table as an item as part of another group addressing that in the future.

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**ADJOURN**

**MR. CARTER MOVED TO ADJOURN, SECONDED BY MR. NOVAK.  
MOTION CARRIED UNANIMOUSLY BY VOICE VOTE 4:0.**

Commissioner Carter adjourned the meeting at 7:43 PM.

Respectfully submitted,

/s/ Andrea Banke  
Recording Secretary



**VILLAGE OF DOWNERS GROVE**  
**REPORT FOR THE TRANSPORTATION AND PARKING COMMISSION**  
**JULY 22, 2020 AGENDA**

<b>SUBJECT:</b>	<b>SUBMITTED BY:</b>
File #2-20 Downers Grove High Schools Pedestrian Safety Study	Andy Sikich Director of Public Works

**BACKGROUND**

On July 7, 2019, the Village Council authorized an Intergovernmental Agreement between the Village of Downers Grove and Community High School District 99 for the preparation of a study to improve and enhance pedestrian safety at and around North and South High Schools. The Village and District 99 engaged Sam Schwartz Consulting to prepare the study. The Downers Grove High Schools Pedestrian Safety Study was subsequently completed and accepted by the Village Council at their February 18, 2020 meeting.

**ANALYSIS**

The goal of the study is to improve pedestrian safety in the areas surrounding the North and South High School campuses. The Village, District 99 and Sam Schwartz engaged with students, parents, residents and stakeholders to understand pedestrian and safety issues.

Prior to start of the 2019-20 school year several pedestrian safety improvements were made near both high schools including:

- Installed temporary message boards encouraging safe driving behaviors in front of both schools
- Installed temporary speed feedback signs on Main Street and 63rd Street
- Produced a pedestrian safety education and awareness campaign at both schools
- Established a 20 mph school speed zone on Main Street in front of North High School
- Reduced the speed limit on Main Street from Ogden to Lincoln from 30 mph to 25 mph
- Approved the installation of a traffic signal with pedestrian crosswalks at 63rd Street and Springside Avenue

The study includes the several recommendations summarized below.

**South High School Recommendations**

- Reduce the speed limit and install speed feedback signs on Main Street south of 63rd Street and on 63rd Street from Dunham to Springside
- Install a traffic signal with pedestrian crosswalks at the intersection of Main Street and Oxford Street
- Modify the geometry and traffic signal phasing at the intersection of 63rd Street and Dunham
- Install fencing and streetscape enhancements along the 63rd Street frontage of the school property

- Construct a vehicle access driveway on the north side of the school
- Install a sidewalk on Dunham north of 63rd Street to improve the pedestrian connection to the church parking lot used by students
- Construct a drop-off drive on the east side of the school (*currently under construction*)
- Consolidate existing multiple driveways along the east and south sides of the school
- Construct curb extensions and reduce the number of vehicle lanes at the intersection of Dunham and Norfolk

### **North High School Recommendations**

- Convert Main Street from four travel lanes (two lanes in each direction) to three lanes (one lane in each direction and a center turn lane from Sherman Street to Franklin Street
- Construct pedestrian refuge islands and crosswalks on Main Street from Sherman Street to Lincoln Street
- Enhance street lighting on Main Street
- Install a southbound left turn lane on Main Street at Grant Street
- Construct curb extensions at the intersection of Main and Grant
- Paint the intersection/pedestrian crosswalk at Main and Grant
- Install covered bike parking and bus shelters near the intersection of Main and Grant
- Modify the traffic signal equipment and timing at the intersection of Main and Prairie
- Construct traffic calming elements on Highland Avenue from Grant to Lincoln
- Complete the sidewalk network on Saratoga from Ogden to Grant (*partially under construction as part of the Township construction project – currently underway*)
- Construct a raised intersection at Sherman and Prince (*a striped crosswalk will be added as part of the Township construction project – currently underway*)
- Mark high visibility crosswalks on Saratoga
- Modify the pedestrian signal phasing at Saratoga and Ogden
- Construct sidewalks on the south side of Ogden Avenue
- Implement a No Turn on Red restriction at Main and Ogden

It is envisioned that these projects will be prioritized and implemented over several years, as determined by the Village Council during future long range planning and budget discussions.

### **RECOMMENDATION**

The purpose of the staff presentation to the Transportation and Parking Commission at the July 22, 2020 meeting is to initiate discussion of the recommended improvements. Staff will present an overview of the study and seek general initial feedback.

It is anticipated that the Transportation and Parking Commission will further discuss this item during their August meeting, prioritize the implementation of the recommended projects at that time, and provide a recommendation to the Village Council.

# Memorandum

To: Village of Downers Grove, Community High School District 99  
From: Sam Schwartz Consulting  
Date: February 10th, 2020  
Re: High School Pedestrian Safety Study

## EXECUTIVE SUMMARY

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Sam Schwartz Consulting, LLC was retained by the Village of Downers Grove (Village) and Community High School District 99 (District) to conduct a safety study at Downers Grove North and Downers Grove South High Schools aimed at identifying and evaluating various alternatives and combinations of improvements to pedestrian and traffic safety. Initial enhancements were identified immediately and installed to coincide with the start of school in August 2019, including speed limit modifications, speed feedback signage, digital message boards, and a safety information campaign.

Goals and objectives were established to steer the direction of the project overall and the criteria by which potential recommendations were evaluated. The project was fueled by community input and steered by a Task Force made up of Village and District staff. The District hosted the first of two safety forums in September 2019 which was open to Downers Grove students, families, staff, and community members. An interactive online map was also available during that time and allowed respondents to comment on existing safety concerns surrounding the high schools. Comments from the event and the map were recorded, reviewed and grouped geographically with a key takeaway identified for each location. Best practice multimodal street design and traffic engineering analysis were used in the development of alternatives and recommendations, which were presented to the community for feedback at the second safety forum held in November 2019, as well as online. Input and refinement of the alternatives was followed by selection of preferred recommendations by the Task Force, as presented in the table.

### GOALS

1. Improve pedestrian safety in the areas surrounding DGN and DGS campuses,
2. Engage with students, parents, residents and concerned stakeholders to understand specific pedestrian and traffic safety issues, and
3. Provide a platform for exchanging information about infrastructure between the Village, District 99, and the community.

## DGN RECOMMENDATIONS

### Main Street: Sherman Street to Lincoln Street

- Convert Main Street to three travel lanes
- Construct pedestrian refuge islands on Main Street and mark crosswalks
- School zone speed limit with speed feedback
- Enhance street lighting

### Main Street: At Grant Street

- Construct curb extensions
- Stripe southbound left-turn lane
- Paint intersection/crosswalks
- Install covered bike parking and bus shelters

### Main Street: Prairie Street to Downtown

- Stripe center turn lanes
- Modify traffic signal equipment and timings

### Highland Avenue: Grant Street to Lincoln Street

- Install traffic calming elements

### Saratoga Avenue: Ogden Avenue to Grant Street

- Complete sidewalk network
- Construct raised intersection at Sherman Street/Prince Street intersection
- Mark high visibility crosswalks

### Ogden Avenue: Main Street to Saratoga Avenue (IDOT)

- Work with IDOT to:
  - Modify pedestrian signal phasing (LPI) at Saratoga Avenue intersection
  - Construct sidewalk on Ogden Avenue
  - Implement No Turn On Red restriction at Main Street intersection

## DGS RECOMMENDATIONS

### Main Street: Norfolk Street to Oxford Street (DuPage County)

- Work with DuPage County to:
  - Reduce posted speed limit and install speed feedback
  - Study and install a traffic signal at Main Street/Oxford Street
  - Relocate crosswalk to signalized intersection at Oxford Street

### 63rd Street: Dunham Road to Springside Avenue (DuPage County)

- Work with DuPage County to:
  - Reduce posted speed limit and install speed feedback
  - Install traffic signal at Springside Avenue intersection
  - Modify geometry and signal phasing (LPI) at Dunham Road intersection
- Install fencing and streetscape enhancements
- Construct new school access driveway
- Construct sidewalk at gap on Dunham Road

### Dunham Road: 63rd Street to Norfolk Street

- Construct new school drop-off driveway
- Consolidate other redundant school driveways
- Construct curb extensions/reduce lanes Dunham Road/Norfolk Street

## COMPLETED/IN-PROGRESS SAFETY ENHANCEMENTS

- Safety Education Campaign at both schools
- Main Street speed limit reduced to 25 mph from Ogden Avenue to south of DGN
- School Zone 20 mph established in front of DGN on Main Street
- Temporary Digital Message Boards
- Speed Feedback Signs
- Traffic signal and crosswalk at 63rd Street and Springside Avenue approved for installation

## BACKGROUND

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Sam Schwartz Consulting LLC, (Sam Schwartz) was retained by the Village of Downers Grove (Village) and Community High School District 99 (District) to conduct a pedestrian and traffic safety study at Downers Grove North (DGN) and Downers Grove South (DGS) High Schools, including identifying and evaluating various alternatives and combinations of improvements.

The purpose of this memorandum is to present the recommendations, as well as a summary of the process and methodology that led to final recommendations. The recommendations were shaped by an alternatives analysis which considered traffic and pedestrian patterns, community input, and the study's goal and objectives. Supplemental information, including presentations and other memoranda, are included in the Appendix. The memorandum is organized as followed:

- Goals & Objectives
- Task Force & Community Engagement
- Best Practices
- Initial Installation
- Alternatives Analysis
- Recommendations

## GOALS & OBJECTIVES

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Primary goals were established to steer the direction of the project and the criteria by which potential recommendations were evaluated:

1. Improve pedestrian safety in the areas surrounding DGN and DGS campuses.
2. Engage with students, parents, residents and concerned stakeholders to understand specific pedestrian and traffic safety issues.
3. Provide a platform for exchanging information about infrastructure between the Village, District 99, and the community.

Several objectives were also developed to provide safe pedestrian crossing locations for students, slow vehicular traffic speeds, and maximize the predictability and orderliness of traffic and pedestrian movements.

## TASK FORCE & COMMUNITY ENGAGEMENT

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### SCHOOL BOARD & VILLAGE TASK FORCE

The project Task Force was made up of Village and District staff. The Task Force provided oversight and direction for key milestones throughout the project and formed consensus on critical decisions to advance the project to the next stage. Additionally, the Task Force organized, publicized, and staffed community Safety Forums.

### DUPAGE COUNTY COLLABORATION

DuPage County has jurisdiction over some of the roadway segments of interest in this study including 63rd Street, Main Street in the vicinity of Norfolk and Oxford Streets, and Main Street north of Ogden Avenue. The Village, the District, and Sam Schwartz met with officials from the DuPage County Division of Transportation to discuss issues, opportunities, and community input along these roadways and at intersections, and the Village will continue to coordinate with the County for approvals as improvements are designed.

### SAFETY FORUMS

Sam Schwartz, along with the District and Village, conducted two safety forums open to Downers Grove students, families, staff, and community members. The first forum was held on September 5th, 2019, and was held at two locations: DGN and DGS. The forums covered an overview of the initial steps taken to improve safety, potential opportunities at each school, and collected feedback through a series of activities. The District created a video about the initial traffic safety changes surrounding the high schools and next steps. Following the presentation, attendees participated in a series of activities. Following the safety forum, all activities were replicated with the DGS and DGN students during school hours.

The second safety forum was held November 14th, 2019 at DGN. Community feedback from the interactive map along with corridor recommendations were presented. The forum provided activities for attendees to add comments on corridor recommendations. The presentation was posted online and available for feedback.

See the Appendix for forum presentations and activities.

**FIGURE 1. SAFETY FORUM 09/05/19 - COMMUNITY IN ACTION**



*Images provided by Village of Downers Grove*

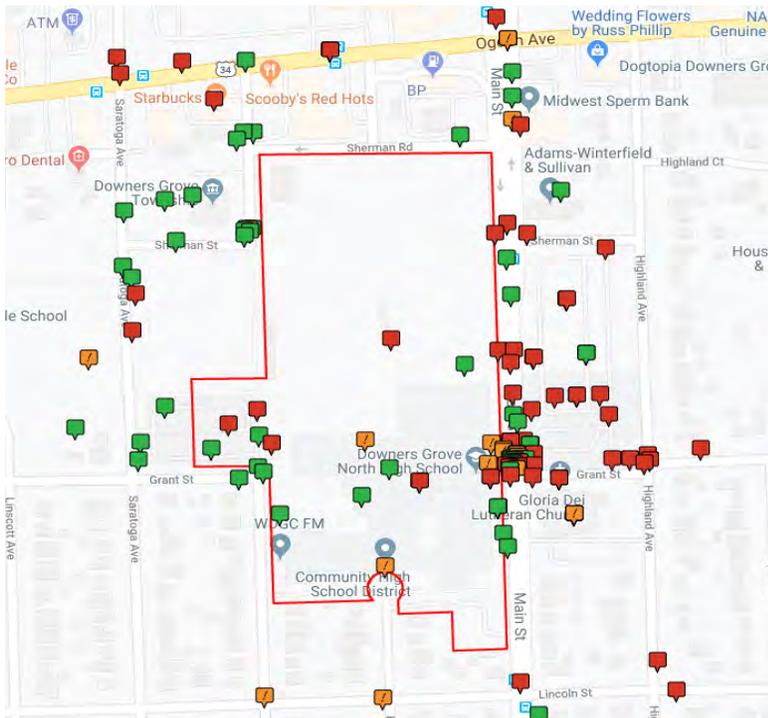
## ONLINE INTERACTIVE MAP

Sam Schwartz developed an interactive map using Wikimapping which was available through the District and Village websites. The interactive map allowed respondents to comment on an opportunity or existing barrier surrounding the high schools. Respondents were able to agree/disagree with other comments. A total of 463 comments were entered, with many congregating around specific locations.



**FIGURE 2. DGN COMMENTS**

295 comments in the vicinity of DGN were entered. Many comments centered around the intersection of Main Street and Grant Street and the DGN parking lot east of the main entrance.



**FIGURE 3. DGS COMMENTS**

168 comments were entered in the vicinity of DGS. Several of the comments pertained to the DGS parking lot, Main Street and Norfolk Street, and 63rd Street and Springside Avenue.

*Screenshots of Downers Grove HS Safety Study interactive map on Wikimapping*

## INITIAL SAFETY IMPROVEMENTS

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Upon beginning the study, Sam Schwartz led the Task Force through a discussion of enhancements that could be implemented immediately, before the start of the school year. Several strategies were identified at each school, in addition to a traffic signal which had previously been identified to improve crossings at 63rd Street and Springside Avenue at DGS.

### IMMEDIATE DGN CHANGES:

- Main Street speed limit reduced to 25 mph from Ogden Avenue to south of DGN
- School Zone 20 mph established in front of DGN on Main Street
- Safety Education Campaign
- Digital Message Boards
- Speed Feedback Signs

### IMMEDIATE DGS CHANGES:

- Traffic signal and crosswalk at 63rd Street and Springside Avenue approved for installation
- Safety Education Campaign
- Digital Message Boards
- Speed Feedback Signs

### FIGURES 4 & 5. DIGITAL MESSAGE BOARD AND SPEED FEEDBACK



*Images provided by Village of Downers Grove*

## BEST PRACTICES

Streets play an omnipresent role in our daily lives. Not only do students use streets to get to school, we all use them to commute to work, to access healthcare and other critical destinations, and as spaces to interact with our neighbors and community. At their most basic level, streets need to be passable for everyone — people walking, biking, driving, and accessing transit. The following Best Practices provides descriptions on the many street design tools that were used in the development of final alternatives and recommendations.

### THREE LANE CONVERSION

A four-to-three lane conversion reduces space allocated to motor vehicles on a street by eliminating a travel lane. Benefits include: a reduction in crashes, fewer lanes for people walking to cross, simplifies left turns, fewer conflicts due to lane switching, and provides space for bus stops, curb extensions, or other uses.

FIGURE 6.



### CURB EXTENSION

A curb extension, or bump-out, is an area of sidewalk that is widened into the street right-of-way to reduce crossing distances, slow turning vehicles, and improve pedestrian visibility.

FIGURE 7.



### PAINTED INTERSECTION

A painted intersection brings attention to the intersection while encouraging slow traffic and community identity. It also offers an opportunity for community place-making.

FIGURE 8.



### RAISED INTERSECTION

Raised intersections create a safe, slow-speed crossing. They reinforce slow speeds and encourage motorists to yield to pedestrians at the crosswalk.

FIGURE 9.



Images sources: Three Lane Conversion [Car Free America], Curb Extension [Wikimedia Commons], Painted Intersection [City of Fort Lauderdale], Raised Intersection [NJ Bicycle and Pedestrian Resource Center]

## PAINTED MEDIAN/TURN LANE

A painted median separates opposing travel lanes. Painted medians can be intermixed with left-turn lanes. During a three lane conversion, painted medians or turn lanes can be used when reducing the number of lanes.

FIGURE 10.



## PEDESTRIAN REFUGE ISLAND

A refuge island is a segment of roadway median that is used as a refuge for pedestrians to cross the road in two phases.

FIGURE 11.



## MID-BLOCK CROSSWALK

Mid-block crossings are often installed in areas with heavy pedestrian traffic to provide more frequent crossing opportunities.

FIGURE 12.



## CROSSWALK

Crosswalks are used to clearly identify where pedestrians should cross the road. Crosswalks are differentiated from other areas of the roadway by a change in the surface to designate the pedestrian right-of-way.

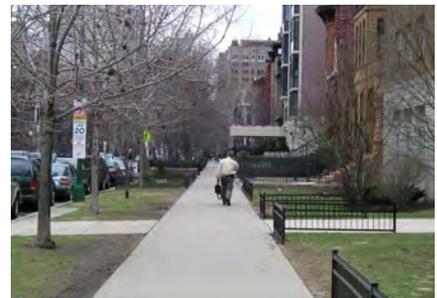
FIGURE 13.



## SIDEWALK

Sidewalks should be installed to provide a complete pedestrian network. Sidewalks provide safe and accessible pedestrian circulation throughout the town. Proper sidewalk widths vary depending on the roadway type, usage, location, and land use, among other factors.

FIGURE 14.



Images sources: Painted Median [Arguello Anza/ SFMTA], Pedestrian Refuge Island [Bike Walk Lincoln Park], Mid-Block Crosswalk [Bike Walk Lincoln Park], Crosswalk [Sam Schwartz Consulting], Sidewalk [Sam Schwartz Consulting]

## CHICANE

Chicanes are modifications made to the curb line and lanes intended to slow vehicular traffic. They are useful tools for deterring speeding and cut-through traffic, particularly on local residential streets.

FIGURE 15.



## SCHOOL ZONE & SPEED LIMIT

School speed limit signs alert people driving that they are entering a school zone and they need to slow down for school children. In Illinois, the school zone speed limit is 20 mph on school days when children are present.

FIGURE 16.



## SIGNAL TIMING

Signal timing such as leading pedestrian intervals (LPI) and protected turning phases are used to give pedestrians priority at intersections and temporarily separate pedestrian and vehicles at crossings. Pedestrian crossing speeds should also be considered when retiming traffic signals. Leading pedestrian intervals give pedestrians a 3 to 7 second head start to enter the intersection before vehicles.

FIGURE 17.



## NO TURN ON RED RESTRICTIONS

No Turn on Red restrictions reduce the opportunity for conflict between people walking and driving. Restrictions may be illuminated when pedestrians are present.

FIGURE 18.



## SIGNALIZED INTERSECTION

A signalized intersection will indicate motor vehicles to stop and allow pedestrians to cross Main Street. This will need to be based on an engineering study.

FIGURE 19.



Images sources: Chicane [LA DOT Bike Blog], School Zone [Michael Tercha/ Chicago Tribune], Signal Timing [NY Post], NTO Restrictions [Honolulu Civil Beat], Signalized Intersection [Federal Highway Administration]

## SPEED FEEDBACK

Speed Feedback Signs (SFS) can be an effective method for reducing speeds at a specific location. However, SFS have limited effectiveness at reducing speeds downstream from the sign.

FIGURE 20.



## STREETSCAPE

Streetscape elements may include planters, bicycle racks, landscaping, street lighting, paving, or decorative fencing. Decorative fencing along a sidewalk may help guide pedestrians and give a sense of place.

FIGURE 21.



## IMPROVED STREET LIGHTING

Lighting is a key element of the visual environment that allows pedestrians to move about safely and feel more secure. Well-lit sidewalks and roadways allow drivers to see pedestrians entering the roadway and allow pedestrians to avoid tripping hazards or other sidewalk elements.

FIGURE 22.



## HIGH CAPACITY BIKE PARKING

High capacity bike parking provides a large number of spaces for people to park bicycles. A covered area provides some protection from the weather.

FIGURE 23.



## BUS SHELTER

Transit shelters are located in the streets' furniture zone and provide a protected place for people to sit and wait for the bus.

FIGURE 24.



Images sources: Speed Feedback [Stinson Owl Lite]; Streetscape [USF Oracle], Street Lights [Joe Angeles/ WUSTL Photos], High Capacity Bike Parking [Virginia Tech Daily], Bus Shelter [San Diego Mass Transit System]

## ALTERNATIVES ANALYSIS

### COMMUNITY FEEDBACK

Prior to the study, the District and Village collected comments and suggestions from the school community about traffic safety conditions and improvements surrounding DGN and DGS. The compiled comments were categorized and presented in the first two safety forums. Attendees indicated their preferred safety enhancements. ‘Painted Intersection’ was the top voted idea. The below table ranks the ideas (with 1 as the most popular) based on attendee and student feedback.

The interactive map was available over two months and allowed people to anonymously comment on locations at and surrounding Downers Grove High Schools. After the interactive map was closed for public comment, responses were categorized by topics and general locations, later to be organized into corridors. Main Street and Grant Street was the most commented location (see Table 3). The most frequent comments related to dangerous crosswalks and speeding.

**TABLE 2. COMMUNITY AND TASK-FORCE PROPOSED STREET DESIGN TOOLS**

1. Painted Intersection	7. Raised Intersection	13. Curb Bumpouts
2. Speed Hump	8. Painted Crosswalks	14. Right Turn on Red Restrictions
3. Crossing Guards and/or Police Enforcement	9. Bike Parking Canopy	15. Banners
4. Leading Pedestrian Interval	10. In-Street Pedestrian Sign	16. Red Light/ Speed Camera
5. Concrete Planters	11. Rapid Flashing Beacon	17. Flexible Delineators
6. Street Lighting	12. Road Diet	

**FIGURE 25. DGN SAFETY FORUM COMPLETED IDEA BOARD**

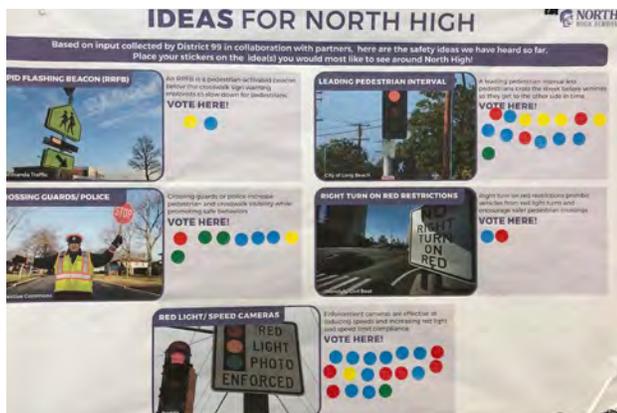


Image provided by Sam Schwartz Consulting

**TABLE 3. INTERACTIVE MAP LOCATION FINDINGS**

<b>DGN INTERACTIVE MAP COMMENTS</b>	
<b>Top Comments</b>	<b>Takeaway</b>
<p><b>Main Street Corridor</b></p> <ol style="list-style-type: none"> <li>1. Dangerous pedestrian crossing</li> <li>2. Turning at Main Street and Sherman Street</li> <li>3. Speeding on Main Street</li> </ol>	<p><b>Calm traffic and emphasize pedestrian crossing location</b></p>
<p><b>Highland Avenue Corridor</b></p> <ol style="list-style-type: none"> <li>1. Suggested stop signs</li> <li>2. Dangerous crosswalks</li> <li>3. Speeding</li> </ol>	<p><b>Discourage dangerous driving and walking behaviors</b></p>
<p><b>Saratoga Avenue Corridor</b></p> <ol style="list-style-type: none"> <li>1. Crosswalk visibility</li> <li>2. Missing sidewalk</li> <li>3. Relocate parking</li> </ol>	<p><b>Better define and maintain pedestrian space</b></p>
<p><b>Ogden Avenue Corridor</b></p> <ol style="list-style-type: none"> <li>1. Dangerous pedestrian crossing</li> <li>2. Missing sidewalk</li> <li>3. Crosswalk visibility</li> </ol>	<p><b>Improve signalized crossings and reduce vehicle turning conflicts</b></p>
<b>DGS INTERACTIVE MAP COMMENTS</b>	
<b>Top Comments</b>	<b>Takeaway</b>
<p><b>63rd Street Corridor</b></p> <ol style="list-style-type: none"> <li>1. Speeding</li> <li>2. Springside traffic signal</li> <li>3. School zone and speed limit</li> </ol>	<p><b>Calm traffic and direct pedestrians to signalized crossings</b></p>
<p><b>63rd Street at Dunham Road</b></p> <ol style="list-style-type: none"> <li>1. Jaywalking</li> <li>2. Distracted students</li> <li>3. Turning (left onto Dunham)</li> </ol>	<p><b>Channelize pedestrians to signalized crossing and reduce turning conflicts</b></p>
<p><b>Norfolk Street &amp; DGS Circulation</b></p> <ol style="list-style-type: none"> <li>1. Pick-up/drop-off</li> <li>2. Jaywalking</li> <li>3. Suggested traffic signal (Norfolk)</li> </ol>	<p><b>Disperse vehicular circulation, increase pick-up storage, and give pedestrians priority</b></p>
<p><b>Main Street &amp; Norfolk Street</b></p> <ol style="list-style-type: none"> <li>1. Suggested traffic signal</li> <li>2. Dangerous pedestrian crossing</li> <li>3. Speeding</li> </ol>	<p><b>Speed and crossing distance on Main require that pedestrians should cross at signalized location</b></p>

## ALTERNATIVES OPTIONS

For many of the study area locations, improvements could be determined following industry guidance on Complete Street design. However, Main Street—both in front of DGN and further south at Norfolk Street—required an analysis of alternative improvement options. A summary is provided below; a detailed technical analysis is included in the appendix.

### MAIN STREET CORRIDOR.

Main Street from Ogden Avenue to Franklin Street connects DGN and the Village's downtown. The street is under Village jurisdiction in this segment. In order to improve the pedestrian safety of the Main Street corridor, several traffic calming strategies were considered including but not limited to:

- 4 to 3 Lane Conversion
- Grade Separated Crossing at Grant Street
- Raised and/or Painted Intersection at Grant Street

*4 to 3 Lane Conversion.* A capacity analysis was performed to analyze the corridor's intersections for the weekday peak hours using Synchro 10 capacity analysis software. In comparing the results of the analysis, it was determined a conversion of Main Street (which carries just under 15,000 vehicles per day) to three travel lanes, including one lane in each direction plus a left-turn lane, will not be detrimental to traffic flow on Main Street and may even improve intersection operations where the provision of a new left-turn lane eliminates the interruption of turning traffic in the through lanes. Moreover, 3-lane conversions have significant safety benefits to vehicles and pedestrians. The other alternatives were evaluated and determined to be less beneficial than the conversion or a second layer to further enhance it.

*Grade Separated Crossing.* A grade-separated pedestrian crossing is only effective at providing a safe crossing for those who use it. A pedestrian bridge in this constrained location would require a ramp up at least 400 feet away from the direct intersection crossing only to ramp down another 400 feet, making the path highly inconvenient and compliance less likely. A separated crossing also does not adequately address the safety at any other crossing location along the corridor where students and community members are crossing.

*Raised and/or Painted Intersection.* Raised intersections calm traffic by creating a vertical element to the roadway which reinforces slow speeds and encourage motorists to yield to pedestrians in the crosswalk. A painted intersection brings attention to the intersection but without the vertical. The intersection of Main Street with Grant Street is an appropriate location for both of these types of treatments, which are not mutually exclusive.

## MAIN STREET AT NORFOLK STREET.

This section of Main Street falls under DuPage County jurisdiction. The road has a 40 MPH speed limit and currently has an uncontrolled crosswalk at Norfolk Street that many community members highlighted as a precarious pedestrian crossing. Many students cross Main Street at this location to travel to/from DGS and Kingsley Elementary School. Several strategies to improve pedestrian safety were considered including:

- Pedestrian Hybrid Beacon
- 4 to 3-Lane Conversion
- Traffic Signal at Oxford Street

*Pedestrian Hybrid Beacon.* Main Street carries approximately 13,400 vehicles per day based on counts available from the Illinois Department of Transportation. The uncontrolled pedestrian crosswalk on Main Street at Norfolk is approximately 50 feet long. According to the Manual of Uniform Traffic Control Devices, or MUTCD, if at least 20 pedestrians per hour cross under these conditions, a Pedestrian Hybrid Beacon may be appropriate. However, traffic counts provided by DuPage County show well under 20 pedestrians cross there currently. The signal would also need to be located at least 100 feet from an intersection which would place it immediately adjacent to residential driveways which does not make it a preferred intervention.

*4 to 3 Lane Conversion.* With an Average Daily Traffic (ADT) under 15,000 vehicles, Main Street may be a strong candidate for a conversion from four travel lanes to three with little impact to intersection capacity, similar to the proposed configuration of Main Street from Sherman Street to Franklin Street. This option was not deemed preferable at this time since the extent of improvements need to be corridor-wide and those impacts were not studied. A conversion should be considered in the future in coordination with the County and in combination with a roadway resurfacing project.

*Traffic Signal at Oxford Street.* Per DuPage County standard, the installation of a traditional traffic signal requires the satisfaction of one or more warrants from the MUTCD which generally sets traffic and pedestrian volume thresholds as criteria for signalization. Traffic and pedestrian volumes on Norfolk Street do not meet traffic signal warrants at Main Street. Volumes on Oxford Street at Main Street were not readily available so a warrant analysis was not conducted. However, observations indicate that traffic volumes at Oxford Street are higher and would, thus, be more likely to meet volume warrants than traffic on Norfolk Street. Signalization of Main Street at Oxford is preferred from the County's perspective for that reason, as well as the higher benefit it would afford the overall street network.

## RECOMMENDATIONS

After careful evaluation and discussion, the following recommendations were made for the corridors surrounding DGN and DGS. The recommendations apply the Best Practices street design tools and are tailored to each corridor. For each school, the corridors are organized in order of priority.

### NORTH HIGH

#### MAIN STREET: SHERMAN STREET TO FRANKLIN STREET.

Main Street has four travel lanes until Franklin Street where it becomes two travel lanes with parallel parking on either side. The conversion will include one travel lane in each direction with a left-turn lane between the travel lanes. In fact, the turn lane improves intersection operations in some cases as it eliminates the interruption of turning traffic in the through lane. Intersections will continue to operate at the same Levels of Service or better under the proposed configuration. A conversion should happen in conjunction with road resurfacing. The technical analysis results suggest a conversion of Main Street to three travel lanes from Sherman Street to Franklin Street will not be detrimental to traffic flow.

FIGURE 26. 4 TO 3 LANE CONVERSION



### RECOMMENDATIONS

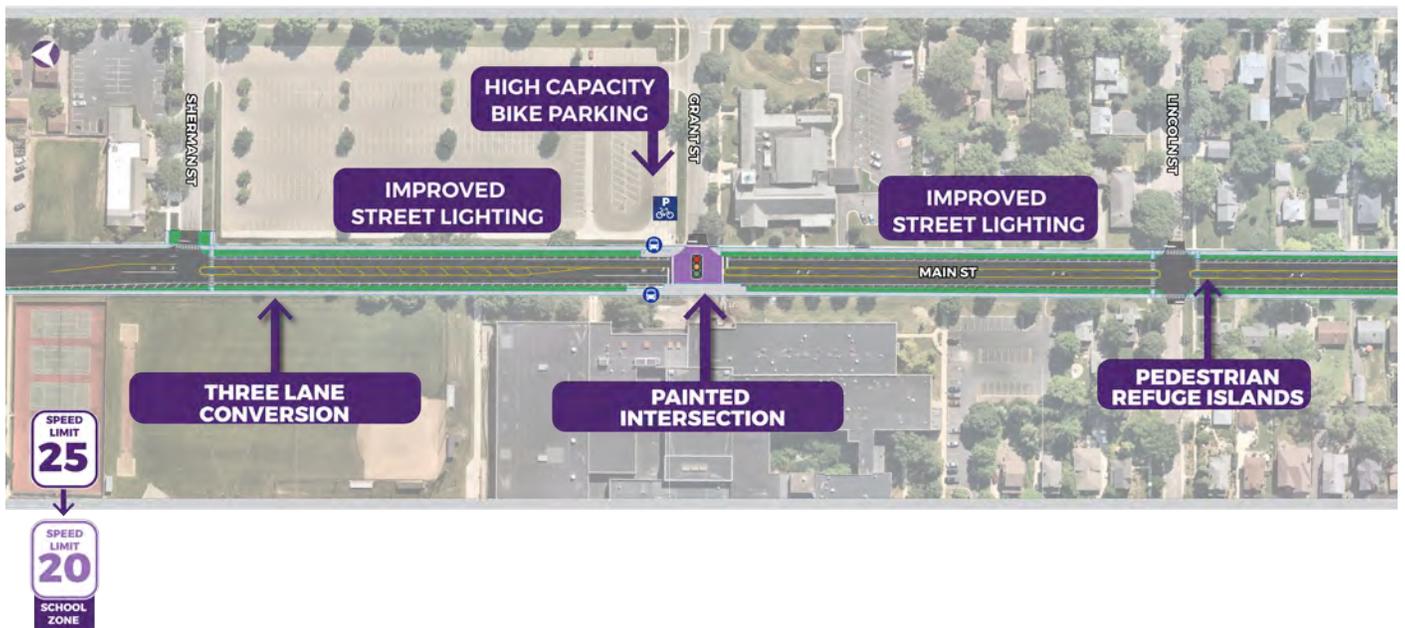
- Three-lane conversion with a single travel lane in each direction and a center turn lane

Main Street is an important thoroughfare connecting DGN to the Downtown. In order to capture the various needs of Main Street, the following recommendations are organized into the following categories from north to south:

- Main Street - Sherman Street to Lincoln Street
- Main Street - At Grant Street
- Main Street - Prairie Avenue to Downtown

**MAIN STREET: SHERMAN STREET TO LINCOLN STREET.** Main Street between Sherman Street and Lincoln Street is currently four lanes with a recent 25 mph school zone speed limit and signal modification. The four to three lane conversion will help calm traffic and foster a more pedestrian-friendly street.

**FIGURE 27. MAIN STREET RECOMMENDATIONS: SHERMAN STREET TO LINCOLN STREET**

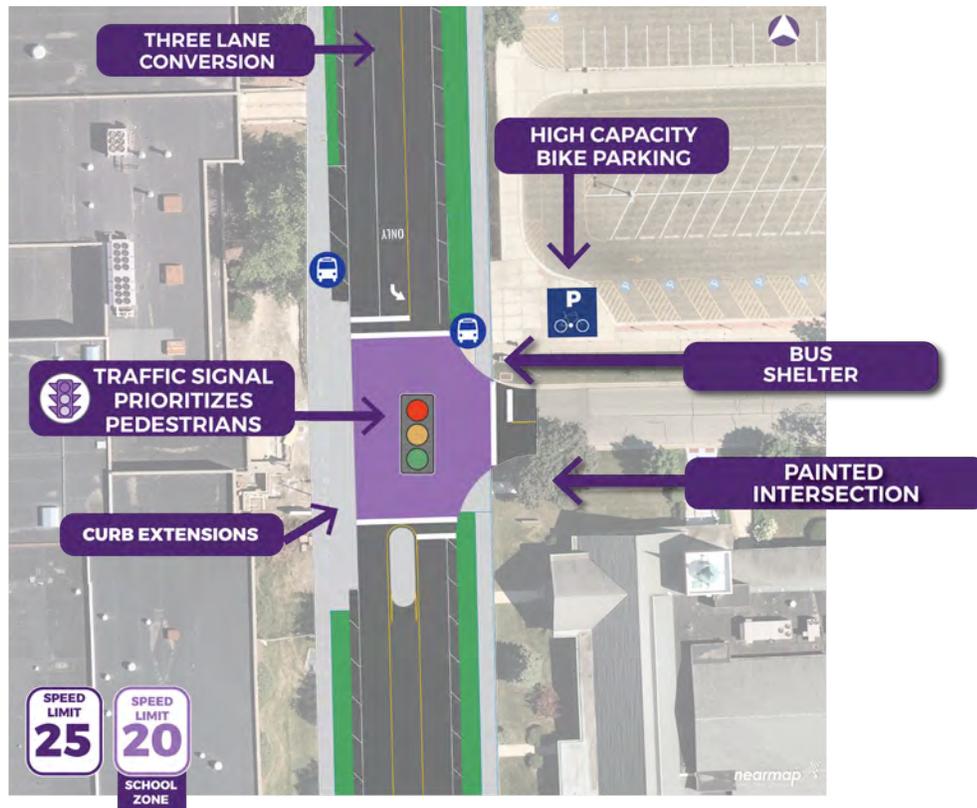


**RECOMMENDATIONS**

- Three-lane conversion with a single travel lane in each direction and a center turn lane
- Improved street lighting including at the pedestrian scale
- Pedestrian refuge island at Sherman Street, Grant Street and Lincoln Street crosswalks
- School zone speed limit with speed feedback signage

**MAIN STREET: AT GRANT STREET.** Pedestrian movements at the signalized intersection of Main Street with Grant Street will benefit from slower speeds along Main Street, a shorter crossing distance, and a strong sense of place where pedestrians are prioritized.

**FIGURE 28. MAIN STREET AT GRANT STREET RECOMMENDATIONS**

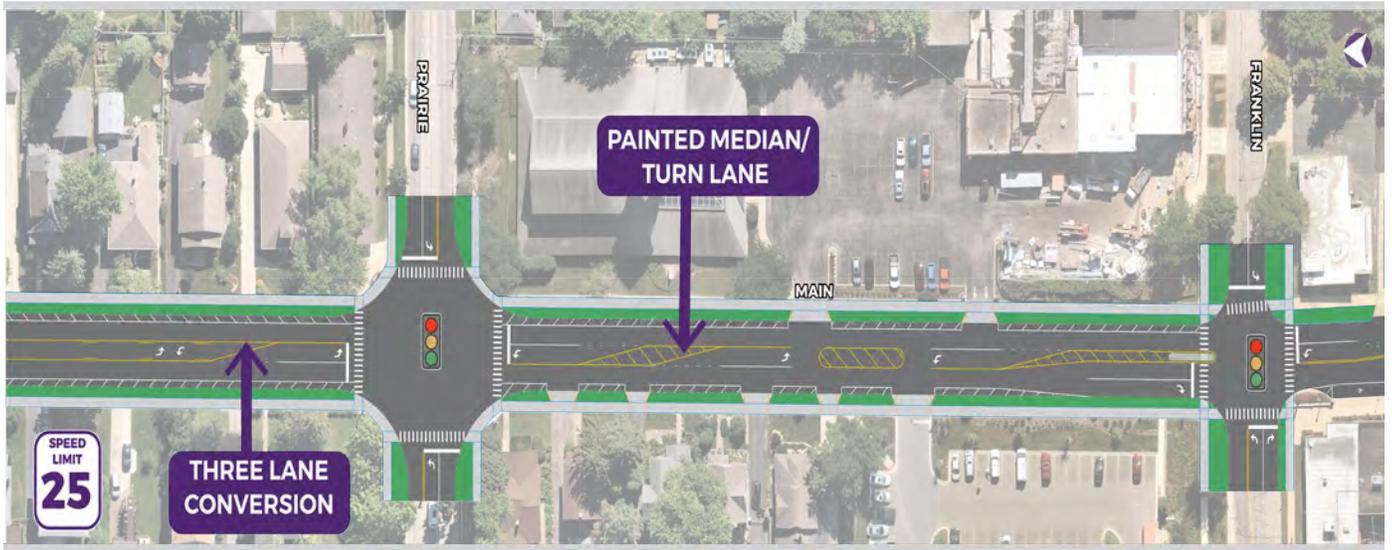


**RECOMMENDATIONS**

- Three-lane conversion allows for a left-turn lane at Grant Street
- Curb extension on west side of intersection
- High capacity covered bike parking
- Bus shelters
- Painted intersection

**MAIN STREET: PRAIRIE STREET TO DOWNTOWN.** The four-to-three conversion on Main Street will continue from Sherman Street south to the downtown. This exhibit shows how the conversion will connect to the existing three-lane portion of Main Street in the downtown.

**FIGURE 29. MAIN STREET FROM PRAIRIE STREET TO DOWNTOWN RECOMMENDATIONS**

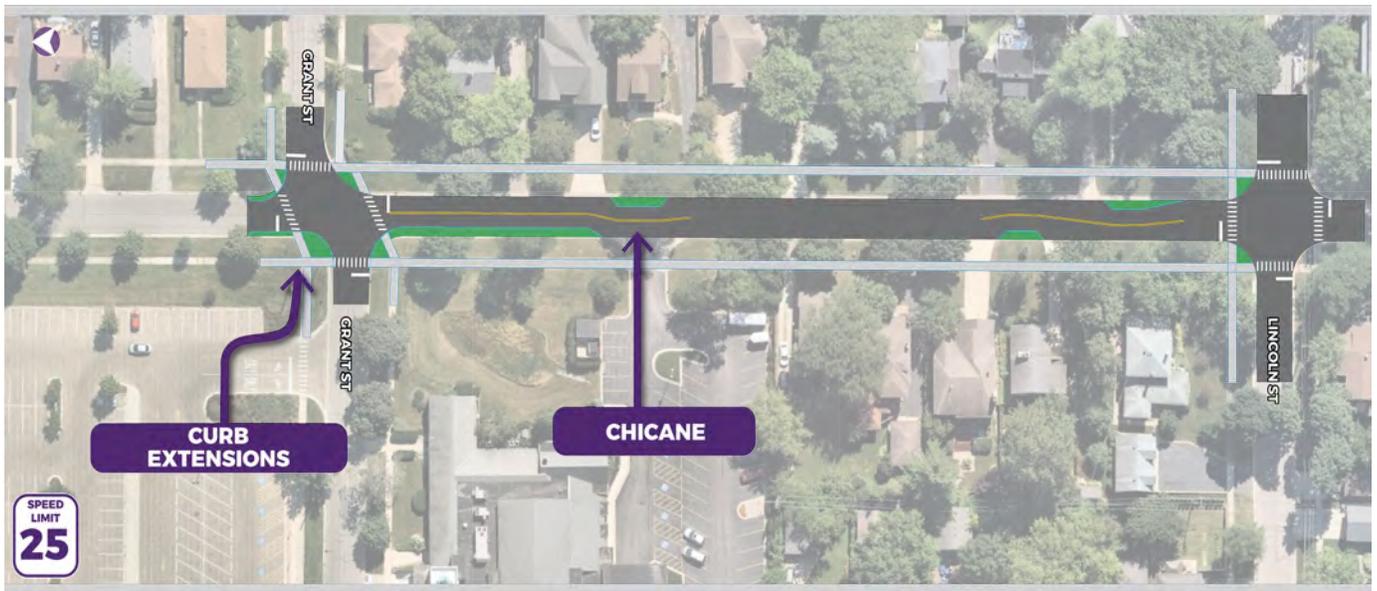


#### RECOMMENDATIONS

- Three-lane conversion allows for a left-turn lane at Prairie Street and Franklin Street signalized intersections, and at access drives
- Signal phasing and equipment modifications

**HIGHLAND AVENUE.** Highland Avenue sits one block east of Main Street and is used by people traveling from DGN’s parking lot. Traffic calming features are recommended to prevent speeding along the corridor and discourage cut-through traffic from Main Street.

**FIGURE 30. HIGHLAND AVENUE RECOMMENDATIONS**



**RECOMMENDATIONS**

- Chicane/curb line modifications
- Curb extensions

**FIGURE 31. VALLEY VIEW DR**

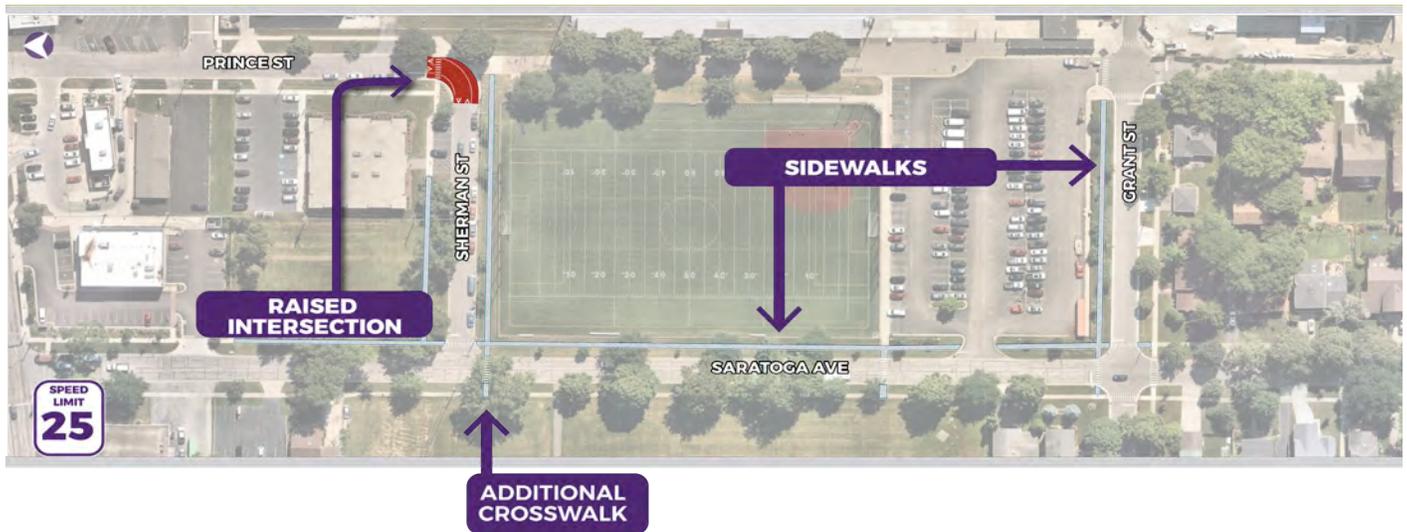
**DOWNERS GROVE SPOTLIGHT**



**Traffic calming improvements, including narrowed lanes and curb extensions have been applied in Downers Grove!**

**SARATOGA AVENUE.** Saratoga Avenue, just west of DGN, is used to access the school's west parking lots and for a lot of pick-up and drop-off activity. To create a more pedestrian friendly environment, it is recommended to add sidewalks along Saratoga Avenue and Grant Street. In addition, it is recommended to create a raised intersection at Prince Street and Sherman Street to help bring attention to the crosswalk. The east side of Saratoga Avenue and the north side of Grant Street do not currently have sidewalks. Sidewalks should be installed to provide a complete pedestrian network.

**FIGURE 32. SARATOGA AVENUE RECOMMENDATIONS**



**RECOMMENDATIONS**

- Raised intersection at Prince Street bend
- Sidewalk connections along Saratoga Avenue, Sherman Street and Grant Street
- Additional crosswalk markings and signage

**OGDEN AVENUE.** Ogden Avenue is a State road north of DGN. Recommendations look to improve signalized crossings and reduce vehicle turning conflicts. Recommendations will require communication and collaboration with the Illinois Department of Transportation as well as property owners.

**FIGURE 33. OGDEN AVENUE RECOMMENDATIONS**



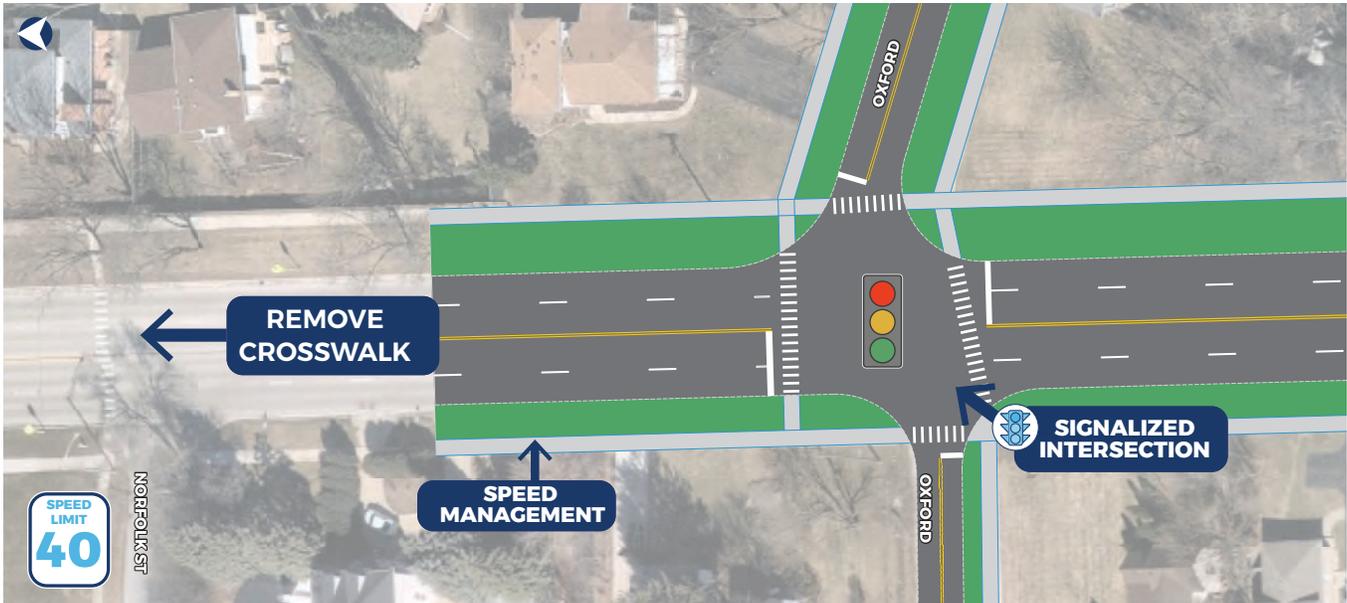
#### RECOMMENDATIONS

- Leading Pedestrian Interval (LPI): Work with IDOT to study LPI for pedestrians crossing Ogden Avenue
- Sidewalk connection
- No Turn On Red (NTOR) restrictions

## SOUTH HIGH

**MAIN STREET: NORFOLK STREET TO OXFORD STREET.** The existing crosswalk on Main Street at Norfolk Street is not a safe uncontrolled crossing. To improve safety, it is recommended to relocate the crossing to Oxford Street, where a full traffic signal is also recommended. A traffic signal installation will need to be based on an engineering study.

**FIGURE 34. MAIN STREET FROM NORFOLK STREET TO OXFORD STREET RECOMMENDATIONS**



### RECOMMENDATIONS

- Work with DuPage County to reduce posted speed and install speed feedback signs
- Crosswalk markings at Oxford Street
- Remove uncontrolled crosswalk markings at Norfolk Street
- Work with DuPage County to study and install a traffic signal at the intersection of Main Street with Oxford Street

**63RD STREET.** Bordering the high school to the north, 63rd Street is a County arterial with high travel speeds. Students park in the church lot at 63rd Street and Dunham Road. Traffic should be slowed with streetscape elements and speed feedback signage. Pedestrians should be encouraged to cross at signalized locations.

**FIGURE 35. 63RD STREET RECOMMENDATIONS**



**RECOMMENDATIONS**

- A traffic signal will be installed at Springside by 2021
- Work with DuPage County to reduce posted speed and install speed feedback signs
- A new driveway on 63rd Street is intended to relieve traffic on Dunham Road and Norfolk Street
- Fencing and streetscape along the south side of 63rd Street
- Curb extensions on Dunham Road
- Leading Pedestrian Interval (LPI): Work with DuPage County to study LPI for pedestrians crossing 63rd Street
- Sidewalk connection to Christian Worship Center Church
- District should consider relocating the existing off-site student parking at the church as campus planning allows



The following tables outline a planning-level cost estimate and construction timeline for each corridor. The estimated construction cost and timeline for each corridor are provided using the following categories. A detailed estimate can be found in the Appendix.

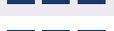
**TABLE 4. ESTIMATED COST CATEGORIES**

\$	Under \$50,000
\$\$	\$50,000 - \$150,000
\$\$\$	\$150,000 - \$500,00
\$\$\$\$	Over \$500,000

**TABLE 5. ESTIMATED TIMELINE CATEGORIES**

	Less than 1 Year
	1 - 2 Years
	Over 2 Years

**TABLE 6. ESTIMATED CONSTRUCTION TIMELINE & COSTS**

Corridor	Cost	Timeline	Description
Main St - Ogden to Franklin	\$\$\$\$		Resurfacing, Refuge Islands, Street Lighting, Painted Intersection, Signal Timing, Bump Out, Bike Parking, & Bus Stop Improvements
Highland	\$		Curb Extensions & Pavement Markings
Saratoga	\$\$		Raised Intersections, Crosswalks, & Sidewalks
Ogden	\$		Signal Timing, Signage, Crosswalks, & Sidewalks
Main St - Norfolk to Oxford	\$\$\$		Signalized Intersection, Resurfacing, Restriping, ADA Curb Ramps
63rd	\$\$\$\$		Signal Timing, Curb Extensions, Fencing, & Streetscape
Dunham	\$\$		Drop-Off Lane & Curb Extensions



**VILLAGE OF DOWNERS GROVE**  
**REPORT FOR THE TRANSPORTATION AND PARKING COMMISSION**  
**JULY 22, 2020 AGENDA**

<b>SUBJECT:</b>	<b>SUBMITTED BY:</b>
File #3-20 Sidewalk Request on Norfolk from Carpenter to Saratoga	Andy Sikich Director of Public Works

**BACKGROUND**

A Neighborhood Petition Form was received on December 3, 2019, requesting a sidewalk on the south side of Norfolk St. from Saratoga Ave. to Carpenter St. The request was signed by five residents. Per the petition, this request is for the safety of elementary school children walking to school.

**ANALYSIS**

For nearly 30 years the Village has had a policy of constructing a sidewalk on one side of every street. With very few exceptions, this has been accomplished. The rationale behind this policy was:

- Every street should have at least one sidewalk where pedestrians can safely walk.
- Constructing sidewalks on both sides was cost prohibitive.
- It can be difficult and disruptive to a street’s grading, drainage, street canopy, etc. to construct sidewalks in mature neighborhoods that were not designed for sidewalks.

One of the unavoidable results of constructing sidewalks on just one side of the street is that half of the residents must cross the street first in order to get to the sidewalk. Children who live on the side with no sidewalk sometimes have to cross their own street twice in order to get to school. That is the case on this section of Norfolk St.

This situation is not unique to this location. There are many locations around the Village, in close proximity to elementary schools, where this occurs. Some examples of this are:

- Elm St. and Forest Ave. near Highland Elementary School
- Several streets near Henry Puffer Elementary School
- Venard Road near Belle Aire Elementary School
- Roslyn Road near Lester Elementary School
- Lyman Ave. near Fairmount Elementary/O’Neill Middle School
- Other locations

Downers Grove Estates, the location of the sidewalk request, was originally an unincorporated subdivision with no sidewalks. The streets in this subdivision were constructed with a rural cross-section; narrow pavement with little to no drainage system. The sidewalk on the north side of Norfolk was constructed in the 1990’s, around the same time as the pedestrian crossing at

Norfolk and Main St. The subdivision was then annexed to the Village in 2001. In 2014, the Village reconstructed the streets in this area and added some drainage appurtenances (mostly ditch/culvert systems and some storm sewers). In addition, sidewalks have now been constructed on one side of every street in the area.

Norfolk St. between Carpenter and Saratoga has limited storm sewer on the north side, and a ditch/culvert system on the south. There are also several large trees in the parkway on the south side of the street. Constructing this sidewalk would require drainage improvements and/or the removal of several large parkway trees. Not only would this drive up the cost of construction, but it would have a significant impact on the tree canopy and neighborhood aesthetics. The approximate length of the requested sidewalk is 665 feet. Based on past projects, staff estimates that the approximate cost to construct a sidewalk in this location (in 2020 dollars) is roughly \$80,000. However, the actual cost could be higher, due to the likely need for storm sewer construction and the small project size.

In the recent D99 Pedestrian Safety Study, performed by Sam Schwartz, completed sidewalk networks were recommended adjacent to North High along Saratoga Avenue, Sherman Street and Grant Street, and north of South High along Dunham Road. These are locations with significant potential for pick-up/drop-off traffic and pedestrian conflicts. A sidewalk along the south side of Norfolk St. could possibly be considered in the same context as the sidewalks recommended in the D99 study. However, this is only if warranted by traffic and pedestrian volume, and changes in neighborhood character should be considered. This may also be impacted by the recommendation in the D99 Pedestrian Safety study to relocate the Main Street crosswalk from Norfolk to Oxford.

## **RECOMMENDATION**

Staff recommends that, if the Village desires to begin constructing sidewalks on the second side of certain streets adjacent to schools, this should not be done on a request by request basis. A comprehensive analysis should be performed so that decisions can be made on a systematic basis as to where sidewalks should be constructed, which locations take priority, and what the budget and construction schedule should be. A second sidewalk along Norfolk at the requested location could be considered as part of this larger, comprehensive analysis.

# Neighborhood Petition Form

## Parking and General Traffic Safety Issues

Dear Resident/Business Owner:

The Village takes its role in traffic safety very seriously. From the requests, complaints, and suggestions we receive from you and from various sources, we can then enhance our transportation system.

Through this Neighborhood Petition Form (NPF) neighbors are encouraged to identify and discuss issues affecting them. We require at least five (5) different addresses be submitted to initiate a staff review.

Staff will then conduct a comprehensive analysis regarding the specific issue(s) checked below. This process may take some time to complete, depending on time of year and available staff resources. Following staff's investigation, all the petitioners (including affected neighbors) will be formally invited to a Transportation and Parking Commission meeting at which time staff's report will be presented. Residents may participate and comment on specific issues at this meeting. The Commission will then vote on staff's report and recommend 1.) to Approve, 2.) to Approve with Changes, 3.) to Reject Entirely, or 4.) Recommend a New alternative. Whatever is decided, the recommendation then is forwarded to Village Council for their vote. If citizens are not satisfied with the recommendation of the Commission, they are permitted to petition Village Council for their alternate recommendation when this item is discussed.

SIDEWALK NEEDED

Thank you for your cooperation and understanding.

Street: Norfolk Between: Carpenter and Saratoga

Issue/Concern: (Check One):  
 Parking:  Speeding:  Other:  *(to connect to 4th school's sidewalk)*

Brief Description: Safety of Elementary school children walking to school - NEEDED A SIDEWALK. We are the only area that has an Elementary School and High School within 2 blocks. There is no

PRINT NAME	SIGNATURE	ADDRESS
1.) <u>Ami Dunlap</u>	<u>[Signature]</u>	<u>1121 Norfolk St.</u>
2.) <u>Peter Schornat</u>	<u>[Signature]</u>	<u>1115 Norfolk St.</u>
3.) <u>Tose Anaya</u>	<u>[Signature]</u>	<u>1109 Norfolk St.</u>
4.) <u>Julianne Green</u>	<u>[Signature]</u>	<u>1133 Norfolk St</u>
5.) <u>Paul [unclear]</u>	<u>[Signature]</u>	<u>1127 NORFOLK ST</u>

Return Forms To: **Public Works Department**  
**Transportation Division**  
**5101 Walnut Ave.**  
**Downers Grove, IL 60515 FAX 630-434-5495**

Date: \_\_\_\_\_  
 Contact Person: Ami Dunlap  
 Phone No. 630 926 2872  
 E-Mail: Amisdunlap@yahoo.com

Page 1 of 1

CARS AND BUSES

much traffic between the two schools at peak times in the morning and afternoon. We don't need to wait for a tragedy to happen like at DGN to fix this issue of safety for our kids. Please reference a village hall meeting on 14/14/19 that was held specifically to address the safety issues regarding traffic around the Kingsley Elementary area.



**VILLAGE OF DOWNERS GROVE**  
**REPORT FOR THE TRANSPORTATION AND PARKING COMMISSION**  
**JULY 22, 2020 AGENDA**

<b>SUBJECT:</b>	<b>SUBMITTED BY:</b>
#1-20 Downtown Parking Analysis and Implementation Plan (Postponed)	Jason R. Zawila, AICP Planning Manager

**BACKGROUND**

At their [December 17, 2019](#) meeting the Village Council accepted the downtown parking system presentation and reports and referred discussion of the matter to the Transportation and Parking Commission and Downtown Management Corporation. At the February 12, 2020 Transportation and Parking Commission (TAP) meeting, staff provided an overview of the comprehensive parking study that was presented to the Village Council at their December 17, 2019 meeting. In March, additional analysis and findings were provided to TAP, related to downtown parking. The subsequent reports presented to TAP can be found on the Village's website.

**IMPLEMENTATION ACTION PLAN (POSTPONED)**

Staff planned to present a draft implementation action plan developed in conjunction with analyzing the data from the 2019 Downtown Parking Analysis, further observations by staff and input from stakeholders including the Downtown Management Corporation. However, due to the outbreak of COVID-19, downtown parking patterns have significantly changed in the short-term (i.e. downtown public off-street parking has been at a historic, less than 3% occupancy rate since March 2020) and it is unknown how commuting patterns will shift in the mid to long term.

Staff will be postponing any additional TAP discussion on this topic to allow the collection of additional data based on what may be new parking patterns in light of the pandemic.