



NOTICE AND AGENDA

**NOTICE IS HEREBY GIVEN
THAT A COMMITTEE OF THE WHOLE MEETING**

WILL BE HELD ON

December 10, 2019

6:00 PM

Location: Oswego Village Hall

A. CALL TO ORDER

B. ROLL CALL

**C. CONSIDERATION OF AND POSSIBLE ACTIONS ON ANY REQUESTS
FOR ELECTRONIC PARTICIPATION IN MEETING**

D. PUBLIC FORUM

E. NEW BUSINESS

E.1. Waubensee Community College Presentation

F. OLD BUSINESS

F.1. Continuing Discussion Regarding Pedestrian Crossings on Washington Street

Posted:

Date: _____

Time: _____

Place: _____

Initials: _____

Tina Touchette
Village Clerk

[jh121019.pbot washington at main Update.docx](#)
[PIM2 Updated Boards 121119.pdf](#)
[PIM 091819 Comment Summary.pdf](#)

G. CLOSED SESSION

- G.1. a. Pending and Probable Litigation [5 ILCS 120/2(c)(11)]
b. Appointment, Employment, Compensation, Discipline, Performance, or Dismissal of Personnel [5 ILCS 120/2(c)(1)]
c. Collective Bargaining, Collective Negotiating Matters, Deliberations Concerning Salary Schedules [5 ILCS 120/2(c)(2)]
d. Sale, Lease, and/or Acquisition of Property [5 ILCS 120/2(c)(5) & (6)]
e. Security Procedures and the Use of Personnel and Equipment to Respond to an Actual, Threatened, or a Reasonably Potential Danger to the Safety of Employees, Staff, the Public, or Public Property [5 ILCS 120/2(c)(8)]

H. ADJOURNMENT

AGENDA ITEM

MEETING TYPE: Committee of the Whole

MEETING DATE: December 10, 2019

SUBJECT: Pedestrian Crossings on Washington Street

ACTION REQUESTED:

Continuing Discussion Regarding Pedestrian Crossings on Washington Street

BOARD/COMMISSION REVIEW:

N/A

ACTION PREVIOUSLY TAKEN:

Date of Action	Meeting Type	Action Taken
11/13/2018	Committee of Whole	Discussion Regarding Pedestrian Crossings on Washington Street
6/18/2019	Committee of Whole	Discussion Regarding Pedestrian Crossings on Washington Street
6/18/2019	Village Board	Approved Resolution 19-R- 54 Authorizing the Execution of a Professional Engineering Services Contract with Christopher B. Burke Engineering Ltd. in an Amount of \$94,500.00 for a Traffic Study of Washington Street

DEPARTMENT: Public Works

SUBMITTED BY: Public Works Director/Village Engineer Jennifer M. Hughes, P.E., CFM

FISCAL IMPACT:

TBD

BACKGROUND:

Pedestrian safety in the downtown is a high priority for the Village. We have a vision for a vibrant, welcoming downtown which cannot be fully realized unless it is easily and safely accessible for pedestrians. To that end, the Village has worked—and will continue to work—with the Illinois Department of Transportation (IDOT) to improve the convenience and safety of

pedestrian crossings. As Washington Street (US 34) is a state highway under IDOT's jurisdiction, any improvements along US 34 must be approved by IDOT.

The Village hired Christopher B. Burke Engineering Ltd. in June 2019 to conduct a traffic study of the corridor and recommend improvements. CCBEL has performed traffic counts and estimated future traffic volumes based upon projected downtown development and regional growth.

The Village hosted an open house on September 18, 2019. Stakeholders provided comments and suggestions for improvements. These comments are summarized on the attached document.

Village staff and CCBEL then met with IDOT on November 8 to review stakeholder suggestions and identify potential solutions that IDOT would consider or out-right reject.

This memorandum previews the information that will be presented at the **open house on December 11, 2019. The open house will be from 4:30 to 7:00 PM in the lobby of the Village Hall.**

DISCUSSION:

Potential improvements are categorized as short-term or long-term alternatives based upon the ease of implementing and whether the traffic meets the pre-conditions, or warrants, for installation.

Short-term alternatives:

1. Re-striping (minimal cost)
2. Enforcement of speed (on-going)
3. Speed limit radar signs (new)
4. Rectangular Rapid Flashing Beacons (relocate existing beacons to over the pavement)
5. Remove split phasing at US 34 & IL 31 (minimal cost)
6. Optimize traffic signal timings through corridor (minimal cost)
7. Multi-way stop control (dismissed as this creates other hazards)

Long-term alternatives:

- 1. Traffic signals (carry forward)**
2. Pedestrian Hybrid Beacon (HAWK) (dismissed by IDOT)
3. Pedestrian signal
4. Roundabout (do not fit)
5. Road diet (dismissed due to impacts on traffic flow)
6. Bump-outs (dismissed due to impacts on traffic flow)
- 7. Improve street lighting (carry forward)**
8. Streetscape pedestrian crossing treatments (dismissed due to maintenance concerns)
9. Pedestrian overpass/underpass (dismissed due to cost and feasibility)
10. Re-route US Route 34 (dismissed as this does not solve the problem)

11. Speed tables (IDOT does not permit these on US routes)

Next steps:

CBBEL will review and finalize responses to comments received at the second project information meeting. They will finalize the report with final recommendations.

We can request permission from IDOT to install some of the short-term alternatives such as signs and updated pavement markings very quickly. Improvements that require design approval such as RRFB or traffic signals will require additional engineering before IDOT will issue permits for this work.

RECOMMENDATION:

Accept report and provide feedback on alternatives.

ATTACHMENTS:

- PIM2 Updated Boards_121119
- PIM 091819 Comment Summary





Welcome!

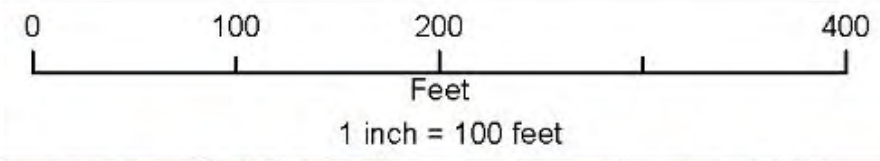
WASHINGTON STREET (US ROUTE 34)

PEDESTRIAN & VEHICLE SAFETY STUDY
PUBLIC INFORMATION MEETING #2

The overall goal of this project is to improve pedestrian safety on **Washington Street (US 34)** in the downtown area. In particular, the intersections of IL Route 31, Harrison Street, Main Street and Madison Street with Washington Street will be evaluated. This project seeks to explore short and long term solutions to allow residents to enjoy downtown Oswego in a safe and efficient manner.

LEGEND

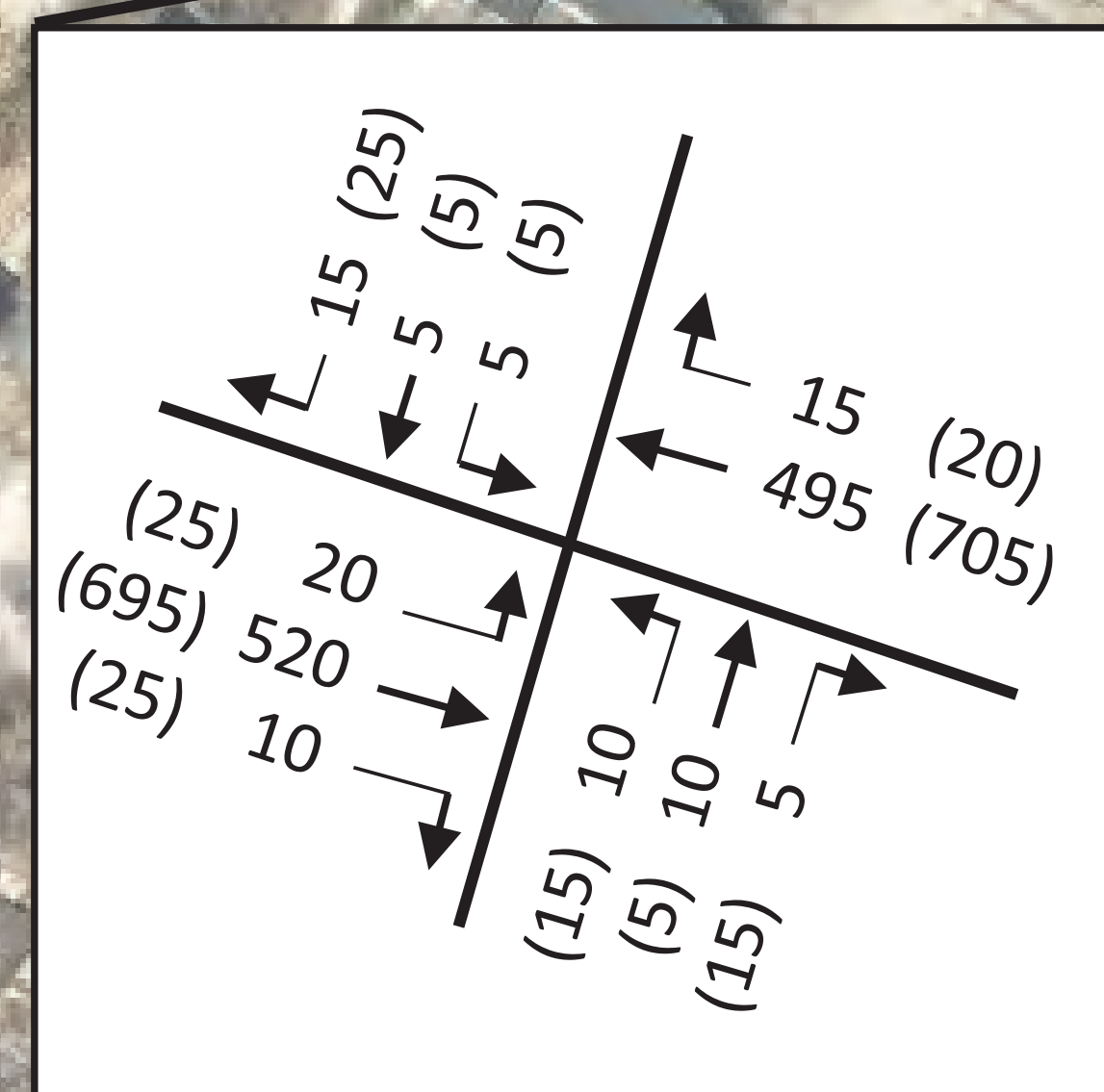
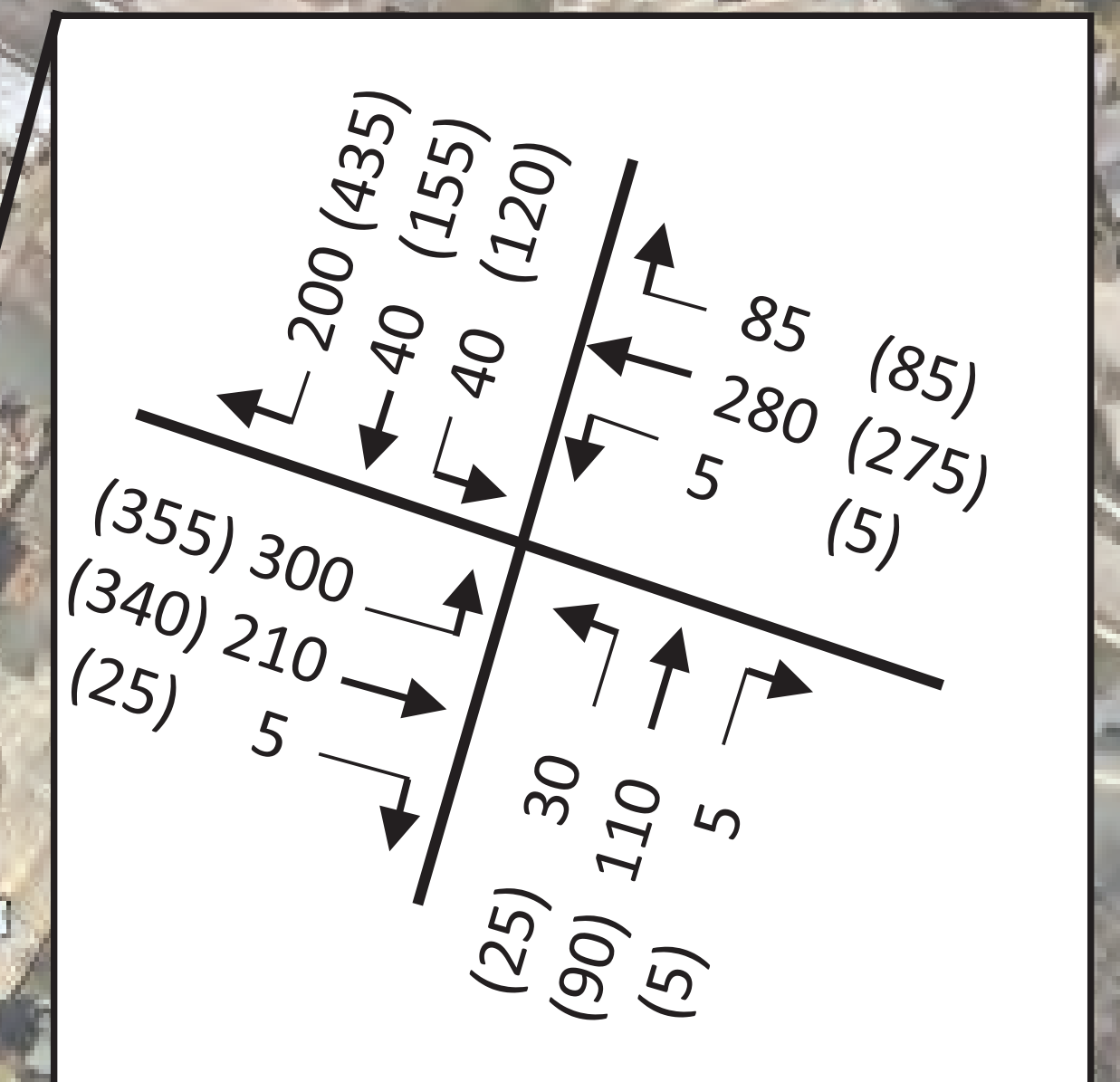
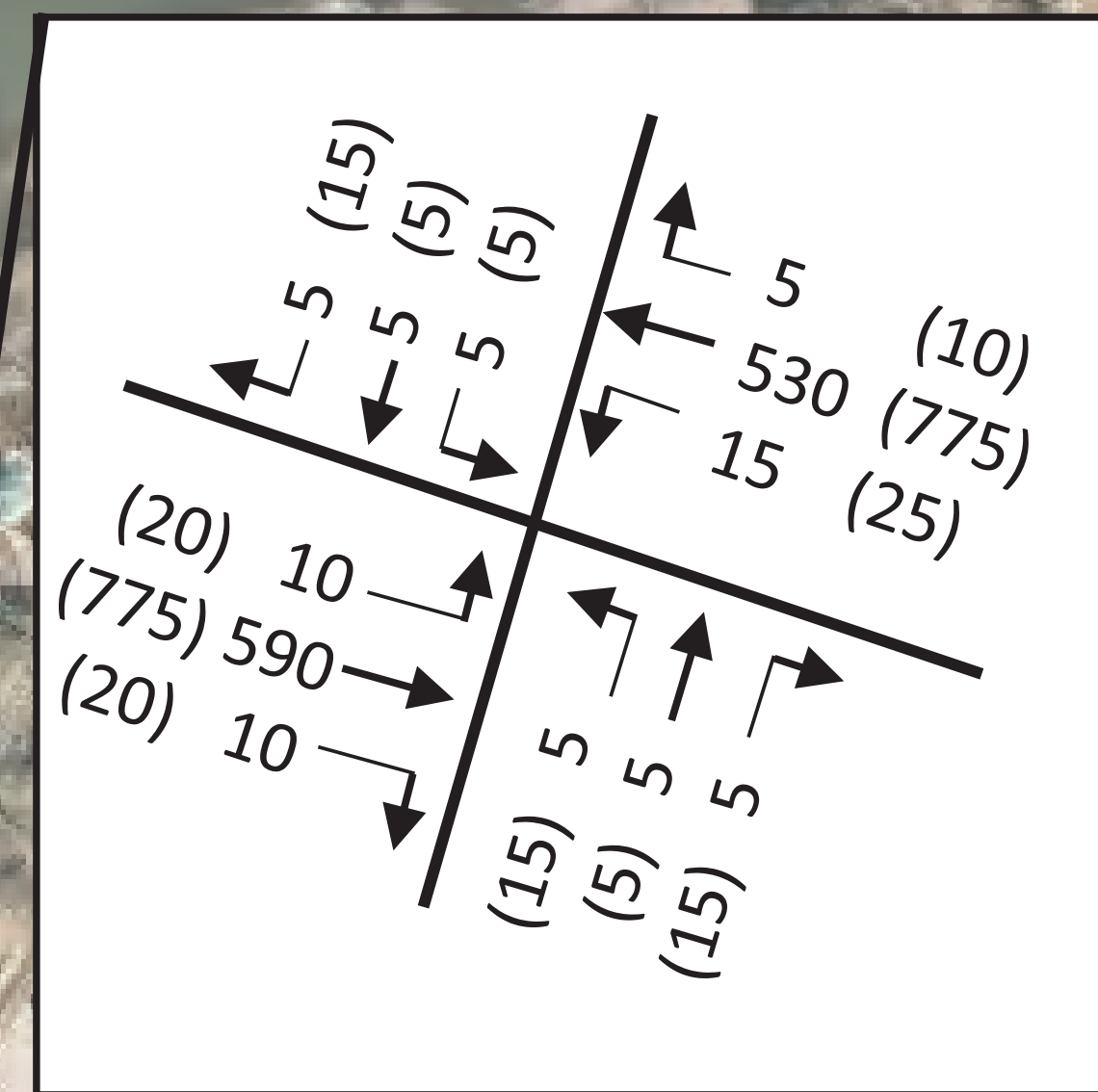
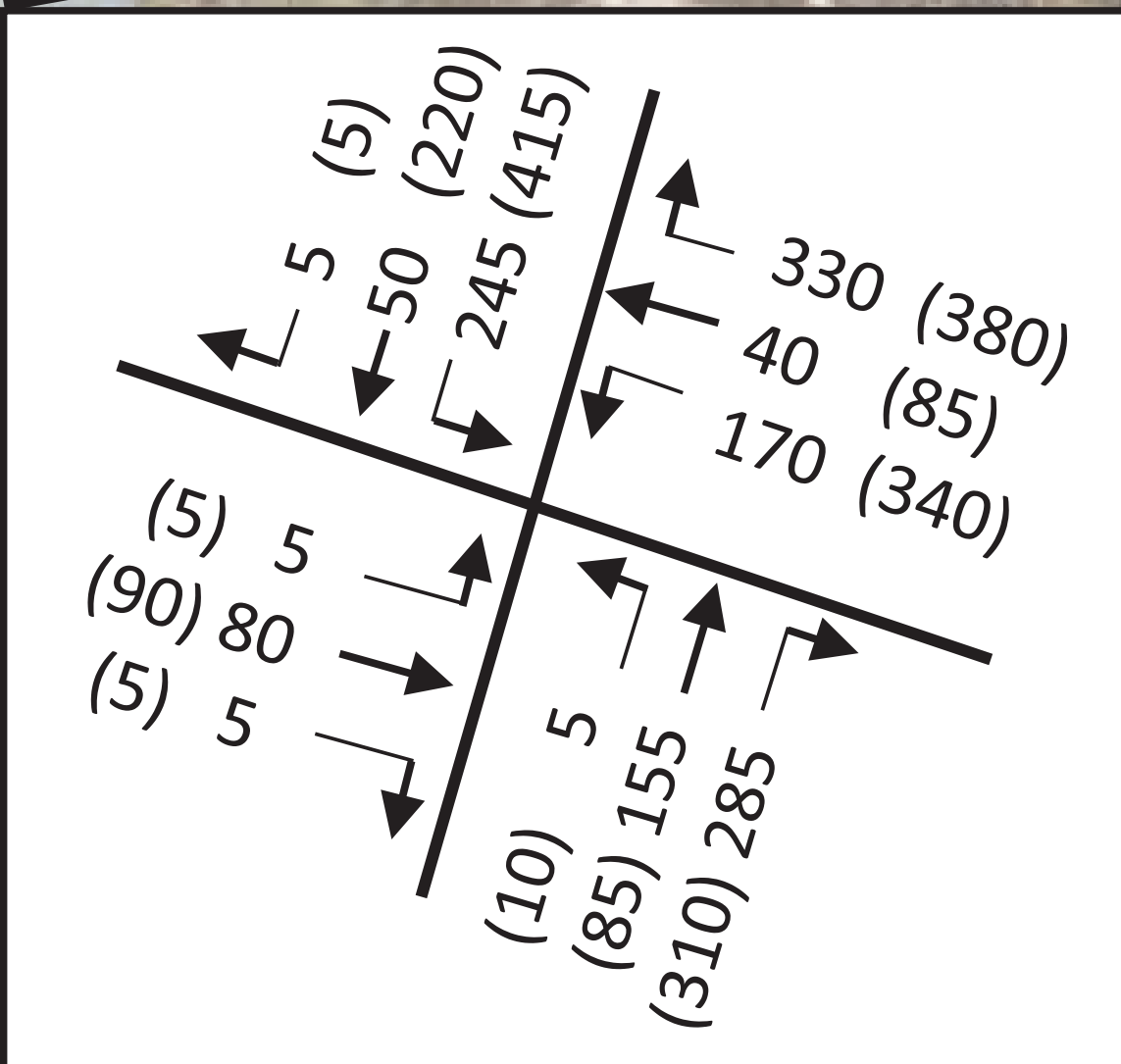
-  EXISTING TRAFFIC SIGNAL
-  EXISTING STOP SIGN
-  RAILROAD CROSSING
-  FUTURE DEVELOPMENT



EXISTING CONDITIONS



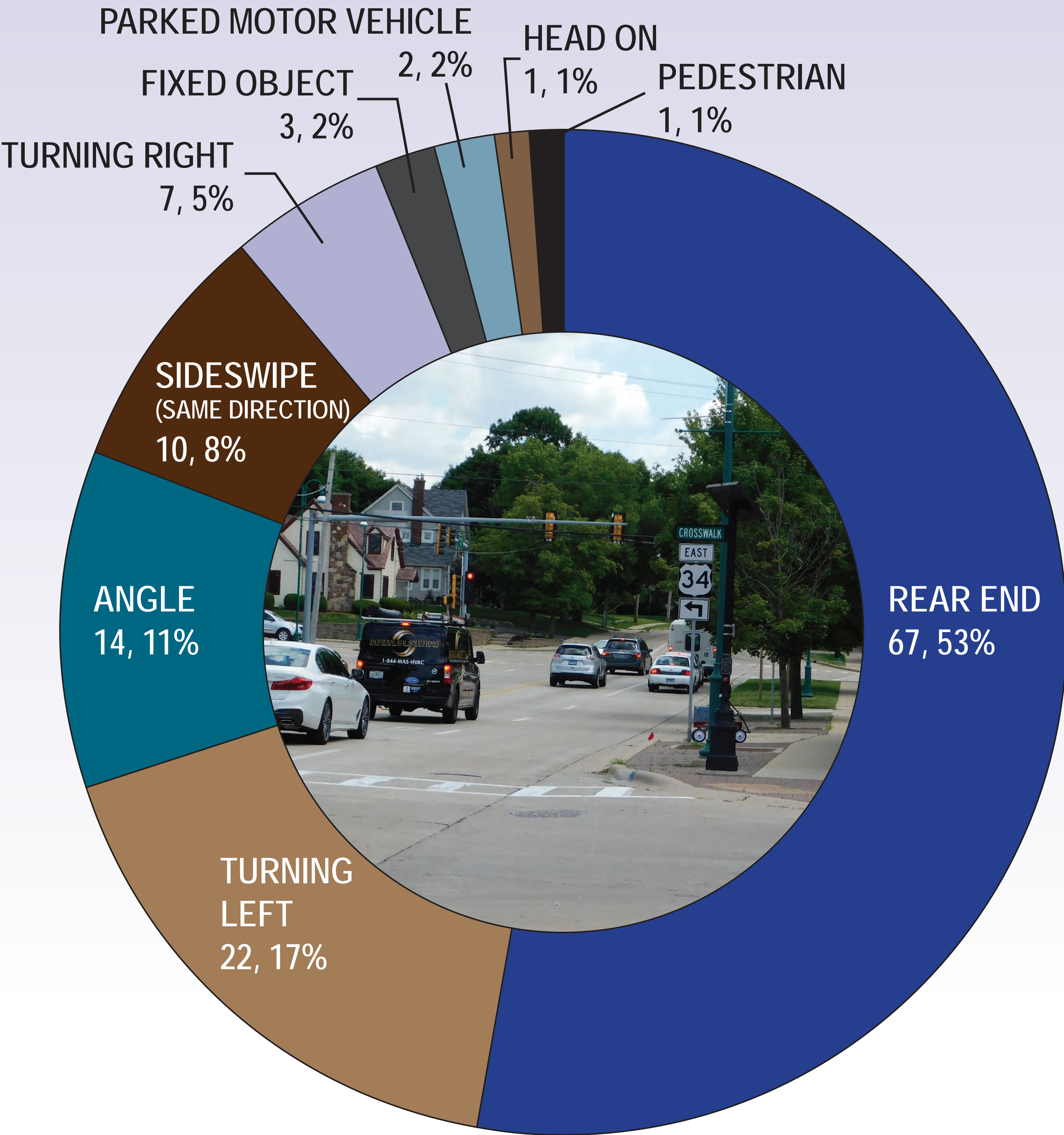
EXISTING TRAFFIC COUNTS (JULY 2019)



17,900

LEGEND:
 ## - AM PEAK HOUR
 (##) - PM PEAK HOUR
 ##,### - AVERAGE DAILY TRAFFIC (2017)
 ↔ - PEDESTRIAN PEAK HOUR

PROJECT STUDY AREA CRASH TYPE SUMMARY
127 TOTAL CRASHES (2013-2017)



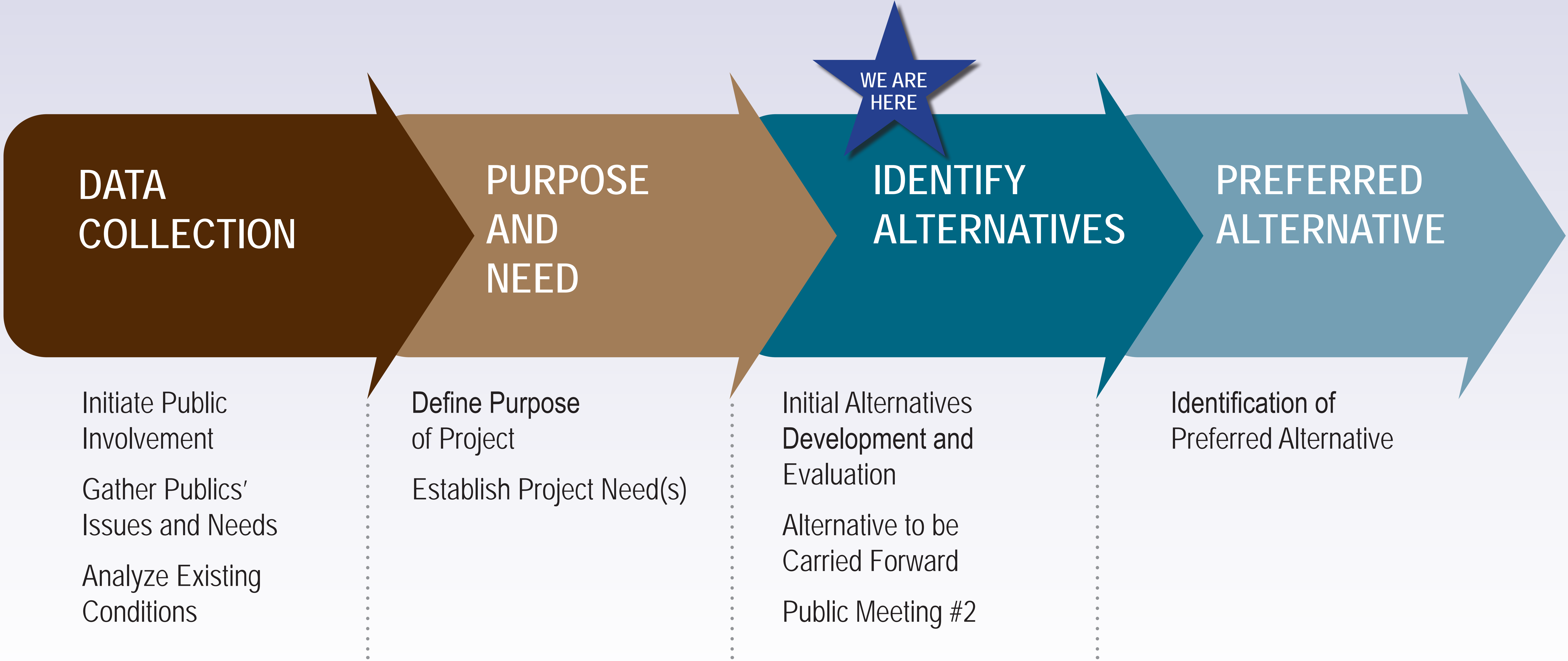
CRASH DATA

127 Crashes in Five Year Period (2013-2017) Between IL Route 31 and Madison Street Resulting in 20 Injuries

A fatal pedestrian crash occurred in October 2018 on Washington Street between Main Street and Harrison Street.



WASHINGTON STREET SAFETY STUDY



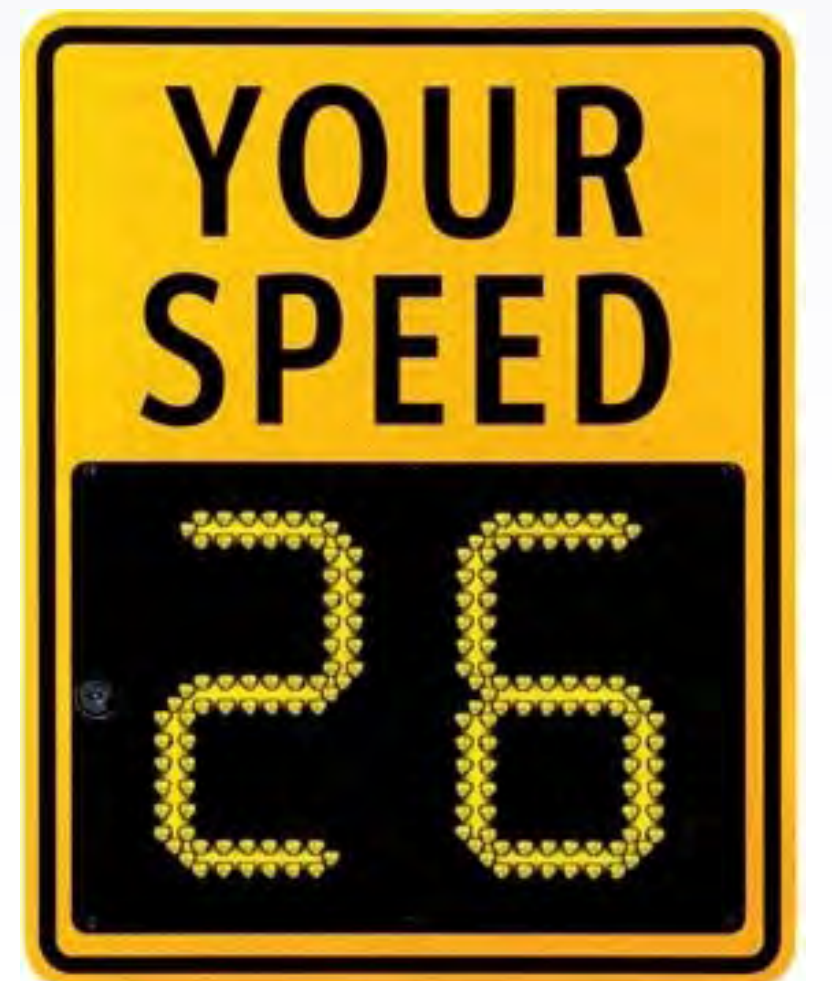
SHORT TERM ALTERNATIVE ANALYSIS SUMMARY

Short Term Improvement Alternatives Include:

- Restripe
- Enforcement of Speed
- Speed Limit Radar Signs
- Enhanced Signing
- Rectangular Rapid Flashing Beacons (RRFB)
- Remove Split Phasing at US 34 & IL 31
- Optimize Traffic Signal Timings Throughout Corridor
- Multi-way Stop Control

☐ Multi-way Stop Control was Dismissed at both Harrison and Main due to queues extending beyond railroad tracks.

❖ Short Term Improvements likely to be a combination of the Alternatives listed above with the exception of Multi-way Stop Control.



LONG TERM ALTERNATIVE ANALYSIS SUMMARY

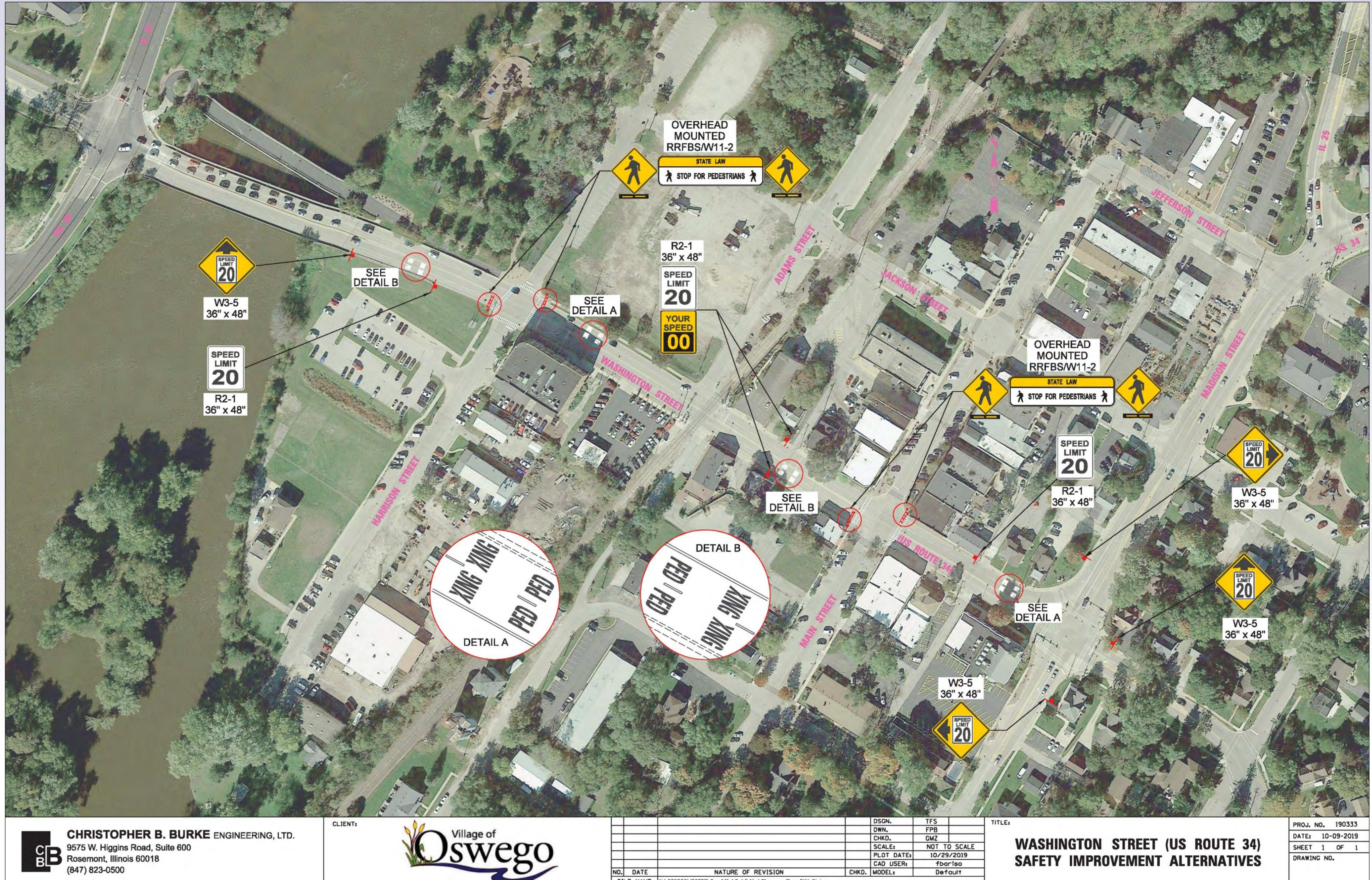
Long Term Improvement Alternatives Include:

- ★ • Traffic Signals
- Pedestrian Hybrid Beacon (HAWK)
- Pedestrian Signal
- Roundabout
- Road Diet
- ★ • Improve Street Lighting
- Bump-outs
- Streetscape Pedestrian Crossing Treatments
- Pedestrian Overpass/Underpass
- Re-route US Route 34
- Speed Tables

★ = Alternatives to carry forward

- ☐ Pedestrian Hybrid Beacon (HAWK) and Pedestrian Signal were **Dismissed** because they are not warranted per IDOT requirements.
- ☐ Roundabouts were **Dismissed** due to right-of-way impacts needed to construct along with impacts to existing buildings.
- ☐ Road Diet and Bump-outs were **Dismissed** due to impacts on traffic flow and intersection capacity.
- ☐ Streetscape Pedestrian Crossing Treatments were **Dismissed** due to noise and maintenance concerns.
- ☐ Pedestrian Overpass/Underpass was **Dismissed** due to cost and feasibility.
- ☐ Re-route US 34 was **Dismissed** due to impacts to regional network and cost of maintaining bridge.
- ☐ Speed Tables were **Dismissed** because they are not allowed on IDOT/US marked routes.

PROPOSED ENHANCED SIGNING PLAN



OVERHEAD RRFB



Westbound at Main

Westbound at Harrison

COMMENTS

Comment Sheets:

Name:	Address:	Recommendations:	Other Comments:
Julie Evans	146 Concord	Traffic signal, enforce speed limit	
Kathryn Hoffman	610 Clearwater Ct	Planters in middle of road, 4 way stop signs	Does Not Want TS
Linda Carl		Enforce Speed limit	
Linda Porter	297 Fox Chase Drive	Reroute Rte 34	
Ted Clauser	297 Fox Chase Drive	Reroute Rte 34, speed bumps,	Does Not Want TS
Kelly McPike	115 Presidential Blvd	4 way stop signs, Enforce Speed limit	Does Not Want TS
Linda Schindelar	72-74 Main Street	More police presence, tickets enforced	
Dick Davis	610 Clearwater Ct	Temp. Suggestion: Enforce speed limit, flashing red lights at the intersection	
Angie Hibber	3 W. Van Buren	More police presence, tickets enforced	
Shawn Prinos	134 Presidential Blvd	Traffic signal, more police presence to enforce speed limit	
Tom Futon	225 Julep Avenue	Increased traffic patrol	
Anonomous		Everyone should comply with the speed limit	
John Aszman	55 Wingate Ct	Develop a walkability concept	
Dan Koukol		Painted crosswalks and luminated stripes	
Julie Paustek	534 Waterford Drive	Flashing lights, brick some intersections, better lighting around crosswalks	
Lauren Dounan	105 S. Main Street	Pedestrian bridge, Traffic Signal, Flashing lights speed bumps, raised crosswalks	
Jill Kveton	105 S. Main Street	Speedbump, elevated sidewalks, more police presence, 2 lanes vs 4, adjust pedestrian button	
Jeff Kararo	441 Camden Circle	Pedestrian bridges at 31, Harrison, and Main. SB LT at 31 frequently backs up during rush hour	
Chuck Mundt	116 Linden Drive	Reroute Rte 34 to Orchard Rd, Washington 1 lane each direction with planted median	
Kathleen Bokuniewicz		Traffic signal, enforce speed limit. Lights should be synced.	
Kim Pierson		Crossing arm (similar to RR crossing) used to stop vehicles at Main? Flashing yellow lights are hard to see	
Bill Thurston	4815 Butler Street	motorist ignore crossing lights	
Diane Bujak	4702 Laughton Ave	Add traffic signals, enforce speed limit	
Rob Hartman	105 Mark Ct.	HAWK signal, in-ground lighting at crosswalks, restrict left turns at Main and Adams during rush hour	
Bernie LaBastide	406 Burr Oak Dr.	Pedestrian rails along sidewalks, police enforcement, photo speeding tickets, speed bumps, radar speed signs	
Steven Westerlund	237 Fox Chase Dr.	Pedestrian tunnel under US 34, police enforcement, public safety messages	
Joel Justis	104 River Run Ct.	Pedestrian activated red light	
Carolyn O'meara	133 Cinderford Dr	Pedestrian bridge over US 34	
Ben Limbaugh		Divert traffic off US 34 to Route 71 and Orchard Road	
Vic Mategrano		Main St at Jackson should be AWSC. Bike path on Adams Street connecting park to bike path	
Penny Jones		Enforce speed limit	Enforce No LT at Prairie Point Elementary School
Al Butkus	224 River Mist Ct.	Reroute US 34 onto IL 71 an Orchard Street bridge. Local traffic only on Chicago Rd and Washington	
Greg Larsen		Reroute US 34, speed bumps on Washington, speed enforcement, flashing crossing lights at Main	Parallel parking on Washington
Charlene McColum	4702 Laughton Ave	Speed bumps or speed tables	

Comment Boards:

	Bridge or Tunnel for pedestrians
	Pedestrian lights for warning at Harrison
	Basic painted crosswalk south side of tracks on Adams
	Bricks for traffic calming
	Motion detectors for pedestrians waiting to cross
	Don't change train whistle
	Lane channelization ahead of southbound right turn at Madison
	Police enforcement
	Vehicle quiet zone
	Speed humps
	Drag racing
Dan Koukol	

Roundabout at Madison/Chicago/IL 25/Jefferson intersection
Eastbound left turning vehicles do not yield at Madison/Chicago/IL 25/Jefferson intersection