VILLAGE OF DOWNERS GROVE
Report for the Village
10/19/2021

SUBJECT:	SUBMITTED BY:
West Prairie Avenue Corridor Plan and Neighborhood Traffic Study 7	Andy Sikich Public Works Director

SYNOPSIS

A report has been prepared concerning:

- Traffic controls, parking, speed limits and pedestrian/bicycle safety improvements along Prairie Avenue from Montgomery Avenue to Belmont Road,
- Neighborhood Traffic Study Area 7, bounded by Ogden Avenue, Warren Avenue, Lee Avenue and Belmont Road.

An Ordinance will be drafted based on Village Council direction

STRATEGIC PLAN ALIGNMENT

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

FISCAL IMPACT

The FY21 Budget has sufficient funding to pay for changes to signage and any temporary improvements. The Proposed FY22 Budget includes funding for permanent improvements such as refuge islands, medians and bump-outs.

RECOMMENDATION

Staff recommends approval on the November 2, 2021 Active Agenda.

BACKGROUND

West Prairie Avenue Corridor Plan

At the Village Council meeting on October 12, 2021, staff presented a plan to install various traffic controls and pedestrian safety enhancements along Prairie Avenue from Belmont to Main. This plan includes:

- Reducing the speed limit from 30 mph to 25 mph.
- Installing all-way stop control at the intersections of Lee Avenue, Oakwood Avenue and Saratoga Avenue
- Installing pedestrian crossings with refuge islands at the intersections of Lee, Oakwood, Seeley Avenue and Stonewall Avenue
- Eliminating the on-street parking on the south side of Prairie from Belmont to Montgomery
- Installing dedicated bicycle lanes from Belmont to Lee
- Installing “sharrows” on the pavement within the vehicle lanes from Lee to Main.

At the meeting on October 12th, the Village Council requested that staff prepare options that would:

- Retain on-street parking from Belmont to Montgomery while providing for marked bicycle facilities (dedicated bike lanes or "sharrows")
- Reduce vehicle speeds and enhance pedestrian safety from Belmont to Lee, including the consideration of additional stop signs

Retaining On-Street Parking while Providing for Marked Bicycle Facilities
Currently, on-street parking is permitted on the south side of Prairie from Belmont to Montgomery in striped parking boxes.

On-street parking and marked bicycle facilities can be installed from Belmont to Lee. In this case, parking would continue to be permitted on the south side in striped parking boxes. "Sharrows" would be installed within the vehicle travel lanes in both directions.

On-street parking and marked bicycle facilities cannot both be installed from Lee to Montgomery. Striped on-street parking boxes can be retained, however, there would be insufficient space for "sharrows." Alternatively, "sharrows" could be installed within the travel lanes in both directions, but no on-street parking would be permitted.

In all the areas where on-street parking boxes are retained, the pedestrian crosswalks would be improved with bump-outs (curb extensions) as opposed to center medians with refuge islands. See the attached exhibit for an example of what this might look like.

Reduce Vehicle Speeds and Enhance Pedestrian Safety from Belmont to Lee
Staff recommends the following as first steps to reducing traffic speeds along this stretch of Prairie and making safer pedestrian crossing opportunities:

- Installation of center medians or bump-outs (curb extensions) with marked pedestrian crossings at Woodward and Stonewall
- Permanent speed feedback monitors in both the east and westbound directions between Belmont and Woodward
- Install programmable signal heads at the westbound Belmont signal, to reduce the instances of drivers speeding to catch a green light (DuPage County approval is required)

An all-way stop sign could be placed at either Stonewall Avenue or Woodward Avenue. However, since neither street has a significant traffic volume, there could be a high degree of non-compliance.

Neighborhood Traffic Study Area 7

In 2010, the Village began a process of studying traffic on a neighborhood by neighborhood basis. The most recent study (see attached) focused on Area 7, which is bounded by Belmont Road on the west, Ogden Avenue on the north, Lee Avenue on the east, and Warren Avenue on the south. In early 2020, KLOA, Inc. was selected as the consultant to perform this study and work began. Due to the pandemic, work was placed on hold and restarted in early 2021.

In September 2021, the Transportation and Parking Commission (TaP) reviewed the Neighborhood Traffic Study Area 7 report. The purpose of the study is to address traffic issues on a neighborhood basis to improve safety. The area was selected based on resident concerns of speeding, cut-through traffic and conflicts between pedestrian and motorists, arising from having a mix of uses including residential, commercial, grade schools, and public parks.

The scope of the study included an inventory of existing conditions and significant data collection, which occurred during the spring of 2021 and included:

- Existing land uses
- Physical operating characteristics of the roadways (e.g. lanes, speed limits, etc.)
- Existing traffic control devices
- Existing pedestrian and bicycle facilities
- Existing daily traffic volumes and vehicles speeds
- Existing peak hour vehicle, pedestrian and bicycle counts for certain intersections

The study includes recommendations that are categorized depending upon their relative ease of implementation and cost. The Transportation and Parking Commission voted unanimously to approve the study's recommendations. Currently, four existing intersections within the study area have no traffic control, and four intersections have only yield sign control. Under the recommended plan, all non-signalized intersections will be under some form of stop control.

The specific amendments include stop signs at the following intersections:

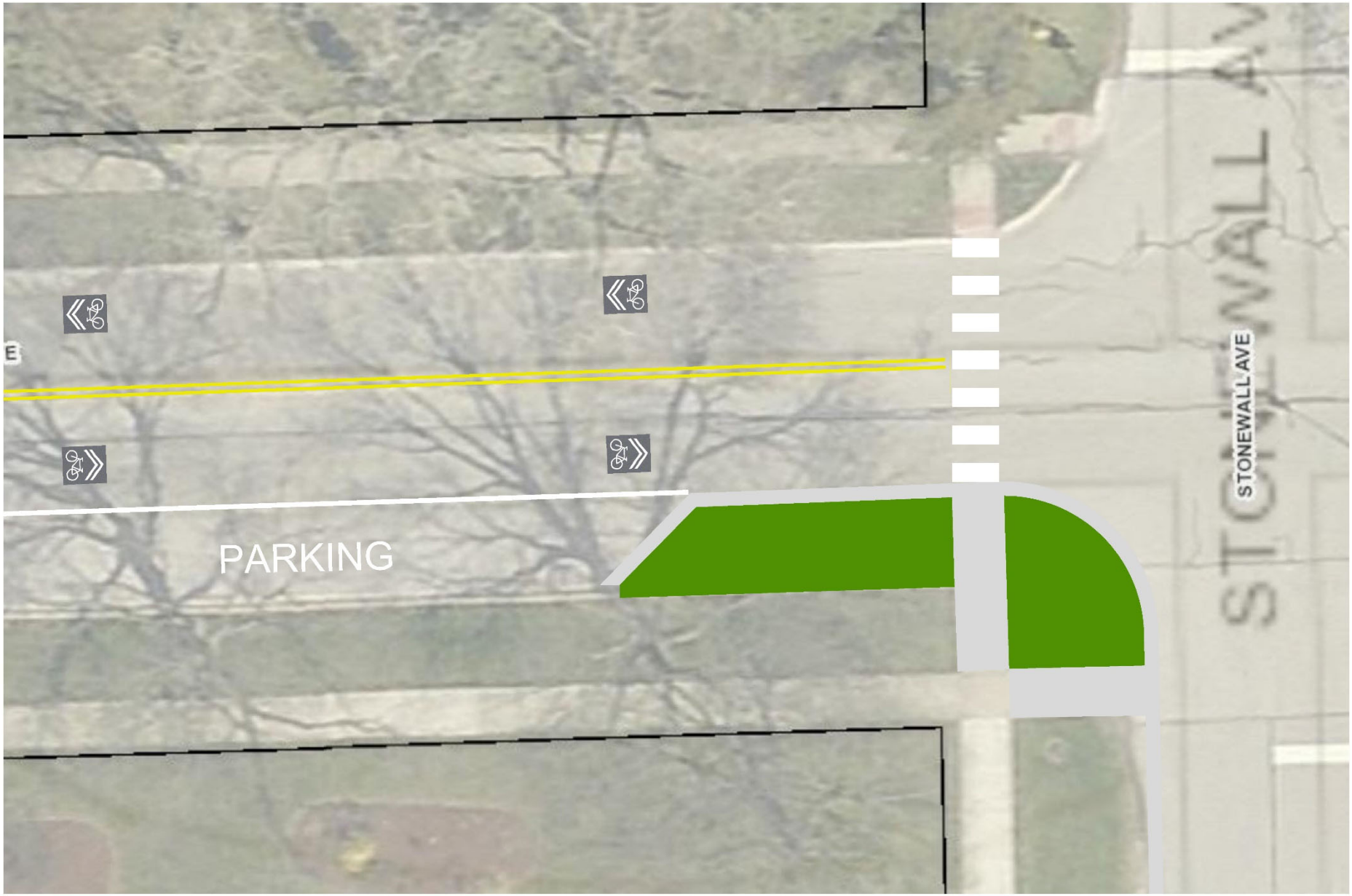
Change	**Intersection**
Convert Two-Way Stop to All-Way Stop	Prairie Avenue at Lee Avenue
	Grant Street at Lee Avenue
Replace Yield Sign with Stop Control	Grant Street at Pershing Avenue
	Pershing Avenue at Warren Avenue
	Woodward Avenue at Warren Avenue
	Stonewall Avenue at Warren Avenue
Replace No Control with Stop Control	Chicago Avenue at Pershing Avenue (North)
	Chicago Avenue at Pershing Avenue (South)
	Grant Street at Cornell Avenue
	Chicago Avenue at Woodward Avenue

Implementation

Installation of signage can be performed by Public Works forces within a few weeks of Village Council approval. Striping improvements will be performed as part of future projects, or under the Village's striping maintenance contract as budget allows. Improvements such as pedestrian refuge islands and curb extensions will be performed as part of future capital projects within the area. Work on Prairie Avenue will be performed as part of a larger resurfacing project, likely in FY22.

ATTACHMENTS

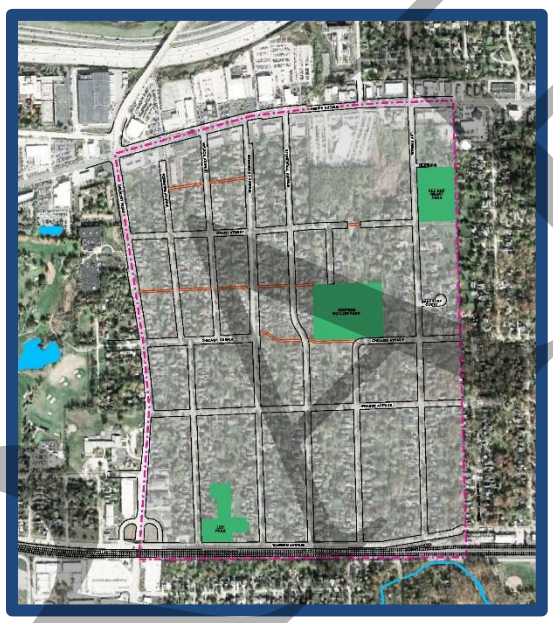
Exhibit
Neighborhood Traffic Study 7
Draft Meeting Minutes – TAP Commission September 22, 2021



Example of Parking with Sharrows and Bump Outs (Curb Extensions)

Neighborhood Traffic Study
Area Number 7

Downers Grove, Illinois



Prepared For:

Village of DOWNERS GROVE FOUNDED IN 1832

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

September 14, 2021

Table of Contents

List of Tables and Figures

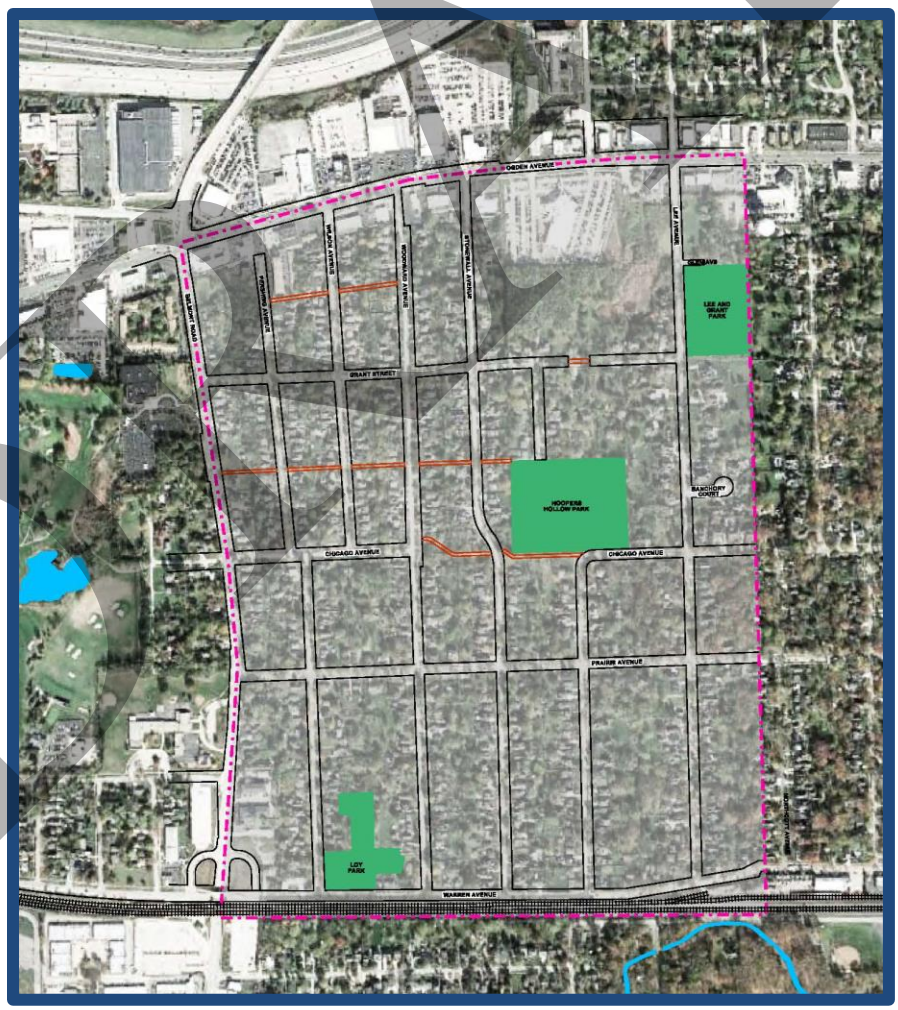
Tables

All Figures in Appendix

1. Introduction

The Village of Downers Grove has retained Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) to conduct the neighborhood traffic study in Area Number 7. Located on the western side of the Village, the neighborhood is generally bounded by Ogden Avenue on the north, Lee Avenue on the east, Warren Avenue on the south, and Belmont Road on the west. The neighborhood has six north-south roads and four east-west roads. Primarily consisting of single-family homes, the neighborhood also contains Lee and Grant Park, Hoopers Hollow Park, and Loy Park. In addition, the Belmont Metra train station and Henry Puffer Elementary School are located just west of the neighborhood and commercial uses are located along the north end of the neighborhood along Ogden Avenue. **Figure 1** and shows the location of the neighborhood (all of the figures for this study are provided in the Appendix).

The purpose of the neighborhood study was to (1) thoroughly examine the existing vehicular, pedestrian, and bicycle operations within the neighborhood, (2) identify operational issues and safety concerns (3) analyze potential mitigation measures and (4) develop recommendations to address operational issues, calm traffic conditions, and increase vehicular and pedestrian safety.



2. Existing Neighborhood Conditions

Transportation conditions were inventoried to obtain a database for evaluating the existing operations within the neighborhood and along the roadways bordering the neighborhood. The components of existing conditions that were inventoried within the neighborhood included the following:

- Existing land uses
- Physical and operating characteristics of the roadways (i.e., number of lanes, speed limits, traffic control, etc.)
- Existing traffic control devices
- Existing pedestrian and bicycle facilities
- Existing daily traffic volumes and vehicle speeds
- Existing morning and evening peak hour volumes

Study Area and Existing Land Uses

The neighborhood is generally bounded by Ogden Avenue on the north, Lee Avenue on the east, Warren Avenue on the south, and Belmont Road on the west. Located in the in the western portion of the Village, single-family homes are the predominant land use within the neighborhood with some commercial and office land uses located along Ogden Avenue. The neighborhood contains the three parks (see insert). In addition, the Belmont Metra train station and a parking lot are located just west of the southwest portion of the neighborhood along Warren Avenue and Henry Puffer Elementary School is located just west of the neighborhood in the northwest quadrant of the Belmont Road/Haddow Avenue intersection.

Neighborhood Parks

- *Lee and Grant Park*, which is located in the northeast section of the neighborhood.
- *Hoopers Hollow Park*, which is generally located in the middle of the neighborhood.
- *Loy Park,* which is located in the southwest portion of the neighborhood.

Existing Roadway System

The two external roadways that border the neighborhood are described below.

Ogden Avenue (U.S. Route 34) is a northeast-to-southwest, road that is under the jurisdiction of the Illinois Department of Transportation (IDOT). It has a five-lane cross section with a posted speed limit that varies from 35 mph to 40 mph. Within the vicinity of the neighborhood, traffic signal control is provided at its intersections with Belmont Road. IDOT classifies Ogden Avenue as a major arterial roadway.

Belmont Road is a north-south, road that is under the jurisdiction of the DuPage County Division of Transportation (DuDOT). In general, Belmont Road has a four-lane cross section and a posted speed limit of 35 mph. Separate left-turn lanes are provided on Belmont Road at its signalized intersections with Ogden Avenue, Prairie Avenue, and Haddow Avenue. Belmont Road has a grade-separated intersection with Warren Avenue/Burlington Avenue that has ramps on each side of Belmont Road connecting Belmont Road to Warren Avenue/Burlington Avenue. The intersections of the ramps with Belmont Road are restricted to right-turn movements only. DuDOT classifies Belmont Road as a minor arterial roadway.

Internal Neighborhood Roadways

Excluding Ogden Avenue and Belmont Road, the following summarizes the physical and operating characteristics of the neighborhood roadways.

- All of the roadways within the neighborhood are classified as local roads except the following roads as shown in **Figure 2**:
    - Prairie Avenue is classified as a major collector road.
    - Warren Avenue is classified as a minor collector road.
    - Lee Avenue is classified as a minor collector road.
- All of the neighborhood roads provide one lane in each direction, including both the Belmont Road ramps.
- An exclusive left-turn lane and an exclusive right-turn lane are provided on Prairie Avenue at its signalized intersection with Belmont Road. Other than this intersection, no other exclusive turn lanes are provided on any of the neighborhood roads.
- Pavement markings in the neighborhood include parking boxes along the south side of Prairie Avenue and a centerline along Prairie Avenue and along Woodward Avenue between Grant Street and Prairie Avenue.

- The posted speed limit on all neighborhood roads is 25 miles per hour except Prairie Avenue and Warren Avenue, which have a posted speed limit of 30 mph, and the Belmont Road ramps, which have posted speed limits of 20 mph. In addition, Belmont Road within the vicinity of Henry Puffer Elementary School has a 20-mph school speed zone that is in effect on school days when children are present. **Figure 3** illustrates the speed limits in the neighborhood.

- Parking is generally provided on both sides of the roadways although parking is regulated on several of the roads, as shown in **Figure 4.**

Existing Intersection Traffic Control

Figure 5 shows the existing intersection traffic control within the neighborhood and the following provides a summary of the existing traffic control at the 31 intersections within the neighborhood:

- One intersection is under traffic signal control
- Two intersections are under all-way stop sign control
- Eighteen intersections are under two-way or one-way stop sign control
- One intersection has two of the three legs under stop sign control
- Four intersections are under two-way or one-way yield sign control
- Five intersections have no intersection traffic control

At most of the two-way or one-way stop sign controlled intersections, a "Cross Traffic Does Not Stop" plaque is located below the stop signs.

Pedestrian and Bicycle Facilities and Traffic Control Devices

Sidewalk System

Sidewalks are generally located on one side of all the roads in the neighborhood and in many cases on both sides of the road. In addition, east-west, midblock sidewalks/paths extend along the following locations within the neighborhood:

- An east-west sidewalk/path is located approximately halfway between Ogden Avenue and Grant Street that extends between Woodward Avenue and Pershing Avenue.

- An east-west sidewalk/path is located approximately halfway between Grant Street and Chicago Avenue that extends between Hoopers Hollow Park and Belmont Road.

- An east-west sidewalk/path extends along a short, vacated section of Grant Street located just east of Cornell Avenue.

- An east-west sidewalk/path extends along the vacated portion of Chicago Avenue between Cornell Avenue and Woodward Avenue.

Bike Routes

The 2000 Village of Downers Grove bikeway plan currently designates Warren Avenue and Grant Street as bike routes that extend through the neighborhood. Bike route signs are installed along both roads designating them as bike routes. In addition, the *Village of Downers Grove, Bicycle and Pedestrian Plan*, dated March 2013, recommends that the following roads be designated as neighborhood bike routes:

- Prairie Avenue
- Lee Avenue
- Stonewall Avenue between Grant Street and Prairie Avenue
- Cornell Avenue between Grant Street and Prairie Avenue

Pedestrian and Bicycle Traffic Control Devices, Signage, and Pavement Markings

The following summarizes the pedestrian and bicycle traffic control devices, signage, and pavement markings located within the neighborhood:

- Dedicated school crossings are provided at the intersection of Belmont Road with Prairie Avenue.
- A school zone with warning signs and a reduced speed limit is located along Belmont Road within proximity to Henry Puffer Elementary School.
- School crossing guards are stationed at the Belmont Road/Prairie Avenue intersection.
- The traffic signal at the Belmont Road/Prairie Avenue intersection has pedestrian signals.
- High visibility, ladder style crosswalks are provided at the following approaches:
    - All of the approaches to Belmont Road
    - All of the approaches to Ogden Avenue
    - All of the midblock crossings except the crossing on Wilson Avenue between Ogden Avenue and Grant Street
    - The east leg of Chicago Avenue at its intersection with the south leg of Pershing Avenue
    - Both legs of Belmont Road at its signalized intersection with Prairie Avenue
- A standard style crosswalk is provided on the east Belmont Road ramp approach at its intersection with Warren Avenue.
- A pedestrian crossing assembly (W11-2, W16-9P) is located on southbound Stonewall Avenue just north of the southern midblock pedestrian crossing.

- Pedestrian crossing assemblies (W11-2, W16-7P) are located at all of the midblock pedestrian crossings except the crossing on Wilson Avenue between Ogden Avenue and Grant Street.

- Bicycle warning signs are located on Lee Avenue in advance of its intersection with Grant Street.

- Bike Route signs are located on Grant Street, Warren Avenue, and Lee Avenue.

Figure 6 illustrates the pedestrian/bicycle facilities, control devices, signage, and pavement markings within the neighborhood.

Existing Daily Traffic Volumes and Speed Surveys

In order to determine the existing traffic volumes and speeds along the neighborhood roadways, KLOA, Inc. conducted daily machine traffic counts and speed surveys at 45 locations. Of the total traffic counts and speed surveys, 23 were conducted along the north-south roadways and 22 were conducted along the east-west roadways. The KLOA, Inc. traffic counts and speed surveys were conducted in April 2021. All of the traffic counts and speed surveys were conducted for a minimum of two days and were broken down by direction and by hour.

Figure 7 shows the two-way daily traffic volumes and **Figure 8** shows the average and 85th percentile speeds observed on the roadways. The average speed is the sum of the observed speeds of all the vehicles divided by the total vehicles on that segment of the road. Average speeds are used to determine the speeds at which motorists are typically traversing a roadway section, whereas the 85th percentile speed represents the speed at or below which 85 percent of vehicles on a roadway section travel under free flow conditions.

Existing Morning and Evening Peak Period Traffic Volumes

In addition to the daily traffic counts and speed surveys, KLOA, Inc. conducted manual peak period vehicle, pedestrian, and bicycle counts at the following intersections within the study area:

- Belmont Road with Ogden Avenue
- Belmont Road with Chicago Avenue
- Belmont Road with Prairie Avenue
- Lee Avenue with Ogden Avenue
- Lee Avenue with Prairie Avenue

The counts were conducted on Thursday, April 15, 2021 during the morning (6:00 A.M. to 9:00 A.M.) and evening (3:00 P.M. to 6:00 P.M.) peak periods. **Figure 9** illustrates the existing morning and evening peak hour vehicle, pedestrian, and bicycle volumes.

3. Evaluation of Existing Conditions

To determine how the roadway system is currently functioning, KLOA, Inc. examined the existing operating characteristics within the neighborhood. The purpose of this evaluation was to identify and quantify the current operations and ascertain how the neighborhood's infrastructure and land uses contribute to the existing conditions. This was accomplished by reviewing and analyzing the existing traffic volumes, the speed surveys, and the crash data as well as the physical characteristics of the neighborhood and its transportation system. The evaluation provides the basis to thoroughly analyze and develop recommendations pertaining to the operation and design of the internal roadways.

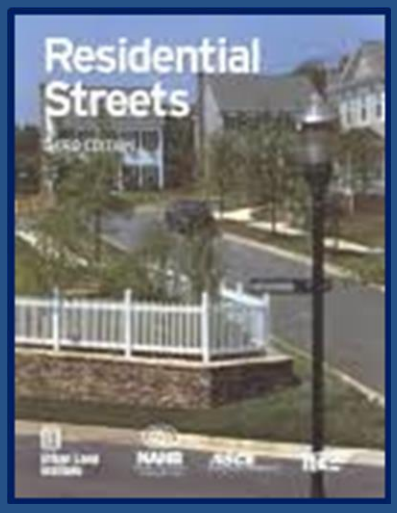
Neighborhood Factors that Contribute to Traffic Volume and Travel Speed

It is important to note that traffic volumes and speeds on neighborhood roads are influenced by several factors, including:

- Roadway functional classification
- Location and directional orientation of roadway with respect to adjacent arterial roadways
- Roadway width
- Number of travel lanes
- Roadway surface
- Posted speed limits
- Spacing between traffic control devices
- Vertical grade (i.e., hills)
- Horizontal alignment (i.e., curves)
- Driver behavior

Many of these attributes are fixed within the neighborhood's infrastructure and are generally difficult and/or costly to modify. While communities strive to keep traffic volumes within typical ranges for the respective road classifications and operating speeds at or below the posted speed limit, it is often difficult to achieve given the above factors.

Review of the Daily Traffic Volumes



Daily Volumes

According to *Residential Streets,* local residential roads typically have a daily volume between 400 and 1,500 vehicles while residential collector roads typically have a daily volume exceeding 1,500 vehicles.

Figure 7 summarizes the average weekday traffic volumes by direction. **Table 1** summarizes the average weekday traffic volumes within the neighborhood, categorized by functional classification, and compares the volumes with the national residential road volume ranges as published in *Residential Streets,* Third Edition (see insert).

As can be seen from Table 1, the collector roads (Prairie Avenue, Warren Avenue, and Lee Avenue) carry the highest volume of traffic. This is expected given that collector roads link the local neighborhood roads and land uses to the external or arterial roadway system. Further, the collector roads generally extend the length of the neighborhood and serve many homes and other land uses within the neighborhood. In addition, the western section of Grant Street carries a higher volume of traffic, which may be due to cut-through traffic avoiding the congestion at the signalized intersection of Belmont Road with Ogden Avenue. However, all of the roads have daily traffic volumes within the national standard volume ranges for the respective roadway classification.

It is important to note that the daily traffic volumes were performed in April during the Covid 19 pandemic and prior to the full reopening of all business, government, and related activities. As such, the 2021 daily traffic volumes were compared to previous daily traffic counts performed at 33 locations in the neighborhood between 2010 and 2018. The following summarizes the results of the comparison of the daily traffic volumes at the 33 locations:

- The 2021 daily traffic volumes were higher at 12 of the locations and were lower at 21 of the locations.
- Of the 21 locations where the previous daily traffic volumes were higher than the 2021 daily traffic volumes, the daily traffic volume were less than 20 percent higher at eight locations, the daily traffic volumes were between 20 and 30 percent higher at five locations, and the daily traffic volumes were over 30 percent higher at only five locations.
- The previous traffic volumes were approximately 15 percent higher than the 2021 traffic volumes when averaging the percent difference at all 33 locations.

Table 1
AVERAGE WEEKDAY (24-HOUR) TRAFFIC VOLUMES BY STREET CLASSIFICATION

Street	Section	Within Typical Volume	Existing Volume
Collector Streets		**1,500 – 7,500**	
Warren Avenue	Lee Avenue – Cornell Avenue	Yes	2,132
Warren Avenue	Cornell Avenue – Stonewall Avenue	Yes	2,177
Warren Avenue	Stonewall Avenue – Woodward Avenue	Yes	2,193
Warren Avenue	Woodward Avenue – Pershing Avenue	Yes	2,244
Warren Avenue	Pershing Avenue – Belmont Ramp	Yes	2,357
Warren Avenue	Belmont Ramp – Belmont Road	Yes	1,976
Prairie Avenue	Lee Avenue – Cornell Avenue	Yes	5,817
Prairie Avenue	Cornell Avenue – Stonewall Avenue	Yes	5,962
Prairie Avenue	Stonewall Avenue – Woodward Avenue	Yes	5,821
Prairie Avenue	Woodward Avenue – Pershing Avenue	Yes	5,611
Prairie Avenue	Pershing Avenue – Belmont Ramp	Yes	5,393
Lee Avenue	Ogden Avenue – Grant Street	Yes	839
Lee Avenue	Grant Street – Banchory Court	Yes	832
Lee Avenue	Banchory Court – Chicago Avenue	Yes	806
Lee Avenue	Chicago Avenue – Prairie Avenue	Yes	808
Lee Avenue	Prairie Avenue – Warren Avenue	Yes	385
Local Streets		**0 – 1,500**	
Chicago Avenue	Lee Avenue – Cornell Avenue	Yes	442
Chicago Avenue	Woodward Avenue – Wilson Avenue	Yes	320
Chicago Avenue	Wilson Avenue – Pershing Avenue	Yes	451
Chicago Avenue	Pershing Avenue – Pershing Avenue	Yes	488
Chicago Avenue	Pershing Avenue – Belmont Road	Yes	393
Grant Street	Lee Avenue – Cornell Avenue	Yes	116
Grant Street	Cornell Avenue – Stonewall Avenue	Yes	143
Grant Street	Stonewall Avenue – Woodward Avenue	Yes	396
Grant Street	Woodward Avenue – Wilson Avenue	Yes	538
Grant Street	Wilson Avenue – Pershing Avenue	Yes	773
Grant Street	Pershing Avenue – Belmont Road	Yes	802

Table 1, continued
AVERAGE WEEKDAY (24-HOUR) TRAFFIC VOLUMES BY STREET CLASSIFICATION

Street	Section	Within Typical Volume	Existing Volume
Local Streets		**0 – 1,500**	
Cornell Avenue	South of Grant Street	Yes	126
Cornell Avenue	Chicago Avenue – Prairie Avenue	Yes	437
Cornell Avenue	Prairie Avenue – Warren Avenue	Yes	298
Stonewall Avenue	Ogden Avenue – Grant Street	Yes	683
Stonewall Avenue	South of Grant Street	Yes	600
Stonewall Avenue	North of Prairie Avenue	Yes	516
Stonewall Avenue	Prairie Avenue – Warren Avenue	Yes	318
Woodward Avenue	Ogden Avenue – Grant Street	Yes	770
Woodward Avenue	Grant Street – Chicago Avenue	Yes	635
Woodward Avenue	Chicago Avenue – Prairie Avenue	Yes	776
Woodward Avenue	Prairie Avenue – Warren Avenue	Yes	310
Wilson Avenue	Ogden Avenue – Grant Street	Yes	552
Wilson Avenue	Grant Street – Chicago Avenue	Yes	377
Pershing Avenue	Ogden Avenue – Grant Street	Yes	247
Pershing Avenue	Grant Street – Chicago Avenue	Yes	221
Pershing Avenue	Chicago Avenue – Prairie Avenue	Yes	324
Pershing Avenue	Prairie Avenue – Warren Avenue	Yes	282
Belmont Ramp	NB Belmont Road – Warren Avenue	Yes	1,115

While the Covid 19 pandemic had some impact on the traffic characteristics within the neighborhood, many of the 2021 daily traffic volumes were higher than the previous traffic volumes and the percent decrease in traffic was generally not significant. More important, even if the 2021 daily volumes are increased to represent pre-Covid conditions, all of the daily traffic volumes are still well within the national standard volume ranges for the respective roadway classification.

Review of the Travel Speed Surveys

Most of the roads within the neighborhood are regulated by a 25-mph neighborhood speed limit. It should be noted that Prairie Avenue and Warren Avenue have a posted speed limit of 30 mph and the Belmont Road ramps have a posted speed limit of 20 mph. In addition, Belmont Road within the vicinity of Henry Puffer Elementary School has a 20-mph school speed zone that is in effect on school days when children are present. Figure 8 summarizes the average and 85th percentile speeds by direction. **Table 2** summarizes the 85th percentile speeds within the neighborhood, categorized by functional classification, and indicate if the speeds were within normal ranges (five mph or less of the posted speed limit).

Travel Speeds

- Travel speeds are primarily influenced by the road's characteristics which are generally costly to modify.
- The Village's grid system adds to higher speeds with long free-flow conditions.
- Courts typically only uphold tickets when they are 8 to 10 mph over the speed limit.

As such, 85th percentile speeds within five (5) mph of the posted speed limit are typically considered reasonable.

The results of the speed surveys show that the observed average speeds at most of the surveyed locations within the neighborhood exceeded the posted speed limit. Likewise, the observed 85th percentile speeds exceeded the posted speed limit by five mph or greater. The increased speeds within the neighborhood are likely due in part to the long stretches of free flow conditions along both the east-west and north-south roadways, the grid system within the neighborhood which lacks any horizontal curves, and the hilly terrain. Further, the reduced traffic volumes on many of the roadways due to the Covid 19 pandemic likely contributed to the higher travel speeds. Various studies have shown that overall travel speeds trended to increase during the pandemic. Many of the recommendations outlined in the next section were developed to address the higher travel speeds observed within the neighborhood.

Table 2
85th PERCENTILE TRAVEL SPEEDS BY STREET CLASSIFICATION

Street	Section	Within Typical Range	Existing 85th Percentile Speeds	
			NB/EB	SB/WB
Collector Streets				
Warren Avenue	Lee Avenue – Cornell Avenue	No	40	41
Warren Avenue	Cornell Avenue – Stonewall Avenue	No	43	40
Warren Avenue	Stonewall Avenue – Woodward Avenue	No	44	40
Warren Avenue	Woodward Avenue – Pershing Avenue	No	43	42
Warren Avenue	Pershing Avenue – Belmont Ramp	No	40	35
Warren Avenue	Belmont Ramp – Belmont Road	Yes	35	30
Prairie Avenue	Lee Avenue – Cornell Avenue	No	39	41
Prairie Avenue	Cornell Avenue – Stonewall Avenue	No	41	40
Prairie Avenue	Stonewall Avenue – Woodward Avenue	No	39	45
Prairie Avenue	Woodward Avenue – Pershing Avenue	No	39	42
Prairie Avenue	Pershing Avenue – Belmont Ramp	No	39	35
Lee Avenue	Ogden Avenue – Grant Street	No	41	44
Lee Avenue	Grant Street – Banchory Court	No	36	37
Lee Avenue	Banchory Court – Chicago Avenue	No	36	37
Lee Avenue	Chicago Avenue – Prairie Avenue	No	29	32
Lee Avenue	Prairie Avenue – Warren Avenue	No	29	34
Local Streets				
Chicago Avenue	Lee Avenue – Cornell Avenue	No	30	31
Chicago Avenue	Woodward Avenue – Wilson Avenue	No	34	34
Chicago Avenue	Wilson Avenue – Pershing Avenue	No	34	32
Chicago Avenue	Pershing Avenue – Pershing Avenue	No	31	31
Chicago Avenue	Pershing Avenue – Belmont Road	No	30	32
Grant Street	Lee Avenue – Cornell Avenue	Yes	30	24
Grant Street	Cornell Avenue – Stonewall Avenue	No	31	30
Grant Street	Stonewall Avenue – Woodward Avenue	Yes	28	28
Grant Street	Woodward Avenue – Wilson Avenue	No	32	34
Grant Street	Wilson Avenue – Pershing Avenue	No	33	37
Grant Street	Pershing Avenue – Belmont Road	No	34	36

Table 2, continued
85th PERCENTILE TRAVEL SPEEDS BY STREET CLASSIFICATION

Street	Section	Within Typical Range	Existing 85th Percentile Speeds	
			NB/EB	SB/WB
Local Streets				
Cornell Avenue	South of Grant Street	Yes	24	25
Cornell Avenue	Chicago Avenue – Prairie Avenue	No	34	32
Cornell Avenue	Prairie Avenue – Warren Avenue	Yes	29	30
Stonewall Avenue	Ogden Avenue – Grant Street	No	40	29
Stonewall Avenue	South of Grant Street	No	31	34
Stonewall Avenue	North of Prairie Avenue	No	37	33
Stonewall Avenue	Prairie Avenue – Warren Avenue	No	30	34
Woodward Avenue	Ogden Avenue – Grant Street	No	32	30
Woodward Avenue	Grant Street – Chicago Avenue	No	35	34
Woodward Avenue	Chicago Avenue – Prairie Avenue	No	33	35
Woodward Avenue	Prairie Avenue – Warren Avenue	No	33	34
Wilson Avenue	Ogden Avenue – Grant Street	No	27	34
Wilson Avenue	Grant Street – Chicago Avenue	No	36	32
Pershing Avenue	Ogden Avenue – Grant Street	Yes	26	20
Pershing Avenue	Grant Street – Chicago Avenue	No	34	37
Pershing Avenue	Chicago Avenue – Prairie Avenue	Yes	29	30
Pershing Avenue	Prairie Avenue – Warren Avenue	No	26	32
Belmont Ramp	NB Belmont Road – Warren Avenue	Yes	24	24

Traffic Crash History

GIS traffic crash data for the neighborhood roads were obtained by the Village of Downers Grove for review and consideration when developing recommended traffic volume and/or speed mitigation measures in this study. The crash data is summarized in **Figures A1** through **A5** (located in the Appendix) which shows the locations of the crashes for each year between January 2016 to December 2021. Based on the data, the following observations were made on the intersections internal to the neighborhood:

- The overall number of crashes along the internal neighborhood roads was limited. Excluding the crashes that occurred along Ogden Avenue and Belmont Road, the neighborhood internal roads averaged just over nine crashes per year over the five-year period.

- Excluding the crashes that occurred along Ogden Avenue and Belmont Road, very few intersections or specific locations within the neighborhood had more than one crash per year.

Excluding the crashes that occurred along Ogden Avenue and Belmont Road, the intersections/locations with the highest number of crashes over the five-year period include the Woodward Avenue/Prairie Avenue intersection (five crashes), Woodward Avenue/Grant Street intersection (four crashes), and Warren Avenue at the Metra train station (six crashes).

4. Detailed Evaluation and Recommendations

This section of the study provides the detailed evaluation of the internal roadways, pedestrian and bicycle facilities, and traffic control devices within the neighborhood and included a thorough analysis of traffic operations, vehicular and pedestrian/bicycle circulation, and overall safety along the internal neighborhood roadways. Recommendations were developed for the following components of the neighborhood transportation system:

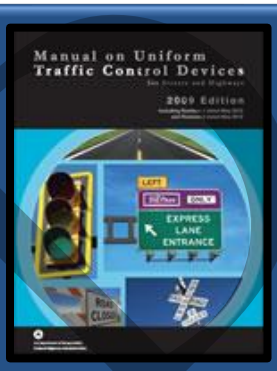
- Intersection traffic control devices
- Prairie Avenue between Belmont Street and Lee Avenue
- Pedestrian and bicycle facilities
- Travel speeds on the neighborhood roads

Basis of Recommendation

The recommendations developed in this section were based primarily on accepted engineering practices, conformity with the 2009 *Manual on Uniform Traffic Control Devices* (MUTCD), existing Village criteria, and input from Village staff. Further, many recommendations include the use of traffic calming measures and devices. The following provides a summary of the MUTCD and the purposes and types of traffic calming measures/devices.

MUTCD

The MUTCD defines the standards used to install and maintain traffic control devices, including all signs, signals, markings, and other devices used to regulate, warn, or guide traffic on all public streets, highways, bikeways, and private roads open to public traffic. While the MUTCD provides guidelines with specific benchmarks, many of the criteria are subjective and are left to engineering judgment and practices.



The MUTCD defines the standards used to install and maintain traffic control devices including all signs, signals, markings and other devices used to regulate, warn, or guide traffic, on all public streets, highways, bikeways, and private roads open to public traffic.

Purposes and Types of Traffic Calming Measures/Devices

Traffic calming is defined as the installation of measures designed to reduce traffic speeds and/or traffic volumes, in the interest of street safety, livability, and other public purposes. The primary purposes of traffic calming measures/devices are as follows:

- To reduce speed/volume of traffic by increasing motorists' awareness and/or restricting traffic flow.

- To enhance overall safety by better organizing the access and circulation of all modes of transportation.

Traffic calming measures/devices have many different forms and can be implemented incrementally from measures/devices with lower costs and reduced design, coordination, and implementation efforts to measures/devices with higher costs and greater design, coordination, and implementation efforts. **Tables 3** to **6** and the following summarize the two general traffic calming categories:

- *Non-Physical Measures/Devices* generally provide a non-invasive form of traffic calming that are inexpensive and easy to implement, and that can also be easily removed if the measure/device is unsuccessful. As such, these measures/devices are typically implemented before physical measures. Non-physical traffic calming measures include education, community involvement, and enforcement (Level 1 measures/devices) and signage and striping (Level 2 measures/devices).

- *Physical Measures/Devices* consist of physical modifications to the roadway design and are more costly to implement and require more design, coordination, and implementation efforts (Level 3 measures/devices). As such, physical measures/devices are often only considered after non-physical measures/devices have been determined to be unsuccessful. Physical measures/devices include horizontal deflections and vertical deflections.

Table 3
TRAFFIC CALMING MEASURES/DEVICES

Options	Examples
Non-Physical Measures/Devices – Level 1 and 2 Measures/Devices	
Education and Enforcement	Education, Community Involvement Efforts, Targeted Police Enforcement, Radar Speed Trailers, Patrol Decoy
Advisory Signing	Enhanced Speed Limit Signs, Neighborhood Signs, Speed Radar Signs, School/Park Zones
Pavement Markings	Parking Lines/Boxes, Bike Lanes/Sharrows, Edge/Centerlines, Speed Limit Markings
Physical Measures/Devices - Level 3 Measures/Devices	
Horizontal Deflections	Curb Extensions, Median Islands, Traffic Circles, Chokers/Neck-Downs
Vertical Deflections	Speed Humps/Lumps, Speed Tables, Raised Crosswalks, Raised Intersections

Table 4
NON-PHYSICAL MEASURES/DEVICES

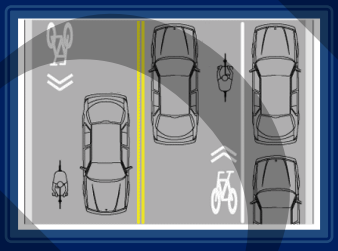
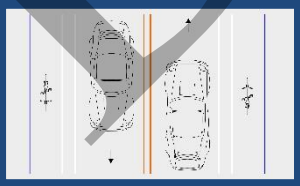
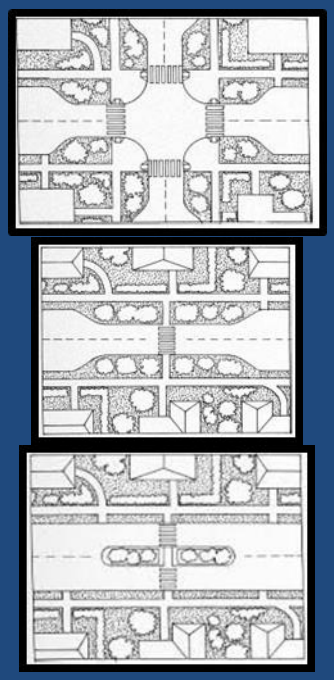
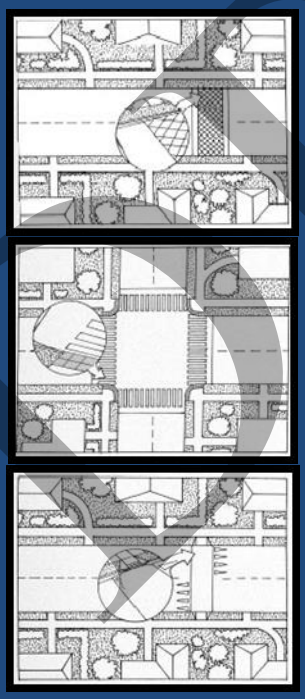
	***Education and Community Involvement Efforts*** include yard sign campaigns, radar gun loan programs, and self-policing that further educates/informs both residents and motorists.
	***Speed Limit Signage/Markings*** include oversized speed limit signs, yellow-framed speed limit signs, and/or speed limit pavement markings that further reinforce speed limits.
	***Speed Monitors and Enforcement*** includes portable/permanent speed monitors, targeted police enforcement, and patrol decoys that further reinforce/enforce speed limits.
	***Pavement Markings*** include edge lines, parking boxes, and centerlines that delineate the travel lanes and provide the perception of a narrower roadway.
	***Sharrow Markings*** reinforce the shared-lane environment of posted bicycle routes and provide the perception of a narrower roadway.
	***Buffered Bike Lanes*** provides a dedicated lane for bicyclists that make the movements of both motorists and bicyclists more predictable, leading to safer roads. They also provide the perception of a narrower roadway.

Table 5
PHYSICAL MEASURES/DEVICES – HORIZONTAL DEFLECTIONS



- **Includes curb extensions, median islands, and chokers**
- **Advantages:**
  - **Effective at reducing speeds, particularly in proximity to measure**
  - **Enhance pedestrian circulation and safety by reducing the crossing distance, improving the visibility of pedestrians, and enhancing pedestrian sight lines**
- **Disadvantages:**
  - **More expensive**
  - **May hinder bike circulation**
  - **May reduce on-street parking**

Table 6
PHYSICAL MEASURES/DEVICES – VERTICAL DEFLECTIONS



- **Includes speed humps/lumps, raised crosswalks, and raised intersections**
- **Advantages:**
  - **Effective at reducing speeds, particularly in proximity to measure**
  - **Raised crosswalks/intersections enhance pedestrian safety/circulation as they provide more defined pedestrian crossings**
- **Disadvantages:**
  - **More expensive**
  - **Increase emergency response times**
  - **Require additional signage/striping**
  - **Noise and aesthetic issues/concerns**
  - **May hinder bike circulation**
  - **May reduce on-street parking**

Intersection Traffic Control

Development of the intersection traffic control plan involves a comprehensive evaluation of each intersection along with the existing overall operating conditions of the Village (see Chapter 3). Any intersection traffic control plan must consider typical issues, such as the functional classification of the roadways, through trips, speeding, traffic calming, circulation, and land-use impacts. As such, a systematic approach was employed that examined the Village from the inside (each individual intersection) and outside (the overall Village). The intersection traffic control plan was generally based on the warrants and/or requirements in the MUTCD and the physical and operating characteristics of the roadway system, including the following:

- The functional classification of the roadway system
- The existing intersection traffic control
- The existing traffic volumes
- The pedestrian activity
- The existing crash data
- The land uses in the area
- Intersection sight distance

Figure 10 illustrates the recommended traffic control plan and **Table 7** summarizes the recommended modifications.

Table 7
RECOMMENDED INTERSECTION TRAFFIC CONTROL MODIFICATIONS

Modifications	Intersections
Convert two-way stop sign control to all-way stop sign control	• Prairie Avenue with Lee Avenue • Grant Street with Lee Avenue
Replace yield sign with stop sign control	• Grant Street with Pershing Avenue • Warren Avenue with Pershing Avenue • Warren Avenue with Woodward Avenue • Warren Avenue with Stonewall Avenue
Add two-way stop sign control at intersections with no intersection traffic control	• Chicago Avenue with Pershing Avenue • Chicago Avenue with Woodward Avenue
Add one-way stop sign control at intersections with no intersection traffic control	• Grant Street with Cornell Avenue

Based on the evaluation, it has been determined that the following intersections should be under all-way stop sign control:

- *Warren Avenue with the Belmont Road West Ramp*. This intersection should continue to operate under all-way stop sign control as it is the intersection of a collector roadway and the ramp from an arterial road.

- *Chicago Avenue with Lee Avenue*. This intersection should continue to operate under all-way stop sign control to maintain this established location, to reduce the uninterrupted flow along Lee Avenue, and due to the intersection's proximity to Hoopers Hollow Park.

- *Prairie Avenue with Lee Avenue*. This intersection should be converted to all-way stop sign control, given that it is an intersection of two collector roads.

- *Grant Street with Lee Avenue*. This intersection should be converted to all-way stop sign control, given the proximity of the intersection to Lee and Grant Park and the fact that the intersection is a signed bicycle crossing.

New two-way stop sign control should be provided at the following intersections:

- *Grant Street with Pershing Avenue.* The Pershing Avenue approaches, which are currently controlled by yield signs, should be under stop sign control at this intersection.

- *Chicago Avenue with Pershing Avenue.* This intersection currently operates with no intersection traffic control. The Pershing Avenue approaches should be under stop sign control at this intersection.

The following T-intersections currently have no control or have yield sign control and should be converted so the minor approaches are under stop sign control:

- *Warren Avenue with Pershing Avenue, Warren Avenue with Woodward Avenue, and Warren Avenue with Stonewall Avenue.* The Pershing Avenue, Woodward Avenue, and Stonewall Avenue approaches should be under stop sign control at their respective intersections with Warren Avenue, which are currently controlled by yield signs.

- *Grant Street with Cornell Avenue and Chicago Avenue with Woodward Avenue.* Both intersections operate with no intersection traffic control. The Cornell Avenue approach at Grant Street and the Chicago Avenue approach at Woodward Avenue should be under stop sign control.

Speed Limits and Posted Speed Limit Signs

Most of the roads within the neighborhood are regulated by a 25-mph neighborhood speed limit except for the following roads:

- Prairie Avenue and Warren Avenue have a posted speed limit of 30 mph
- The Belmont Road ramps have a posted speed limit of 20 mph.
- Belmont Road within the vicinity of Henry Puffer Elementary School has a 20-mph school speed zone that is in effect on school days when children are present.

The following neighborhood speed limit modifications are recommended in order reduce the travel speeds in the neighborhood, provide better uniformity throughout the neighborhood, and to enhance pedestrian and bicycle safety.

- The posted speed limit on Prairie Avenue and Warren Avenue should be reduced from 30 mph to 25 mph. While both roads are classified as minor or major collector roads, both roads (1) extend through or along the periphery of a residential neighborhood, (2) provide driveway access to residential homes, and (3) are existing or recommended bicycle routes. **It should be noted that Prairie Avenue does not have a posted speed limit east of Main Street, which would default to a 25-mph speed limit.** Further, the reduction in the speed limit on both roads should, at a minimum, extend between Belmont Road and Main Street.

- Install 20 mph park zone speed limits on (1) Lee Avenue along Lee and Grant Park and (2) Warren Avenue along Loy Park. Park zone speed limits reduce the speed limit to 20 mph at locations with higher pedestrian activity, particularly children. The Village has already established park zones around several parks in the Village.

In addition, KLOA, Inc. examined both the type and locations of the existing speed limit signs within the neighborhood as a means to help mitigate travel speeds through the neighborhood. **Figure 11** illustrates the proposed modifications to the posted speed limit signs in the neighborhood, which consist of installing new signs, relocating signs, and adding yellow borders to existing speed limit signs.

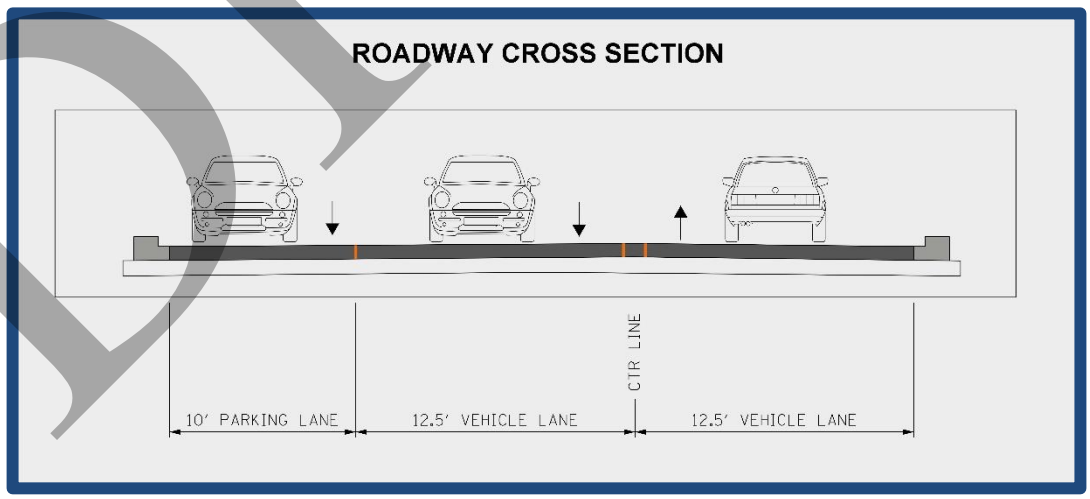
Alternative Prairie Avenue Designs

As the speed surveys have shown, Prairie Avenue is experiencing higher travel speeds. Currently, Prairie Avenue has a 35-foot cross section with two, approximately 12.5-foot vehicle lanes divided by a centerline and an approximate 10-foot parking lane/boxes on the south side of the road. Parking is prohibited on the north side of the road. Further, as discussed previously, it is recommended that the speed limit on Prairie Avenue be reduced from 30 mph to 25 mph and that the intersection of Prairie Avenue with Lee Avenue be under all-way stop sign control.

In addition, per the request of the Village of Downers Grove, KLOA, Inc examined several additional traffic calming measures that could be installed on Prairie Avenue to further calm/slow the traffic and to promote alternative modes of transportation. The three alternatives that were examined include the following:

Alternative 1 (see insert below) consists of the existing conditions (two approximately 12.5-foot vehicle lanes divided by a centerline and 10-foot parking lane/boxes on the south side of the road) and the addition of curb extensions on the south side of the road and appropriate pedestrian warning signage at a select number of intersections. Due to the lack of a parking lane on the north side of Prairie Avenue and the width of the westbound lane, curb extensions generally cannot be installed on the north side of the road. Curb extensions generally provide the following benefits:

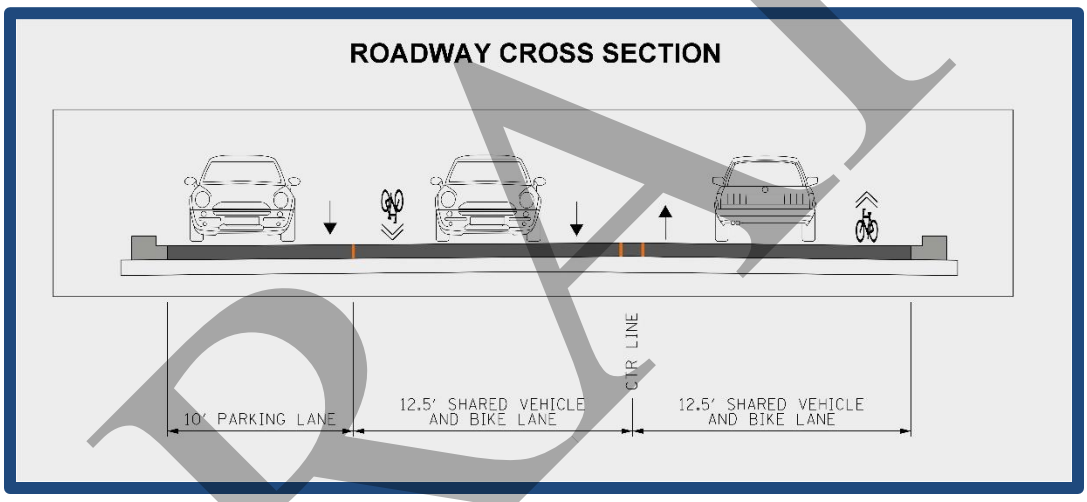
- Curb extensions reduce the length of the pedestrian crossing, which minimizes the exposure of the pedestrian to vehicle traffic.
- Curb extensions improve the sight lines for the pedestrians to see the motorists and the motorists to see the pedestrians as curb extensions extend to approximately the end of parking lanes.
- Curb extensions physically and visually reduce the width of the travel lanes, which reduces travel speeds along the through lanes and turns at intersections.



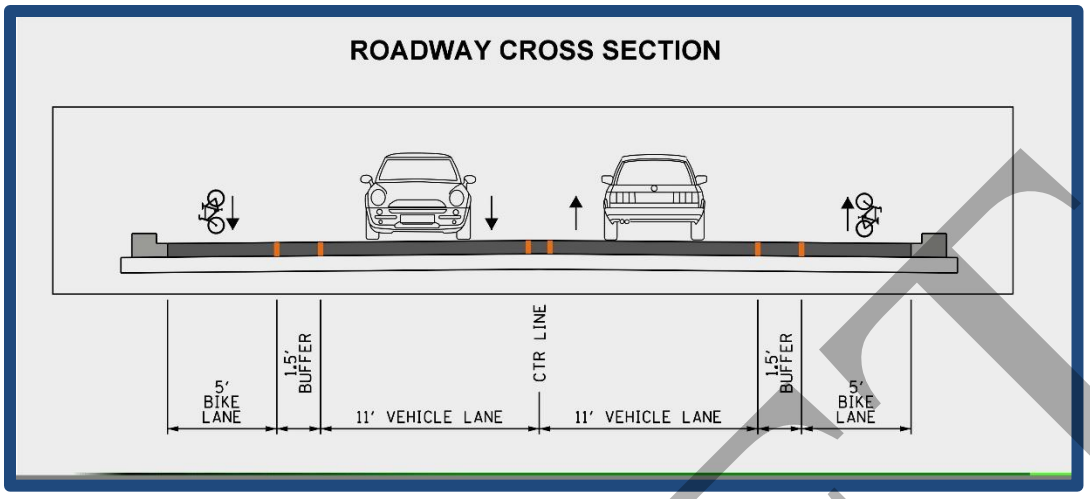
Alternative 2 (see insert below) consists of the proposed Alternative 1 conditions and the addition of shared bike pavement markings (sharrows) located along both directions of Prairie Avenue. The purpose of sharrows is to indicate a shared lane environment for both bicyclists and motorists. Sharrows also provide the following benefits:

- Sharrows reinforce the legitimacy of bicycle traffic on the roadway.
- Sharrows indicate proper bicyclist positioning, particularly if on-street parking is permitted on the road.
- Sharrows can be configured to offer directional and wayfinding guidance.

The *Village of Downers Grove Bike and Pedestrian Plan* recommended that Prairie Avenue be designated as a neighborhood bike route within the Village of Downers Grove with shared bike pavements makings (sharrows) installed on Prairie Avenue between Belmont Avenue and Cornell Avenue.



Alternative 3 (see insert below) consists of the elimination of the existing parking lane/boxes on the south side of the road in order to provide an 11-foot vehicle lane, 5.0-foot bike lane, and 1.5-foot buffer on each side of the road with the vehicle lanes divided by a centerline. This alternative also includes uncontrolled pedestrian crossings with median refuge islands and appropriate pedestrian warning signage at the Stonewall Avenue intersection and median refuge islands at the Lee Street intersection. Unlike sharrows, a bike lane provides a dedicated lane for bicyclists. Bike lanes make the movements of both motorists and bicyclists more predictable, leading to safer roads. Further, this alternative also reduces the width of the vehicle lanes, which is a traffic calming measure to help calm/slow vehicle traffic.



While this alternative eliminates parking on Prairie Avenue, it is important to note the following concerning the on-street parking:

- Based on field observations, the utilization of the on-street parking appears to be low.
- The homes fronting Prairie Avenue generally have individual driveways.
- Parking is provided on the north-south roads, which are located less than 330 feet from any home fronting Prairie Avenue.
- Parking is currently prohibited on both sides of Prairie Avenue between Montgomery Avenue and Main Street.

The alterative will include median refuge islands as opposed to curb extensions which provide many of the same benefits including (1) reducing the length of the pedestrian crossing, which minimizes the exposure of the pedestrians to vehicle traffic and (2) physically and visually reducing the width of the travel lanes, which reduces travel speeds along the through lanes and turns at intersections. In addition, median refuge islands allow pedestrians to cross one direction of travel at a time. Depending on the design, refuge islands may restrict larger truck and emergency vehicle turning movements at the subject intersection. The need for curb extensions is further offset by the fact that parking will be prohibited on both sides of the road and, therefore, will not restrict the sight lines of pedestrians. As such, the bike lanes will improve the pedestrian crossings at all of the intersections that they cross, whereas curb extensions will only enhance the pedestrian crossings where they are installed.

Table 8 summarizes the advantages and disadvantages of each alternative. Based on discussions with Village staff and given the proposed enhancements to the entire Prairie Avenue corridor between Belmont Road and Main Street, Alternative 3 is the preferred alternative for the modifications to Prairie Avenue between Belmont Road and Lee Avenue.

Table 8
ADVANTAGES AND DISADVANTAGES OF THE PRAIRIE AVENUE ALTERNATIVES

Alternative 1	Alternative 2	Alternative 3
Advantages • Includes on-street parking (south side of road only) • Includes parking lane/boxes • Improves pedestrian sight lines at select intersections • Reduces pedestrian crossing distance at select intersections	**Advantages** • Includes on-street parking (south side of road only) • Includes parking lane/ boxes • Improves pedestrian sight lines at select intersections • Reduces pedestrian crossing distance at select intersections • Includes shared vehicle/bike lanes	**Advantages** • Includes reduced vehicle lanes (11 feet wide) • Reduces the pedestrian crossing at a select intersection • Improves pedestrian sight lines • Includes dedicated bike lanes
Disadvantages • Does not include reduced vehicle lanes (lanes are 12.5 feet wide) • Does not improve pedestrian sight lines at all intersections • Does not include any bike measures or facilities	**Disadvantages** • Does not include reduced vehicle lanes (lanes are 12.5 feet wide) • Does not improve pedestrian sight lines at all intersections • Does not include dedicated bike lanes	**Disadvantages** • Does not include on-street parking and parking lane/boxes • Depending on the design, refuge median island may restrict larger truck/emergency vehicle turning movements at the subject intersection

Pedestrian Facilities and Traffic Control Devices

The neighborhood contains Lee and Grant Park, Hoopers Hollow Park, and Loy Park and the Belmont Metra train station and Henry Puffer Elementary School are located just west of the southeast portion of the neighborhood. In addition, east-west, midblock sidewalks/paths are provided at several locations within the neighborhood which results in several midblock pedestrian crossings along the north-south roads. To safely accommodate pedestrians, numerous pedestrian facilities and warning devices are provided within the neighborhood, which are highlighted in the existing conditions section of the report and illustrated in Figure 6.

In addition, KLOA, Inc. reviewed and evaluated the pedestrian crossings in the neighborhood to enhance pedestrian safety and circulation, compliance with the MUTCD, and overall consistency throughout the neighborhood. The recommended modifications to the pedestrian facilities and warning devices are shown in **Figure 12** and are summarized below and in **Table 9:**

- The midblock pedestrian crossings along Pershing Avenue, Wilson Avenue, Woodward Avenue and Stonewall Avenue:
    - Add or refresh the high visibility, ladder style crosswalks at all locations.
    - Install pedestrian crossing assemblies (W11-2, W16-9P) in advance of all the crossings.
    - Install pedestrian crossing assemblies (W11-2, W16-7P) at the Wilson Avenue midblock pedestrian crossing between Grant Street and Ogden Avenue.
    - Install in-street pedestrian crossing (R1-6 or R1-6a) signs in the middle of all the midblock crossings.
    - Consider installing median refuge islands at the midblock crossings.
- The uncontrolled pedestrian crossings on Prairie Avenue at its intersection with Stonewall Avenue:
    - Install five to seven-foot median refuge islands and high visibility, ladder style crosswalks at both pedestrian crossings.
    - Install pedestrian crossing assemblies (W11-2, W16-9P) in advance of the pedestrian crossings.
    - Install pedestrian crossing assemblies (W11-2, W16-7P) at the pedestrian crossings.
    - Install in-street pedestrian crossing (R1-6 or R1-6a) signs on both median refuge islands.

Table 9
PEDESTRIAN FACILITIES AND TRAFFIC CONTROL DEVICES RECOMMENDATIONS

Location	Recommendation Description
Pershing Midblock Crossing Wilson Midblock Crossings Woodward Midblock Crossing Stonewall Midblock Crossings	• Add or refresh the high visibility, ladder style crosswalks • Install pedestrian crossing assemblies (W11-2, W16-9P) in advance of the crossings • Install pedestrian crossing assemblies (W11-2, W16-7P) at the Wilson Ave pedestrian crossing between Grant St and Ogden Ave • Install in-street pedestrian crossing (R1-6 or R1-6a) signs in the middle of the midblock crossings • Consider installing median refuge islands at the midblock crossings
Chicago Ave at S leg of Pershing Ave	• Refresh the high visibility, ladder style crosswalk • Install pedestrian crossing assemblies (W11-2, W16-9P) on Chicago Ave in advance of crossings • Install pedestrian crossing assemblies (W11-2, W16-7P) on the east leg of Chicago Ave
Chicago Ave at Woodward Ave	• Refresh the high visibility, ladder style crosswalk • Install pedestrian crossing assemblies (W11-2, W16-9P) on Woodward Ave in advance of crossing • Install pedestrian crossing assemblies (W11-2, W16-7P) on the north leg of Woodward Ave
Prairie Ave at Stonewall Ave	• Install median refuge islands on Prairie Ave west and west of Stonewall • Install high visibility, ladder style crosswalks on Prairie Ave • Install pedestrian advance crossing assemblies (W11-2, W16-9P) on Prairie Ave in advance of crossings • Install pedestrian crossing assemblies (W11-2, W16-7P) on Prairie Ave at the crossings • Install in-street pedestrian crossing (R1-6 or R1-6a) signs in both median refuge islands
Prairie Ave at Lee Ave	• Install median refuge islands on Prairie Ave west and west of Lee Ave • Install high visibility, ladder style crosswalks on Prairie Ave
Pershing Ave legs at Grant St Wilson Ave legs at Grant St Woodward Ave S leg at Grant St Stonewall Ave S leg at Grant St Cornell Ave S leg at Grant St Lee Ave S leg at Grant St Pershing Ave N leg at Chicago Ave Wilson Ave N leg at Chicago Ave Lee Ave N leg at Chicago Ave Chicago Ave E leg at Lee Ave Pershing Ave legs at Prairie Ave Woodward Ave legs at Prairie Ave Stonewall Ave legs at Prairie Ave Lee Ave legs at Prairie Ave Pershing Ave N leg at Warren Ave Woodward Ave N leg at Warren Ave Stonewall Ave N leg at Warren Ave Lee Ave N leg at Warren Ave	• Install high visibility, ladder style crosswalks
E Belmont Ramp N leg at Warren W Belmont Ramp N leg at Warren	• Replace standard crosswalks with high visibility, ladder style crosswalks

- The proposed all-way stop sign controlled intersection of Prairie Avenue with Lee Avenue:
    - Install five to seven-foot median refuge islands and high visibility, ladder style crosswalks on both approaches of Prairie Avenue.
- The uncontrolled pedestrian crossing on the north leg of Woodward Avenue at Chicago Avenue and east leg of Chicago Avenue at the east leg Pershing Avenue:
    - Refresh the high visibility, ladder style crosswalks at all locations.
    - Install pedestrian crossing assemblies (W11-2, W16-9P) in advance of both intersection crossings.
    - Install pedestrian crossing assemblies (W11-2, W16-7P) at both intersection crossings.
- The uncontrolled pedestrian crossings on the East Belmont Ramp north leg at Warren Avenue and West Belmont Ramp north leg at Warren Avenue:
    - Replace standard crosswalks, with high visibility, ladder style crosswalks.
- The controlled pedestrian crossings that are served by sidewalks ramps on each side of the intersection:
    - Install high visibility, ladder style crosswalks.

Bicycle Facilities

The 2000 Village of Downers Grove bikeway plan currently designates Warren Avenue and Grant Street as bike routes that extends through the neighborhood. In addition, the *Village of Downers Grove, Bicycle and Pedestrian Plan*, dated March 2013, recommends that Prairie Avenue, Lee Avenue, and Stonewall Avenue and Cornell Avenue between Grant Street and Prairie Avenue be designated as bike routes. The only visible indications to motorists that the roadways are shared with bicyclists are a few bicycle route signs and bicycle warning signs located on Lee Avenue in advance of its intersection with Grant Street. No other warning devices or striping are provided along any of the existing and recommended bike routes. Enhancing the visibility of the bike routes through the Village may increase the comfort level of bicyclists, encourage more people to ride, and more effectively alert motorists to the potential presence of bicyclists. **Figure 13**, **Table 10**, and the following summarize the recommendations for the bicycle facilities in the neighborhood, many of which are from the *Village of Downers Grove, Bicycle and Pedestrian Plan:*

- *Per the Village of Downers Grove Bicycle and Pedestrian Plan*, designate the following roadway segments as neighborhood bike routes:
    - Prairie Avenue
    - Lee Avenue
    - Stonewall Avenue between Grant Street and Prairie Avenue
    - Cornell Avenue between Grant Street and Prairie Avenue

- Install additional bike route signs along the existing bike routes on Warren Avenue and Grant Street.
- Install bike route signs along Prairie Avenue and Lee Avenue.
- Remove the parking lane/boxes and prohibit parking on the south side of Prairie Avenue in order to provide a 11.0-foot vehicle lane and a 5.0-foot bike lane with a 1.5-foot buffer in each direction of Prairie Avenue between Belmont Road and Lee Avenue.

Table 10
BICYCLE FACILITIES RECOMMENDATIONS

Location	Recommendation Description
Prairie Ave Lee Ave Stonewall Ave between Grant St and Prairie Av Cornell Ave between Grant Street and Prairie Avenue	• Designated as neighborhood bike routes as recommended in the *Village of Downers Grove Bicycle and Pedestrian Plan*
Warren Ave Grant St	• Install additional bike route signs on current posted bike routes
Prairie Avenue Lee Avenue	• Install bike route sign on these new bike routes
Prairie Ave	• Remove parking lane/boxes and prohibit parking on the south side of the road to provide a 11.0-foot vehicle lane and a 5.0-foot bike lane with a 1.5-foot buffer in both directions of Prairie Ave between Belmont Rd and Lee Ave.

Pavement Markings and Signage

Based on field observations, the following summarizes additional recommendations concerning the neighborhood signage and pavement markings:

- Several of the regulatory and warning signs in the neighborhood were partially obstructed from view by overgrown trees and bushes. Village staff should inspect all sign locations within the neighborhood during late Spring/early Summer to identify trees located within the right-of-way in need of trimming.

- Stop lines are supplemental pavement markings that enhance the visibility of the stop sign control which can improve compliance and reduce crash potential. When used in combination with crosswalks, they indicate the point at which vehicles should stop to provide adequate separation from pedestrians in the crosswalk. The following stop bar modifications are recommended:

    - Refresh existing stop bars that have become faded.
    - Relocate the stop bars on the stop sign approaches where high visibility, ladder style crosswalks are recommended to be installed
    - Install stop bars on the approaches where new stop sign are recommended

Education

Based on field observations and discussions with Village staff educational materials are recommended to be developed that explain the following topics:

- Village policies regarding vehicular speeds and volumes on neighborhood streets
- State of Illinois "Stop for Pedestrians in the Crosswalk" law
- Laws related to traffic movements and cell phone use within school zones and bus loading areas
- Navigating the City's website for neighborhood transportation data, studies and information

Enforcement

Police enforcement of the posted traffic regulations within the neighborhood is a critical component of the neighborhood traffic improvement plan, particularly considering the high travel speeds in the neighborhood. Recommendations from this study include expanding the speed enforcement efforts to target some of the local streets that experience higher travel speeds and those roads where reduced speed limits are recommended (Prairie Avenue and Warren Avenue) and reduced park zone speed limits are recommended (Lee Avenue and Warren Avenue). The Village should also continue to engage the neighborhood residents to assist with self-monitoring, including providing speed control yard signs and guidance on a neighborhood watch program.

Traffic Calming Measures

Speeding and cut-through traffic are generally two of the major concerns expressed by residents in any neighborhood. As discussed previously, the traffic volumes within the neighborhood are generally within an acceptable range for residential roads and consistent with traffic patterns on other neighborhood roads within the Village. However, the results of the speed surveys show that the observed average speeds at most of the surveyed locations within the neighborhood exceeded the posted speed limit and the observed 85th percentile speeds exceeded the posted speed limit by five mph or greater. As discussed previously, the increased speeds within the neighborhood are likely due in part to the long stretches of free flow conditions along both the east-west and north-south roadways, the grid system within the neighborhood which lacks any horizontal curves, the hilly terrain, and the reduced traffic volumes on many of the roadways due to the Covid 19 pandemic.

As such, many of the roads are experiencing some higher travel speeds. The various recommendations made as part of the study, which include many traffic calming measures/devices, will help to mitigate the speeds in the neighborhood. In addition, KLOA, Inc. examined locations that would be appropriate for additional traffic calming measures/devices and developed additional traffic calming recommendations for the Village to consider. The review was based on the existing traffic volumes, speed surveys, and roadway characteristics. Before any physical measures/devices are implemented, a thorough evaluation will need to be conducted to examine the impact of the measures/devices including emergency vehicle access and response times, diversion of traffic to other neighborhood roads, drainage impacts, costs, and long-term maintenance. **Table 11** outlines the traffic calming recommendations for the various roads in the neighborhood and includes recommendations already summarized in the study.

Table 11
POTENTIAL TRAFFIC CALMING MEASURES

Traffic Calming Measure	Locations
Speed Monitors and Police Enforcement. Continue use of portable electronic speed monitors, install permanent speed monitors, and/or enhance targeted police enforcement to increase awareness and enforce speed limits.	• Neighborhood wide
Speed Limit Signage. Install additional speed limit signs and/or yellow-framed speed limit signs to further reinforce the speed limits.	• Neighborhood wide
Park Zone 20 mph Speed Limit. Install park zone 20 mph speed limits to reduce the speeds at these higher pedestrian locations.	• Lee Ave (Lee and Grant Park) • Warren Ave (Loy Park)
Centerline Pavement Markings. Install centerlines to give motorists the perception of a narrower roadway.	• Warren Ave • Lee Ave
Buffered Bike Lanes. Install buffered bike lanes along both directions of the road to provide dedicated lanes for bicyclists and to make the movements of both motorists and bicyclists more predictable, leading to safer roads.	• Prairie Ave between Belmont Rd and Lee Ave
Median Refuge Islands. Install or consider installing median refuge islands to enhance pedestrian circulation and safety and give motorists the perception of a narrower roadway that will reduce travel speeds.	• Prairie Ave at Stonewall Ave • Prairie Ave at Lee Ave • Midblock pedestrian crossings
Right-Turn Restriction. Consider prohibiting right-turn movements during peak periods to reduce potential cut-through traffic.	Northbound Belmont Rd to eastbound Grant St

5. Conclusion

This study summarizes the results and findings of the neighborhood traffic study for Area Number 7. The neighborhood is generally bounded by Ogden Avenue on the north, Lee Avenue on the east, Warren Avenue on the south, and Belmont Road on the west. Overall, the objective of the study was to thoroughly examine the existing traffic operations within the neighborhood, identify operational deficiencies, and recommend modifications and/or improvements to enhance both vehicular and pedestrian operations. The study addressed the primary traffic concerns within any neighborhood: vehicular volume, vehicular speed, and overall vehicular and pedestrian safety. The recommendations developed in the study were based primarily on accepted engineering practices, conformity with the 2009 MUTCD, existing Village criteria, and input from Village staff.

The matrix in **Table 12** summarizes the recommendations of the Neighborhood 7 Traffic Study and includes the level of difficulty and general cost range to implement each project.

Table 12
DOWNERS GROVE NEIGHBORHOOD 7 - RECOMMENDATION MATRIX

Transportation Component	Location	Recommendation Description	Ease of Implementation Effort	Cost
Traffic Control	Prairie Ave with Lee Ave	• Install Stop sign on Prairie Ave for all-way stop control	Low	Low
Traffic Control	Grant St with Lee Ave	• Install Stop sign on Lee Ave for all-way stop control	Low	Low
Traffic Control	Grant St with Pershing Ave	• Replace Yield signs on Pershing Ave with Stop signs	Low	Low
Traffic Control	Grant St with Cornell Ave	• Install stop sign on Cornell Ave	Low	Low
Traffic Control	Chicago Ave with Pershing Ave	• Install Stop signs on Pershing Ave	Low	Low
Traffic Control	Chicago Ave with Woodward Ave	• Install Stop sign on Chicago Ave	Low	Low
Traffic Control	Warren St with Pershing Ave	• Replace Yield sign on Pershing Ave with Stop sign	Low	Low
Traffic Control	Warren St with Woodward Ave	• Replace Yield sign on Woodward Ave with Stop sign	Low	Low
Traffic Control	Warren St with Stonewall Ave	• Replace Yield sign on Stonewall Ave with Stop sign	Low	Low
Pedestrian Facilities	Pershing Midblock Crossing Wilson Midblock Crossings Woodward Midblock Crossing Stonewall Midblock Crossings	• Add or refresh the high visibility, ladder style crosswalks • Install pedestrian advance crossing assemblies (W11-2, W16-9P) in advance of crossings • Install pedestrian crossing assemblies (W11-2, W16-7P) at only the Wilson Ave pedestrian crossing between Grant St and Ogden Ave • Install in-street pedestrian crossing (R1-6 or R1-6a) signs in the middle of the midblock crossings	Low	Low
Pedestrian Facilities	Chicago Ave at S leg of Pershing Ave	• Refresh the high visibility, ladder style crosswalk • Install pedestrian advance crossing assemblies (W11-2, W16-9P) on Chicago Ave in advance of crossings • Install pedestrian crossing assemblies (W11-2, W16-7P) on the east leg of Chicago Ave	Low	Low
Pedestrian Facilities	Chicago Ave at Woodward Ave	• Refresh the high visibility, ladder style crosswalk • Install pedestrian advance crossing assemblies (W11-2, W16-9P) on Woodward Ave in advance of crossing • Install pedestrian crossing assembly (W11-2, W16-7P) on the north leg of Woodward Ave	Low	Low

Table 12 (Continued)
DOWNERS GROVE NEIGHBORHOOD 7 - RECOMMENDATION MATRIX

Transportation Component	Location	Recommendation Description	Ease of Implementation Effort	Cost
Pedestrian Facilities	Pershing Ave legs at Grant St Wilson Ave legs at Grant St Woodward Ave S leg at Grant St Stonewall Ave S leg at Grant St Cornell Ave S leg at Grant St Lee Ave S leg at Grant St Pershing Ave N leg at Chicago Ave Wilson Ave N leg at Chicago Ave Lee Ave N leg at Chicago Ave Chicago Ave E leg at Lee Ave Pershing Ave legs at Prairie Ave Woodward Ave legs at Prairie Ave Stonewall Ave legs at Prairie Ave Lee Ave legs at Prairie Ave Pershing Ave N leg at Warren Ave Woodward Ave N leg at Warren Ave Stonewall Ave N leg at Warren Ave Lee Ave N leg at Warren Ave	• Install high visibility, ladder style crosswalks	Low	Low
Pedestrian Facilities	E Belmont Ramp N leg at Warren Ave W Belmont Ramp N leg at Warren Ave	• Replace standard crosswalks with high visibility, ladder style crosswalks	Low	Low
Pedestrian Facilities	Prairie Ave at Stonewall Ave	• Install pedestrian median refuge islands on Prairie Ave east and west of Stonewall Ave • Add high visibility, ladder style crosswalks on Prairie Ave • Install pedestrian advance crossing assemblies (W11-2, W16-9P) on Prairie Ave in advance of crossings • Install pedestrian crossing assemblies (W11-2, W16-7P) on Prairie Ave at the crossings • Install in-street pedestrian crossing (R1-6 or R1-6a) signs in both median refuge islands	Medium	Medium
Pedestrian Facilities	Prairie Ave at Lee Ave	• Install pedestrian median refuge islands on Prairie Ave east and west of Lee Ave • Add high visibility, ladder style crosswalks on Prairie Ave	Low	Low

Table 12 (Continued)
DOWNERS GROVE NEIGHBORHOOD 7 - RECOMMENDATION MATRIX

Transportation Component	Location	Recommendation Description	Ease of Implementation Effort	Cost
Bicycle Facilities	Lee Avenue Cornell Ave - Grant St to Prairie Ave Stonewall Ave - Grant St to Prairie Ave	• Designate these road segments as neighborhood bike routes per the *Village of Downers Grove Bicycle and Pedestrian Plan*	Low	Low
Bicycle Facilities	Warren Ave Grant St Lee Avenue	• Install additional bike route signs on current posted bike routes • Install bike route signs on Lee Avenue.	Low	Low
Bicycle Facilities	Prairie Ave	• Remove parking lane/boxes and prohibit parking on the south side of the road to provide an 11.0-foot vehicle lane and a 5.0-foot bike lane with a 1.5-foot buffer in both directions of Prairie Ave between Belmont Rd and Lee Ave	Low	Low
Striping & Signage	Neighborhood-wide	• Inspect all traffic sign locations and trim trees within Village right-of-way to improve visibility of signs	Low	Low
Striping & Signage	Pershing Ave legs at Grant St Cornell Ave S leg at Grant St Lee Ave legs at Grant St Pershing Ave legs at Chicago Ave Chicago Ave W leg at Woodward Ave Pershing Ave S leg at Warren Ave Pershing Ave S leg at Woodward Ave Pershing Ave S leg at Stonewall Ave	• Install stop lines at new stop sign controlled locations	Low	Low
Traffic Speeds	Warren Ave Lee Ave	• Install centerline pavement markings	Low	Low
Traffic Speeds	Prairie Ave	• Refresh existing centerline pavement markings	Low	Low
Traffic Speeds	Prairie Ave Warren Ave	• Reduce posted speed limit from 30 mph to 25 mph	Low	Low
Traffic Speeds	Lee Ave along Lee & Grant Park Warren Ave along Loy Park	• Install Park Zone with 20-mph speed limit	Low	Low
Traffic Speeds	Neighborhood-wide (see Figure 11)	• Install new neighborhood speed limit signs • Install new speed limit signs with yellow borders • Replace 30 mph speed signs with 25 mph signs with yellow borders on Warren Ave and Prairie Ave • Install new Park Zone 20-mph speed limit signs	Low	Low

Table 12 (Continued)
DOWNERS GROVE NEIGHBORHOOD 7 - RECOMMENDATION MATRIX

Transportation Component	Location	Recommendation Description	Ease of Implementation Effort	Cost
Traffic Speeds	Neighborhood-wide	• Targeted speed enforcement and use of speed radar trailer	Low	Low
Traffic Speeds	Pershing Ave Midblock Crossing Wilson Ave Midblock Crossings Woodward Ave Midblock Crossing Stonewall Ave Midblock Crossings	• Consider installing raised median refuge islands at the midblock crossings	High	High
Traffic Speeds	Prairie Ave at Stonewall Ave	• As discussed previously, install pedestrian median refuge islands on Prairie Ave both east and west of Stonewall Ave	Medium	Medium
Traffic Speeds and Traffic Volumes	Belmont Rd with Grant St	• Consider restricting northbound to eastbound right turns during the weekday morning and evening peak periods via signage	Medium	Low
Education		• Develop materials to explain Village policies regarding vehicular speeds and volumes on neighborhood roads • Develop materials to explain State of Illinois "Stop for Pedestrians in the Crosswalk" law • Develop materials to assist with navigating the Village's website for neighborhood transportation data, studies, and information	Low	Low

KEY:
Ease of Implementation

High – Recommendation is anticipated to require an extensive level of any or all of the following: outside agency and/or stakeholder involvement, outside engineering assistance, and/or construction assistance. The timeframe to implement the recommendation is anticipated to require more than one year.

Medium - Recommendation is anticipated to require a moderate level of any or all of the following: outside agency and/or stakeholder involvement, outside engineering assistance, and/or construction assistance. The timeframe to implement the recommendation is anticipated to require less than one year.

Low – Completed by internal Village staff.

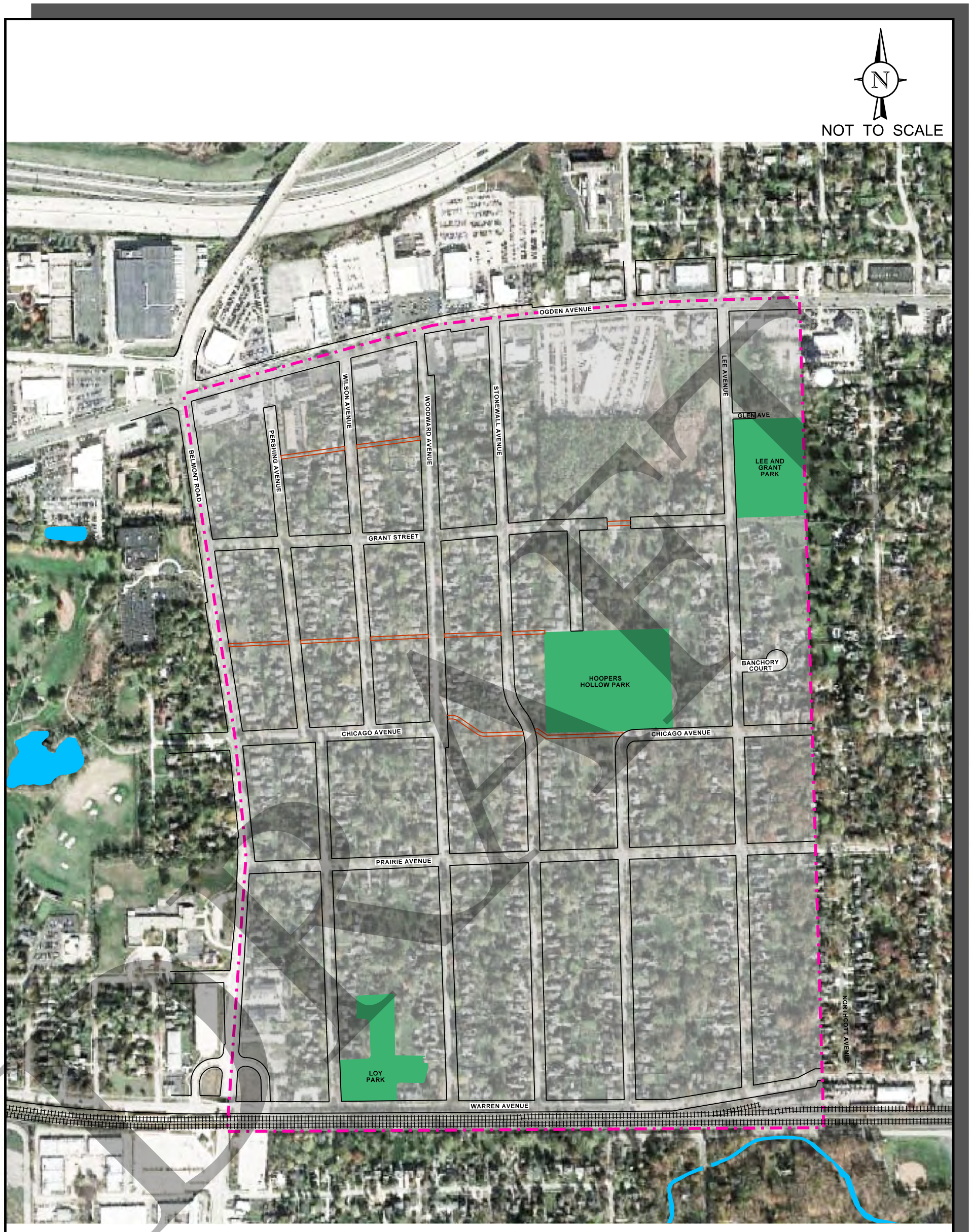
Cost

High – Greater than $10,000
Medium – Less than $10,000
Low – Can be implemented with normal Department operations.

Appendix

Figures
Crash Data

Figures

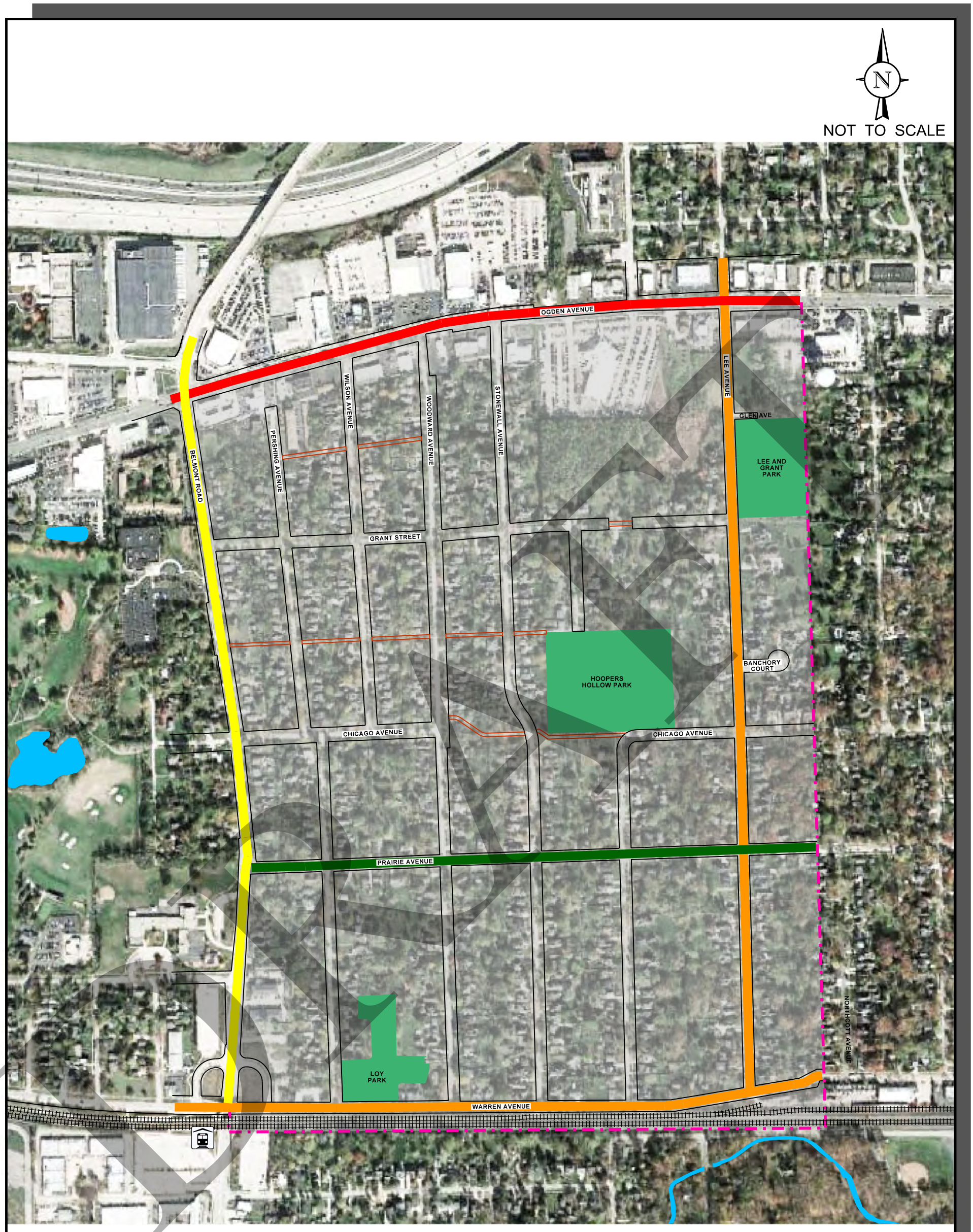


NEIGHBORHOOD 7 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

NEIGHBORHOOD 7 STUDY AREA

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 20-028 Figure: 1

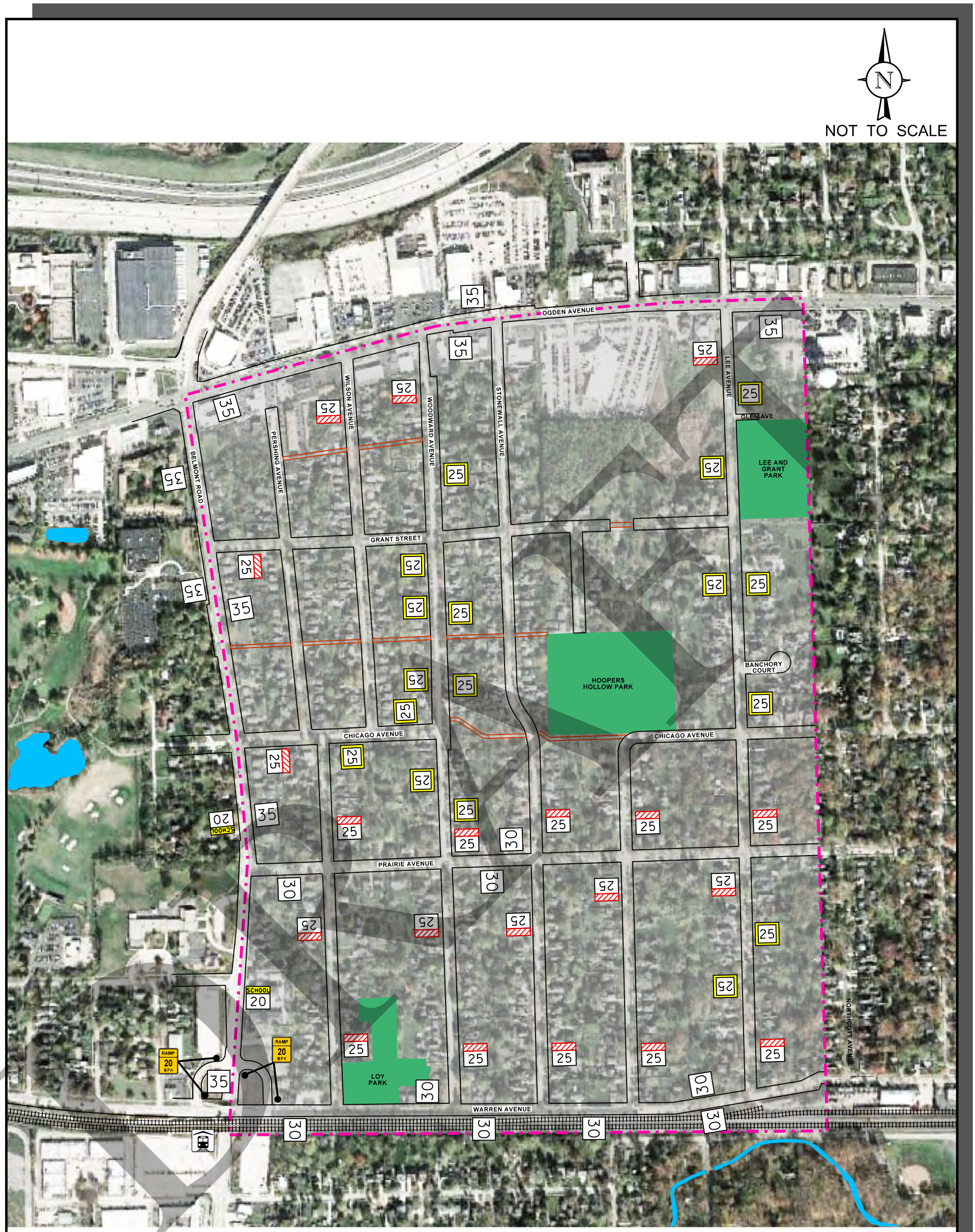


NEIGHBORHOOD 7 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

ROADWAY FUNCTIONAL CLASSIFICATION

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 20-028 Figure: 2



LEGEND

- XX - SPEED LIMIT SIGN
- RAMP 20 MPH - RAMP SPEED LIMIT SIGN
- 25 - YELLOW BORDER SPEED LIMIT SIGN
- SCHOOL 20 - SCHOOL SPEED LIMIT SIGN
- 25 - NEIGHBORHOOD SPEED LIMIT SIGN
- STUDY AREA

NEIGHBORHOOD 7 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

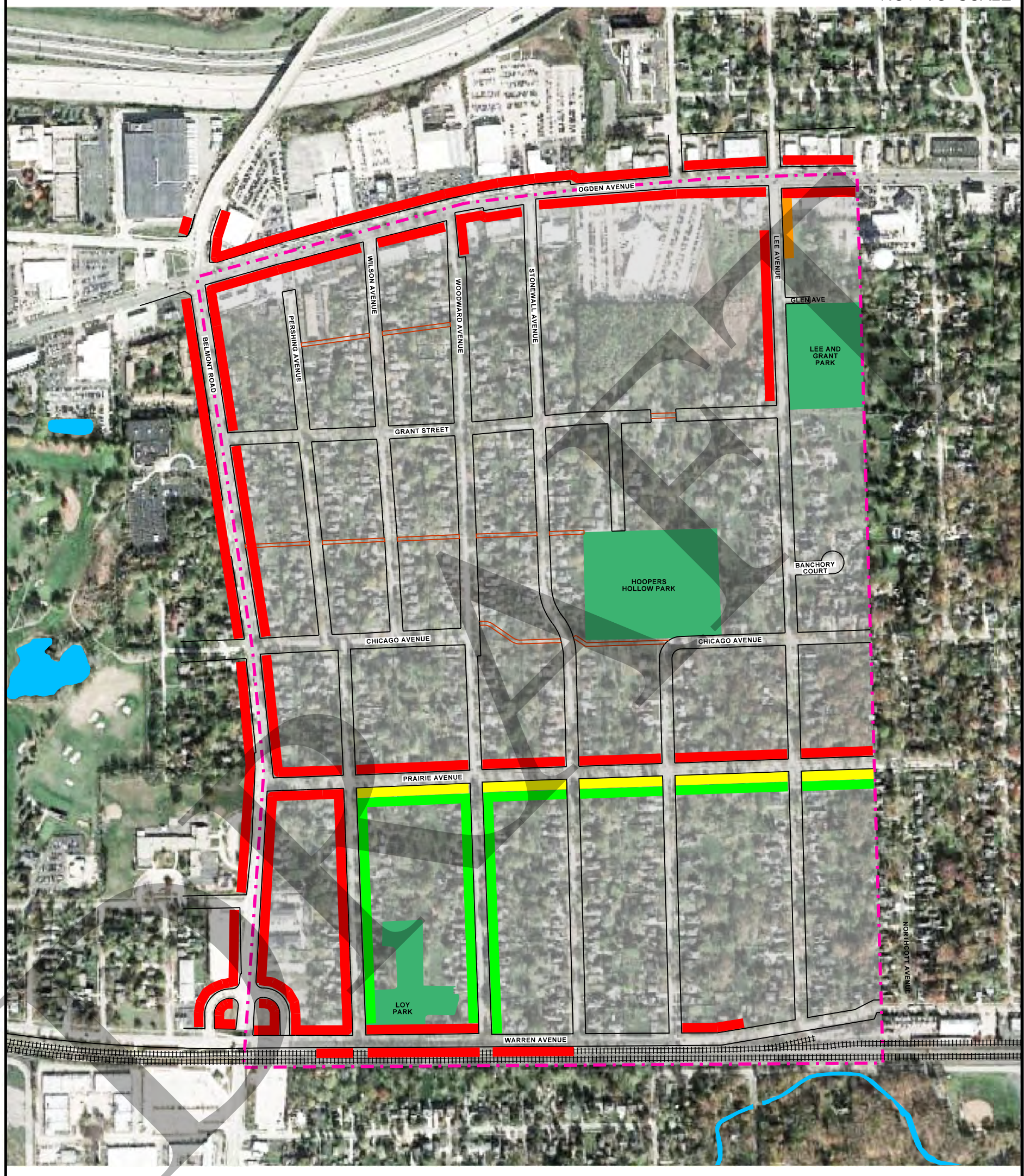
EXISTING POSTED SPEED REGULATIONS

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 20-028 Figure: 3

N

NOT TO SCALE



LEGEND

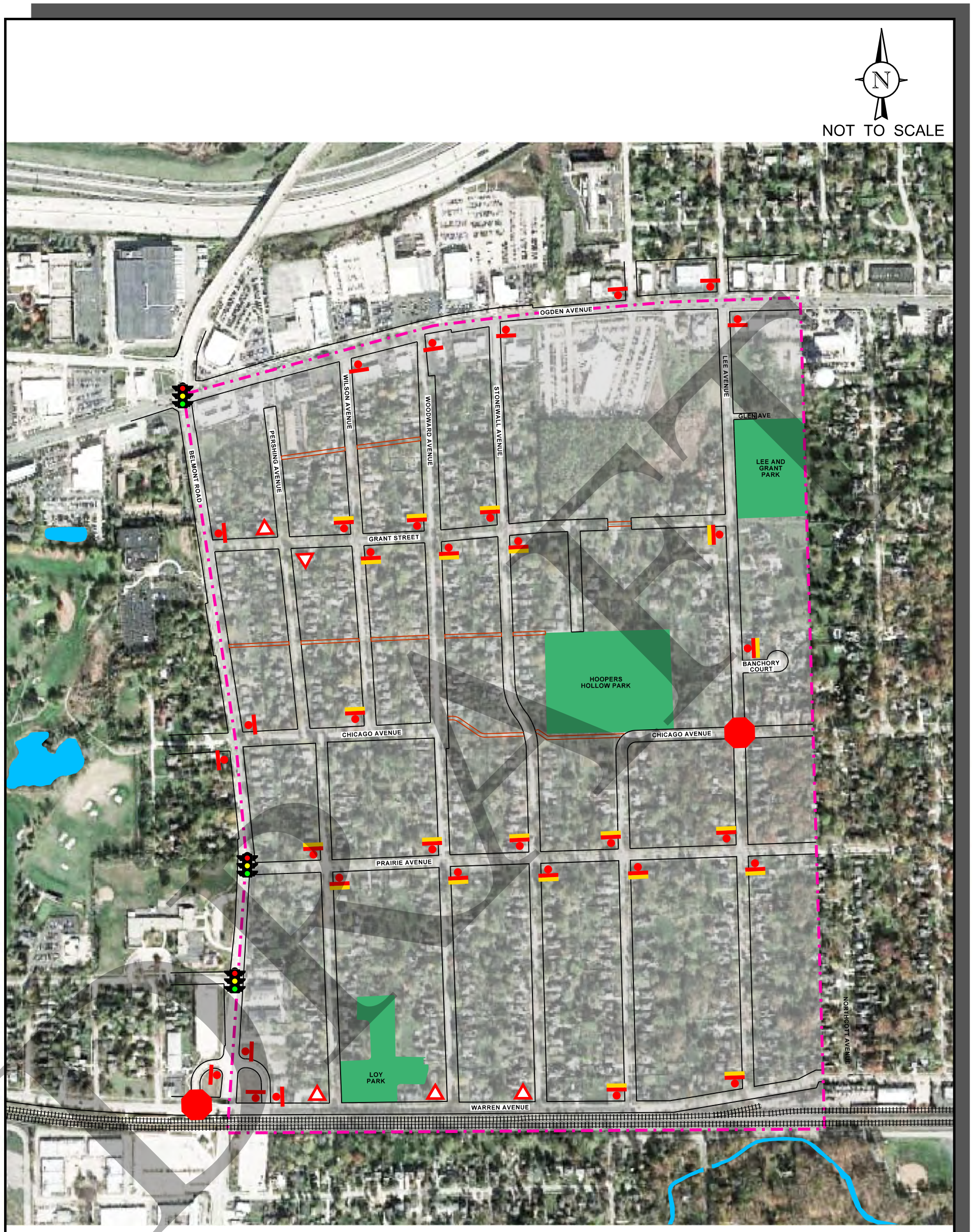
- NO PARKING
- 4 HOUR PARKING 6AM-6PM EXCEPT WEEKENDS AND HOLIDAYS
- NO PARKING 7AM-4PM EXCEPT WEEKENDS AND HOLIDAYS
- PARKING LINES/BOXES
- STUDY AREA

NEIGHBORHOOD 7 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

EXISTING ROADWAY PARKING REGULATIONS

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 20-028 Figure: 4



LEGEND

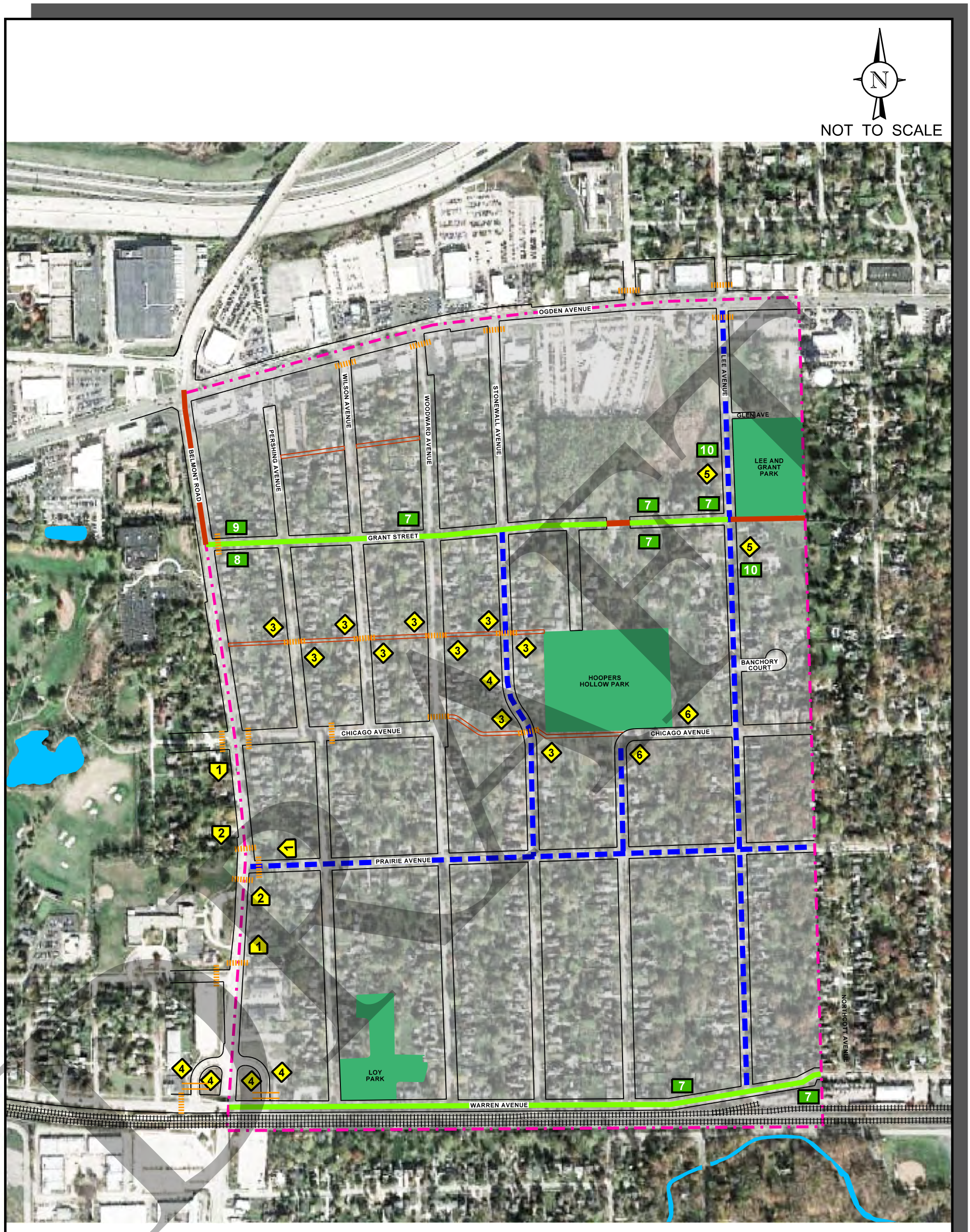
- TRAFFIC SIGNAL
- ALL-WAY STOP SIGN CONTROL
- ONE-WAY/TWO-WAY STOP SIGN CONTROL
- YIELD SIGN CONTROL
- CROSS TRAFFIC DOES NOT STOP SIGN
- STUDY AREA

NEIGHBORHOOD 7 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

EXISTING INTERSECTION TRAFFIC CONTROL

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 20-028 Figure: 5



LEGEND

- EXISTING BIKE ROUTE
- EXISTING BIKE PATH
- DOWNERS GROVE FUTURE RECOMMENDED
- EXISTING CROSSWALK
- EXISTING HIGH VISIBILITY CROSSWALK

EXISTING SIGNS

= 1 = 4 = 7 = 10

= 2 = 5 = 8

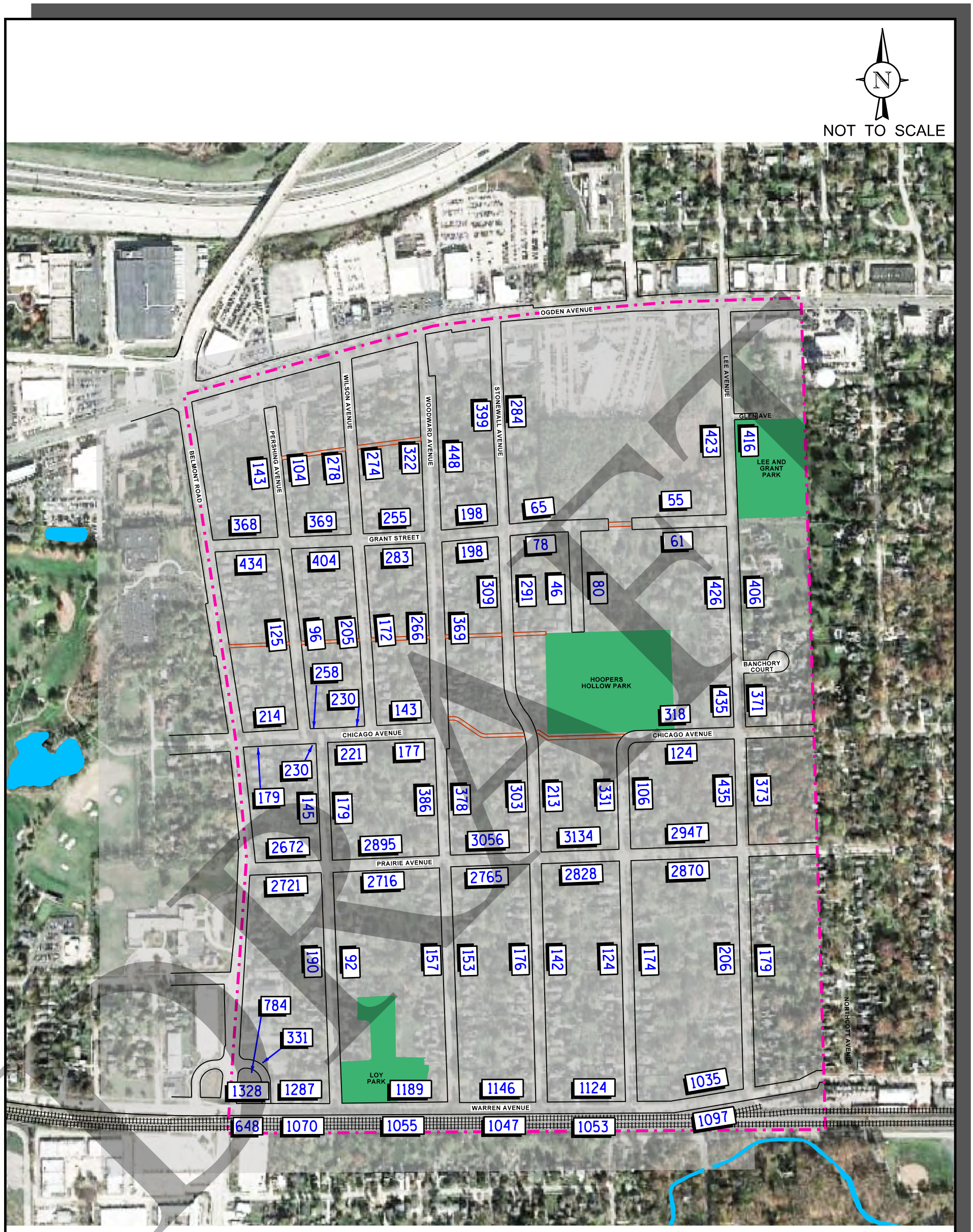
= 3 = 6 = 9

NEIGHBORHOOD 7 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

EXISTING PEDESTRIAN AND BICYCLE SIGNAGE AND MARKINGS

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 20-028 Figure: 6



LEGEND

XXXX - DAILY TRAFFIC VOLUME

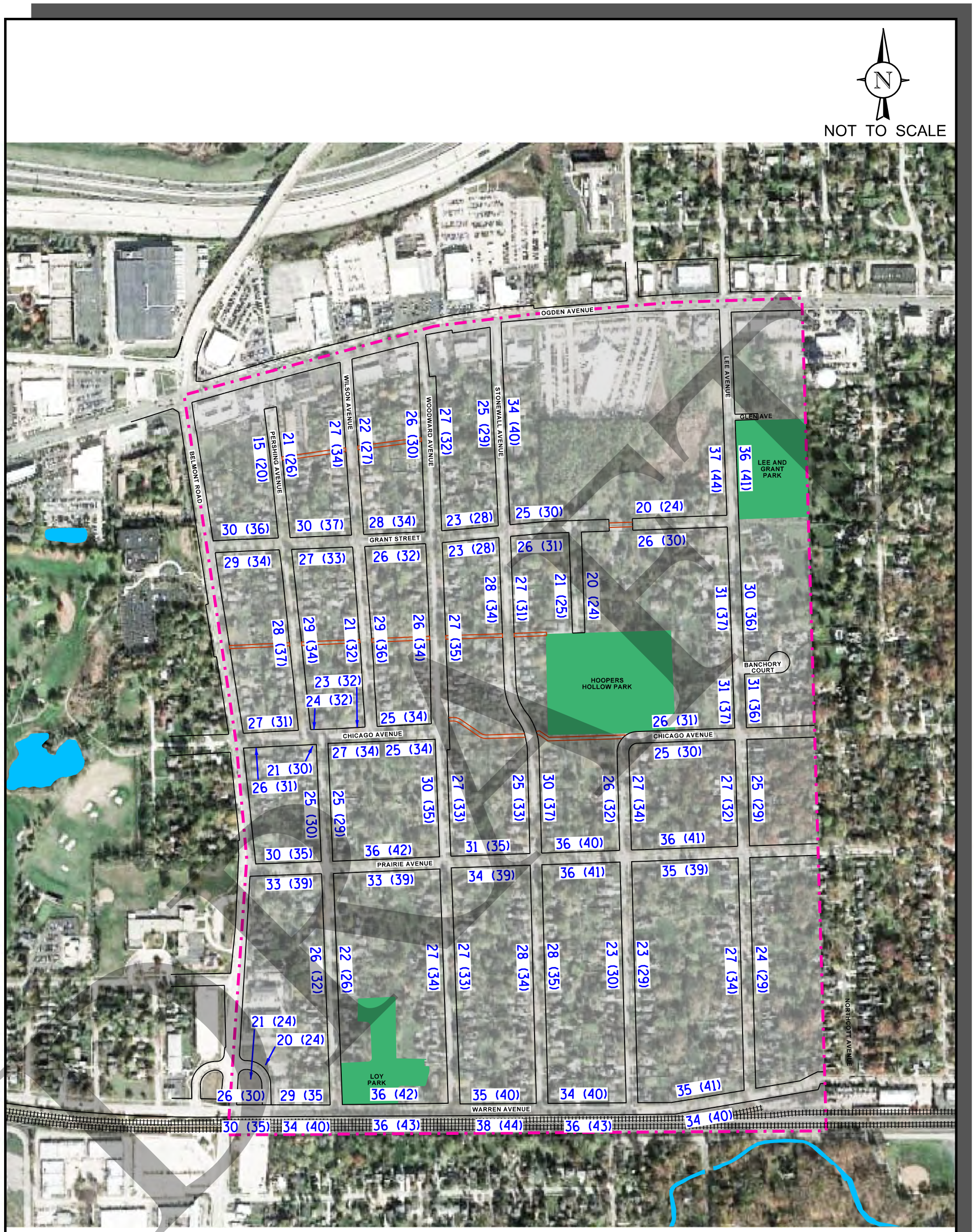
- STUDY AREA

NEIGHBORHOOD 7 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

EXISTING DAILY TRAFFIC VOLUMES

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 20-028 Figure: 7



LEGEND

00 - AVERAGE SPEEDS

(00) - 85TH PERCENTILE SPEEDS

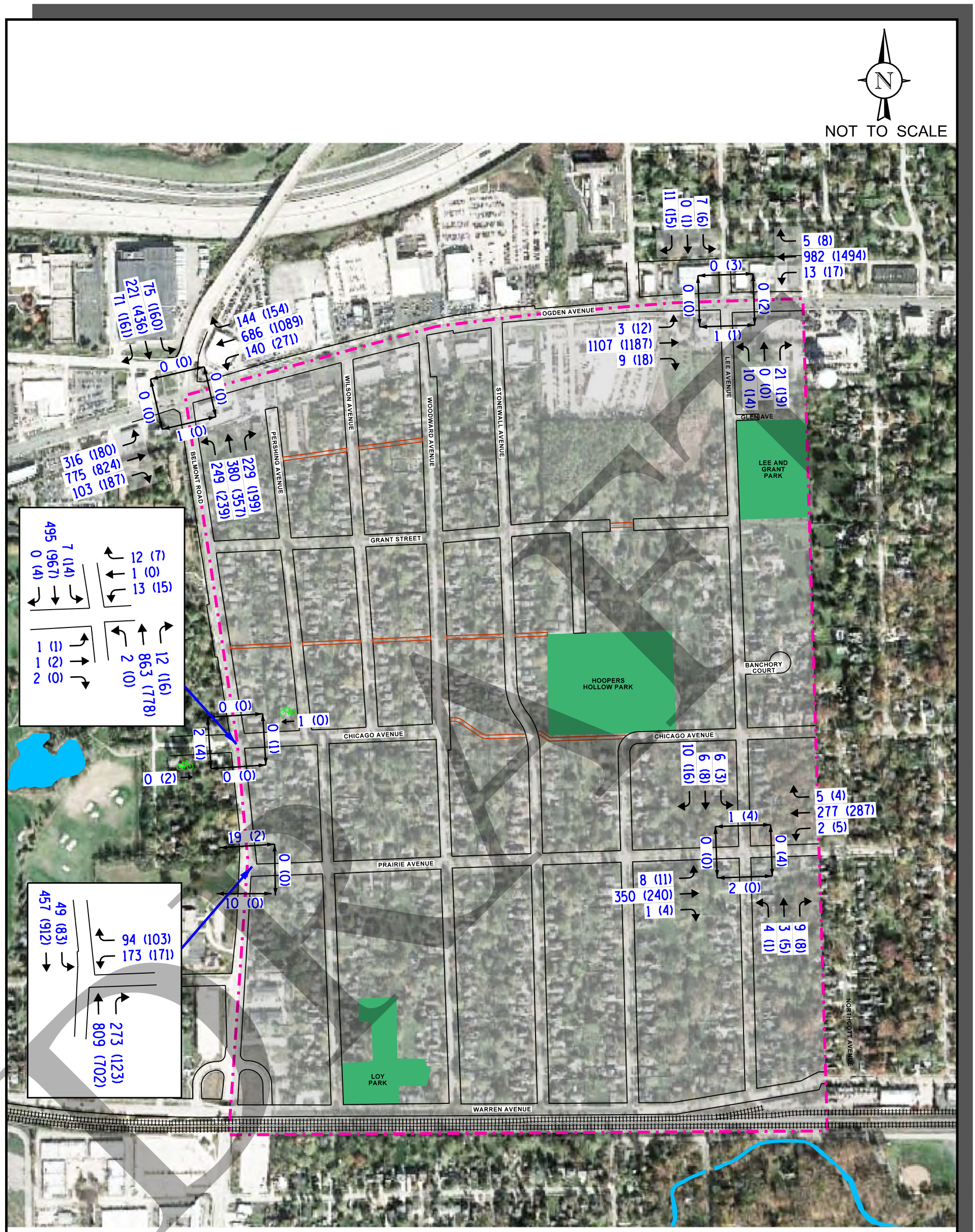
- STUDY AREA

NEIGHBORHOOD 7 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

EXISTING AVERAGE AND 85TH PERCENTILE SPEEDS

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 20-028 Figure: 8



LEGEND

00 - WEEKDAY MORNING PEAK HOUR

(00) - WEEKDAY EVENING PEAK HOUR

00 (00) - PEDESTRIAN VOLUME

00 (00) - BICYCLE VOLUME

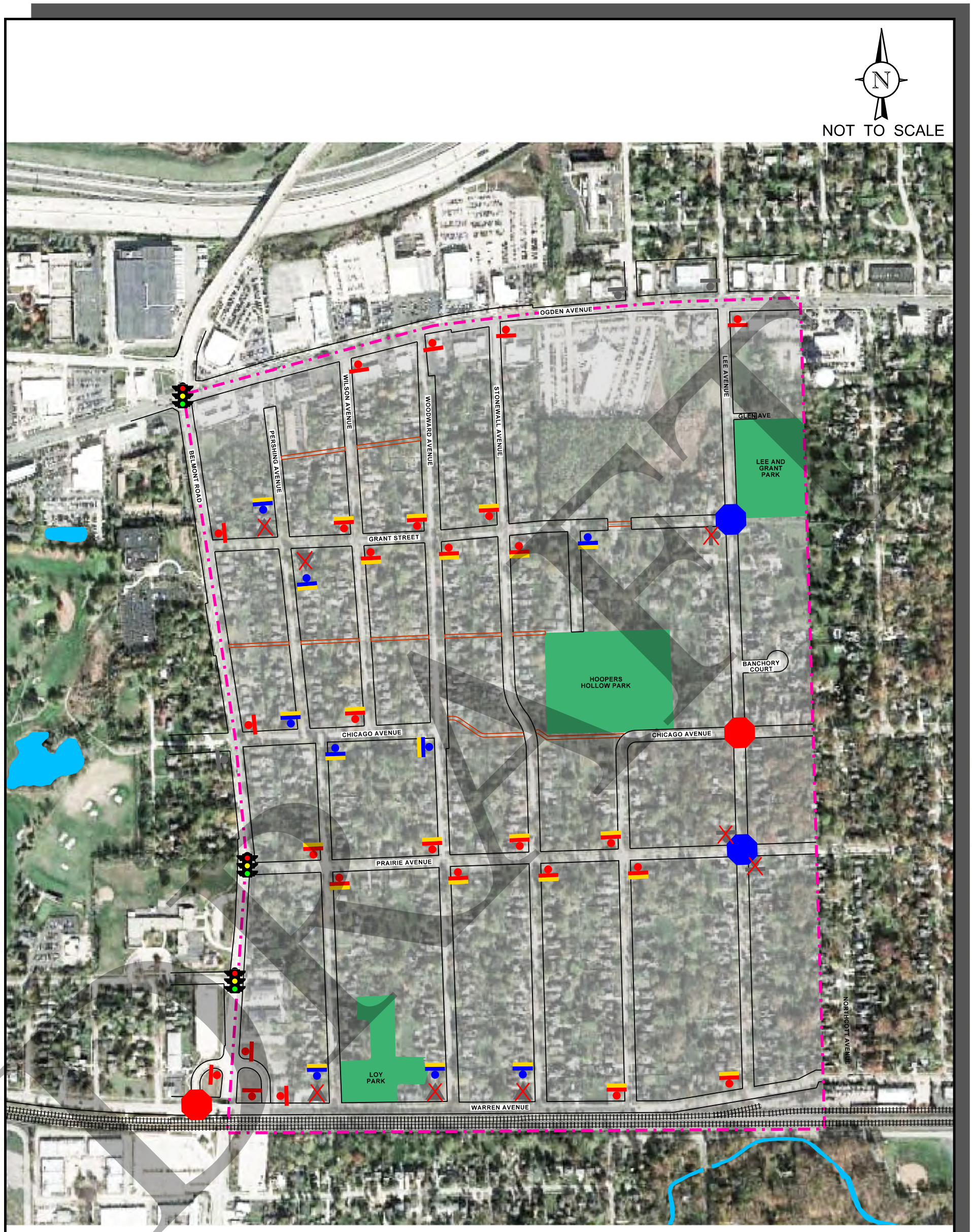
- STUDY AREA

NEIGHBORHOOD 7 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

EXISTING INTERSECTION VEHICLE, PEDESTRIAN AND BICYCLE VOLUMES

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 20-028 Figure: 9



LEGEND

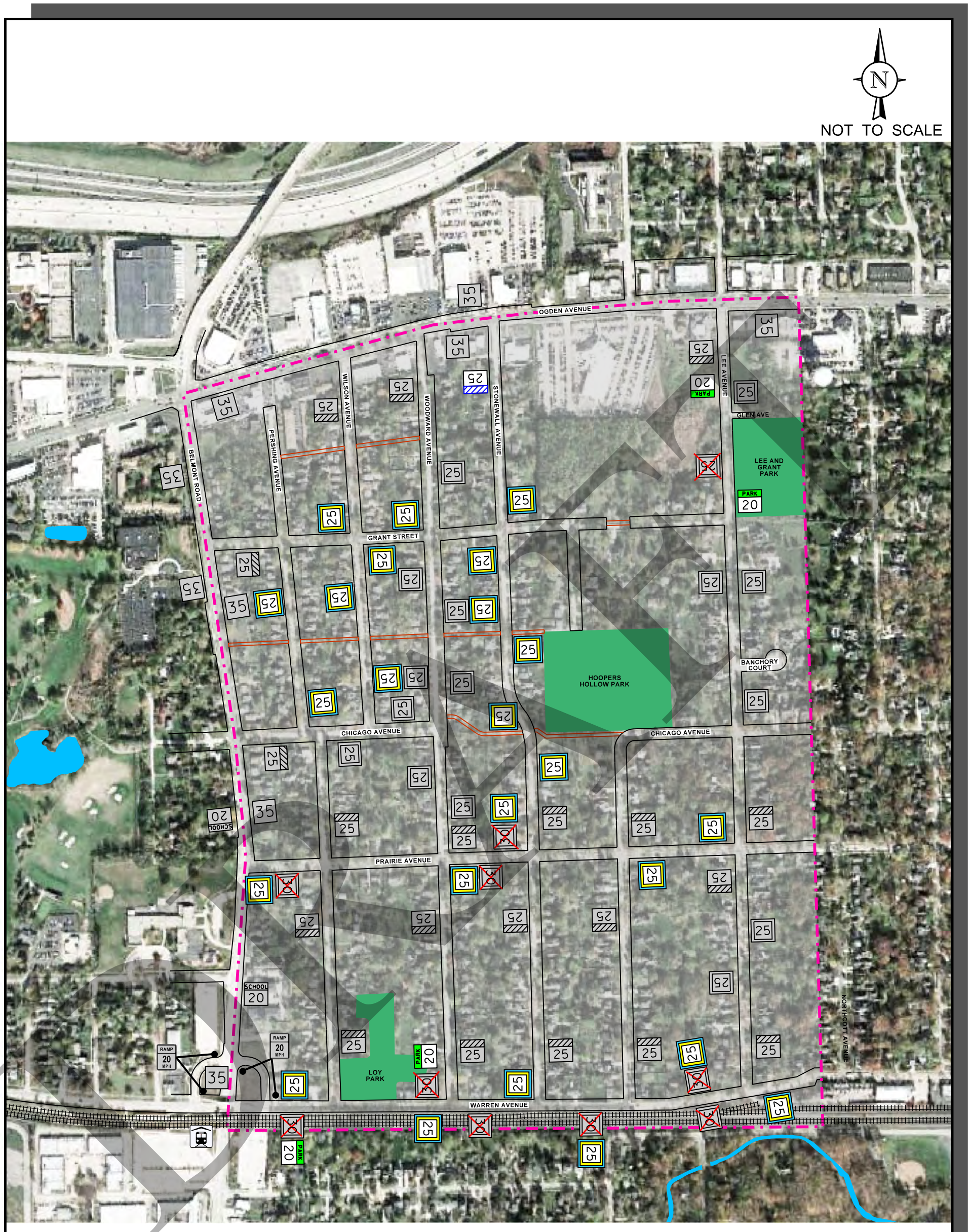
- TRAFFIC SIGNAL
- ALL-WAY STOP SIGN CONTROL
- ONE-WAY/TWO-WAY STOP SIGN CONTROL
- YIELD SIGN CONTROL
- CROSS TRAFFIC DOES NOT STOP SIGN
- STUDY AREA
- NEW ALL-WAY STOP SIGN CONTROL
- NEW STOP SIGN
- REMOVE YIELD SIGN
- REMOVE STOP SIGN

NEIGHBORHOOD 7 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

RECOMMENDED INTERSECTION TRAFFIC CONTROL

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 20-028 Figure: 10



LEGEND

- XX - SPEED LIMIT SIGN
- RAMP 20 MPH - RAMP SPEED LIMIT SIGN
- 25 - YELLOW BORDER SPEED LIMIT SIGN
- SCHOOL 20 - SCHOOL SPEED LIMIT SIGN
- 25 - NEIGHBORHOOD SPEED LIMIT SIGN
- XX - NEW SPEED LIMIT SIGN WITH YELLOW BORDER
- 25 - NEW NEIGHBORHOOD SPEED LIMIT SIGN
- PARK 20 - NEW PARK SPEED LIMIT SIGN
- STUDY AREA
- REMOVE SIGN
- 30 - ADD YELLOW BORDER TO SPEED LIMIT SIGN

NEIGHBORHOOD 7 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

RECOMMENDED MODIFICATIONS TO POSTED SPEED REGULATIONS

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 20-028 Figure: 11

N

NOT TO SCALE

OGDEN AVENUE
LEE AVENUE
GLEN AVE
LEE AND GRANT PARK
WILSON AVENUE
WOODWARD AVENUE
STONEWALL AVENUE
PERSHING AVENUE
BELMONT ROAD
GRANT STREET
HOOPERS HOLLOW PARK
BANCHORY COURT
CHICAGO AVENUE
PRAIRIE AVENUE
LOY PARK
WARREN AVENUE
NORTHCOTT AVENUE

LEGEND

- EXISTING BIKE ROUTE
- EXISTING BIKE PATH
- DOWNERS GROVE FUTURE RECOMMENDED
- EXISTING CROSSWALK
- EXISTING HIGH VISIBILITY CROSSWALK
- REMOVE STANDARD CROSSWALK
- NEW HIGH VISIBILITY CROSSWALK
- NEW BIKE LANE MARKING
- NEW PEDESTRIAN REFUGE ISLAND WITH CROSSWALKS

EXISTING SIGNS

= 1 = 4 = 7
= 2 = 5 = 8
= 3 = 6 = 9
= 10

PROPOSED SIGNS LOCATIONS

= 2 = 7 = 9
= 4 = 8 = 11

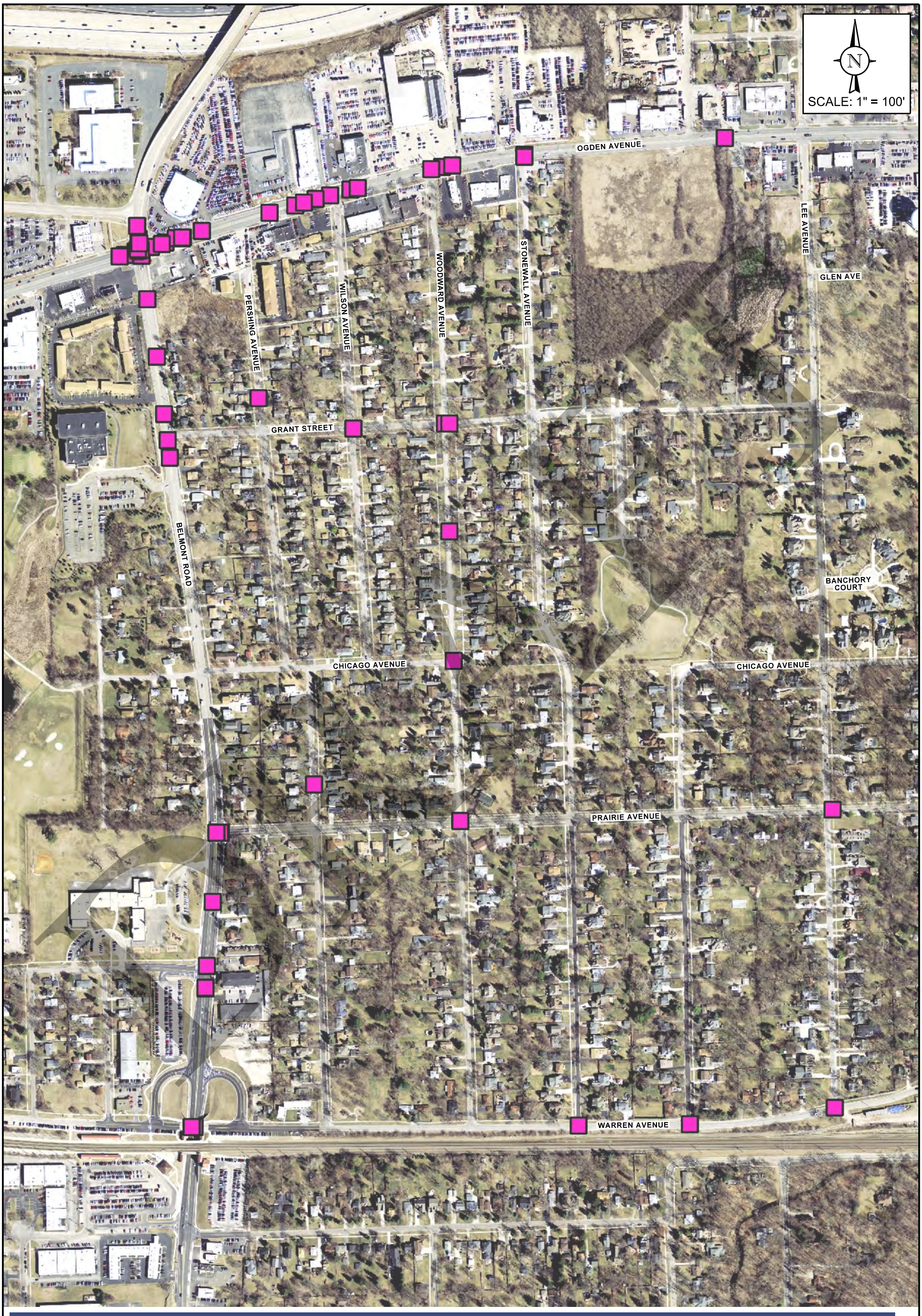
NEIGHBORHOOD 7 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

RECOMMENDED PEDESTRIAN AND BICYCLE SIGNAGE AND MARKINGS MODIFICATIONS

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 20-028 Figure: 12

Crash Data

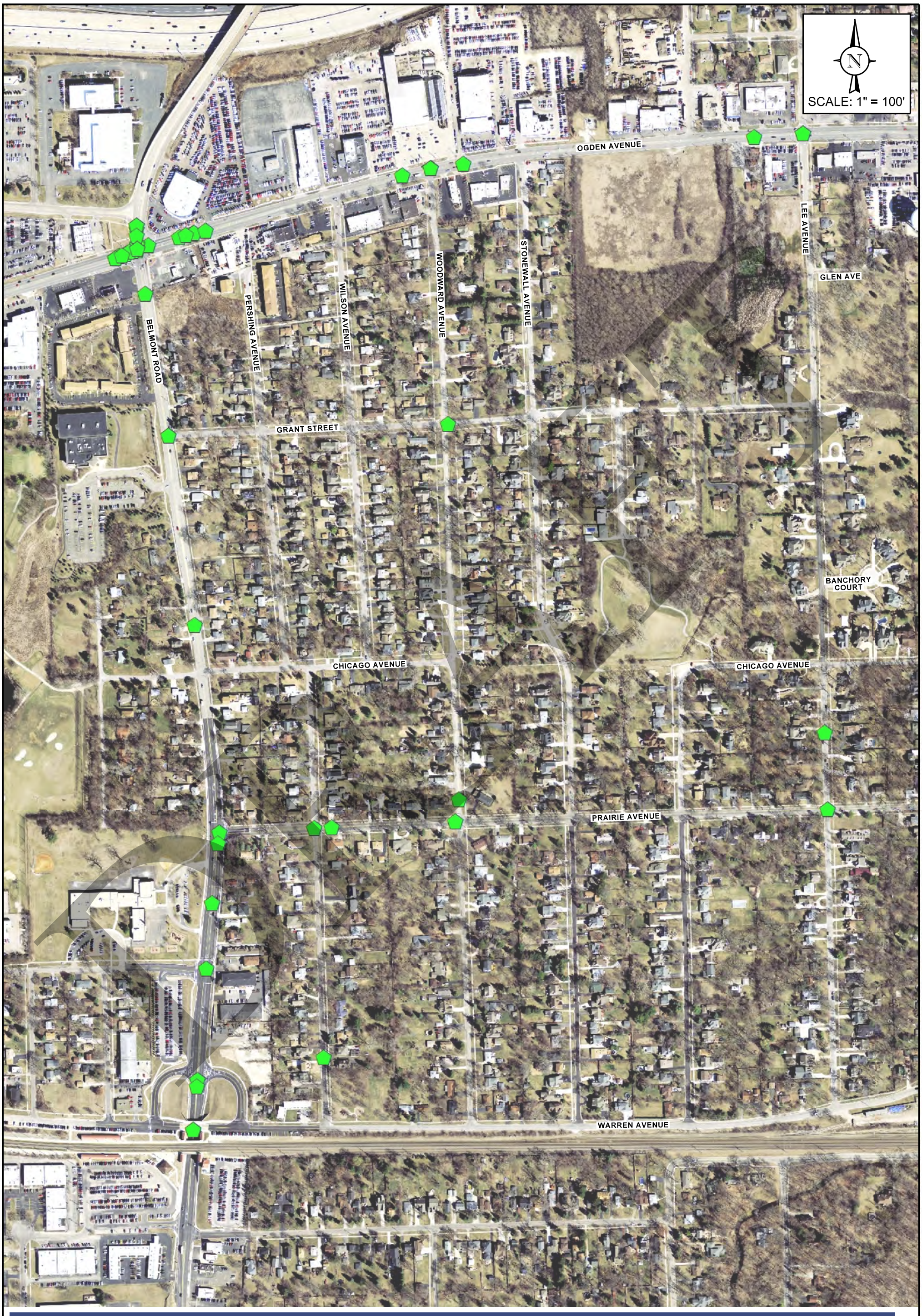


NEIGHBORHOOD 7 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

2016 CRASH DATA

DRAWN: MD CHECKED: MW
DATE: 06-01-21 REV:
PROJECT # 20-028
EXHIBIT: A1

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.



NEIGHBORHOOD 7 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

2017 CRASH DATA

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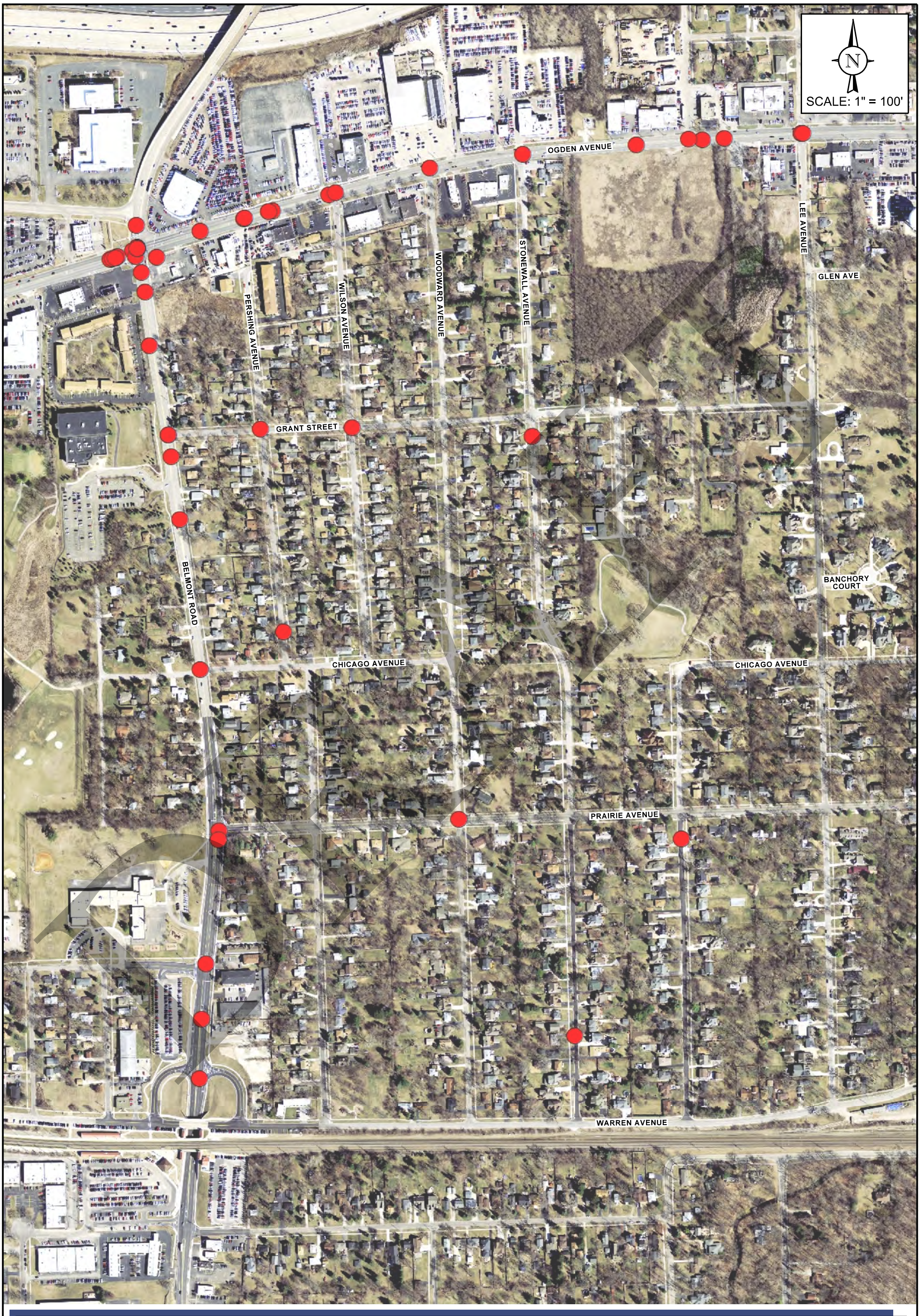
DATE: 06-01-21 REV:
PROJECT # 20-028
EXHIBIT: A2

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.



NEIGHBORHOOD 7 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

2018 CRASH DATA

DRAWN: MD CHECKED: MW
DATE: 06-01-21 REV:
PROJECT # 20-028
EXHIBIT: A3

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

NEIGHBORHOOD 7 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

2019 CRASH DATA

DRAWN: MD CHECKED: MW
DATE: 06-01-21 REV:
PROJECT # 20-028
EXHIBIT: A4

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

NEIGHBORHOOD 7 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

2020 CRASH DATA

DRAWN: MD CHECKED: MW
DATE: 06-01-21 REV:
PROJECT # 20-028
EXHIBIT: A5

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

DRAFT

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

Chairman Carter called the September 22, 2021 meeting of the Transportation and Parking Commission to order at 7:00 P.M. and led the recitation of the Pledge of Allegiance.

ROLL CALL

Present: Chairman Carter, Commissioners O'Malley, Novak, Shiliga, Heverin

Absent: Commissioner Saricks

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

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

A quorum was established.

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

APPROVAL OF AUGUST 11, 2021 MINUTES
COMMISSIONER SHILIGA MOVED TO ACCEPT MEETING MINUTES AS PRESENTED. COMMISSIONER NOVAK SECONDED THE MOTION.

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

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

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

DRAFT

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

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

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

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

File #4-21 Prairie Avenue Corridor

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

Staff is proposing the following improvements:

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

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

CHAIRMAN CARTER OPENED UP THE PUBLIC COMMENT PERIOD

PUBLIC COMMENT ON FILE #4-21

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

DRAFT

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

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

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

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

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

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

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

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

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

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

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

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

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

Paul Martinez of 4807 Prince: Recommends more police presence.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

CHAIRMAN CARTER CLOSED THE PUBLIC COMMENT

CHAIRMAN CARTER OPENED DISCUSSION AMONGST THE COMMISSION

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

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

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

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

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

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

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

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

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

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

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

COMMISSIONER CARTER CALLED FOR A 5 MINUTE RECESS

CHAIRMAN CARTER RE-OPENED DISCUSSION AMONGST THE COMMISSION

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

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

File #5-21 Neighborhood Traffic Study 7

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

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

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

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

Recommendations:

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

Pedestrian Enhancements

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

Bicycle Enhancements

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

Traffic Calming Measure Recommendations

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

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CHAIRMAN CARTER OPENED DISCUSSION AMONGST THE COMMISSION

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

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

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

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

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

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

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

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

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

CHAIRMAN CARTER OPENED UP THE PUBLIC COMMENT PERIOD

PUBLIC COMMENT ON FILE #5-21

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

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

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

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

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

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

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

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

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

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

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

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

CHAIRMAN CARTER CLOSED THE PUBLIC COMMENT

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CHAIRMAN CARTER OPENED DISCUSSION AMONGST THE COMMISSION
Chairman Carter: Feels measures are warranted and beneficial to neighborhood.

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

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

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

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

DISCUSSION OF OLD BUSINESS
No old business at this time.

Communications
No communications at this time.

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

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

Respectfully submitted,

/s/ Andrea Banke
Recording Secretary