

**VILLAGE OF DOWNERS GROVE**  
**Report for the Village**  
**9/14/2021**

<b>SUBJECT:</b>	<b>SUBMITTED BY:</b>
Revised Traffic Control for Various Intersections on Fairmount Avenue	Andy Sikich Public Works Director

**SYNOPSIS**

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

**STRATEGIC PLAN ALIGNMENT**

The goals for 2019-2021 include *Top Quality Infrastructure* and *Exceptional Municipal Services*.

**FISCAL IMPACT**

N/A

**RECOMMENDATION**

Staff recommends approval on the September 21, 2021 Active Agenda.

**BACKGROUND**

In response to resident requests, staff has analyzed the traffic control on Fairmount Avenue at the intersections of 65<sup>th</sup> Street, Briargate Drive, Crescent Drive, 72<sup>nd</sup> Street (North), 72<sup>nd</sup> Court, and 72<sup>nd</sup> Street (South). These intersections are a combination of yield control, uncontrolled, and unconventional 2 of 3 leg stop control. 65<sup>th</sup> Street is Yield Control, Briargate Drive, Crescent Drive, and 72<sup>nd</sup> Court all operate as uncontrolled. The intersections of 72<sup>nd</sup> Street (north and south) at Fairmount have an unconventional 2 way stop control not typically found on three leg intersections. Based on traffic counts recently collected in this area, staff is recommending that stop signs be placed in accordance with the proposed traffic control at these intersections detailed below.

- Four-legged intersections
  - Fairmount Avenue at 65<sup>th</sup> Street: All Way Stop controlled
- Three-legged intersections
  - Fairmount Avenue at Briargate Drive: Stop Controlled with westbound traffic (Briargate Drive) stopping
  - Fairmount Avenue at Crescent Drive: Stop Controlled with westbound traffic (Crescent Drive) stopping
  - Fairmount Avenue at 72<sup>nd</sup> Street (North): All Way Stop Controlled
  - Fairmount Avenue at 72<sup>nd</sup> Court: Stop Controlled with westbound traffic (72<sup>nd</sup> Court) stopping

- Fairmount Avenue at 72<sup>nd</sup> Street (South): All Way Stop Controlled

The Transportation and Parking Commission reviewed these proposed improvements at its meeting on August 11, 2021 and agreed with staff's recommendation.

#### **ATTACHMENTS**

Ordinance

Draft Meeting Minutes - TaP Commission August 11, 2021

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

**AN ORDINANCE AMENDING  
TRAFFIC CONTROL PROVISIONS FOR  
VARIOUS INTERSECTIONS ALONG FAIRMOUNT AVENUE**

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

**Section 1. That Section 14.63 is hereby amended to read as follows:**

**Sec 14.63 Isolated Yield Right-Of-Way Signs**

On the basis of traffic investigations at the below named intersections, it is found that traffic conditions warrant preference to traffic as indicated and that the enumerated streets should be designated as "yield right of way entrances".

\* \* \*

~~65th Street. At the northeast and southwest corners of the intersection of 65th Street and Fairmount Avenue, regulating both eastbound and westbound traffic on 65th Street.~~

\* \* \*

**Section 2. That Section 14.80 is hereby amended to read as follows:**

**Sec 14.80 Isolated Stop Signs**

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

Briargate Drive. At the northeast corner of the intersection of Briargate Drive and Fairmount Avenue, to direct vehicular traffic proceeding westerly on Briargate Drive to come to a full stop before proceeding into said intersection.

\* \* \*

Crescent Drive. At the northeast corner of the intersection of Crescent Drive and Fairmount Avenue, to direct vehicular traffic proceeding westerly on Crescent Drive to come to a full stop before proceeding into said intersection.

\* \* \*

~~Fairmount Avenue. At the northwest corner of the intersection of Fairmount Avenue and 72nd Street, to direct vehicular traffic proceeding southerly on Fairmount Avenue to come to a full stop before proceeding across or into 72nd Street.~~

\* \* \*

72<sup>nd</sup> Court. At the northeast corner of the intersection of 72<sup>nd</sup> Court and 72<sup>nd</sup> Street, to direct vehicular traffic proceeding westerly on 72<sup>nd</sup> Court to come to a full stop before proceeding into said intersection.

~~72<sup>nd</sup> Street. At the southwest corner of the intersection of 72<sup>nd</sup> Street and Fairmount Avenue, to direct vehicular traffic proceeding easterly on 72<sup>nd</sup> Street to come to a full stop before proceeding across or into Fairmount Avenue.~~

~~72<sup>nd</sup> Street. At the northwest intersection of 72<sup>nd</sup> Street and Fairmount Avenue to direct vehicular traffic proceeding southerly on Fairmount Avenue and easterly on 72<sup>nd</sup> Street to come to a full stop before proceeding into said intersection.~~

~~72<sup>nd</sup> Street. At the southeast intersection of 72<sup>nd</sup> Street and Fairmount Avenue to direct vehicular traffic proceeding northerly on Fairmount Avenue and westerly on 72<sup>nd</sup> Street to come to a full stop before proceeding into said intersection.~~

\* \* \*

**Section 3. That Section 14.80.1 is hereby amended to read as follows:**

**Sec 14.80.1 All-Way Stop Signs**

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

\* \* \*

Fairmount and 65<sup>th</sup> Street.

Fairmount and 72<sup>nd</sup> Street (Northwest intersection).

Fairmount and 72<sup>nd</sup> Street (Southeast intersection).

\* \* \*

**Section 16.** That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

**Section 17.** That this ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

---

Mayor

Passed:

Published:

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

Village Clerk



DRAFT

**TRANSPORTATION AND PARKING COMMISSION**  
**Minutes – August 11, 2021**  
**Council Chambers – Village Hall**  
**801 Burlington Avenue, Downers Grove**

Chairman Carter called the August 11, 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, Saricks, Shiliga,

**Absent:** Commissioners Carlson & Heverin

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

**Visitor Roster:** Rob Schall, Jacqueline Hull, Rose Pomerantz, Heather Delaquila, Bob Casey, Robert Fanette, Tom Eyman, Fran Eyman

A quorum was established.

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

**APPROVAL OF JULY 14, 2021 MINUTES**

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

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

**PUBLIC COMMENT ON NON-AGENDA ITEMS**

No public comment on non-agenda items.

Chairman Carter proceeded to the files on the agenda.

**File #2-21 Fairmount Avenue - Pavement Marking & Intersection Control from 63rd St to 65th St**

Public Works Director Andy Sikich presented information regarding this item which was generated by a resident petition for traffic calming. The area is currently signed at 25 mph, is a collector, and is stop controlled northbound at 63rd St. It is free flowing at 65th St, with 65th under yield control only at Fairmount. The concern is vehicles speeding south of 63rd St. Staff performed traffic counts. Northbound - 457 vehicles per day on Fairmount, with 85th percentile speed of 36.51 mph. Southbound - 622 vehicles per day, with 85th percentile speed of 34.48

DRAFT

mph. Staff recommends edge and center line striping on Fairmount from 63rd to 65th for traffic calming, 4-way stop control at 63rd and 65th, and stop signs at the side streets of Briargate Dr. and Crescent Dr. at Fairmount (no control on Fairmount at those two intersections).

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

Mr. Saricks asked if the long, straight configuration of Fairmount is a contributing factor to higher speeds. Mr. Sikich stated that it could be a contributing factor.

Mr. Novak asked if there are any pavement markings along this stretch of Fairmount. Mr. Sikich confirmed that there are no pavement markings or traffic control along this stretch of Fairmount.

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

#### **PUBLIC COMMENT ON FILE #1-21**

Mr. Lorton stated that staff received three emails from residents in favor of staff recommended improvements.

Rob Schall, 6350 Fairmount, stated that he initially put in the request. Believes that traffic moves very fast, sometimes in excess of 60 mph, and that the hill increases their momentum. He has witnessed drag racing, and he fears for pedestrians. It is hard to see cars coming around the curve. He is in favor of these improvements.

Jacqueline Hull, 630 65th St, on the NE corner of 65th and Fairmount, has lived there for 49 years. Vehicles have gone off the road into her yard more than once. She has witnessed cars moving too fast to make the turn from Fairmount to 65th. She is in favor of the improvements.

Rose Pomerantz, 712 65th St, stated that last week she saw a landscape truck heading down 65th St. westbound. The truck completely failed to yield and did not slow down at all. She confronted the driver, who said there were trees and he was not familiar with the neighborhood. She has also witnessed a vehicle flip upside down. She is in favor of the stop signs.

Heather Delaquila, 695 63rd St, at the corner, pointed out that this is a bike route.

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

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

Mr. Saricks asked Mr. Sikich if the proposed traffic calming measures will have the desired effect of cars observing the speed limit. Mr. Sikich stated that striping is generally a good starting point for traffic calming. Additional counts and speeds will be taken next year to gauge the effectiveness of the improvements.

Mr. Novak asked if there have been any near misses in the area. Mr. Sikich stated he is not aware of any, but that it is possible.

DRAFT

Mr. Shiliga asked if speed limit reminders can be put on the pavement itself. Mr. Sikich stated that this is not typically done.

A resident stated that the street is narrow, so the majority of people coming down the street tend to drive in the middle of the road, and the striping will interfere with parking. Mr. Sikich stated that the striping will narrow the lane visually, and define the proper travel lane, which tends to slow people down.

Mr. Shiliga asked about lighting in this area. A resident responded that there is a streetlight at the corner.

Mr. Carter asked if proposed stop control measures would be temporary. Mr. Sikich stated that staff is proposing them to be permanent. Mr. Carter stated that he is in favor of staff recommendations.

**WITH RESPECT TO FILE #2-21, MR. NOVAK MOVED TO APPROVE. SECONDED BY MR. SHILIGA.**

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

**File #3-21 Fairmount Avenue - 72nd Street - Intersection Control**

Mr. Sikich stated that there are two intersections of Fairmount and 72nd Street. This item was generated by a resident request. 72nd is an s-curve street from east to west. Fairmount goes north on the west side and south on the east side. They are both T intersections, but each is unique having only two of the three legs that are under stop control. The other leg is free flowing. Traffic counts at the intersections do not reflect that this unique set up is appropriate. Staff is recommending adding the third stop sign on the free flowing leg at each of the intersections.

**CHAIRMAN CARTER OPENED DISCUSSION AMONGST THE COMMISSION**

Mr. Saricks asked if there is any indication that 72nd is being used as an east - west bypass route. Mr. Sikich stated that the traffic volumes are within a reasonable range for a neighborhood street. Mr. Saricks asked if the bike route in this location could have something to do with this configuration. Mr. Sikich stated that staff does not believe it is because of the bike route. Staff feels that completing them as 3-way stops is the most logical approach and will create the least amount of driver confusion.

Mr. Shiliga asked if striping is needed here as well. Mr. Sikich stated that staff believes that only the 3-way stops are needed at this point.

Mr. Carter asked if the 72nd Court cul-de-sac between the two 72nd Streets has any stop control at that T intersection. Mr. Lorton stated he does not believe there is any control there. Mr. Sikich stated that a stop sign can be added on 72nd Court.

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

Tom Eyman, 606 Ridgeview St, stated that he agrees with the recommendations.



DRAFT

Mr. Lorton stated that staff received three emails in favor of the improvements at these intersections.

Fran Eyman, 606 Ridgeview St, stated that there are multiple bus stops near these intersections. Children trying to cross the street may be confused by the 2-way stop sign. Cars take the turn wide because they're speeding and kids on bikes come close to being clipped.

**CHAIRMAN CARTER CLOSED THE PUBLIC COMMENT**

**CHAIRMAN CARTER OPENED DISCUSSION AMONGST THE COMMISSION**

Chairman Carter stated that these recommendations will help improve safety in the area.

**WITH RESPECT TO FILE #3-21, MR. SHILIGA MOVED TO APPROVE FULL STAFF RECOMMENDATIONS AND ADDING A STOP SIGN TO 72ND COURT. SECONDED BY MR. SARICKS.**

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

Commissioner Carter adjourned the meeting at 7:26 P.M.

Respectfully submitted,

/s/ Andrea Banke  
Recording Secretary