



TRANSPORTATION & PARKING COMMISSION

MEETING AGENDA

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

- I. Call To Order
 - II. Roll Call
 - III. Approval of August 12, 2020 Meeting Minutes
 - IV. Public Comments – General Topics or Issues NOT on Tonight’s Agenda
 - V. New Business
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1. File # 4-20 Stop Sign Requests on Prentiss Drive

Action Requested: Discussion and Recommendation

Description: A resident request was received regarding the possible addition of stop control at the intersection of Hathaway Lane and Prentiss Drive. Staff has reviewed the request and expanded the analysis to include all intersections from Woodward Avenue to Springside Avenue on Prentiss Drive, and at Brookwood Drive and Springside Avenue. Commission is asked to provide a recommendation to the Village Council.

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- VI. Old Business
 - VII. Communications
 - VIII. 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 – August 12, 2020
Council Chambers – Village Hall
801 Burlington Avenue, Downers Grove

Chairman Carter called the August 12, 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: Chairman Carter, Commissioners Wilkinson, Novak, Saricks, Shiliga, Heverin

Absent: Commissioner Carlson

Staff: Public Works Director Andy Sikich, Officer Chris Fisher

Visitor Roster: Katie Hannigan, District 58

A quorum was established.

Chairman Carter reviewed the procedures to be followed for the meeting, explaining that the Commission will forward a recommendation to the Village Council for approval.

APPROVAL OF JULY 22, 2020 MINUTES

COMMISSIONER WILKINSON MOVED TO ACCEPT MEETING MINUTES AS PRESENTED.

SECONDED BY COMMISSIONER SARICKS.

MOTION PASSED UNANIMOUSLY BY VOICE VOTE 6:0.

PUBLIC COMMENT ON NON-AGENDA ITEMS

No public comment on non-agenda items.

Chairman Carter proceeded to files on the agenda.

DISCUSSION OF OLD BUSINESS

File #2-20 District 99 Pedestrian Safety Study

Director Andy Sikich presented a continuation of the District 99 Safety Study with additional information based on questions from the last meeting. He gave examples where existing roads were converted from four lanes to three lanes, known as a “road diet,” as is proposed for Main Street in the D99 study. Per the *City of Chicago Pedestrian Plan – Tools for Safer Streets* (2013) a road diet can be considered on all streets with four or more lanes and less than 23,000 vehicles per day (in some cases up to 30,000 vehicles per day). The stretch of Main St from Ogden to

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Franklin has approximately 14,000 vehicles per day. Some local examples where this has been accomplished include Lawrence Ave., in Chicago, which has an ADT (Average Daily Traffic) of 20,000 vehicles per day, Sheridan Rd. (ADT 10,000) in Evanston, IL RT 31 (ADT 9,000) in Geneva, 55th Street (ADT 13,000) in Chicago, and Wabash Ave. (ADT 9,500) in Chicago. In general the improvements at these locations have successfully mitigated speeding, accidents, etc.

Mr. Sikich also gave some examples of future maintenance costs for some typical improvements.

- Traffic Signals - ±\$20,000 per year (includes replacement cost of approx. \$350,000 after 20 years)
- Sidewalks - ±\$5/year for an average sidewalk square (5' x 5') (includes replacement cost after 50 years)
- Striping – replacement cost (life cycle varies)
 - <\$1 per linear foot for 4" line
 - ±\$5 per linear foot for 24" line

Staff is recommending a tiered approach to prioritizing the projects recommended by the D99 Pedestrian Safety Study.

Tier 1 (Projects recommended to be undertaken first):

- Speed Limits – work with DuPage County to reduce speed limits and install speed feedback signs on 63rd and on Main south of 63rd
- Main & Grant – paint intersection (will need to be re-painted every few years)
- Main from Ogden to Franklin – begin preliminary design
- Sherman and Prince – install raised intersection
- Saratoga - stripe high-visibility crosswalks
- Ogden – start discussions with IDOT and finalize design
- Dunham and 63rd - Construct Sidewalk on Dunham north of 63rd; begin design of intersection improvements
- Main and Oxford – perform traffic signal warrant analysis and intersection design study

Tier 2 (Projects recommended to be undertaken second)

- Main from Ogden to Franklin – perform final design
- Highland from Grant to Lincoln – design and construct traffic calming elements
- Saratoga – construct sidewalks on Saratoga, Sherman and Grant
- Ogden – construct sidewalk and implement signal modifications
- Dunham and 63rd – construct curb extensions and modify pedestrian signal timing
- Main and Oxford – perform final intersection/signal design

Tier 3 (Projects recommended to be undertaken third)

- Main from Ogden to Franklin – construct improvements
- Main and Oxford – construct new traffic signal
- Dunham and Norfolk – assess intersection functionality once improvements at Dunham and 63rd are in operation, and implement modifications as necessary

Staff is requesting that the Commission discuss and make a recommendation to the Village Council.

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Chairman Carter asked if IDOT and DuPage County are in favor of these projects. Mr. Sikich replied that he feels positive about it, but that both will require additional, more detailed information before they will approve any of the work.

CHAIRMAN CARTER OPENED DISCUSSION AMONGST THE COMMISSION

Commissioner Heverin asked if more information could be provided regarding timing and schedule of the projects. Mr. Sikich stated it will be dependent on how much money the Village Council chooses to invest annually in the improvements, although there is a minimum amount of time required for each project. The easiest projects in tier one could be done in a year. The more complex projects would take between 2 and 5 years. Commissioner Heverin questioned if cost affects how the projects are organized into tiers. Mr. Sikich stated that the tiered approach would create a fairly uniform yearly budget, although the construction of the larger projects in tier 3 may have higher costs associated with them. There may be grant money available to offset some of those costs, however. Commissioner Heverin asked if any of the examples included studies to show what the results were and how traffic was impacted after the work was done. Mr. Sikich stated that some of the older projects do have data available, but the more recent ones do not. Several of the Chicago examples indicated positive results, such as reduced speeding and reduced pedestrian crashes. Mr. Sikich also indicated that a more detailed traffic analysis would be performed during the design phase to ensure that the proposed improvements would not negatively impact traffic.

Commissioner Saricks asked if there is language in the Village's long-range plan to accommodate these improvements. Mr. Sikich believes that this is a High Priority Action Item in the Long Range Plan, and that there is commitment to move forward with these projects.

Commissioner Wilkinson asked if any of the work may be done before the start of this school year. Mr. Sikich stated that it would not be possible to complete any of these projects before school starts this year.

Chairman Carter agrees that a road diet is a warranted improvement, and that all questions from the previous meeting have been answered.

Commissioner Novak asked when the traffic counts on Main Street were taken. Mr. Sikich stated that it varies by location, but all are within the last 5-6 years. When design moves forward, new counts will be taken. Mr. Novak asked if snow removal will be negatively impacted by these improvements. Mr. Sikich stated that it has not been an issue in other areas where the Village has similar improvements. Commissioner Novak asked if there would be issues with emergency vehicles. Mr. Sikich replied no, that the lanes would be wide enough for cars to pull over for passing emergency vehicles.

Commissioner Shiliga asked if the estimates of cost are based on actual bidding of the projects or previous knowledge of cost. Mr. Sikich said they are currently just preliminary concept estimates based on typical projects. The typical maintenance costs given earlier, however, are based on what the Village currently spends on maintenance of similar items. Commissioner Shiliga asked when numbers would be finalized. Mr. Sikich stated that more detailed estimates will be created at each stage of design.

CHAIRMAN CARTER OPENED UP THE PUBLIC COMMENT PERIOD

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PUBLIC COMMENT ON AGENDA ITEM

No public comment.

CHAIRMAN CARTER CLOSED THE PUBLIC COMMENT DISCUSSION

WITH RESPECT TO FILE #2-20, MR. CARTER MOVED TO RECOMMEND TO THE VILLAGE COUNCIL THAT THESE PROJECTS BE IMPLEMENTED USING THE THREE TIERED APPROACH AS PRESENTED.

SECONDED BY MR. NOVAK.

MOTION PASSED UNANIMOUSLY BY VOICE VOTE 6:0.

File #3-20 Norfolk Sidewalk Petition

Director Andy Sikich gave an update since the previous meeting. Temporary stop bars and advance warning signs have been placed for the stop sign at Saratoga and Norfolk. Staff will monitor it and collect data on the effectiveness of the all-way stop once D58 is back in session in person. Regarding the Commission's request for staff to review any temporary solutions to the sidewalk request, Mr. Sikich stated that staff has considered the options and there is no temporary solution that could be done in the short term that would meet state and federal requirements.

CHAIRMAN CARTER OPENED DISCUSSION AMONGST THE COMMISSION

Commissioner Heverin inquired about the expiration date of the temporary stop sign at Norfolk and Saratoga. Mr. Sikich indicated that he believes it is January 2020. Ms. Heverin indicated concern that it might not be enough time to evaluate its effectiveness, given that D58 might not be back to regular full-time operations. Mr. Sikich indicated that staff could possibly request that Village Council extend the temporary nature of the stop sign or to make it permanent.

Commissioner Saricks asked if the residents could create a temporary sidewalk on their own. Mr. Sikich stated that it would not be allowed in the right-of-way, but possibly they could do so on private property if they met all Village codes.

Commissioner Wilkinson asked if anything could be done to improve the existing crosswalks, such as markings and signage. Mr. Sikich stated that two of the crossings have crossing guards and there is existing signage, but that the Village would continue to work with Kingsley School to improve pedestrian safety. Mr. Wilkinson stated that he was in favor of doing this sidewalk first, even if a long term plan is put in place for all schools.

Commissioner Novak stated that he agrees with Commissioner Wilkinson that this sidewalk should be done first, then also apply the systematic approach.

Commissioner Shiliga stated that he agrees with the holistic approach, but that this sidewalk should be prioritized. He also stated that he feels the stop sign at Norfolk and Saratoga should be made permanent.

Chairman Carter stated that he believes this sidewalk is needed, and that he supports making the stop sign permanent.

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CHAIRMAN CARTER OPENED UP THE PUBLIC COMMENT PERIOD

PUBLIC COMMENT ON AGENDA ITEMS

1. Katie Hannigan: Ms. Hannigan stated that she was there on behalf of Superintendent Russell and District 58. She thanked staff for all of the work that the Village has done at Kingsley, and she agreed that there are other areas around the district that need attention. She is in favor of the holistic approach, but she agrees that prioritizing Kingsley is important. It is absolutely the most prevalent situation of parent concerns. The District has had a lot of parent input on this situation.

Commissioner Heverin asked Ms. Hannigan if the District has received similar feedback from parents at any of the other schools. Ms. Hannigan responded that they have received feedback from parents at other schools, but not to the same degree as Kingsley. It is more prevalent there due to its proximity to South High.

CHAIRMAN CARTER CLOSED THE PUBLIC COMMENT DISCUSSION

WITH RESPECT TO FILE #3-20, MR. CARTER MOVED TO PRIORITIZE A NEW SIDEWALK ON NORFOLK AT THIS LOCATION AND FOLLOW UP WITH A HOLISTIC APPROACH TO ELIMINATING HAZARDS TO AND FROM ALL ELEMENTARY SCHOOLS, ALONG WITH MAKING THE ALL-WAY STOP AT NORFOLK AND SARATOGA PERMANENT.

SECONDED BY MR. SHILIGA.

MOTION PASSED UNANIMOUSLY BY VOICE VOTE 6:0.

Communications

No communications at this time.

ADJOURN

**MR. NOVAK MOVED TO ADJOURN, SECONDED BY MR. WILKINSON.
MOTION CARRIED UNANIMOUSLY BY VOICE VOTE 6:0.**

Chairman Carter adjourned the meeting at 7:37 PM.

Respectfully submitted,

/s/ Andrea Banke
Recording Secretary



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

SUBJECT:	SUBMITTED BY:
File #4-20 Stop Sign Requests on Prentiss Drive	Andy Sikich Director of Public Works

BACKGROUND

A resident request was received regarding the possible addition of stop control at the intersection of Hathaway Lane and Prentiss Drive. Staff has reviewed the request and expanded the analysis to include all intersections from Woodward Avenue to Springside Avenue on Prentiss Drive, and at Brookwood Drive and Springside Avenue.

ANALYSIS

There are 9 intersections to be considered.

- Four-legged intersections
 - Prentiss Dr. at Bush Pl.
 - Prentiss Dr. at Stair St.
 - Prentiss Dr. at Loomes Ave./Barclay Ct.

- Three-legged intersections
 - Prentiss Dr. at Prentiss Ct.
 - Prentiss Dr. at Nash St.
 - Prentiss Dr. at Hathaway Ln. (South)
 - Prentiss Dr. at Hathaway Ln. (North)
 - Prentiss Dr. at Wells St.
 - Brookwood Dr. at Springside Ave.

Based on the Illinois vehicle code and historical installations, staff is recommending that stop control be established at the terminating legs of all of the considered three-legged intersections. The terminating legs are treated as the minor approach while Prentiss Drive and Springside Avenue are the major routes.

For the four-legged intersections, traffic counts were taken to determine if the intersection should be all-way or two-way stop control. The Village utilizes the warrants within the Federal Highway Administration's *Manual on Uniform Traffic Control Devices (MUTCD)* for stop controlled intersections. Generally, for an all-way stop to be warranted, the major street must handle a minimum of 2,400 cars during any given eight hour period, *and* the minor street must handle 1,600 vehicles during that same eight hour period. One exception to this criteria is for an intersection that has experienced at least five crashes within a 12 month period. None of these criteria are met for any of the four-legged intersections considered.

The traffic counts at each of the four-legged intersections are shown below. Staff recommends implementing stop control on the minor legs (*italicized*) with the lower volumes. Volumes shown are the average daily traffic (ADT) based on recent counts taken September 15th, 2020.

- Prentiss Dr. at Bush Pl
 - Prentiss EB – 589 ADT
 - Prentiss WB – 600 ADT
 - *Bush NB – 97 ADT*
 - *Bush SB – 50 ADT*
- Prentiss Dr. at Stair St
 - Prentiss EB – 591 ADT
 - Prentiss WB – 731 ADT
 - *Stair NB – 230 ADT*
 - *Stair SB – 17 ADT*
- Prentiss Dr. at Loomes Ave/Barclay Ct
 - Prentiss EB – 593 ADT
 - Prentiss WB – 760 ADT
 - *Barclay NB- 64 ADT*
 - *Loomes SB – 99 ADT*

RECOMMENDATION

Staff recommends the following intersection control improvements.

- Four-legged intersections
 - Prentiss Dr. at Bush Pl: stop controlled with northbound and southbound traffic (Bush Pl.) stopping
 - Prentiss Dr. at Stair St: stop controlled with northbound and southbound traffic (Stair St.) stopping
 - Prentiss Dr. at Loomes Ave/Barclay Ct: stop controlled with northbound and southbound traffic (Loomes Ave./Barclay Ct.) stopping
- Three-legged intersections
 - The intersection of Prentiss Dr. at Prentiss Ct: stop controlled with southbound traffic (Prentiss Ct.) stopping
 - Prentiss Dr. at Nash St: stop controlled with southbound traffic (Nash St.) stopping
 - Prentiss Dr. at Hathaway Ln (South): stop controlled with northbound traffic (Hathaway Ln.) stopping
 - Prentiss Dr. at Hathaway Ln (North): stop controlled with southbound traffic (Hathaway Ln.) stopping
 - Prentiss Dr. at Wells St: stop controlled with northbound traffic (Wells St.) stopping
 - Brookwood Dr. at Springside Ave.: stop controlled with eastbound traffic (Brookwood Dr.) stopping

PROPOSED INTERSECTION CONTROL

