



Agenda  
Village of Glen Ellyn  
Special Village Board Meeting  
Monday, June 21, 2021  
7:00 PM

Glen Ellyn Civic Center, Galligan Board Room  
Hybrid Meeting - In Person and Via Zoom

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Meeting Procedures Statement

*Visitors are welcome to attend all meetings of the Village Board. This meeting can be attended in person in the Galligan Board Room at the Glen Ellyn Civic Center or online via Zoom. The public can find copies of the Agenda at the meeting or online at [www.glenellyn.org](http://www.glenellyn.org) prior to the meeting. Meetings are taped and also televised on WideOpenWest Channel 6, AT&T Channel 99, and Comcast Cable Services Channel 10. Meetings are also streamed live on [www.glenellyn.org](http://www.glenellyn.org). Any individual with a disability requiring a reasonable accommodation in order to participate in the meeting should contact the Village of Glen Ellyn ADA Coordinator; 630-469-5000, in advance of the next scheduled meeting. All matters on the Agenda may be discussed, amended, and acted upon.*

*This meeting will also be conducted by audio and video conference as well as broadcasted on cable and streamed online. The meeting is allowed to be conducted with a quorum present either physically or online. This is permitted because of a disaster declaration related to COVID-19 and public health concerns affecting the Village of Glen Ellyn. The Illinois General Assembly passed Senate Bill 2135 on May 23, 2020, which was signed by the Governor on June 12, 2020. Senate Bill 2135 (now Public Act 101-0640) amends the Open Meetings Act and allows the Village Board to participate electronically in Board meetings when it is not feasible due to a disaster such as COVID-19. The Village Manager and Village Clerk will be in attendance at the Civic Center in compliance with the Act.*

*To participate in this meeting via Zoom at the appointed date and time, please visit the following link: <https://us02web.zoom.us/j/85257499772?pwd=cDdaRGUyV3VacEtrUWxLRTNxUGd5Zz09>*

*Passcode: 973992*

*Or join by telephone:*

*Dial (for higher quality, dial a number based on your current location): US: +1 312 626 6799 or +1 301 715 8592 or +1 646 558 8656 or +1 253 215 8782 or +1 346 248 7799 or +1 669 900 9128*

*Webinar ID: 852 5749 9772*

*Passcode: 973992*

- A. Call to Order**
- B. Pledge of Allegiance**
- C. Roll Call**
- D. Audience Participation**

1) Open:

Members of the public are welcome to speak to any item not specifically listed on tonight's agenda for up to (3) three minutes. For those items which are on tonight's agenda, the public will have the opportunity to comment at the time the item is discussed. In either case, please complete the Audience Participation form and turn it in to the Village Clerk, or raise your hand on Zoom. It is requested that, if possible, one spokesman for a group be appointed to present the views of the entire group. Speakers who are recognized are requested to state their name, their topic and the group, if any, they are representing prior to addressing the Village Board. Individuals wishing to address the Board shall exercise proper decorum and respect for the proceedings and the business of the Village Board, and shall refrain from abusive demeanor and language. The practice of ceding time to other speakers shall be prohibited, except in the discretion of the presiding officer of the meeting. Public officials are not obligated to respond to questions.

In lieu of participating in the live meeting, the public may also complete a public comment form which will be read into the record during the meeting. This form can be found at [www.glenellyn.org/publiccomment](http://www.glenellyn.org/publiccomment).

**E. Presentation**

- 1) Chief Norton will provide an update on activities planned by the 4th of July Committee.

**F. Central Business District (CBD) Streetscape and Utility Improvements Project Update (Presented by Professional Engineer Daubert) (Discussion Only)**

- 1) Professional Engineer Daubert will update the Village Board on the proposed lane configurations for the CBD Streetscape and Utility Improvements project.
- 2) Professional Engineer Daubert will present the proposed Phase 1 Schedule for the CBD Streetscape and Utility Improvements project.

**G. Recreational Cannabis (Presented by Village Manager Franz) (Trustee Thompson)**

- 1) Motion to Approve Ordinance No. 6878, An Ordinance Amending Ordinance No. 6839 to Extend the Moratorium Passed November 12, 2019, to September 28, 2021

**H. Reminders**

- 1) A Village Board Meeting is scheduled for Monday, June 28, 2021 at 7:00 p.m.

**I. Other Business**

**J. Adjourn**



**Glen Ellyn Village Board**  
535 Duane Street  
Glen Ellyn, IL 60137

Meeting 6/21/2021 7:00 PM  
Department: Public Works  
Department Head: Dave Buckley  
Category: Discussion Item  
Prepared By: Rich Daubert

**AGENDA ITEM (ID  
# 2021-1213)**

**DOC ID: 2021-1213**

**Professional Engineer Daubert will update the Village Board on the proposed lane configurations for the CBD Streetscape and Utility Improvements project.**

**Statement of the Issue:**

Please see the attached memorandum and its associated attachments relating to this agenda item.

**Analysis:**

**Budget Impact:**

**Action Requested:**

**Attachments:**

1. June 2021 Village Board Workshop on CBD SUI Geometrics CDC Comments
2. 1. Minutes from May 11 CIC Meeting
3. 2. Police Chief Memo on CBD SUI 4-30-2021
4. 3. Forest and Pennsylvania Memo - Removal of Northbound Right Turn Lane 4-30-2019
5. 4. Main and Duane Memo - Removal of Southbound Right Turn Lane 12-15-2020
6. 5. Main and Crescent Memo - Removal of Southbound Right Turn Lane 4-30-2019
7. 6. Main and Crescent Memo - Removal of Eastbound Right Turn Lane 12-15-2020
8. 7. Main-Duane and Main-Crescent Exhibits



# MEMORANDUM

**TO:** Mark Franz, Village Manager

**FROM:** Rich Daubert, Professional Engineer

**DATE:** June 14, 2021

**RE:** CBD Streetscape and Utility Improvements  
Review of Curb Extensions and Exclusive Turn Lane Removals

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## INTRODUCTION

The purpose of this agenda item is to follow up with the Village Board, and seek direction on, the implementation of two geometric design elements for the Central Business District Streetscape and Utility Improvements (CBD SUI) Project: curb extensions and exclusive turn lanes.

This request was made by members of the Village Board during their March 22<sup>nd</sup> consideration and approval of the design ordinance for the project. As part of the deliberation, members of the Board were looking for the Police Chief's input on these items. At that meeting, the Police Chief expressed some concerns with curb extensions, parking losses, and removal of the exclusive turn lanes. To address these concerns, Public Works Engineering Staff ultimately suggested it revisit these items collaboratively with the Police Chief and return to the Capital Improvements Commission for its input on the matter. The Professional Engineer and Police reviewed these matters in the field with the Police Chief providing formal input on the items in the attachment entitled "1. Police Chief Memo on CBD SUI 4-30-2021".

Public Works Engineering staff thereafter brought this item of business to the Capital Improvements Commission for follow up review of the matter at its May CIC Meeting. The meeting included a review of the existing roadway geometry, proposed changes, pros, cons, and opportunities for both Police Chief Norton and Fire Chief Clark to provide input on to the CIC. The approved minutes from the May CIC Meeting detail the discussion and are attached for the Village Board's reference. While there was a general consensus formed among the CIC in general support of the changes at its May meeting, staff recommended that it take the feedback received from the CIC that evening and bring back motions for the CIC to approve at its June Meeting. The motions were unanimously approved by the CIC at their June 8 meeting and are included in this memorandum.

## **BACKGROUND**

As previously emphasized by staff, the CBD SUI Project offers the Village the opportunity to review making geometric changes to the roadway and sidewalk network in the Central Business District. More specifically, one of the objectives of the project was to review opportunities to make the downtown more pedestrian friendly, incorporating wider sidewalks, albeit at the cost of parking in some cases, as well as to institute shorter crosswalks where feasible. Other pursuits included reviewing opportunities to incorporate trees and other streetscape elements where curb extensions could be implemented at intersections, and reviewing opportunities to institute additional on-street parking.

## **SUBJECT**

As it relates to this memo, Public Works Engineering Staff directed Civiltech Engineering to complete traffic counts via the use of traffic cameras followed by traffic analysis at the intersections of:

- Forest/Pennsylvania
- Main/Crescent
- Main/Duane

Staff emphasizes that per the attached technical memos, the traffic counts and analysis were completed prior to the onset of the COVID-19 Pandemic. In addition, the traffic counts were verified to be generally consistent with past counts completed in the CBD.

More specifically, staff directed Civiltech to review the traffic impacts of removing exclusive turn lanes at these three intersections. The removal of the turn lanes offered opportunities to install curb extensions and accommodate additional on-street parking. As further detailed later in this memorandum, more explicit benefits of curb extensions are that they improve the lines of visibility between pedestrians and motorists, shorten the distance and time that pedestrians share the roadway with vehicles, prevent vehicles from parking inappropriately close to crosswalks (protects pedestrians and the movement of emergency vehicles), and calm traffic by reducing the footprint of the roadway. With the exception being mid-block curb extensions, staff notes that curb extensions do not result in the loss of on-street parking spaces. Also, the curb extensions have only been implemented where there is on-street parking and where they will not impact the ability for trucks to turn. More explicitly stating the latter point, the intersections in the CBD were studied to determine the design vehicles they can currently accommodate with the new roadway geometry maintaining the design vehicles they can accommodate.

Expanding on the aforementioned traffic analysis, staff's desire was to objectively communicate how the changes would potentially impact traffic operations at these intersections so that Staff, the Capital Improvements Commission, and Village Board could ultimately weigh the pros and cons of instituting these changes. Based on discussions with the Police Chief and the content of his memo, the primary concerns are associated with the intersection of Main and Crescent. However, each intersection will individually be revisited below as to comprehensively approach the topic at hand. Following the narratives on each intersection which include the Capital Improvements Commission's recommendations, there are other general considerations to be reviewed.

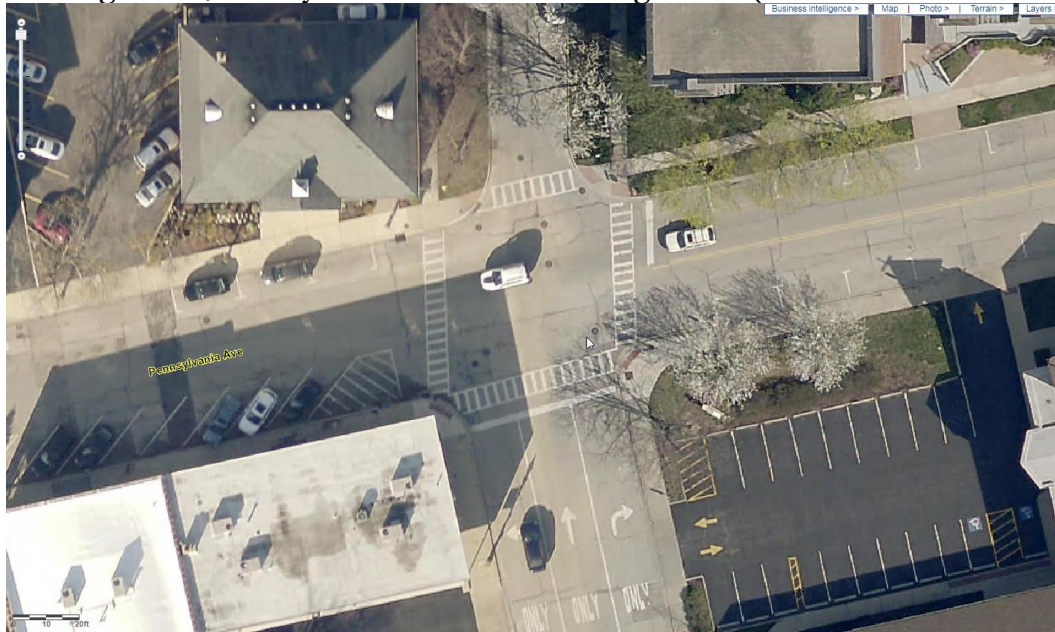
**Intersection of Forest/Pennsylvania**

Proposed Changes: The proposed changes to this intersection include:

- A curb extension at the southwest corner of the intersection
- Consolidation of the three northbound vehicular travel lanes located at the south leg of the intersection into two vehicular travel lanes.

Per the existing conditions exhibit below, there are three existing northbound vehicular travel lanes at the south leg of the intersection. This includes:

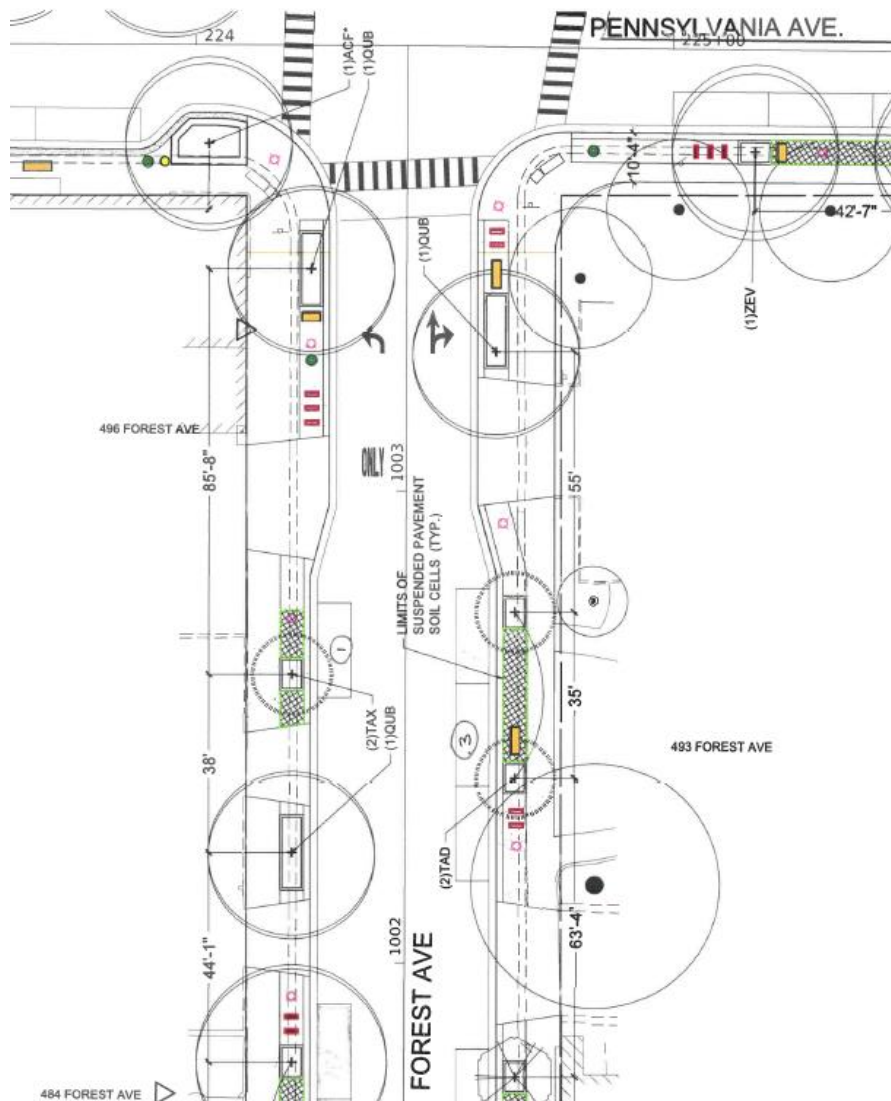
- An exclusive left turn lane
- An exclusive thru lane
- An exclusive right turn lane

**Existing Forest/Pennsylvania Intersection Configuration (2016 Aerial With North Up)**

The proposition is to combine the exclusive thru and exclusive right turn lanes into a single shared thru/right turn lane. In other words, the proposed condition will include:

- An exclusive left turn lane
- A shared thru and right turn lane

### Proposed Forest/Pennsylvania Intersection Configuration With North Generally Up



### **Forest/Pennsylvania Intersection Change Pros, Cons, Analysis, and Recommendations**

Pros: The pros for these changes are that they allow for the roadway to be narrowed and sidewalk to be widened at the south leg of the intersection. This shortens the crosswalk by approximately fifteen feet (15') (a 4.3 second reduction in pedestrian walking time in the roadway) and provides room for a larger tree and streetscape elements (benches and bike racks). Likewise, benefits occur at the west and north legs of the intersection where the crosswalks are respectively shortened by seventeen feet (17') (a 4.9 second reduction in pedestrian time in the roadway) as well as five feet (5') (a 1.4 second reduction in pedestrian time in the roadway). As previously noted, more explicit benefits of curb extensions are that they improve the lines of visibility between pedestrians and motorists, shorten the distance and time that pedestrians share the roadway with vehicles, prevent vehicles from parking inappropriately close to crosswalks, and calm traffic by reducing the footprint of the roadway.

Cons: The potential con of these changes is the removal of an exclusive right turn lane at the south leg of the intersection which could potentially impact the intersection performance. However, this was assessed and is further discussed below. In addition, reversing these changes would come at a significant cost and inconvenience to the public.

Traffic Analysis: As further detailed in attachment "2. Forest and Pennsylvania Memo – Removal of Northbound Right Turn Lane 4-30-2019", computerized traffic analysis (synchro analysis) was completed to determine the intersection level of service, delay, and 95<sup>th</sup> percentile queues. The analysis demonstrates that the intersection level of service is not degraded by these changes. Instead, there are slight improvements in terms of delay and queuing at the intersection.

Capital Improvements Commission Position (from May CIC Meeting Minutes): Commissioners Biggam, Cattero (asked if there was any negative feedback to which Daubert replied no), Forester, Baldin (noted this would be a nice improvement for the downtown), Lindquist, Zuccherro (noted the streetscape improvements as a benefit), Neurauter (noted the aesthetic benefits) and Chairman Szymanski (noted he liked it including improved pedestrian access, streetscape elements, and aesthetics) all support the proposed change to Forest & Pennsylvania.

CIC Motion for Forest & Pennsylvania (Approved 6/8/2021): Motion for the Glen Ellyn Capital Improvements Commission to recommend to the Glen Ellyn Village Board that as part of the CBD Streetscape and Utility Improvements project that the following improvements/changes be made to the Forest Avenue and Pennsylvania Avenue Intersection:

- a curb extension shall be constructed at the southwest and southeast corner of the intersection to facilitate shortening of crosswalks
- the three northbound vehicular lanes located at the south leg of the intersection shall be consolidated into two lanes, a northbound exclusive left turn lane and a northbound shared thru/right turn lane to provide benefits in the form of shortened crosswalks and widened sidewalk areas for streetscape elements

The Capital Improvements Commission finds that the pros of these changes outweigh the cons outlined in the May 2021 CIC Meeting Materials under cover memo from Public Works Professional Engineer Daubert as well as discussed in detail with Police Chief Norton and Fire Chief Clark at said May CIC Meeting.

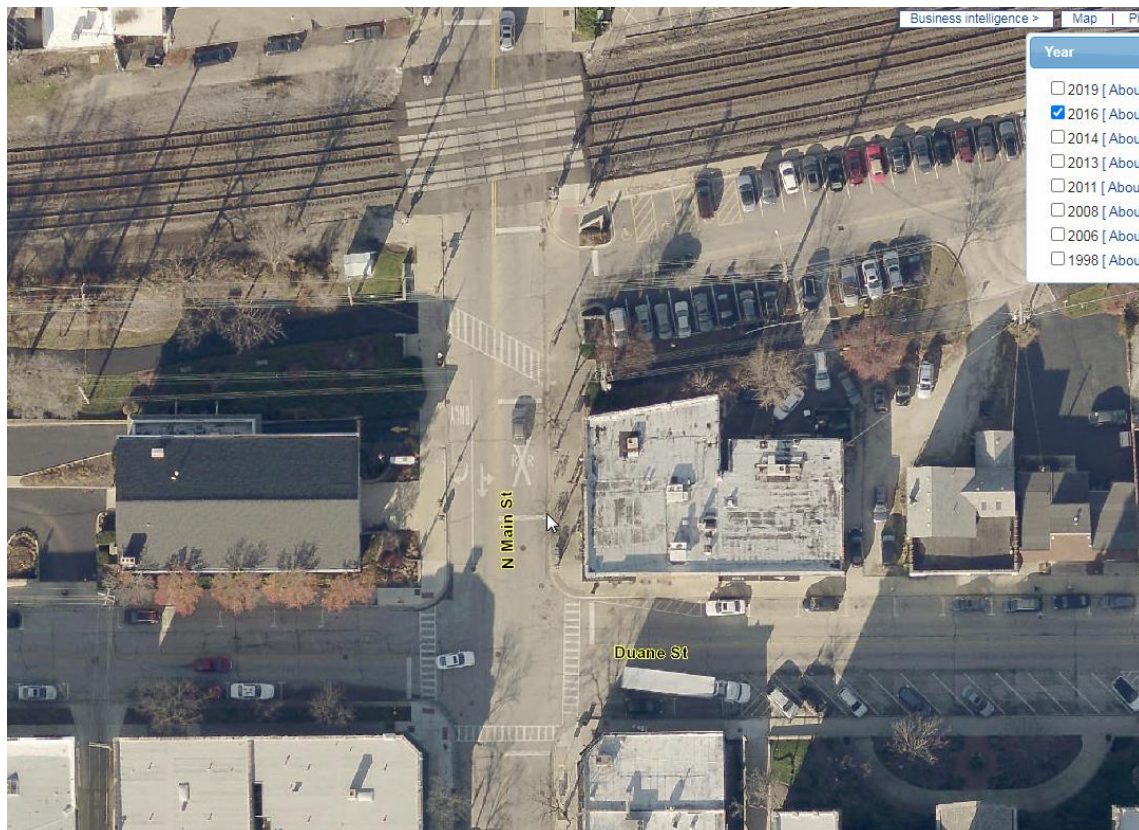
### **Main/Duane Intersection**

Proposed Changes: The proposed changes to this intersection include:

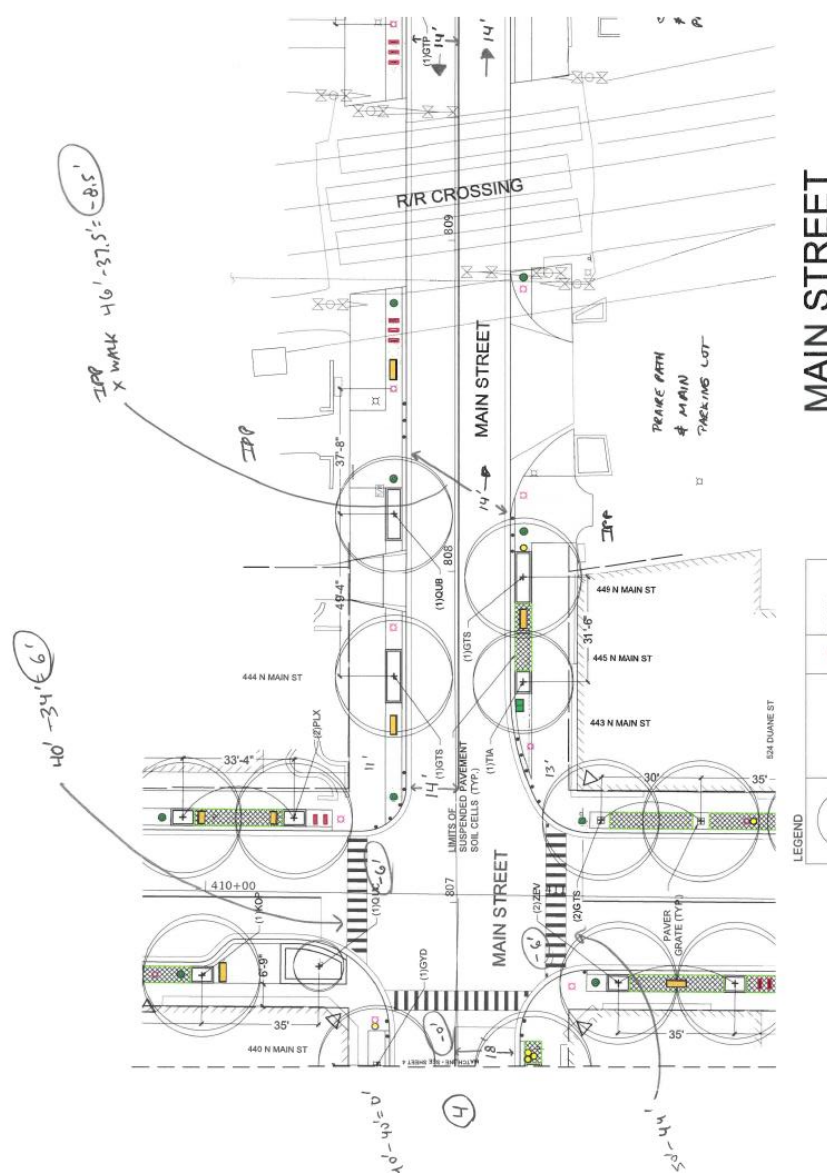
- A curb extension across the west leg of the intersection (at the southwest corner)
- While not a curb extension, sidewalk widening is also proposed on Duane Street east of the intersection which in turn will shorten the crosswalk at the east leg of the intersection
- Consolidation of the two southbound vehicular travel lanes at the north leg of the intersection into a shared thru/left/right turn lane

Per the existing conditions below, there are two existing southbound vehicular travel lanes at the north leg of the intersection: an exclusive right turn lane and a shared thru/left turn lane. The proposition is to combine these two lanes into a shared thru/left/right turn lane.

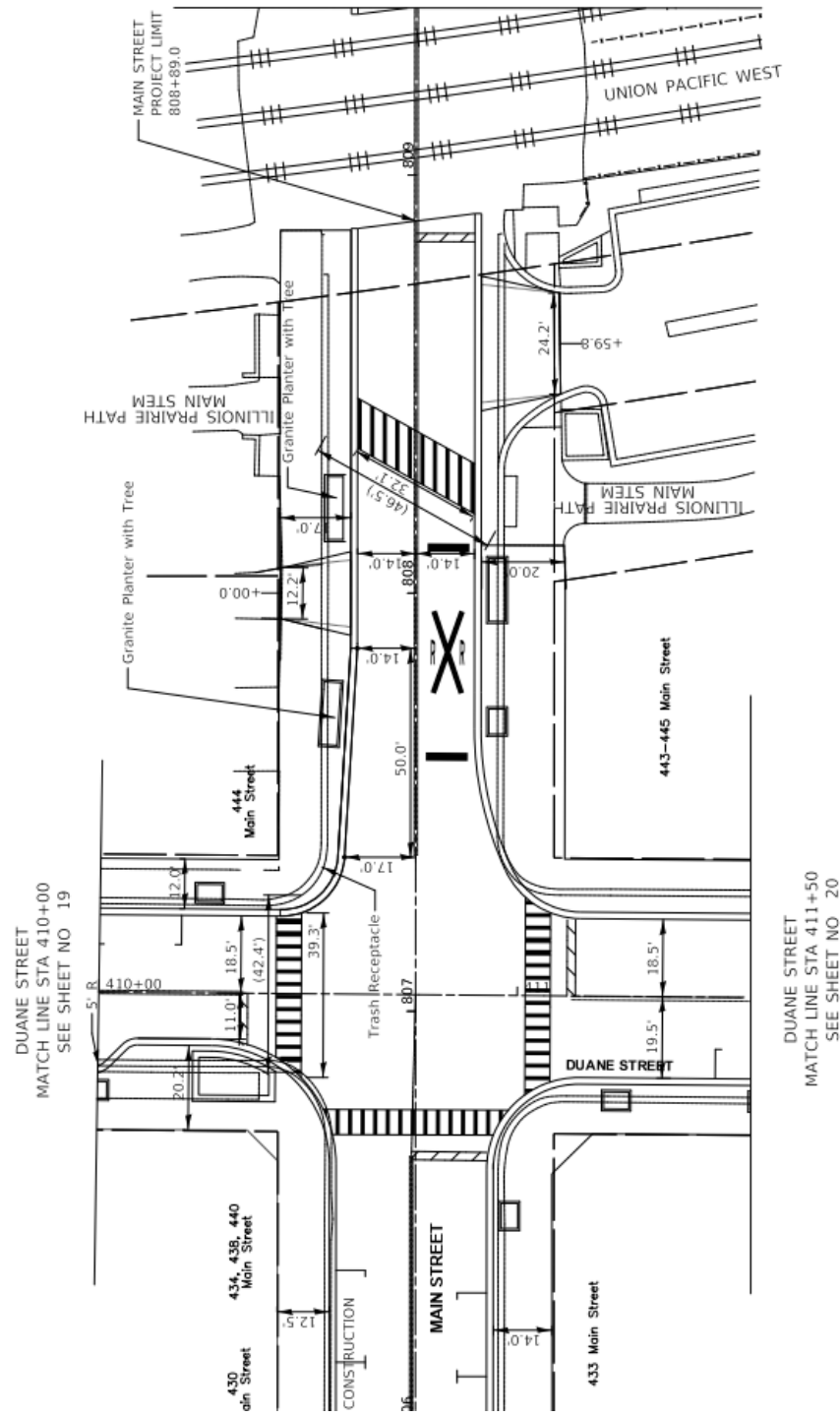
### **Existing Main/Duane Intersection Configuration (2016 Aerial with North Up)**



### Originally Proposed Main/Duane Intersection Configuration With North Up



Revised Proposed Main/Duane Intersection Configuration With North Up



### **Main/Duane Intersection Change Pros, Cons, Analysis, and Recommendations**

Pros: The pros for these changes are that they allow for the roadway to be narrowed and sidewalk area to be widened at the north leg of the intersection. This shortens the crosswalk for the Illinois Prairie Path by approximately 8' (a 2.3 second reduction in pedestrian walking time in the roadway) and offers more room for streetscape elements (trees, benches, and bike racks). The geometric changes to Duane Street at the west and east legs of the intersection shorten the crosswalks by 6' each (a 1.7 reduction in pedestrian walking time in the roadway). As previously noted, more explicit benefits of the curb extension at the southwest corner of the intersection is that it improves the lines of visibility between pedestrians and motorists, shortens the distance and time that pedestrians share the roadway with vehicles, prevents vehicles from parking inappropriately close to the crosswalk, and calms traffic by reducing the footprint of the roadway.

Cons: The potential con of these changes is the removal of an exclusive southbound right turn lane at the north leg of the intersection which could potentially impact the intersection performance. However, this was assessed and is further discussed below.

Analysis: As further detailed in attachment "3. Main and Duane Memo – Removal of Southbound Right Turn Lane 12-15-2020", traffic counts were completed and video footage of the peak hours reviewed to determine the extent of conflicts between pedestrians and southbound right turning vehicles at the west leg of the intersection. The review yielded that there were no times during peak hours at which southbound right turning vehicles had to wait to turn right due to pedestrians in the crosswalk. Minimal impacts would be expected with the changes based on the aforementioned.

Capital Improvements Commission Position (from May CIC Meeting Minutes): Commissioner Biggam supports the revised design with the 17' taper at the corner with striping to support an escape for vehicles. Commissioner Cattero notes he is on the fence, he likes the idea of possibly just making the change on one side of the street, Commissioner Cattero errs on the side of caution and notes that if he had to pick right now he does not support it but is open for further discussion. Commissioner Foerster supports the bumping out on the east side and keeping the west side at the current width. He does not like the striping. Commissioner Baldin likes the original proposed plan with the wider sidewalks. He does not like the escape lane with striping and feels that traffic could try to drive around one another and possibly make the intersection more dangerous whereas one designated lane seems better and that he would like 14' lanes as originally proposed. Commissioner Lindquist likes the original design with the 14' lanes all the way (no escape). Commissioner Zucchero supports the revised design with the 17' taper, tighten up the west side sidewalk if possible to gain additional pavement width. Commissioner Neurauter supports the revised design with the 17' taper. Chairman Szymanski supports the revised design with the 17' taper and escape. In summary, two (2) Commissioners were not fully supportive of the changes, two (2) Commissioners were supportive of the original design (14' lanes with no taper/escape), and four (4) commissioners were supportive of the revised design (14' lanes with the southbound lane widened to 17' at the corner to provide a taper/escape).

CIC Motion for Main & Duane (Approved 6/8/2021): Motion for the Glen Ellyn Capital Improvements Commission to recommend to the Glen Ellyn Village Board that as part of the CBD Streetscape and

Utility Improvements project that the following improvements/changes be made to the Main Street and Duane Street Intersection:

- a curb extension shall be constructed at the southwest corner of the intersection to facilitate shortening of crosswalks
- While not a curb extension, sidewalk widening shall also be made on Duane Street east of the intersection which in turn will shorten the crosswalk at the east leg of the intersection
- the two southbound vehicular lanes located at the north leg of the intersection shall be consolidated into one southbound shared thru/left/right turn lane to offer additional room for streetscape elements; however, the lane shall taper in width from 14' to 17' at the corner of the intersection as to provide an "escape" to prevent vehicle queuing at the north leg of the intersection.

The Capital Improvements Commission finds that the pros of these changes outweigh the cons outlined in the May 2021 CIC Meeting Materials under cover memo from Public Works Professional Engineer Daubert as well as discussed in detail with Police Chief Norton and Fire Chief Clark at said May CIC Meeting.

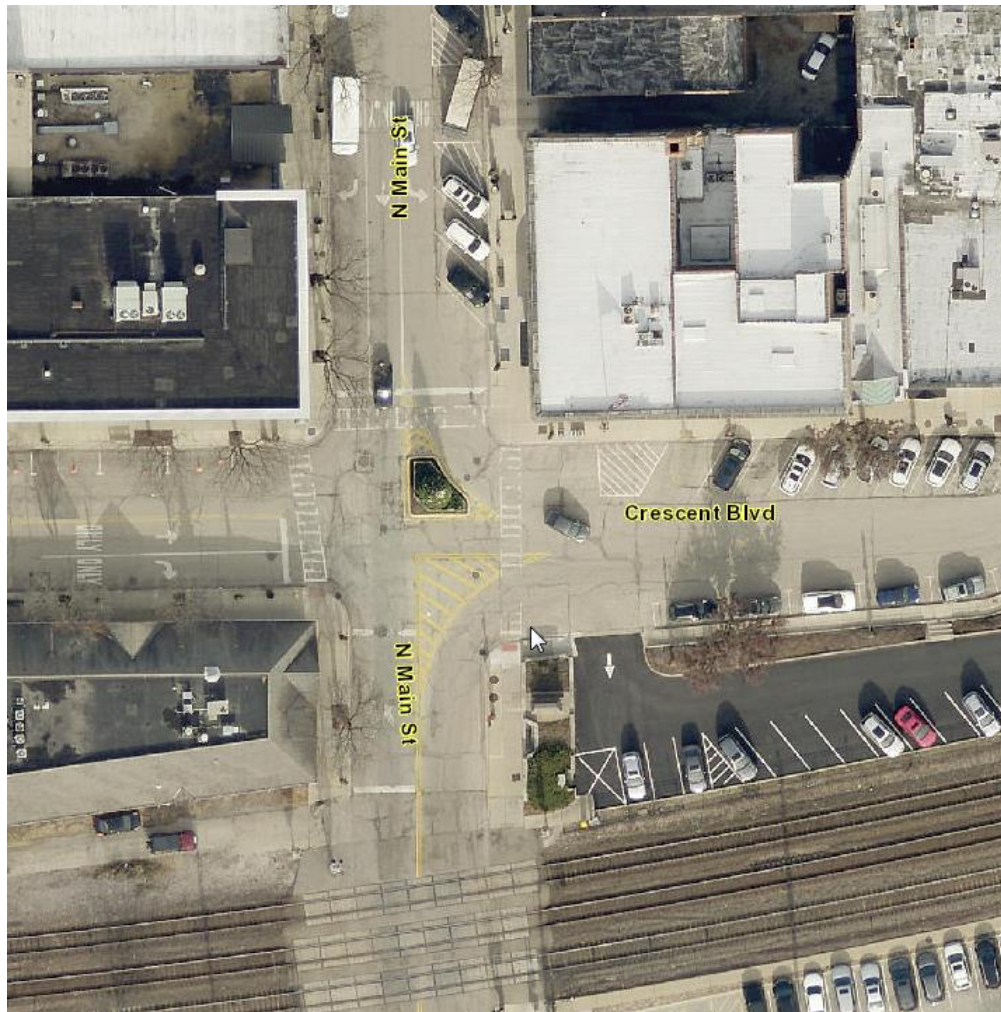
### **Main/Crescent Intersection**

Proposed Changes: The proposed changes to this intersection include:

- At the north leg of the intersection, consolidation of the southbound vehicular exclusive right turn lane and exclusive thru lane into a shared thru/right turn lane
- At the west leg of the intersection, consolidation of the eastbound vehicular exclusive right turn lane and exclusive thru lane into a shared thru/right turn lane
- Curb extensions at the northeast, northwest, and southwest corners of the intersection
- While not a curb extension, sidewalk widening is also proposed on Crescent east of the intersection which in turn will shorten the crosswalk at the east leg of the intersection

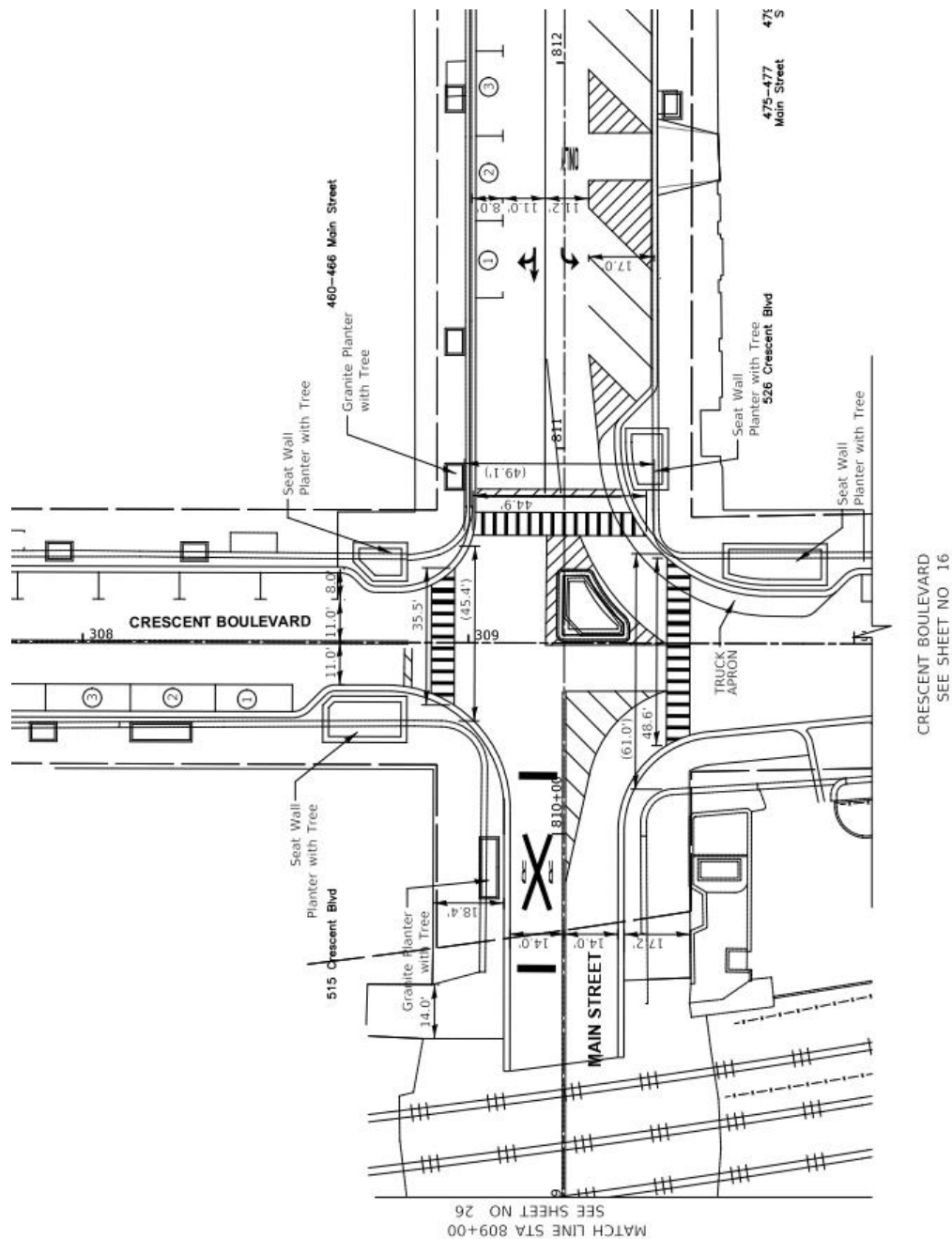
Per the existing conditions exhibit on the next page, there are three existing southbound vehicular travel lanes at the north leg of the intersection: an exclusive right turn lane, an exclusive thru lane, and a left turn lane. At the west leg of the intersection, there is an exclusive right turn lane and an exclusive thru lane.

**Existing Main/Crescent Intersection Configuration (2019 Aerial with North Up)**



As noted above, and in summary, the proposition at the intersection is to eliminate the exclusive southbound and eastbound right turn lanes and combine their movement with the thru lanes.

### Proposed Main/Crescent Intersection Configuration With North Up



### **Main/Crescent Intersection Change Pros, Cons, Analysis, and Recommendations**

Pros: As previously discussed with the CIC, Public Works Engineering Staff was looking for areas to accommodate additional on-street parking. In this regard, the removal of these turn lanes will offer at least 5 additional parking spaces, two (2) on the west side of Main Street, north of Crescent and three (3) on the south side of Crescent, west of Main Street. Details are being confirmed on the placement of fire hydrants which may allow for a 6<sup>th</sup> parking space to be accommodated at the north leg of the intersection. An added benefit to the addition of the parking on the south side of Crescent west of Main is that it allows for a curb extension to be installed at the southwest corner of the intersection. In tangent with the curb extension at the northwest corner of the intersection, this allows the crosswalk at the west leg of the intersection to be shortened by thirteen feet (13') (a 3.7 second reduction in pedestrian walking time in the roadway). The curb extension at the northeast corner of the intersection will shorten the crosswalk at the north leg of the intersection by approximately 5' (a 1.4 second reduction in pedestrian time in the roadway). The geometric changes will also shorten the crosswalk at the east leg of the intersection by 13' (a 3.7 second reduction in pedestrian walking time in the roadway). With over 200 pedestrians and 1,100 vehicles entering and interacting in the intersection in the morning and afternoon peak hours, consolidation of traffic lanes and shortening of the crosswalks will make the intersection more accommodating to pedestrians. As previously noted, more explicit benefits of the curb extensions are that they improve the lines of visibility between pedestrians and motorists, shortens the distance and time that pedestrians share the roadway with vehicles, prevents vehicles from parking inappropriately close to the crosswalk, and calms traffic by reducing the footprint of the roadway.

Cons: The con of these changes is that the removal of the exclusive right turn lanes does have some impacts to vehicles using the intersection which are further outlined in the narrative below. Elaborating on this and getting into the details outlined in the Police Chief's memo, the exclusive turn lanes do under certain scenarios, provide opportunities for vehicles to avoid getting stuck in queues and in particular continue to travel eastbound on Crescent Boulevard. Another con is that the changes at the southwest corner of the intersection will not easily be undone; alternatively, the removal of the southbound right turn lane at the north leg of the intersection; i.e. its conversion into parking could more easily be undone simply by restriping the roadway.

Southbound Right Turn Lane Removal Analysis: As further detailed in attachment "4. Main and Crescent Memo – Removal of Southbound Right Turn Lane 4-30-2019", traffic counts were completed with both synchro analysis and video footage reviewed to assess the performance of the intersection under the existing and proposed geometry. The review yielded that the intersection is performing well and that the removal of the southbound right turn lane will not materially affect the intersection level of service during non-gate down (conflicting train traffic) times. When the railroad gates are down, review of the video footage was utilized to understand how the removal of the southbound right turn lane would impact traffic operations of the intersection. In summary, the high volume of southbound Main Street Traffic quickly renders use of the southbound right turn lane useless under gate down times. Of other consideration, once the gates go up and traffic starts to clear the intersection, the right turn lane does offer some storage for vehicles to wait for pedestrians crossing the west leg of the intersection and not block thru southbound traffic. However, right turning volumes are so low (During the morning peak hour

~2% of the total traffic approaching from the north leg of the intersection with the percentage in the afternoon peak hour being 4.8%) that minimal impact in the form of queuing is expected.

Eastbound Right Turn Lane Removal Analysis: As further detailed in attachment “5. Main and Crescent Memo – Removal of Eastbound Right Turn lane 12-15-2020”, traffic counts were completed with both synchro analysis and video footage reviewed to assess the performance of the intersection under the existing and proposed geometry. The review yielded that the intersection is performing well and that the removal of the eastbound right turn lane will not materially affect the intersection level of service during non-gate down (conflicting train traffic) times. When the railroad gates are down, review of the video footage was utilized to understand how the removal of the eastbound right turn lane would impact traffic operations of the intersection. In summary, during the morning and afternoon peak hours, the more limited gate down times allowed during commuter rail traffic would not result in queuing of vehicles back through the intersection of Main/Crescent as to block eastbound thru traffic across the intersection. However, during extended gate down times due to freight traffic (which predominantly occurs during non-vehicle rush hours when traffic volumes are lower), observations of a selected mid-morning, early afternoon, and mid-afternoon freight train events did causing queuing back into the intersection. However, the number of vehicles queuing during these times was low with five vehicles queuing mid-morning, seven in the early afternoon, and five in the mid-afternoon. Of the 17 vehicles that queued, only 5 vehicles ultimately drove east through the intersection; i.e. only 5 vehicles would have been impacted with the removal of the turn lane under these conditions.

In terms of train traffic, prior to the COVID-19 pandemic, the UP-West line experienced approximately 50 freight trains daily with approximately 60 passenger trains; i.e. about 110 trains daily. However, the most recent (January 8, 2020) data from the Federal Railroad Administration database had the total number of trains at 94. In recent discussions with UP, the number of freight trains was down due to the pandemic but freight demand is starting to rise again. Overall, UP staff noted that added freight demand is not necessarily going to add to the number of trains they run. Rather, the railroad is optimizing the length of trains to move current and projected traffic while working to minimize overall gate down time. Having said this, in terms of the aforementioned analysis and Police Chief's input on this matter, it is certainly plausible that some additional vehicles could be impacted by the removal of the eastbound right turn lane at Crescent and Main.

Recommendation: As summarized in the Police Chief's Memo, there are some hesitations with making any changes to this particular intersection in terms of eliminating the right turn lanes and instituting the curb extensions. While Public Works Engineering Staff understands and appreciates some of the concerns, we respectfully feel otherwise on the holistic improvements offered by the changes. In this regard, we felt it was important for the CIC to have a spirited discussion and deliberation on the information at hand with staff from Public Works and Police present to provide their input on the pros and cons and to facilitate a decision by the CIC.

In addition to feedback from the Police Chief, the CIC was provided input from the Fire Chief: “The only concern with that stretch of Main Street is the ability to get around traffic backed up at the railroad crossing. Since the existing right turn lane is fairly short, I don't think it really helps that much in this regard, but it does give motorists a little space to pull to the right when we come

through. Usually, we end up using the left lane to pass traffic and go around the east side of the horse trough going south. That lane tends to be clearer as traffic turning left is not restricted. That path is important going east also when the gates are closed, so anything that can be done to segregate the two southbound lanes to prevent traffic heading across the tracks from blocking the left lane would be good. If emergency vehicles were heading west, it's very unlikely they would use the turn lane. So eliminating the right turn lane doesn't seem to be a problem."

Staff also solicited input from nearby businesses on removal of the right turn lanes. Feedback in support of the changes noted: "I like the idea of more parking. The turn lane isn't always used that often and any traffic has a long distance without blocking other businesses like what happens when the train blocks traffic to the north on Main. If anything it will make things safer without a car being able to pass the turning car going to the east." with another adjacent business likewise supporting the added parking and curb extensions. Past discussions with one retail business on the east side of Main Street did express concern with the removal of the southbound right turn lane. Said business owner noted concern with the loss of the right turn lane for loading of trucks. Staff does have a solution for this whereby the parking spaces can be signed for loading use outside of peak hours.

**Capital Improvements Commission Position (from Meeting Minutes):** Commissioners Biggam (supports additional parking, likes the idea of mocking the changes up), Cattero (this is completely different than the other side of the tracks and likes the idea), Foerster (favors the bumpouts, not opposed to a traffic study), Baldin (supports the bumpouts), Lindquist (supports the bumpouts and would like to see a mockup and study), Zuccherro (in support of bumpouts and would like to see a trial run), Neurauter (in support, likes seatwalls and trees to highlight the downtown, thinks the traffic flow is still supported), and Chairman Szymanski (supports the bumpouts and putting out a test run) support the curb extensions and right turn lane removals in the context of mocking them up and studying impacts. Chairman Szymanski elaborates that something someone said tonight that sits well with me is that residents know their way around and will make adjustments and the Parking Garage will be utilized which will change the traffic patterns.

**CIC Motion for Main and Crescent (Approved 6/8/2021):** Motion for the Glen Ellyn Capital Improvements Commission to recommend to the Glen Ellyn Village Board that in advance of the CBD Streetscape and Utility Improvements project that the following improvements/changes to the Main Street and Crescent Boulevard Intersection be implemented on a trial basis using temporary bollards and studied to ensure they are not materially impacting traffic operations:

- at the north leg of the intersection, the southbound exclusive right turn lane and exclusive thru lane shall be consolidated into a shared thru/right turn lane to offer additional on-street parking spaces
- At the west leg of the intersection, the eastbound exclusive right turn lane and exclusive thru lane shall be consolidated into a shared thru/right turn lane to offer additional on-street parking spaces and facilitate the construction of a curb extension to shorten the crosswalk and offer room for additional streetscape elements

The Capital Improvements Commission requests that staff return to the Commission with a report on the temporary implementation of the above changes including follow up traffic counts and analysis. This will

allow the CIC to make a final recommendation concerning the implementation of any permanent changes to the intersection.

### **Additional Narrative On Curb Extensions**

As summarized in this memorandum, the benefits of curb extensions are that they improve the lines of visibility between pedestrians and motorists, shortens the distance and time that pedestrians share the roadway with vehicles, prevents vehicles from parking inappropriately close to the crosswalk, and calms traffic by reducing the footprint of the roadway.

Having said this, there are important considerations in implementing curb extensions which are accounted for in Civiltech's design of the CBD SUI project:

- Curb extensions should only be used in areas where there is on-street parking and where transit and bicyclists would be traveling outside of the curb edge for the length of the street.
- As curb extensions offer room for streetscape elements, care needs to be taken to ensure that street furniture and landscaping do not obstruct motorists' view of pedestrians and vehicular traffic.
- The turning needs of larger vehicles must not be compromised by turning extensions.
- Curb extensions add a layer of consideration in terms of roadway drainage. Grading and incorporation of drainage structures must be closely looked at by the engineer of record
- They can complicate maintenance of the roadways (street sweeping and snow removal)

### **Development Traffic**

A valid and recurring question relating to this item is whether or not the vehicular traffic generated by Apex 400, Avere on Duane, and Glenwood Station Developments have been taken into consideration. The short answer is yes. To put it into context for the CIC, the traffic impact studies were reviewed with the Avere on Duane Street Development (48 residential units across from the Glen Ellyn Public Library) having a net reduction in traffic compared to the previous land uses. In terms of Apex 400 (107 residential units and ~9,000 square feet of ground floor commercial) and the Glenwood Station (86 residential units and ~1,500 square feet of retail) Developments, it is anticipated that the 2025 base design year traffic at the intersection of Main/Crescent will increase by approximately 2.3% in the morning and 3.6% in the evening peak hours. In terms of the ratio of Development Traffic to the Total Intersection Traffic, Apex 400 and Glenwood Station generated trips are only 2.2% of the total traffic in the morning and 3.5% in the evening. Looking specifically at the eastbound Crescent Boulevard approach to Main Street, the Glenwood Station Development is anticipated to generate 6 cars in the am peak hour (4.2% of the traffic for this specific approach) and 5 cars in the pm peak hour (3.6% of the traffic for this specific approach).

### **Traffic and Safety Considerations**

This writer wants to emphasize that these specific improvements/changes to the 3 subject intersections in this memorandum are not necessarily make or break improvements that will in one way or another impart undue burden to the motoring public nor result in drastic increases in safety for pedestrians. Having said this, safety is not just about reactively addressing accidents or having to prove that there are correctible

accidents warranting changes. The Federal Highway Administration simply defines safety as the absence of risk or danger. FHWA also notes that safety problems may exist even in locations that do not have a demonstrated history of crashes. While the proposed improvements have merit to reducing risk for pedestrians in the Glen Ellyn CBD, it is likewise important to consider if the improvements create any greater risk for motorists and/or pedestrians. The objective analysis shows that minimal motorists will be impacted by these changes with no objective data supporting subjective concerns of delay and driver frustration. No evidence has also been presented that these changes will result in traffic avoiding the Glen Ellyn Central Business District and adversely impacting the economic viability of the Downtown. Instead, there are documented case studies proving otherwise that complete streets and promoting pedestrian conveniences have economic benefits.

### **Village's Complete Streets Resolution and FY 2020-2022 Strategic Plan**

One of the goals of the Village, as commemorated in Village Resolution 19-03, is to institute complete streets as to accommodate the surface transportation needs of all users including: motorists, pedestrians, bicyclists, public transportation riders and drivers, emergency vehicles and promote a more livable community for all people of all ages and abilities, including children, youth, families, older adults, including those with disabilities. The Village's FY 2020-2022 Strategic Plan Summary also includes specific outcomes, indicators, and targets to provide a transit oriented downtown with ADA improvements and optimization of Parking. Making these types of improvements to the 3 subject intersections supports these initiatives.

### **Economic Benefits**

Per the safe routes to school national partnership, a significant benefit of creating complete streets are the economic impacts. More specifically:

- Studies have shown that bicyclists and pedestrians shop more often and spend more money in their communities than those who drive
- Investments in bicycle and pedestrian infrastructure create more jobs per million dollars spent than highway projects. Bicycle and pedestrian projects produce 9.6-11.4 jobs per million dollars spent compared to only 7.8 jobs created by road projects only.
- Neighborhoods that invest in bicycle and pedestrian infrastructure have higher property values and increased sales tax revenue.
- Fuel and transportation savings allow residents to spend more in their local economies.

### **Diversity, Equity, and Inclusion**

As it relates to Diversity, Equity, and Inclusion, many cities are becoming more sensitive to the fact that underserved populations are more reliant on pedestrian/public transit infrastructure with startling higher fatality rates. The National Complete Streets Coalition states that the pedestrian fatality rate for Latinos is over 60 percent higher than the rate for whites and the rate for African Americans is almost 75 percent higher than for whites. Latino children are 40 percent more likely than white children to be killed while walking, and the African American pedestrian fatality rate for children is more than twice that of their white peers. In response, local metros such as the City of Milwaukee and City of Chicago are more aggressively instituting complete streets into public projects with specific goals of supporting greater equity and inclusion for historically underserved populations. While the Village of Glen Ellyn has relatively

complete pedestrian infrastructure throughout the Village, there are many opportunities within the CBD improve the pedestrian infrastructure as to address insufficient sidewalk widths, excessive cross slope, general deterioration, and improve overall accessibility. In summary, improving the pedestrian infrastructure is a way in which the Village can further support Diversity, Equity, and Inclusion.

### **ACTION REQUESTED**

Public Works Engineering Staff will be presenting the information contained in this memorandum to the Village Board at its June 21, 2021 Workshop Meeting. Staff is ultimately seeking concurrence from the Village Board as to implement the changes recommended by the CIC or as otherwise directed by the Village Board.

### **LIST OF ATTACHMENTS**

1. Minutes from May 11 CIC Meeting
2. Police Chief Memo on CBD SUI 4-30-2021
3. Forest and Pennsylvania Memo – Removal of Northbound Right Turn Lane 4-30-2019
4. Main and Duane Memo – Removal of Southbound Right Turn Lane 12-15-2020
5. Main and Crescent Memo – Removal of Southbound Right Turn Lane 4-30-2019
6. Main and Crescent Memo – Removal of Eastbound Right Turn Lane 4-30-2019
7. Main-Duane and Main-Crescent Exhibits



Meeting Minutes  
Village of Glen Ellyn  
Capital Improvements Commission  
Regular Meeting  
May 11, 2021  
7:00 PM  
Electronic Conference Call

**Board or Commission:** Capital Improvements

**Date:** May 11, 2021

**Meeting:** Regular

**Called to Order:** 7:01 p.m.

**Quorum:** Yes

**Adjourned:** 9:49 p.m.

**Member Attendance:**

|                      |                                     |         |
|----------------------|-------------------------------------|---------|
| Steve Szymanski      | Chairman                            | Present |
| Joel Baldin          | Commissioner                        | Present |
| Adam B. Biggam       | Commissioner                        | Present |
| Joshua J. Cattero    | Commissioner                        | Present |
| Arthur F. Foerster   | Commissioner                        | Present |
| Michael M. Lindquist | Commissioner                        | Present |
| Steve Neurauder      | Commissioner                        | Present |
| Rocco J. Zuccherro   | Commissioner                        | Present |
| Steve Thompson       | Trustee Liaison                     | Present |
| Richard Daubert      | Staff Liaison/Professional Engineer | Present |

**Also Present:**

|                    |                               |
|--------------------|-------------------------------|
| Dave Buckley       | Interim Public Works Director |
| Chris Clark        | Fire Chief                    |
| Phil Norton        | Police Chief                  |
| Tom Topor          | Senior Civil Engineer         |
| Steve Warner       | Civil Engineer                |
| Elisa Pollina      | Recording Secretary           |
| Mike Folkening     | Civiltech Engineering         |
| Phil Hutchinson    | Civiltech Engineering         |
| Kristin Kalitowski | Civiltech Engineering         |

**A. CALL TO ORDER**

The May 11, 2021 Meeting of the Capital Improvements Commission was called to order by Chairman Szymanski at 7:01 PM via Electronic Conference Call.

**B. PUBLIC COMMENT – None**

**C. APPROVAL OF MINUTES FROM MARCH 9, 2021 CAPITAL IMPROVEMENTS COMMISSION MEETING**

MOTION TO APPROVE MINUTES FROM MARCH 9, 2021 CAPITAL IMPROVEMENTS COMMISSION MEETING

MOTION BY: Commissioner Lindquist

SECOND BY: Commissioner Cattero

RESULT: UNANIMOUS APPROVAL

**D. CURRENT BUSINESS**

1. May 2021 CIC Meeting on CBD SUI – Review of Curb Extensions and Exclusive Turn Lane Removals:

Engineer Daubert reports we put together a memo on the CBD Streetscape and Utility Improvements as it relates to curb extensions and exclusive turn lane removals. On March 22, we brought to the Village Board an ordinance that commemorates the design elements of the Streetscape and Utility Improvements Project. As part of that agenda item, we received some general questions and concerns from a trustee regarding curb extensions and the removal of exclusive turn lanes. Based upon some dispositions and direction from the Village President, Police Chief Norton and Engineer Daubert went out to review the intersections on April 14<sup>th</sup> with Police Chief Norton following up with a memo outlining his thoughts on the curb extensions and turn lane removals which is included in the packet for the record. Tonight, we want to review and have a dialogue on the proposed changes including review of the pros and cons with the CIC, Chief Norton, and Fire Chief Clark. We would like to make a recommendation as far as where the CIC stands on the changes to the Village Board by the June workshop discussion on the project.

Engineer Daubert notes that in the context of parking losses in the CBD, our complete streets ordinance, and desire to make the CBD more pedestrian friendly that he had directed Civiltech to review some potential changes to the roadways in the CBD. The review included traffic counts and traffic video analysis to identify what impacts changes to the roadways would have on traffic, specifically due to the removal of turn lanes. Engineer Daubert notes that the improvements are proposed to shorten crosswalks, make pedestrians more visible to traffic, and to facilitate streetscape improvements.

Engineer Daubert presents the proposed changes on the following intersections: Forest & Pennsylvania, Main & Duane, and Main & Crescent.

#### Forest & Pennsylvania

Engineer Daubert begins with a summary of changes for Forest & Pennsylvania. He goes over the existing roadway configuration and summarizes the proposed changes for this intersection which are to consolidate the three northbound vehicular lanes into 2 lanes - a shared right turn and thru lane along with an exclusive left turn lane at the south leg of the intersection. In addition, a curb extension is proposed at the southwest corner of the intersection. The benefits include making the pedestrians more visible to traffic, shortening crosswalks, and allowing for widened sidewalk areas which will support a furniture zone for streetscape elements. Engineer Daubert elaborates that shortened crosswalks support pedestrian safety by reducing the time pedestrians are in the roadway. Engineer Daubert also notes that incorporation of streetscape improvements has been substantiated in white papers to provide economic benefits to communities. The main con of these changes is losing an exclusive turn lane which could be perceived as a negative impact on traffic. However, a traffic study involving synchro analysis reveals that doing so does not negatively affect the intersection performance; instead, there is a slight improvement due to the consolidation of conflicting movements.

Engineer Daubert asks Chief Norton and Chief Clark for their feedback on the proposed changes at Forest & Pennsylvania which are summarized below:

Police Chief Norton notes that because this is moving away from the CBD, I don't have an issue with this change. We would have to have an extended stoppage of train traffic for this to be of concern. Chief Norton notes that this doesn't offend us.

Fire Chief Clark notes he has no issue with this change.

Engineer Daubert asks Commissioners for their input on the changes at Forest & Pennsylvania.

Commissioners Biggam, Cattero (asked if there was any negative feedback to which Daubert replied no), Forester, Baldin (noted this would be a nice improvement for the downtown), Lindquist, Zuccherro (noted the streetscape improvements as a benefit), Neurauter (noted the aesthetic benefits) and Chairman Szymanski (noted he liked it including improved pedestrian access, streetscape elements, and aesthetics) all support the proposed change to Forest & Pennsylvania.

#### Main & Duane

Engineer Daubert advances to an overview of proposed changes at Main & Duane. He overviews the existing roadway configuration and notes that the proposed changes for this intersection are to consolidate the two southbound vehicular travel lanes (an exclusive right turn lane along with a shared thru/left turn lane) at the north leg of the intersection into a single shared thru/left/right turn lane. This change will allow for widened sidewalks on both sides of Main between Duane and the Tracks which will support streetscape improvements (tree planters). Also proposed is the widening of the sidewalk on Duane Street east of the intersection which in turn will shorten the crosswalk at the east leg of the intersection. Last, a curb extension is proposed at the southwest corner of the intersection which will likewise shorten the crosswalks at the west and south legs of the intersection. A traffic study of the changes was conducted with the improvements not adversely impacting traffic

operations at the intersection as depicted with 14' lanes. Civiltech noted that as part of their analysis, there were no conflicts observed between vehicles and pedestrians at the west leg of the intersection (southbound Main to westbound Duane). In summary, Civiltech did not anticipate that vehicle-pedestrian conflicts would adversely impact vehicle queuing across the tracks due to the low volume of right turning vehicles. However, due to concerns of the Police Chief, staff worked with Civiltech to incorporate an option that would widen the pavement just north of the intersection (at the corner) from 14' to 17'. Daubert notes that including the gutter there would be approximately 18'-1" of usable width of the roadway at the corner to allow southbound vehicles to have an escape should vehicles queue at the intersection. Daubert notes this is a good concession to still implement improvements while addressing the noted concern. Engineer Daubert asks the Police & Fire Chief for their feedback on the proposed changes.

Police Chief Norton notes this is where he starts to have issues as Rich notes. He notes his 36-year experience with the Village including 20 years as Chief with 16 or 17 of those served at the Civic Center which is proximate to this intersection in the downtown. He notes his intimate experience with traffic flows in the downtown including former train backups extending to Anthony Street prior to modern day train control technology. He notes that train traffic will only increase along with lots of building and pedestrians in the downtown. He notes Rich and he worked to make the roadway wide enough so that if someone stops at the intersection as if it is a 4-way stop, other motoring traffic behind them can drive around. Chief Norton notes the problem is that only works if the car is in the left most part of the lane. The Chief also notes the change in the law concerning motorists needing to yield to pedestrians which he feels will lead to increased conflict with pedestrians in this area. He notes the congestion issues with traffic in the CBD as the Village has studied overpasses and underpasses with any changes to congestion possibly forcing us into (constructing) an overpass or underpass.

Trustee Thompson discusses his observations of pedestrians crossing the north leg of the intersection where there is no crosswalk. He asks Chief Norton if there are any issues due to this. Chief Norton notes that most of our traffic is local residents that understand how the intersection works.

Daubert reiterates the benefits of providing room for streetscape, shortening the Prairie Path crossing by approximately 8' (~2 second time reduction in the roadway), and the changes along Duane Street shortening the crosswalks by 6' which reduces a pedestrian's time in the roadway by 1.7 seconds.

Daubert asks Jim Woods with Civiltech if he has anything to add. Jim notes we hear the Chief's concerns and value his experience. These changes are all about the tradeoffs of vehicular safety, pedestrian safety, and streetscape improvements. He notes we have about 150' of storage between Duane and the tracks and that numerous cars would have to stack up to back traffic across the tracks. He also notes that the existing lanes are only 10' in width each (20' total) so we are only reducing the width by 3' at the north leg of the intersection. He also notes that as vehicles turn towards pedestrians, they do leave a significant amount of room for traffic to drive around them. He feels that the pros and cons have been stated here.

Chief Norton asks if line striping could be used on the street to delineate where cars should not go to keep the escape path clear. Engineer Daubert states yes we could use line striping such as hatching along the edge of pavement. Jim notes we could use a similar treatment as the truck apron.

Chairman Szymanski asked Engineer Daubert if the turning volumes are low. Engineer Daubert notes that peak hour turns are low for southbound right turns but left turns towards the parking garage

are still significant. Commissioner Zuccherro asks if this takes into account the development (Apex 400) traffic and where their access points are. Engineer Daubert notes there are 3 access points to the public parking: Main, Hillside, and Glenwood. Engineer Daubert notes that while this is a big development, it is not a large traffic generator compared to the baseline Main Street traffic. Commissioner Foerster asks about when the traffic counts were completed. Chairman Szymanski notes counts were completed on March 19 of 2019. A discussion ensued on how traffic may be impacted during events. Engineer Daubert notes that when we complete traffic counts we are not necessarily trying to complete a study for the worst case scenario but rather under typical conditions. Events often include traffic control. Commissioner Neurauder asks if we attempt to model a standard day of future traffic. Engineer Daubert says yes, we do look at traffic projections 5 years out for Developments but with Capital Projects we look much further out. Jim Woods notes that these high density developments such as the 3 developments in Glen Ellyn (Avere, Apex 400, and Crescent Station) do not see high trip generations. These developments altogether are only increasing traffic at Main and Crescent by 2.2% in the morning peak hour and 3.5% in the evening peak hour. He also notes that when you have a grid network that the traffic that is generated disperses fairly rapidly so they are not necessarily focused at any particular intersection. Chief Norton comments that's just an average and the actual experience could be far different. He notes that we have no way of knowing what these developments will bring from in terms of pedestrian and foot traffic. He notes that pedestrian traffic could be high with Apex. Jim Woods notes that is what Rich is talking about with making the downtown more pedestrian friendly. Jim Woods notes that Civiltech completed studies in Elmhurst about big developments with similar traffic concerns. He noted that Civiltech redid a former study of the downtown from the early 2000s and despite the fact that a number of developments (9) that occurred, traffic remained steady. Jim Woods also referenced an Elmhurst 120 unit apartment development they studied where the traffic generated by the development was counted and found to only be 50% of what ITE (national averages) says it should generate for the evening peak hour and 80% of what ITE says it should generate for the morning peak hour. Engineer Daubert notes that ITE is very conservative and that people in downtown developments are less likely to have multiple cars for a household and more likely to share a car. Jim Woods notes that the number of vehicle miles travelled has declined over the years. Chief Norton notes we need to be cautious about how we interpret that as it may not apply to our downtown. Engineer Daubert regroups the discussion back to the pros/cons of the changes at this intersection.

Commissioner Foerster asks if we could make the changes on one side of the street and not the other. More specifically, he asks if we could widen the sidewalk on the east side of the street but keep the roadway configured as it is today on the west side of Main Street. Engineer Daubert and Kristin Kalitowski of Civiltech confirm this is possible. Commissioner Foerster asks if we could look into how the truck dropping off in front of Einstein can be accommodated with the narrowing of the roadway. Engineer Daubert notes that this is a concern and the Police Department has been working with businesses to have their delivery trucks stage in the commuter parking lot to the north. He notes that as part of the project we are trying to do a better communication plan and keep trucks from parking proximate to crosswalks and rather using loading areas. Chief Norton notes it may be difficult to train the truck drivers to do this.

Engineer Daubert asks if we can go through and see where each Commissioner stands on the proposed changes at Main and Duane.

Commissioner Biggam supports the revised design with the 17' taper at the corner with striping to support an escape for vehicles. Commissioner Cattero notes he is on the fence, he likes the idea of possibly just making the change on one side of the street, Commissioner Cattero errs on the side of

caution and notes that if he had to pick right now he does not support it but is open for further discussion. Commissioner Foerster supports the bumping out on the east side and keeping the west side at the current width. He does not like the striping. Commissioner Baldin likes the original proposed plan with the wider sidewalks. He does not like the escape lane with striping and feels that traffic could try to drive around one another and possibly make the intersection more dangerous whereas one designated lane seems better and that he would like 14' lanes as originally proposed. Commissioner Lindquist likes the original design with the 14' lanes all the way (no escape). Commissioner Zuccherro supports the revised design with the 17' taper, tighten up the west side sidewalk if possible to gain additional pavement width. Commissioner Neurauter supports the revised design with the 17' taper. Chairman Szymanski supports the revised design with the 17' taper and escape. In summary, two (2) Commissioners were not fully supportive of the changes, two (2) Commissioners were supportive of the original design (14' lanes with no taper/escape), and four (4) commissioners were supportive of the revised design (14' lanes with the southbound lane widened to 17' at the corner to provide a taper/escape).

### Main and Crescent

Engineer Daubert moves on to discussing the last intersection of Main Street and Crescent Boulevard. He describes the existing roadway configuration. The existing configuration at the north leg of the intersection includes 3 lanes of traffic with lane assignments being an exclusive left turn lane, exclusive through lane, and an exclusive right turn lane. The proposed changes at the north leg of the intersection include consolidating the southbound exclusive right turn lane and exclusive thru lane into a shared thru/right turn lane. Also, at the west leg of the intersection, consolidate the eastbound exclusive right turn lane and exclusive thru lane into a shared thru/right turn lane. Also proposed are curb extensions at the northeast, northwest, and southwest corners of the intersection. Engineer Daubert discusses that the changes would facilitate the addition of parking spaces. He notes up to 3 spaces would be added at the north leg of the intersection and 3 spaces at the west leg of the intersection. He notes that while not uniformly supported, the existing southbound right turn lane is to be used for outdoor dining as it was last year. He also notes that curb extensions at the west leg of the intersection will shorten the crosswalk by 13' which will reduce the amount of time a pedestrian will be in the roadway by approximately 3.7 seconds based on the industry standard walking speed of 3.5' per second; the crosswalk at the north leg of the intersection will be shortened by 5' resulting in a 1.4 second reduction in pedestrian time in the roadway. He also notes the benefit in reducing the number of conflicting movements a pedestrian faces in the crosswalk by consolidating the movements. Engineer Daubert notes that with over 200 pedestrians and 1,100 vehicles interacting in the intersection in the morning and afternoon peak hours, we did see merit in making the intersection more pedestrian friendly. He notes that as raised by Trustee Thompson at Main and Duane, pedestrians at Main and Crescent are not supposed to walk across the south leg of the intersection; hence we saw some merits in trying to improve these crosswalks to encourage pedestrians to travel around the intersection via the west, north, and east crosswalks of the intersection. These are the pros, now Daubert goes through the cons. In terms of traffic analysis, at the north leg of the intersection, the removal of the southbound right turn lane did not materially impact traffic operations during non-train and train times. Essentially due to the high volume of Main Street traffic relative to the number of right turning movements, vehicle queuing on Main Street renders the turn lane as not beneficial. However, at the west leg of the intersection, Daubert notes that during off-peak traffic hours when there is more freight traffic, some vehicles do get impacted by the removal of the eastbound right turn lane. He notes that in looking at the traffic video during these times, 5 vehicles would have been impacted over the course of 3 freight trains. He notes that there could be some

frustration with those 5 motorists but the volume of vehicles impacted is low. Daubert offers Chief Norton and Chief Clark an opportunity to chime in on this.

Police Chief Norton notes he is not convinced that the changes will not cause traffic to back up. He questions the traffic counts as far as how many days were reviewed and when the counts were taken. Jim Woods notes we took counts over two days in March of 2019. Chief Norton notes that's not enough and that March is a low traffic time for the downtown. Engineer Daubert notes that we did compare the traffic volumes to October counts and they were consistent. Chief Norton discusses trains impacts such as miscalculated stops and double train movements. Chief Norton notes that he's not an economic development expert but if we create enough frustration that it may drive traffic away from the downtown. He feels that the bumpouts will create a long term problem. He notes he would flip the on-street dining to the north but notes that businesses would not want it in front of their businesses. He notes that the businesses don't care about the additional parking in front of Two Toots. Without the business owners as part of this discussion, the Board will likely hear from them. Engineer Daubert notes that we did speak to Two Toots and M & Em's and they are supportive of the additional parking spaces. Engineer Daubert also notes we heard concerns from Gather & Collect about accommodating delivery trucks. Engineer Daubert notes that what we talked about was to sign some of the spaces for loading purposes only from 6 am to noon or another time that would be reasonable to accommodate their request while having the additional parking. Chief Norton notes in talking to Businesses over the years, customers do want to park right in front of their stores. Engineer Daubert clarifies that bumpouts do not result in the loss of parking; rather they are used where parking is provided. Engineer Daubert notes he also thought about a hybrid type of approach at the southwest corner of Main and Crescent where maybe we don't install a bumpout and have flexibility to reinstate the turn lane. Chief Norton notes what about mocking up these changes to see how they function. Engineer Daubert notes we certainly can do that but the challenges is we need to agree on what is our tolerable level of traffic impacts for some of the benefits we are getting. He asks if only 5 vehicles were impacted over the course of 3 freight trains, is that tolerable? Chief Norton notes that with 120 trains a day, this could add up quickly. Engineer Daubert notes that the train count is not that high. UP has indicated they are running fewer but longer trains. Daubert notes perhaps the longer trains would impact more than 5 vehicles. Trustee Thompson notes he likes Chief's idea to implement the changes with cones and asks Engineer Daubert how it would work. Daubert notes we could install bollards; we just need to make sure the traffic is representative of pre Covid; it may be challenging to assess now but we could put traffic cameras back up. Commissioner Zuccherro asks what is the busiest day in the downtown. Chief Norton notes our downtown has changed over the last 25 years where we now have both daytime and evening use of the downtown; which is busier, that is a great question. Friday nights we get busy with restaurants opening up. He notes restaurants want to see continued curbside pickup. While hard to say, nights may now be busier than the day.

Engineer Daubert notes it's getting a little late so perhaps we can go around and see where Commissioners are at. Engineer Daubert notes not to oversell this and whichever way the Commission goes staff respects that but we just want to make sure the CIC was aware of the options here and the pros and cons. Just some things to think about are complete streets and accommodating pedestrians is more of a trend now. In his opinion he does not feel that the changes at this location will adversely impact traffic or dramatically improve pedestrian safety; do we want to be more progressive or maintain what we have, essentially not remove the turn lanes.

Commissioners Biggam (supports additional parking, likes the idea of mocking the changes up), Cattero (this is completely different than the other side of the tracks and likes the idea), Foerster (favors the bumpouts, not opposed to a traffic study), Baldin (supports the bumpouts), Lindquist

(supports the bumpouts and would like to see a mockup and study), Zuccherro (in support of bumpouts and would like to see a trial run), Neurauter (in support, likes seatwalls and trees to highlight the downtown, thinks the traffic flow is still supported), and Chairman Szymanski (supports the bumpouts and putting out a test run) support the curb extensions and right turn lane removals in the context of mocking them up and studying impacts. Chairman Szymanski elaborates that something someone said tonight that sits well with me is that residents know their way around and will make adjustments and the Parking Garage will be utilized which will change the traffic patterns.

Engineer Daubert notes that Chief Clark is back on the call and asks for his input on Main and Crescent. He adds the north leg or southbound Main is a pathway we use quite a bit to go east on Crescent and we struggle with the access due to train backup. However, he notes that he doesn't think the right lane helps much. The more we can try to keep left lane traffic moving the better but it's not a detriment to remove the right turn lane. At the west leg of the intersection, we rarely come from that direction and that he doesn't have any personal experience that it would be a problem. Fire Chief Clark supports the changes at Main and Crescent.

Interim Public Works Director Buckley adds if we are doing mock ups of the bump outs we will need to coordinate on the configuration. Engineer Daubert states we will discuss it further and make sure everyone is on board.

Engineer Daubert adds in the interest of time that we will draft up motions and bring them back to the next CIC meeting for approval.

2. Park Boulevard and Sheehan Avenue Intersection Improvements – Engineer Daubert and Commissioner Neurauter report that staff worked on a traffic study at the intersection of Park and Sheehan. We had received concerns about the challenges of pedestrians crossing the south leg of the intersection. The way the traffic signal works is once the light turns green, pedestrians cross Park Boulevard at the same time as cars; as the vehicles start to turn left from Sheehan to go south on Park, the vehicles beat the pedestrians to the crosswalk and for lack of a better way of saying it, pedestrians get stuck in the roadway. We worked closely with Civiltech for improvements. The options are to either institute a Leading Pedestrian Interval or an Exclusive Pedestrian Phase. With a Leading Pedestrian Interval, pedestrians have a lead time of 9 seconds to start crossing Park before motorists. Based on the average walking speed and crosswalk length, this would place pedestrians halfway across Park before motorists can start to turn. We also reviewed an exclusive pedestrian phase, where pedestrians would be given an exclusive time to cross the roadway without any conflicting vehicle traffic. This is a more impactful option on vehicular traffic. We are planning on implementing the leading pedestrian interval and observing how it works. This will require installing a new traffic signal controller, countdown pedestrian signal heads and push buttons. Traffic cameras will be put back after the improvements have been made to see if any adjustments to the timing are needed. The safety of the pedestrians is very important and we want to get the CIC's support. Commissioner Neurauter adds the biggest issue is with the crosswalk at the south leg of Park. This is where people walk to and from the elementary school including many kids from 5 to 12 years old. We have documents 12 or 13 instances in a few months where motorists have not yielded and driven aggressively in the intersection. Commissioner Neurauter notes several combination of factors that make us want to make the presence of pedestrians more obvious. He supports the changes including continuing to monitor them. Chairman Szymanski adds Sheehan Avenue poses a risk factor in this area due to the positioning of the street not having a straight line view of Winchell. Commissioner Neurauter notes there is a lot of cut through traffic that may be distracted or not paying attention at the intersection. He notes that the community closely monitored and documented the incidents to

ensure change was really needed at the intersection. Engineer Daubert notes the Police Department worked with the crossing guard to help train them to get motorists to yield to traffic as well as with some stepped up enforcement. However, Engineer Daubert notes this only works when the crossing guard is present and that we feel the improvements are needed outside of the crossing guard times. Trustee Thompson asks if the Village Board will be informed of this. Engineer Daubert notes that the next step is to put together an agenda item for the Board on this. Trustee Thompson asks what the approximate cost is for the project. Engineer Daubert notes it will be approximately 30 grand. Trustee Thompson notes this is under the Village Board's limit so we would not normally see this but he notes that he thinks a memo to the Village Board providing an update on this project would be appropriate. Interim Public Works Director notes that we generally use Meade Electric as they have won the IDOT bid for traffic signal projects. Trustee Thompson notes as long as it falls within the exception he doesn't have an issue with this. Fire Chief Clark asks if we can evaluate the preemption equipment on the intersection to ensure that it has enough time to reach with the extended crossing time. Engineer Daubert notes that it will be accounted for. Trustee Thompson asks how Police, Fire, and Public Works interface on traffic issues. Chief Norton notes that staff works well together. He does ask residents to put concerns in writing. Engineer Daubert notes that the Police Department does a good job with documenting concerns and he gets copied on them. He notes that he interfaces closely with Chief's sergeants to review complaints such as cut through traffic and requests for stop signs.

**E. TRUSTEE'S REPORT** – Trustee Thompson reports last night the Board installed 2 new Trustees Anne Gould and Kelley Kalinich as well as Gary Fasules. We thanked Trustee Pryde and Trustee Enright for their service after completing their 4 year term, and swore in Mark Senak as Village President. The Board is taking recommendations on filling Mark Senak's Trustee position. The Board approved a License Agreement to allow a temporary deck platform in the Forest Avenue Public Street for the Made in Italy Restaurant. We also approved a zoning text amendment for the old tap house and we approved changes to an outside deck at Two Hound Red. Engineer Daubert asks about the filling of vacancies for commissions. Trustee Thompson reports all Commission Chairmen terms will end in May and are up for renewal by the Village President. If any Chairmen want to stay on, the Village President will make a recommendation to the board. If anyone has any interest in any of the Commissions please let Mark Franz and Mark Senak know. There will be new commissions added – Community Relations Commission and Affordable Housing Commission.

**F. OTHER BUSINESS** – None

**G. PUBLIC WORKS REPORT** – Interim Public Works Director Buckley reports since our last CIC meeting, Julius Hansen retired. We are waiting on Mark Franz to determine how to fill the position either internally or externally. Our Public Works staffing is down 20%. We have had some maintenance workers resign recently. The Parking Garage is now open. Public Works is still finishing up some work with landscaping. We also need to determine maintenance and snow removal operations for the parking garage. We are trying to see what works best, either adding staff or contracting the work out. The ribbon cutting ceremony for the Parking Garage will be on May 20th at 4:00 p.m. Public Works is also reviewing our salt purchase for next year. This week is Public Works Week. We will have a little celebration for all the work we've done. The CIC thanks Public Works for their service.

- H. PROJECT REPORT** – Engineer Topor reports on the Pennsylvania Improvement project which started on May 3rd. All underground work will be done by the end of next week. We are slightly ahead of schedule. We learned that with the amount of equipment and materials there are, it is making traffic control a little difficult so we will have to close more lanes.

Engineer Daubert reports that we had 3 projects that went out for bid.

1. Utility & Roadway Rehabilitation Project – we’ve received very favorable bids on this. We made a recommendation to the board last night to award the project to Copenhaver Construction and Handcock Engineering.
2. Street Resurfacing Improvement Project – We received favorable bids and we made a recommendation to award the project to R.W Dunterman and Chastain Associates for engineering.
3. Sidewalk Street Project – Engineer Warner reports we opened up bids on April 29th. We awarded the project to Schroeder and Schroeder Concrete to start in mid-June-July. Engineer Daubert adds Steve Warner will oversee the construction of this project and engineering will be in house.

Chairman Szymanski asks where we are seeing the lower bids. Engineer Daubert replies materials are high, but contractors are sharpening their pencils and taking lower profits.

- I. ADJOURNMENT** – Commissioner Neurauder motions and Commissioner Lindquist seconds to adjourn the meeting. The meeting was adjourned at 9:49 p.m.

The next meeting is scheduled for June 8, 2021

**Submitted by Elisa Pollina, Recording Secretary**

**Reviewed by Richard Daubert, Professional Engineer**

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## MEMORANDUM

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To: Mark Franz, Village Manager  
Rich Daubert, Village Engineer

From: Philip J. Norton, Chief of Police

Date: April 30, 2021

Re: CBD Streetscape Plan

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### Background

Recently I was asked by Village Board Trustees to give my opinion about certain aspects of the Central Business District street scape plan.

Specifically, my focus will be the intersection of Main Street and Crescent Boulevard, and to a lesser extent, Main Street and Duane Street and proposed “bump-outs”

I have met on-site with Rich Daubert, Village Engineer, to discuss this project. I believe I understand the issues and the intention of the “bump outs” to be primarily of safety, concerning the following:

- Shortening the time pedestrians are in the street.
- Reduce conflicting movements (basically, lanes of traffic).
- Make pedestrians more visible to the motoring public.

I looked at all vehicle vs. pedestrian accidents since 2009 at or near the intersection of Crescent Boulevard and Main Street. There are a total of 7 such accidents. Arguably, none of the accidents would have been prevented with the proposed “bump-outs”.

### History

I have had the opportunity to closely observe the traffic pattern of vehicles and pedestrians in the Central Business District for over three and a half decades. I have paid closer attention recently due to construction projects and multiple parking changes.

The Central Business District is bifurcated by three sets of railroad tracks. The combinations of tracks handle passenger and freight traffic. Well over 100 trains per day travel through the CBD. In the absence of trains, vehicular traffic moves well in the Central Business District. It is not uncommon for multiple trains to travel through our CBD at nearly the same time, creating longer blockages at the grade crossings.

Between Glen Ellyn and Lombard a stretch of over a mile of railroad tracks is used frequently to park or “stage” trains as they await clearance to move to the intermodal station. It is also not uncommon for trains to stop or slow while they attempt to come to rest or leave this stretch of tracks, which also causes longer than usual delays at our crossings.

Observation of vehicular traffic during blocked crossings reveals cars changing intended course in an attempt “to keep moving” or drive closer to their intended destination within the limitations of the blocked crossings. They also attempt to direct themselves to our vehicular underpass at Taylor Avenue, which was recently improved (widened by removing a sidewalk) and made more attractive for motorists.

## **Issues**

Bump-outs as designed in the streetscape plans would clearly limit the ability for vehicular traffic to maneuver when trains are blocking the crossings. The more limiting the lanes become, the less traffic that can move. This will lead to much greater driver frustration and higher degrees of “gridlock” as traffic backs up with nowhere to go. As I have mentioned, it is similar to squeezing a water hose; no matter what the pressure of the hose, by squeezing it you are negatively impacting the flow of water.

Driver frustration exists today as evidenced by on-going discussions of a vehicular underpass or overpass. While it can be argued that such a project is not necessary and current driver frustrations may be acceptable, any increase to such frustrations likely will result in adverse outcomes. While I am not an economic development expert, it seems logical that we would want to avoid creating an environment where traffic seeks to circumvent our business district.

Additionally, in today’s world, there exists very well organized trucking, commerce and delivery systems, such as Fed Ex and UPS. These companies make regular, multiple trips a day to our CBD, in support of our local businesses. Eliminating lane space will impact their ability to make these deliveries and /or create additional blockages that will exacerbate the gridlock/frustration issue.

The Volunteer Fire Company also resides in the Central Business District. Any additional traffic back-up will, of course, impede their ability to get where they need to go in a timely manner.

## **Recommendation**

It is my recommendation, for the reasons enumerated above, that the bumps-outs be eliminated from the streetscape plans.

I would be happy to discuss this further.



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## Transportation

## Civil

## Construction

## Environmental

## Water Resources

## Structural

## Appraisal

# Technical Memorandum

**Date:** April 30, 2019  
**To:** Rich Daubert, P.E.  
Village Engineer  
Village of Glen Ellyn  
**From:** James R. Woods, P.E., PTOE  
Anmol Shrivastava, P.E.  
Civiltech Engineering, Inc.  
**Re:** Forest Avenue and Pennsylvania Avenue  
Northbound Right Turn Lane Reduction Traffic Study

At the Village's request, Civiltech has performed a brief study to analyze the feasibility of removing the exclusive northbound right turn lane at the intersection of Forest Avenue/Pennsylvania Avenue. The proposed lane configuration on the south leg of Forest Avenue is a left turn lane and a shared through/right lane. This lane consolidation would allow for the provision of pedestrian bumpouts making the pedestrian crossing narrower.

In order to evaluate traffic operation under existing and future scenarios, intersection capacity analyses were completed using Synchro, which is a macroscopic software model that estimates the Level of Service (LOS) and average delay per vehicle.

The ability of an intersection to accommodate traffic flow is expressed in terms of Level-of-Service (LOS), which is assigned a letter grade from A to F based on the average control delay experienced by vehicles passing through the intersection. Control delay is that portion of the total delay attributed to the stop sign control operation, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Level-of-Service A is the highest grade (best traffic flow and least delay), Level-of-Service E represents saturated or at-capacity conditions, and Level-of-Service F is the lowest grade (oversaturated conditions, extensive delays).

## I. Existing and Proposed Intersection Configurations

Forest Avenue and Pennsylvania Avenue is a stop-controlled intersection. The north leg of Forest Avenue is a single-lane one-way street (northbound) with on-street parallel parking on the east side. The east leg is a single lane two-way street with on-street parallel parking on the south side and north side. The south leg is a single lane two-way street with on-street parallel parking on the west side and diagonal parking on the east side. There is currently an exclusive left turn lane (with 75 feet of storage), a through lane, and a right turn lane (with 75 feet of storage) on the south leg of the intersection. The west leg is a single lane one-way street (westbound) with on-street diagonal parking on the south side and parallel parking on the north side.

The proposed revised lane configuration involves consolidating the northbound right turn lane and through lane into a shared right-through lane. In place of the right turn lane, sidewalk widening and pedestrian bumpouts are proposed on the east and west sides of the street.

## II. Existing Traffic Conditions

In order to quantify current traffic conditions in the vicinity of the site, peak hour traffic volumes at the intersection of Forest Avenue and Pennsylvania Avenue was used. The traffic counts were conducted in 2012 by KLOA as part of the Central Business District Study. Based on a comparison of these counts with other nearby recent counts conducted by Civiltech, we anticipate that volumes at Forest/Pennsylvania have not changed significantly since 2012. The traffic counts show that the weekday morning peak hour of traffic occurs from 7:00 to 8:00 a.m. and the weekday evening peak hour of traffic occurs from 4:00 to 5:00 p.m. **Exhibit 1** illustrates existing peak hour traffic volumes. It should be noted that the northbound left turn volume is relatively high, consisting of 70% of the total traffic volume on the south leg.

## III. Synchro Analysis

Synchro analysis for the morning and evening peak hours were conducted under the following conditions:

1. Existing Geometry
2. Proposed Geometry

The two conditions are discussed below.

### Existing Geometry

The Synchro analysis indicates that the intersection of Forest Avenue and Pennsylvania Avenue is operating well with minimal delay and queuing during the weekday morning and evening peak hours. The results of the analysis are summarized in **Table 1** below:

**Table 1: Capacity Analysis Results –Existing Geometry**

| Intersection                       | Weekday AM Peak |             |                                         | Weekday PM Peak |             |                                         |
|------------------------------------|-----------------|-------------|-----------------------------------------|-----------------|-------------|-----------------------------------------|
|                                    | LOS             | Delay (sec) | 95 <sup>th</sup> Percentile Queue (veh) | LOS             | Delay (sec) | 95 <sup>th</sup> Percentile Queue (veh) |
| Forest Avenue and Pennsylvania Ave |                 |             |                                         |                 |             |                                         |
| <i>Overall</i>                     | B               | 11.3        | -                                       | C               | 15.7        | -                                       |
| <i>Eastbound Approach</i>          | -               | -           | -                                       | -               | -           | -                                       |
| <i>Westbound Approach</i>          | B               | 11.8        | 2.0                                     | C               | 17.1        | 4.2                                     |
| <i>Northbound Approach</i>         | B               | 10.9        | 1.6                                     | B               | 14.5        | 3.3                                     |
| <i>Southbound Approach</i>         | -               | -           | -                                       | -               | -           | -                                       |

The Levels of Service are well within an acceptable range for all movements. The detailed existing conditions results are contained in **Appendix A**.

#### Proposed Geometry

A Synchro analysis conducted with the proposed lane configuration indicates that the proposed intersection of Forest Avenue and Pennsylvania Avenue will continue to operate well with minimal delay and queuing during the weekday morning and evening peak hours. The results from the Synchro analysis are highlighted in **Table 2** below:

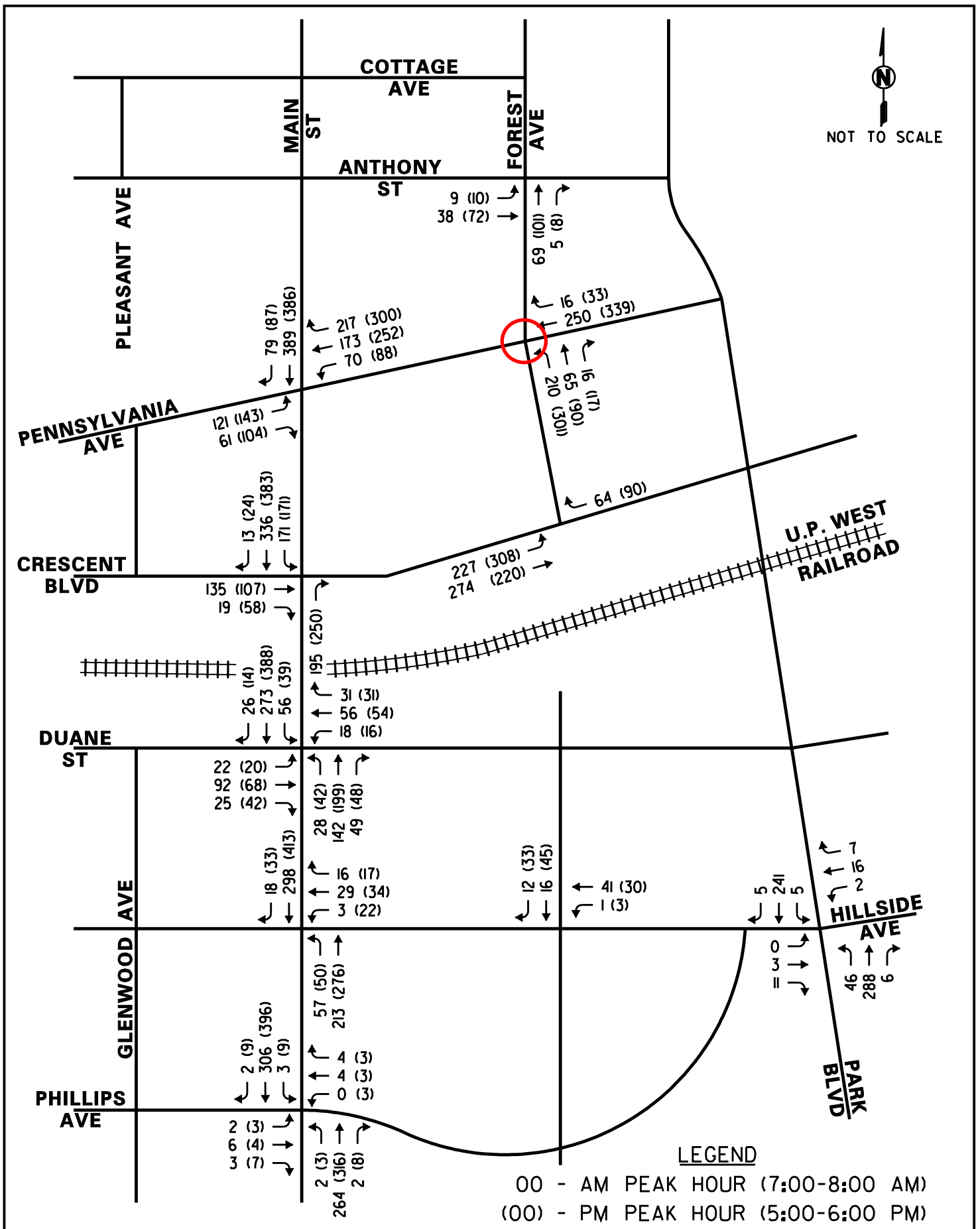
**Table 2: Capacity Analysis Results –Proposed Geometry**

| Intersection                       | Weekday AM Peak |             |                                         | Weekday PM Peak |             |                                         |
|------------------------------------|-----------------|-------------|-----------------------------------------|-----------------|-------------|-----------------------------------------|
|                                    | LOS             | Delay (sec) | 95 <sup>th</sup> Percentile Queue (veh) | LOS             | Delay (sec) | 95 <sup>th</sup> Percentile Queue (veh) |
| Forest Avenue and Pennsylvania Ave |                 |             |                                         |                 |             |                                         |
| <i>Overall</i>                     | B               | 10.6        | -                                       | B               | 13.9        | -                                       |
| <i>Eastbound Approach</i>          | -               | -           | -                                       | -               | -           | -                                       |
| <i>Westbound Approach</i>          | B               | 10.4        | 1.7                                     | B               | 14.0        | 3.3                                     |
| <i>Northbound Approach</i>         | B               | 10.7        | 1.6                                     | B               | 13.9        | 3.1                                     |
| <i>Southbound Approach</i>         | -               | -           | -                                       | -               | -           | -                                       |

Because the northbound right turn volume is so low, delays and Levels of Service are projected to be very similar and may even slightly improve if the exclusive right turn lane is removed. Additionally, the 95<sup>th</sup> percentile queue for the northbound lane is projected to be two vehicles during the a.m. and three vehicles for the p.m. peak hours, which is well within an acceptable range for a stop-controlled intersection. The detailed proposed conditions results are contained in **Appendix B**.

#### **IV. Recommendations and Conclusions**

Based on the results of the capacity analyses as well as our field observations, Civiltech recommends reconfiguring the south leg of Forest Avenue at Pennsylvania Avenue to consolidate the three existing lanes to a left turn lane and a shared through/right lane. The delays and queue lengths would remain similar during the morning and evening peak hours while the operation of the intersection would improve. This is because drivers on the east approach would have a more intuitive condition regarding their right-of-way because they would only be navigating two lanes of stopped traffic on the south approach rather than three. Additionally, removal of the right turn lane would allow for wider sidewalks and pedestrian bump-outs at the intersection. This will improve safety, particularly for pedestrians crossing the south leg, as the distance they would be exposed to motorized traffic would be significantly reduced.



|                                                                                       |                                                        |                                                                                                                                           |
|---------------------------------------------------------------------------------------|--------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| <b>PROJECT:</b><br>CENTRAL BUSINESS DISTRICT<br>TRAFFIC STUDY<br>GLEN ELLYN, ILLINOIS | <b>TITLE:</b><br>EXISTING PEAK HOUR<br>TRAFFIC VOLUMES | <b>PROJECT NO:</b> 10-125<br><br><b>FIGURE NO:</b> 4 |
|---------------------------------------------------------------------------------------|--------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|

# Appendix A

Intersection

|                           |      |
|---------------------------|------|
| Intersection Delay, s/veh | 11.3 |
| Intersection LOS          | B    |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT                                                                               | WBR  | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|-----------------------------------------------------------------------------------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|------|------|
| Lane Configurations |      |      |      |      |  |      |  |  |  |      |      |      |
| Traffic Vol, veh/h  | 0    | 0    | 0    | 0    | 250                                                                               | 16   | 210                                                                                 | 65                                                                                  | 16                                                                                  | 0    | 0    | 0    |
| Future Vol, veh/h   | 0    | 0    | 0    | 0    | 250                                                                               | 16   | 210                                                                                 | 65                                                                                  | 16                                                                                  | 0    | 0    | 0    |
| Peak Hour Factor    | 0.95 | 0.95 | 0.95 | 0.95 | 0.95                                                                              | 0.95 | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2                                                                                 | 2    | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2    | 2    | 2    |
| Mvmt Flow           | 0    | 0    | 0    | 0    | 263                                                                               | 17   | 221                                                                                 | 68                                                                                  | 17                                                                                  | 0    | 0    | 0    |
| Number of Lanes     | 0    | 0    | 0    | 0    | 1                                                                                 | 0    | 1                                                                                   | 1                                                                                   | 1                                                                                   | 0    | 0    | 0    |

| Approach                   | WB   | NB   |
|----------------------------|------|------|
| Opposing Approach          |      |      |
| Opposing Lanes             | 0    | 0    |
| Conflicting Approach Left  | NB   |      |
| Conflicting Lanes Left     | 3    | 0    |
| Conflicting Approach Right |      | WB   |
| Conflicting Lanes Right    | 0    | 1    |
| HCM Control Delay          | 11.8 | 10.9 |
| HCM LOS                    | B    | B    |

| Lane                   | NBLn1 | NBLn2 | NBLn3 | WBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 100%  | 0%    | 0%    | 0%    |
| Vol Thru, %            | 0%    | 100%  | 0%    | 94%   |
| Vol Right, %           | 0%    | 0%    | 100%  | 6%    |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 210   | 65    | 16    | 266   |
| LT Vol                 | 210   | 0     | 0     | 0     |
| Through Vol            | 0     | 65    | 0     | 250   |
| RT Vol                 | 0     | 0     | 16    | 16    |
| Lane Flow Rate         | 221   | 68    | 17    | 280   |
| Geometry Grp           | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.356 | 0.101 | 0.022 | 0.413 |
| Departure Headway (Hd) | 5.804 | 5.301 | 4.596 | 5.306 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 619   | 674   | 775   | 678   |
| Service Time           | 3.554 | 3.05  | 2.345 | 3.046 |
| HCM Lane V/C Ratio     | 0.357 | 0.101 | 0.022 | 0.413 |
| HCM Control Delay      | 11.8  | 8.7   | 7.4   | 11.8  |
| HCM Lane LOS           | B     | A     | A     | B     |
| HCM 95th-tile Q        | 1.6   | 0.3   | 0.1   | 2     |

| Intersection              |      |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------|------|--|--|--|--|--|--|--|--|--|--|--|
| Intersection Delay, s/veh | 15.7 |  |  |  |  |  |  |  |  |  |  |  |
| Intersection LOS          | C    |  |  |  |  |  |  |  |  |  |  |  |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT                                                                               | WBR  | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|-----------------------------------------------------------------------------------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|------|------|
| Lane Configurations |      |      |      |      |  |      |  |  |  |      |      |      |
| Traffic Vol, veh/h  | 0    | 0    | 0    | 0    | 339                                                                               | 33   | 301                                                                                 | 90                                                                                  | 17                                                                                  | 0    | 0    | 0    |
| Future Vol, veh/h   | 0    | 0    | 0    | 0    | 339                                                                               | 33   | 301                                                                                 | 90                                                                                  | 17                                                                                  | 0    | 0    | 0    |
| Peak Hour Factor    | 0.95 | 0.95 | 0.95 | 0.95 | 0.95                                                                              | 0.95 | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2                                                                                 | 2    | 2                                                                                   | 2                                                                                   | 2                                                                                   | 2    | 2    | 2    |
| Mvmt Flow           | 0    | 0    | 0    | 0    | 357                                                                               | 35   | 317                                                                                 | 95                                                                                  | 18                                                                                  | 0    | 0    | 0    |
| Number of Lanes     | 0    | 0    | 0    | 0    | 1                                                                                 | 0    | 1                                                                                   | 1                                                                                   | 1                                                                                   | 0    | 0    | 0    |

| Approach                   | WB   | NB   |
|----------------------------|------|------|
| Opposing Approach          |      |      |
| Opposing Lanes             | 0    | 0    |
| Conflicting Approach Left  | NB   |      |
| Conflicting Lanes Left     | 3    | 0    |
| Conflicting Approach Right |      | WB   |
| Conflicting Lanes Right    | 0    | 1    |
| HCM Control Delay          | 17.1 | 14.5 |
| HCM LOS                    | C    | B    |

| Lane                   | NBLn1 | NBLn2 | NBLn3 | WBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 100%  | 0%    | 0%    | 0%    |
| Vol Thru, %            | 0%    | 100%  | 0%    | 91%   |
| Vol Right, %           | 0%    | 0%    | 100%  | 9%    |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 301   | 90    | 17    | 372   |
| LT Vol                 | 301   | 0     | 0     | 0     |
| Through Vol            | 0     | 90    | 0     | 339   |
| RT Vol                 | 0     | 0     | 17    | 33    |
| Lane Flow Rate         | 317   | 95    | 18    | 392   |
| Geometry Grp           | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.55  | 0.151 | 0.025 | 0.613 |
| Departure Headway (Hd) | 6.251 | 5.746 | 5.038 | 5.633 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 580   | 628   | 715   | 634   |
| Service Time           | 3.951 | 3.446 | 2.738 | 3.433 |
| HCM Lane V/C Ratio     | 0.547 | 0.151 | 0.025 | 0.618 |
| HCM Control Delay      | 16.3  | 9.5   | 7.9   | 17.1  |
| HCM Lane LOS           | C     | A     | A     | C     |
| HCM 95th-tile Q        | 3.3   | 0.5   | 0.1   | 4.2   |

# Appendix B

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 10.6 |
| Intersection LOS          | B    |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT                                                                               | WBR  | NBL                                                                                 | NBT                                                                                 | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|-----------------------------------------------------------------------------------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|------|------|------|
| Lane Configurations |      |      |      |      |  |      |  |  |      |      |      |      |
| Traffic Vol, veh/h  | 0    | 0    | 0    | 0    | 250                                                                               | 16   | 210                                                                                 | 65                                                                                  | 16   | 0    | 0    | 0    |
| Future Vol, veh/h   | 0    | 0    | 0    | 0    | 250                                                                               | 16   | 210                                                                                 | 65                                                                                  | 16   | 0    | 0    | 0    |
| Peak Hour Factor    | 0.95 | 0.95 | 0.95 | 0.95 | 0.95                                                                              | 0.95 | 0.95                                                                                | 0.95                                                                                | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2                                                                                 | 2    | 2                                                                                   | 2                                                                                   | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 0    | 0    | 0    | 0    | 263                                                                               | 17   | 221                                                                                 | 68                                                                                  | 17   | 0    | 0    | 0    |
| Number of Lanes     | 0    | 0    | 0    | 0    | 1                                                                                 | 0    | 1                                                                                   | 1                                                                                   | 0    | 0    | 0    | 0    |

| Approach                   | WB   | NB   |
|----------------------------|------|------|
| Opposing Approach          |      |      |
| Opposing Lanes             | 0    | 0    |
| Conflicting Approach Left  | NB   |      |
| Conflicting Lanes Left     | 2    | 0    |
| Conflicting Approach Right |      | WB   |
| Conflicting Lanes Right    | 0    | 1    |
| HCM Control Delay          | 10.4 | 10.7 |
| HCM LOS                    | B    | B    |

| Lane                   | NBLn1 | NBLn2 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, %            | 100%  | 0%    | 0%    |
| Vol Thru, %            | 0%    | 80%   | 94%   |
| Vol Right, %           | 0%    | 20%   | 6%    |
| Sign Control           | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 210   | 81    | 266   |
| LT Vol                 | 210   | 0     | 0     |
| Through Vol            | 0     | 65    | 250   |
| RT Vol                 | 0     | 16    | 16    |
| Lane Flow Rate         | 221   | 85    | 280   |
| Geometry Grp           | 7     | 7     | 2     |
| Degree of Util (X)     | 0.351 | 0.12  | 0.366 |
| Departure Headway (Hd) | 5.713 | 5.071 | 4.705 |
| Convergence, Y/N       | Yes   | Yes   | Yes   |
| Cap                    | 628   | 704   | 764   |
| Service Time           | 3.461 | 2.818 | 2.73  |
| HCM Lane V/C Ratio     | 0.352 | 0.121 | 0.366 |
| HCM Control Delay      | 11.5  | 8.5   | 10.4  |
| HCM Lane LOS           | B     | A     | B     |
| HCM 95th-tile Q        | 1.6   | 0.4   | 1.7   |

| Intersection              |      |  |  |  |  |  |  |  |  |  |  |  |
|---------------------------|------|--|--|--|--|--|--|--|--|--|--|--|
| Intersection Delay, s/veh | 13.9 |  |  |  |  |  |  |  |  |  |  |  |
| Intersection LOS          | B    |  |  |  |  |  |  |  |  |  |  |  |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT                                                                               | WBR  | NBL                                                                                 | NBT                                                                                 | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|-----------------------------------------------------------------------------------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|------|------|------|------|
| Lane Configurations |      |      |      |      |  |      |  |  |      |      |      |      |
| Traffic Vol, veh/h  | 0    | 0    | 0    | 0    | 339                                                                               | 33   | 301                                                                                 | 90                                                                                  | 17   | 0    | 0    | 0    |
| Future Vol, veh/h   | 0    | 0    | 0    | 0    | 339                                                                               | 33   | 301                                                                                 | 90                                                                                  | 17   | 0    | 0    | 0    |
| Peak Hour Factor    | 0.95 | 0.95 | 0.95 | 0.95 | 0.95                                                                              | 0.95 | 0.95                                                                                | 0.95                                                                                | 0.95 | 0.95 | 0.95 | 0.95 |
| Heavy Vehicles, %   | 2    | 2    | 2    | 2    | 2                                                                                 | 2    | 2                                                                                   | 2                                                                                   | 2    | 2    | 2    | 2    |
| Mvmt Flow           | 0    | 0    | 0    | 0    | 357                                                                               | 35   | 317                                                                                 | 95                                                                                  | 18   | 0    | 0    | 0    |
| Number of Lanes     | 0    | 0    | 0    | 0    | 1                                                                                 | 0    | 1                                                                                   | 1                                                                                   | 0    | 0    | 0    | 0    |

| Approach                   | WB | NB   |
|----------------------------|----|------|
| Opposing Approach          |    |      |
| Opposing Lanes             | 0  | 0    |
| Conflicting Approach Left  | NB |      |
| Conflicting Lanes Left     | 2  | 0    |
| Conflicting Approach Right |    | WB   |
| Conflicting Lanes Right    | 0  | 1    |
| HCM Control Delay          | 14 | 13.9 |
| HCM LOS                    | B  | B    |

| Lane                   | NBLn1 | NBLn2 | WBLn1 |
|------------------------|-------|-------|-------|
| Vol Left, %            | 100%  | 0%    | 0%    |
| Vol Thru, %            | 0%    | 84%   | 91%   |
| Vol Right, %           | 0%    | 16%   | 9%    |
| Sign Control           | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 301   | 107   | 372   |
| LT Vol                 | 301   | 0     | 0     |
| Through Vol            | 0     | 90    | 339   |
| RT Vol                 | 0     | 17    | 33    |
| Lane Flow Rate         | 317   | 113   | 392   |
| Geometry Grp           | 7     | 7     | 2     |
| Degree of Util (X)     | 0.53  | 0.169 | 0.545 |
| Departure Headway (Hd) | 6.021 | 5.404 | 5.013 |
| Convergence, Y/N       | Yes   | Yes   | Yes   |
| Cap                    | 592   | 657   | 717   |
| Service Time           | 3.816 | 3.199 | 3.063 |
| HCM Lane V/C Ratio     | 0.535 | 0.172 | 0.547 |
| HCM Control Delay      | 15.5  | 9.3   | 14    |
| HCM Lane LOS           | C     | A     | B     |
| HCM 95th-tile Q        | 3.1   | 0.6   | 3.3   |



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**Transportation Design**

**Traffic Engineering**

**Civil Engineering**

**Construction Engineering**

**Environmental Studies**

**Water Resources**

**Structural Design**

**Right of Way**

**Urban Design**

**Transportation Planning**

**Program Management**

# Technical Memorandum

**Date:** December 15, 2020  
**To:** Tom J. Topor, P.E.  
Senior Civil Engineer  
Village of Glen Ellyn  
**From:** Anmol Shrivastava, P.E., PTOE  
Steve Pautsch, P.E., PTOE  
Civiltech Engineering, Inc.  
**Re:** Main Street and Duane Street  
Southbound Right Turn Lane Reduction Traffic Study

At the Village's request, Civiltech has performed a brief study to analyze the feasibility of removing the exclusive southbound right turn lane at the intersection of Main Street/Duane Street and converting it to a shared left/through/right lane.

## I. Existing and Proposed Intersection Configurations

Main Street and Duane is a three-way stop-controlled intersection with a free-flow southbound movement. The north leg of Main Street is a two-way street with one lane in each direction and no on-street parking. There is currently a shared left/through and exclusive right turn lane on the north leg of the intersection. The east leg is a single lane two-way street with on-street parallel parking on the north side and diagonal parking on the south side. The south leg is a single lane two-way street with on-street parallel parking on the west and east side. The west leg is a single lane two-way street with on-street parallel parking on the north and south side.

The proposed revised lane configuration involves consolidating the southbound right turn and left/through lane into a shared left/through/right lane. The diagonal parking on the south side of east leg at Duane Street is proposed to be converted to parallel parking.

## II. Existing Traffic Conditions

In order to quantify current traffic conditions in the vicinity of the site, 24-hour traffic counts were conducted using Miovision Video Collection Units (VCUs) at the intersection of Main Street and Duane Street. The traffic counts were conducted on Tuesday, March 19, 2019. The traffic counts show that the weekday morning peak hour of traffic occurs from 7:15 to 8:15 a.m. and the weekday evening peak hour of traffic occurs from 4:30 to 5:30 p.m. **Exhibit 1** illustrates the existing peak hour



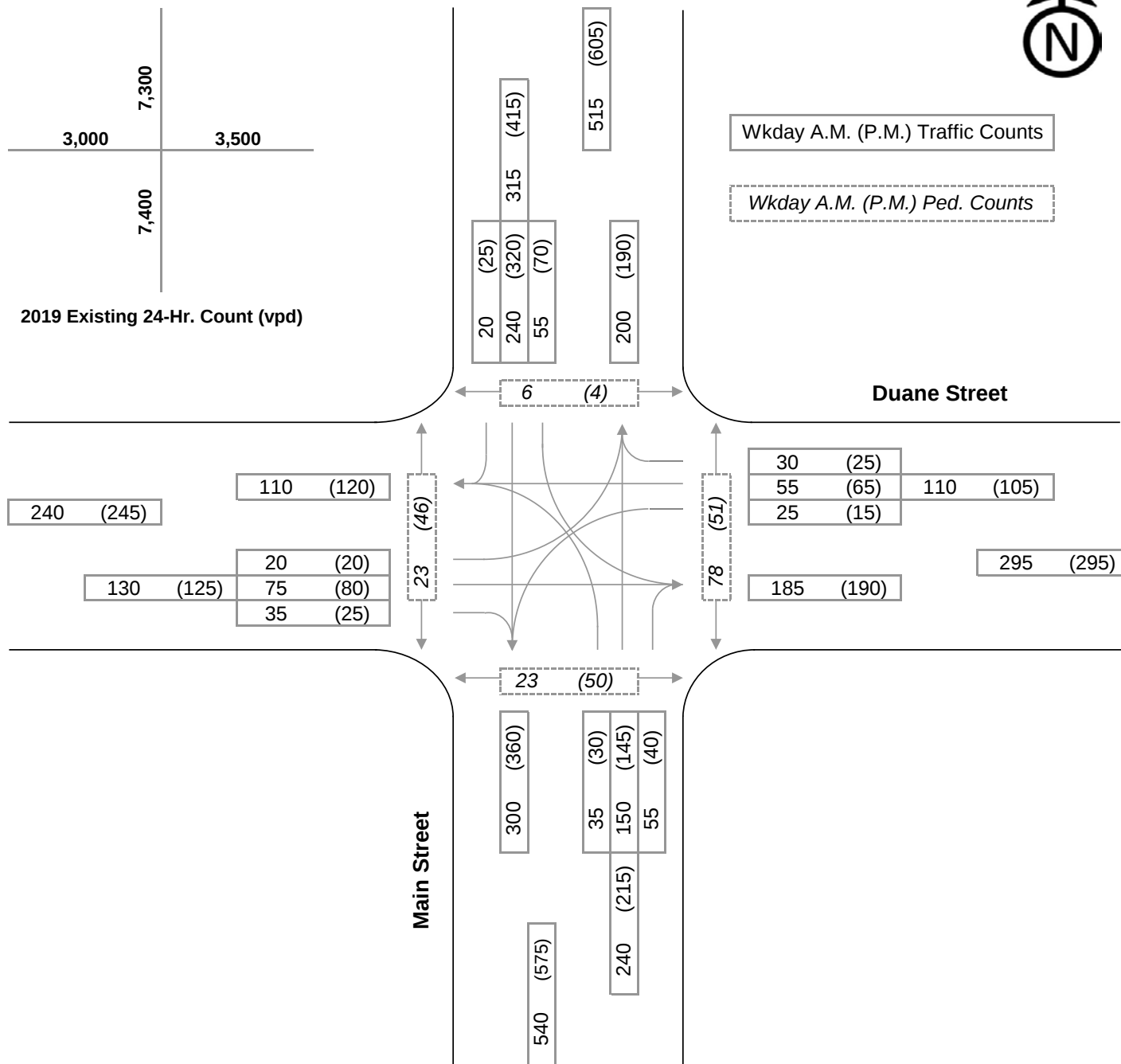
traffic volumes while detailed traffic count data is contained in **Appendix A**.

### **III. Queuing**

Should the southbound right turn lane on Main Street be removed, the primary issue to consider is the potential for pedestrians crossing the west leg of Duane Street to cause queueing on the north leg, since there would only be a single lane for all southbound movements. Therefore, videos recorded during the morning and evening peak hours from the 2019 traffic counts were observed to verify the interaction between southbound vehicles turning right and pedestrians. Based on this review, the right southbound right turns did not have to stop at any time to wait for pedestrians. This could be attributed to the low number of right turning vehicles combined with the relatively light volume of pedestrian traffic. There are 20 and 25 vehicles turning right from the north leg during the morning and evening peak hours respectively - about one vehicle turning right every two minutes. Additionally, there are 23 and 46 pedestrians crossing the west leg during the A.M. and P.M. peak hours, also a relatively low volume. Upon review of the videos, there were no occurrences where a vehicle turning right had to stop to wait for a pedestrian because the times when pedestrians and right-turning vehicles were within the intersection never coincided. Even if there were a time when a pedestrian was in the intersection, the delay would be low because the west leg crossing distance is short. This would only minimally impact southbound traffic.

### **IV. Recommendations and Conclusions**

Based on a review of intersection video in conjunction with traffic volume data, Civiltech does not have any objection to reconfiguring the north leg of Main Street at Duane Street to consolidate the separate right turn and left/through lanes into a single shared left/through/right lane. On only occasion would motorists making southbound right turns from Main Street have to stop for pedestrians crossing Duane Street but if they do, then they would likely only be delayed for a few seconds, which would not lead to significant queuing on the north leg of Main.



**Vehicle Traffic Peak Hours:**

7:15 A.M. to 8:15 A.M.

4:30 P.M. to 5:30 P.M.

**Count Date(s):**

Tuesday, 3/19/2019

Village of Glen Ellyn

CBD Streetscape and Utility Improvements

**2019 Existing Peak Hour Traffic**

Main Street and Duane Street



EXHIBIT 1

Prepared: 3/29/2019

File: PHD Main and Duane.xlsx

# APPENDIX A

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Vehicles (1-hour intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Duane Street  |      |      |       |               |      |      |       |                    | Intersection<br>Total |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|---------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right         | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |
| 12:00 AM   | 2              | 9    | 5    | 16    | 1              | 6    | 3    | 10    | 26                 | 2             | 2    | 1    | 5     | 0             | 1    | 1    | 2     | 7                  | 33                    |
| 1:00 AM    | 0              | 5    | 1    | 6     | 1              | 4    | 3    | 8     | 14                 | 0             | 0    | 1    | 1     | 0             | 1    | 0    | 1     | 2                  | 16                    |
| 2:00 AM    | 0              | 4    | 2    | 6     | 0              | 5    | 1    | 6     | 12                 | 0             | 0    | 0    | 0     | 1             | 1    | 0    | 2     | 2                  | 14                    |
| 3:00 AM    | 0              | 12   | 3    | 15    | 1              | 4    | 0    | 5     | 20                 | 1             | 1    | 1    | 3     | 0             | 2    | 0    | 2     | 5                  | 25                    |
| 4:00 AM    | 0              | 10   | 3    | 13    | 1              | 10   | 1    | 12    | 25                 | 1             | 0    | 3    | 4     | 1             | 3    | 0    | 4     | 8                  | 33                    |
| 5:00 AM    | 4              | 24   | 14   | 42    | 8              | 16   | 5    | 29    | 71                 | 4             | 9    | 3    | 16    | 3             | 12   | 3    | 18    | 34                 | 105                   |
| 6:00 AM    | 8              | 79   | 28   | 115   | 13             | 71   | 10   | 94    | 209                | 18            | 20   | 7    | 45    | 8             | 13   | 7    | 28    | 73                 | 282                   |
| 7:00 AM    | 17             | 217  | 48   | 282   | 55             | 152  | 27   | 234   | 516                | 29            | 45   | 23   | 97    | 17            | 67   | 19   | 103   | 200                | 716                   |
| 8:00 AM    | 17             | 263  | 55   | 335   | 35             | 127  | 32   | 194   | 529                | 30            | 50   | 11   | 91    | 48            | 77   | 15   | 140   | 231                | 760                   |
| 9:00 AM    | 12             | 209  | 48   | 269   | 30             | 87   | 25   | 142   | 411                | 18            | 49   | 10   | 77    | 35            | 43   | 19   | 97    | 174                | 585                   |
| 10:00 AM   | 16             | 203  | 55   | 274   | 33             | 138  | 25   | 196   | 470                | 28            | 25   | 13   | 66    | 29            | 51   | 23   | 103   | 169                | 639                   |
| 11:00 AM   | 22             | 263  | 51   | 336   | 39             | 157  | 35   | 231   | 567                | 28            | 41   | 20   | 89    | 28            | 59   | 14   | 101   | 190                | 757                   |
| 12:00 PM   | 22             | 236  | 44   | 302   | 39             | 169  | 41   | 249   | 551                | 24            | 32   | 14   | 70    | 40            | 53   | 23   | 116   | 186                | 737                   |
| 1:00 PM    | 14             | 200  | 45   | 259   | 42             | 143  | 30   | 215   | 474                | 22            | 49   | 17   | 88    | 28            | 53   | 18   | 99    | 187                | 661                   |
| 2:00 PM    | 24             | 220  | 36   | 280   | 43             | 153  | 25   | 221   | 501                | 35            | 51   | 9    | 95    | 29            | 60   | 21   | 110   | 205                | 706                   |
| 3:00 PM    | 23             | 249  | 58   | 330   | 30             | 158  | 35   | 223   | 553                | 16            | 61   | 14   | 91    | 41            | 95   | 16   | 152   | 243                | 796                   |
| 4:00 PM    | 16             | 267  | 56   | 339   | 39             | 137  | 28   | 204   | 543                | 18            | 70   | 11   | 99    | 34            | 62   | 16   | 112   | 211                | 754                   |
| 5:00 PM    | 20             | 307  | 49   | 376   | 46             | 156  | 28   | 230   | 606                | 30            | 58   | 24   | 112   | 32            | 86   | 17   | 135   | 247                | 853                   |
| 6:00 PM    | 27             | 231  | 50   | 308   | 39             | 164  | 26   | 229   | 537                | 21            | 42   | 23   | 86    | 39            | 59   | 15   | 113   | 199                | 736                   |
| 7:00 PM    | 13             | 171  | 37   | 221   | 33             | 119  | 24   | 176   | 397                | 11            | 26   | 12   | 49    | 29            | 60   | 14   | 103   | 152                | 549                   |
| 8:00 PM    | 10             | 131  | 24   | 165   | 13             | 96   | 18   | 127   | 292                | 8             | 23   | 7    | 38    | 13            | 22   | 8    | 43    | 81                 | 373                   |
| 9:00 PM    | 3              | 90   | 18   | 111   | 18             | 74   | 11   | 103   | 214                | 4             | 27   | 7    | 38    | 10            | 15   | 7    | 32    | 70                 | 284                   |
| 10:00 PM   | 2              | 60   | 8    | 70    | 6              | 43   | 6    | 55    | 125                | 9             | 4    | 3    | 16    | 7             | 9    | 4    | 20    | 36                 | 161                   |
| 11:00 PM   | 1              | 16   | 2    | 19    | 2              | 11   | 6    | 19    | 38                 | 2             | 4    | 1    | 7     | 1             | 3    | 0    | 4     | 11                 | 49                    |
| TOTAL      | 273            | 3476 | 740  | 4489  | 567            | 2200 | 445  | 3212  | 7701               | 359           | 689  | 235  | 1283  | 473           | 907  | 260  | 1640  | 2923               | 10624                 |

**24-Hour Vehicle Traffic Count**

North Leg 7,300  
South Leg 7,400  
East Leg 3,500  
West Leg 3,000

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Vehicles (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Duane Street  |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|---------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right         | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| 12:00 AM   | 1              | 5    | 2    | 8     | 1              | 2    | 2    | 5     | 13                 | 0             | 0    | 0    | 0     | 0             | 0    | 1    | 1     | 1                  | 14                    | 33           |
| 12:15 AM   | 1              | 1    | 1    | 3     | 0              | 2    | 1    | 3     | 6                  | 1             | 1    | 0    | 2     | 0             | 0    | 0    | 0     | 2                  | 8                     | 23           |
| 12:30 AM   | 0              | 3    | 1    | 4     | 0              | 0    | 0    | 0     | 4                  | 1             | 0    | 1    | 2     | 0             | 0    | 0    | 0     | 2                  | 6                     | 20           |
| 12:45 AM   | 0              | 0    | 1    | 1     | 0              | 2    | 0    | 2     | 3                  | 0             | 1    | 0    | 1     | 0             | 1    | 0    | 1     | 2                  | 5                     | 17           |
| 1:00 AM    | 0              | 3    | 0    | 3     | 0              | 1    | 0    | 1     | 4                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 4                     | 16           |
| 1:15 AM    | 0              | 1    | 1    | 2     | 0              | 1    | 1    | 2     | 4                  | 0             | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 5                     | 16           |
| 1:30 AM    | 0              | 1    | 0    | 1     | 1              | 1    | 0    | 2     | 3                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 3                     | 15           |
| 1:45 AM    | 0              | 0    | 0    | 0     | 0              | 1    | 2    | 3     | 3                  | 0             | 0    | 1    | 1     | 0             | 0    | 0    | 0     | 1                  | 4                     | 17           |
| 2:00 AM    | 0              | 2    | 0    | 2     | 0              | 2    | 0    | 2     | 4                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 4                     | 14           |
| 2:15 AM    | 0              | 0    | 1    | 1     | 0              | 2    | 0    | 2     | 3                  | 0             | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 4                     | 16           |
| 2:30 AM    | 0              | 2    | 0    | 2     | 0              | 1    | 1    | 2     | 4                  | 0             | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 5                     | 19           |
| 2:45 AM    | 0              | 0    | 1    | 1     | 0              | 0    | 0    | 0     | 1                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 18           |
| 3:00 AM    | 0              | 2    | 1    | 3     | 0              | 1    | 0    | 1     | 4                  | 1             | 0    | 0    | 1     | 0             | 1    | 0    | 1     | 2                  | 6                     | 25           |
| 3:15 AM    | 0              | 4    | 1    | 5     | 0              | 0    | 0    | 0     | 5                  | 0             | 1    | 0    | 1     | 0             | 1    | 0    | 1     | 2                  | 7                     | 28           |
| 3:30 AM    | 0              | 1    | 0    | 1     | 1              | 1    | 0    | 2     | 3                  | 0             | 0    | 1    | 1     | 0             | 0    | 0    | 0     | 1                  | 4                     | 27           |
| 3:45 AM    | 0              | 5    | 1    | 6     | 0              | 2    | 0    | 2     | 8                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 8                     | 33           |
| 4:00 AM    | 0              | 2    | 1    | 3     | 0              | 3    | 0    | 3     | 6                  | 0             | 0    | 1    | 1     | 1             | 1    | 0    | 2     | 3                  | 9                     | 33           |
| 4:15 AM    | 0              | 1    | 0    | 1     | 1              | 2    | 0    | 3     | 4                  | 0             | 0    | 1    | 1     | 0             | 1    | 0    | 1     | 2                  | 6                     | 37           |
| 4:30 AM    | 0              | 4    | 1    | 5     | 0              | 2    | 1    | 3     | 8                  | 0             | 0    | 1    | 1     | 0             | 1    | 0    | 1     | 2                  | 10                    | 44           |
| 4:45 AM    | 0              | 3    | 1    | 4     | 0              | 3    | 0    | 3     | 7                  | 1             | 0    | 0    | 1     | 0             | 0    | 0    | 0     | 1                  | 8                     | 66           |
| 5:00 AM    | 1              | 6    | 1    | 8     | 0              | 3    | 0    | 3     | 11                 | 0             | 0    | 0    | 0     | 0             | 2    | 0    | 2     | 2                  | 13                    | 105          |
| 5:15 AM    | 0              | 3    | 1    | 4     | 1              | 1    | 1    | 3     | 7                  | 1             | 2    | 1    | 4     | 1             | 1    | 0    | 2     | 6                  | 13                    | 151          |
| 5:30 AM    | 1              | 8    | 2    | 11    | 3              | 4    | 3    | 10    | 21                 | 1             | 3    | 1    | 5     | 0             | 5    | 1    | 6     | 11                 | 32                    | 184          |
| 5:45 AM    | 2              | 7    | 10   | 19    | 4              | 8    | 1    | 13    | 32                 | 2             | 4    | 1    | 7     | 2             | 4    | 2    | 8     | 15                 | 47                    | 217          |
| 6:00 AM    | 1              | 15   | 2    | 18    | 4              | 13   | 0    | 17    | 35                 | 6             | 10   | 3    | 19    | 3             | 1    | 1    | 5     | 24                 | 59                    | 282          |
| 6:15 AM    | 3              | 8    | 4    | 15    | 2              | 12   | 3    | 17    | 32                 | 1             | 4    | 2    | 7     | 0             | 4    | 3    | 7     | 14                 | 46                    | 338          |
| 6:30 AM    | 1              | 24   | 9    | 34    | 3              | 11   | 5    | 19    | 53                 | 4             | 2    | 0    | 6     | 2             | 3    | 1    | 6     | 12                 | 65                    | 497          |
| 6:45 AM    | 3              | 32   | 13   | 48    | 4              | 35   | 2    | 41    | 89                 | 7             | 4    | 2    | 13    | 3             | 5    | 2    | 10    | 23                 | 112                   | 649          |
| 7:00 AM    | 3              | 31   | 9    | 43    | 7              | 31   | 5    | 43    | 86                 | 9             | 2    | 2    | 13    | 2             | 10   | 4    | 16    | 29                 | 115                   | 716          |
| 7:15 AM    | 5              | 52   | 12   | 69    | 24             | 55   | 3    | 82    | 151                | 7             | 7    | 6    | 20    | 2             | 26   | 6    | 34    | 54                 | 205                   | 800          |
| 7:30 AM    | 2              | 63   | 15   | 80    | 15             | 40   | 9    | 64    | 144                | 10            | 25   | 9    | 44    | 3             | 20   | 6    | 29    | 73                 | 217                   | 757          |

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Vehicles (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Duane Street  |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|---------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right         | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| 7:45 AM    | 7              | 71   | 12   | 90    | 9              | 26   | 10   | 45    | 135                | 3             | 11   | 6    | 20    | 10            | 11   | 3    | 24    | 44                 | 179                   | 738          |
| 8:00 AM    | 7              | 53   | 14   | 74    | 8              | 31   | 11   | 50    | 124                | 12            | 14   | 5    | 31    | 18            | 19   | 7    | 44    | 75                 | 199                   | 760          |
| 8:15 AM    | 1              | 62   | 15   | 78    | 8              | 28   | 8    | 44    | 122                | 5             | 9    | 0    | 14    | 8             | 17   | 1    | 26    | 40                 | 162                   | 714          |
| 8:30 AM    | 3              | 79   | 13   | 95    | 12             | 29   | 2    | 43    | 138                | 4             | 14   | 4    | 22    | 9             | 24   | 5    | 38    | 60                 | 198                   | 693          |
| 8:45 AM    | 6              | 69   | 13   | 88    | 7              | 39   | 11   | 57    | 145                | 9             | 13   | 2    | 24    | 13            | 17   | 2    | 32    | 56                 | 201                   | 647          |
| 9:00 AM    | 3              | 62   | 21   | 86    | 9              | 19   | 4    | 32    | 118                | 4             | 9    | 3    | 16    | 8             | 8    | 3    | 19    | 35                 | 153                   | 585          |
| 9:15 AM    | 0              | 46   | 9    | 55    | 6              | 19   | 8    | 33    | 88                 | 3             | 13   | 3    | 19    | 13            | 12   | 9    | 34    | 53                 | 141                   | 585          |
| 9:30 AM    | 4              | 57   | 11   | 72    | 9              | 24   | 3    | 36    | 108                | 6             | 14   | 2    | 22    | 9             | 11   | 2    | 22    | 44                 | 152                   | 588          |
| 9:45 AM    | 5              | 44   | 7    | 56    | 6              | 25   | 10   | 41    | 97                 | 5             | 13   | 2    | 20    | 5             | 12   | 5    | 22    | 42                 | 139                   | 594          |
| 10:00 AM   | 4              | 57   | 16   | 77    | 7              | 28   | 5    | 40    | 117                | 7             | 7    | 4    | 18    | 3             | 10   | 5    | 18    | 36                 | 153                   | 639          |
| 10:15 AM   | 3              | 50   | 12   | 65    | 10             | 30   | 4    | 44    | 109                | 7             | 4    | 3    | 14    | 8             | 7    | 6    | 21    | 35                 | 144                   | 680          |
| 10:30 AM   | 3              | 46   | 11   | 60    | 5              | 35   | 10   | 50    | 110                | 8             | 5    | 4    | 17    | 9             | 17   | 5    | 31    | 48                 | 158                   | 717          |
| 10:45 AM   | 6              | 50   | 16   | 72    | 11             | 45   | 6    | 62    | 134                | 6             | 9    | 2    | 17    | 9             | 17   | 7    | 33    | 50                 | 184                   | 758          |
| 11:00 AM   | 5              | 68   | 11   | 84    | 11             | 32   | 6    | 49    | 133                | 9             | 16   | 5    | 30    | 7             | 17   | 7    | 31    | 61                 | 194                   | 757          |
| 11:15 AM   | 5              | 58   | 15   | 78    | 12             | 35   | 9    | 56    | 134                | 7             | 11   | 4    | 22    | 9             | 14   | 2    | 25    | 47                 | 181                   | 711          |
| 11:30 AM   | 7              | 72   | 14   | 93    | 4              | 52   | 7    | 63    | 156                | 6             | 7    | 6    | 19    | 7             | 14   | 3    | 24    | 43                 | 199                   | 720          |
| 11:45 AM   | 5              | 65   | 11   | 81    | 12             | 38   | 13   | 63    | 144                | 6             | 7    | 5    | 18    | 5             | 14   | 2    | 21    | 39                 | 183                   | 725          |
| 12:00 PM   | 4              | 50   | 9    | 63    | 8              | 30   | 9    | 47    | 110                | 5             | 7    | 4    | 16    | 10            | 6    | 6    | 22    | 38                 | 148                   | 737          |
| 12:15 PM   | 6              | 51   | 10   | 67    | 12             | 41   | 12   | 65    | 132                | 8             | 7    | 6    | 21    | 10            | 21   | 6    | 37    | 58                 | 190                   | 757          |
| 12:30 PM   | 6              | 66   | 12   | 84    | 8              | 52   | 9    | 69    | 153                | 7             | 8    | 3    | 18    | 13            | 13   | 7    | 33    | 51                 | 204                   | 727          |
| 12:45 PM   | 6              | 69   | 13   | 88    | 11             | 46   | 11   | 68    | 156                | 4             | 10   | 1    | 15    | 7             | 13   | 4    | 24    | 39                 | 195                   | 702          |
| 1:00 PM    | 0              | 47   | 14   | 61    | 12             | 42   | 5    | 59    | 120                | 6             | 18   | 4    | 28    | 5             | 9    | 6    | 20    | 48                 | 168                   | 661          |
| 1:15 PM    | 1              | 47   | 12   | 60    | 11             | 36   | 8    | 55    | 115                | 2             | 10   | 3    | 15    | 10            | 15   | 5    | 30    | 45                 | 160                   | 664          |
| 1:30 PM    | 8              | 53   | 14   | 75    | 13             | 31   | 6    | 50    | 125                | 10            | 9    | 5    | 24    | 7             | 17   | 6    | 30    | 54                 | 179                   | 668          |
| 1:45 PM    | 5              | 53   | 5    | 63    | 6              | 34   | 11   | 51    | 114                | 4             | 12   | 5    | 21    | 6             | 12   | 1    | 19    | 40                 | 154                   | 677          |
| 2:00 PM    | 6              | 58   | 9    | 73    | 10             | 40   | 4    | 54    | 127                | 9             | 8    | 2    | 19    | 6             | 15   | 4    | 25    | 44                 | 171                   | 706          |
| 2:15 PM    | 3              | 44   | 6    | 53    | 13             | 38   | 11   | 62    | 115                | 9             | 8    | 3    | 20    | 11            | 13   | 5    | 29    | 49                 | 164                   | 791          |
| 2:30 PM    | 5              | 60   | 8    | 73    | 13             | 41   | 4    | 58    | 131                | 7             | 14   | 2    | 23    | 5             | 19   | 10   | 34    | 57                 | 188                   | 832          |
| 2:45 PM    | 10             | 58   | 13   | 81    | 7              | 34   | 6    | 47    | 128                | 10            | 21   | 2    | 33    | 7             | 13   | 2    | 22    | 55                 | 183                   | 826          |
| 3:00 PM    | 6              | 83   | 24   | 113   | 8              | 49   | 10   | 67    | 180                | 3             | 20   | 5    | 28    | 13            | 31   | 4    | 48    | 76                 | 256                   | 796          |
| 3:15 PM    | 8              | 52   | 10   | 70    | 11             | 41   | 11   | 63    | 133                | 6             | 13   | 3    | 22    | 14            | 28   | 8    | 50    | 72                 | 205                   | 712          |

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Vehicles (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Duane Street  |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|---------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right         | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| 3:30 PM    | 5              | 67   | 9    | 81    | 5              | 38   | 8    | 51    | 132                | 4             | 13   | 4    | 21    | 10            | 16   | 3    | 29    | 50                 | 182                   | 688          |
| 3:45 PM    | 4              | 47   | 15   | 66    | 6              | 30   | 6    | 42    | 108                | 3             | 15   | 2    | 20    | 4             | 20   | 1    | 25    | 45                 | 153                   | 706          |
| 4:00 PM    | 5              | 60   | 15   | 80    | 4              | 29   | 8    | 41    | 121                | 3             | 15   | 5    | 23    | 10            | 12   | 6    | 28    | 51                 | 172                   | 754          |
| 4:15 PM    | 0              | 66   | 8    | 74    | 10             | 42   | 6    | 58    | 132                | 6             | 19   | 0    | 25    | 6             | 16   | 2    | 24    | 49                 | 181                   | 821          |
| 4:30 PM    | 4              | 69   | 19   | 92    | 10             | 32   | 10   | 52    | 144                | 4             | 18   | 4    | 26    | 12            | 14   | 4    | 30    | 56                 | 200                   | 858          |
| 4:45 PM    | 7              | 72   | 14   | 93    | 15             | 34   | 4    | 53    | 146                | 5             | 18   | 2    | 25    | 6             | 20   | 4    | 30    | 55                 | 201                   | 840          |
| 5:00 PM    | 6              | 99   | 15   | 120   | 5              | 43   | 5    | 53    | 173                | 10            | 17   | 6    | 33    | 4             | 24   | 5    | 33    | 66                 | 239                   | 853          |
| 5:15 PM    | 6              | 81   | 21   | 108   | 12             | 35   | 12   | 59    | 167                | 4             | 11   | 5    | 20    | 4             | 22   | 5    | 31    | 51                 | 218                   | 806          |
| 5:30 PM    | 6              | 57   | 5    | 68    | 11             | 43   | 5    | 59    | 127                | 7             | 8    | 6    | 21    | 8             | 23   | 3    | 34    | 55                 | 182                   | 807          |
| 5:45 PM    | 2              | 70   | 8    | 80    | 18             | 35   | 6    | 59    | 139                | 9             | 22   | 7    | 38    | 16            | 17   | 4    | 37    | 75                 | 214                   | 755          |
| 6:00 PM    | 6              | 66   | 8    | 80    | 12             | 42   | 7    | 61    | 141                | 5             | 7    | 6    | 18    | 9             | 18   | 6    | 33    | 51                 | 192                   | 736          |
| 6:15 PM    | 11             | 65   | 17   | 93    | 9              | 47   | 9    | 65    | 158                | 8             | 13   | 6    | 27    | 13            | 18   | 3    | 34    | 61                 | 219                   | 691          |
| 6:30 PM    | 5              | 46   | 12   | 63    | 8              | 30   | 5    | 43    | 106                | 2             | 5    | 4    | 11    | 4             | 8    | 1    | 13    | 24                 | 130                   | 605          |
| 6:45 PM    | 5              | 54   | 13   | 72    | 10             | 45   | 5    | 60    | 132                | 6             | 17   | 7    | 30    | 13            | 15   | 5    | 33    | 63                 | 195                   | 624          |
| 7:00 PM    | 2              | 46   | 8    | 56    | 10             | 31   | 4    | 45    | 101                | 4             | 9    | 2    | 15    | 9             | 20   | 2    | 31    | 46                 | 147                   | 549          |
| 7:15 PM    | 0              | 37   | 9    | 46    | 9              | 25   | 8    | 42    | 88                 | 4             | 9    | 3    | 16    | 9             | 14   | 6    | 29    | 45                 | 133                   | 488          |
| 7:30 PM    | 5              | 50   | 11   | 66    | 6              | 33   | 6    | 45    | 111                | 3             | 4    | 6    | 13    | 7             | 13   | 5    | 25    | 38                 | 149                   | 442          |
| 7:45 PM    | 6              | 38   | 9    | 53    | 8              | 30   | 6    | 44    | 97                 | 0             | 4    | 1    | 5     | 4             | 13   | 1    | 18    | 23                 | 120                   | 399          |
| 8:00 PM    | 3              | 30   | 5    | 38    | 5              | 27   | 5    | 37    | 75                 | 0             | 2    | 0    | 2     | 4             | 3    | 2    | 9     | 11                 | 86                    | 373          |
| 8:15 PM    | 1              | 32   | 2    | 35    | 5              | 20   | 3    | 28    | 63                 | 3             | 7    | 4    | 14    | 3             | 5    | 2    | 10    | 24                 | 87                    | 396          |
| 8:30 PM    | 3              | 37   | 10   | 50    | 3              | 24   | 4    | 31    | 81                 | 3             | 11   | 1    | 15    | 3             | 4    | 3    | 10    | 25                 | 106                   | 385          |
| 8:45 PM    | 3              | 32   | 7    | 42    | 0              | 25   | 6    | 31    | 73                 | 2             | 3    | 2    | 7     | 3             | 10   | 1    | 14    | 21                 | 94                    | 331          |
| 9:00 PM    | 1              | 38   | 11   | 50    | 4              | 24   | 5    | 33    | 83                 | 1             | 11   | 0    | 12    | 6             | 7    | 1    | 14    | 26                 | 109                   | 284          |
| 9:15 PM    | 1              | 23   | 2    | 26    | 4              | 19   | 2    | 25    | 51                 | 1             | 10   | 4    | 15    | 4             | 5    | 1    | 10    | 25                 | 76                    | 233          |
| 9:30 PM    | 0              | 16   | 1    | 17    | 5              | 18   | 2    | 25    | 42                 | 0             | 2    | 2    | 4     | 0             | 1    | 5    | 6     | 10                 | 52                    | 193          |
| 9:45 PM    | 1              | 13   | 4    | 18    | 5              | 13   | 2    | 20    | 38                 | 2             | 4    | 1    | 7     | 0             | 2    | 0    | 2     | 9                  | 47                    | 186          |
| 10:00 PM   | 2              | 28   | 4    | 34    | 4              | 11   | 1    | 16    | 50                 | 1             | 1    | 1    | 3     | 2             | 2    | 1    | 5     | 8                  | 58                    | 161          |
| 10:15 PM   | 0              | 12   | 0    | 12    | 1              | 10   | 1    | 12    | 24                 | 3             | 0    | 2    | 5     | 1             | 5    | 1    | 7     | 12                 | 36                    | 118          |
| 10:30 PM   | 0              | 13   | 4    | 17    | 1              | 12   | 3    | 16    | 33                 | 4             | 2    | 0    | 6     | 3             | 2    | 1    | 6     | 12                 | 45                    | 106          |
| 10:45 PM   | 0              | 7    | 0    | 7     | 0              | 10   | 1    | 11    | 18                 | 1             | 1    | 0    | 2     | 1             | 0    | 1    | 2     | 4                  | 22                    | 66           |
| 11:00 PM   | 0              | 5    | 2    | 7     | 1              | 1    | 2    | 4     | 11                 | 1             | 1    | 0    | 2     | 0             | 2    | 0    | 2     | 4                  | 15                    | 49           |

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Vehicles (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Duane Street  |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|---------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right         | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| 11:15 PM   | 0              | 7    | 0    | 7     | 1              | 7    | 3    | 11    | 18                 | 1             | 2    | 1    | 4     | 1             | 1    | 0    | 2     | 6                  | 24                    |              |
| 11:30 PM   | 0              | 2    | 0    | 2     | 0              | 2    | 0    | 2     | 4                  | 0             | 1    | 0    | 1     | 0             | 0    | 0    | 0     | 1                  | 5                     |              |
| 11:45 PM   | 1              | 2    | 0    | 3     | 0              | 1    | 1    | 2     | 5                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 5                     |              |
| TOTAL      | 273            | 3476 | 740  | 4489  | 567            | 2200 | 445  | 3212  | 7701               | 359           | 689  | 235  | 1283  | 473           | 907  | 260  | 1640  | 2923               | 10624                 |              |

**Morning Peak Hour**

|                | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach |      |      |       | West Approach |      |      |       | Both<br>Approaches | Intersection<br>Total |
|----------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|---------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|
|                | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right         | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |
| 7:15 AM        | 21             | 239  | 53   | 313   | 56             | 152  | 33   | 241   | 554                | 32            | 57   | 26   | 115   | 33            | 76   | 22   | 131   | 246                | 800                   |
| Percent Trucks | 4.8%           | 0.8% | 5.7% | 1.9%  | 3.6%           | 3.9% | 3.0% | 3.7%  | 2.7%               | 0.0%          | 0.0% | 7.7% | 1.7%  | 0.0%          | 0.0% | 0.0% | 0.0%  | 0.8%               | 2.1%                  |

Intersection Peak Hour Factor =

0.92

**Evening Peak Hour**

|                | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach |      |      |       | West Approach |      |      |       | Both<br>Approaches | Intersection<br>Total |
|----------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|---------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|
|                | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right         | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |
| 4:30 PM        | 23             | 321  | 69   | 413   | 42             | 144  | 31   | 217   | 630                | 23            | 64   | 17   | 104   | 26            | 80   | 18   | 124   | 228                | 858                   |
| Percent Trucks | 0.0%           | 1.2% | 0.0% | 1.0%  | 0.0%           | 0.0% | 0.0% | 0.0%  | 0.6%               | 0.0%          | 0.0% | 0.0% | 0.0%  | 0.0%          | 1.3% | 0.0% | 0.8%  | 0.4%               | 0.6%                  |

Intersection Peak Hour Factor =

0.90

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Trucks (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Duane Street  |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|---------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right         | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| 12:00 AM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 12:15 AM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 12:30 AM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 12:45 AM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 1:00 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 1:15 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 1:30 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 1:45 AM    | 0              | 0    | 0    | 0     | 0              | 1    | 0    | 1     | 1                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 2            |
| 2:00 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 2:15 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 2            |
| 2:30 AM    | 0              | 0    | 0    | 0     | 0              | 1    | 0    | 1     | 1                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 2            |
| 2:45 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 3:00 AM    | 0              | 0    | 0    | 0     | 0              | 1    | 0    | 1     | 1                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 2            |
| 3:15 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 2            |
| 3:30 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 4            |
| 3:45 AM    | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 4            |
| 4:00 AM    | 0              | 0    | 0    | 0     | 0              | 1    | 0    | 1     | 1                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 4            |
| 4:15 AM    | 0              | 1    | 0    | 1     | 1              | 0    | 0    | 1     | 2                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 3            |
| 4:30 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 4:45 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 1             | 0    | 0    | 1     | 0             | 0    | 0    | 0     | 1                  | 1                     | 3            |
| 5:00 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 4            |
| 5:15 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 8            |
| 5:30 AM    | 1              | 1    | 0    | 2     | 0              | 0    | 0    | 0     | 2                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 9            |
| 5:45 AM    | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0             | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 2                     | 10           |
| 6:00 AM    | 1              | 2    | 0    | 3     | 0              | 0    | 0    | 0     | 3                  | 0             | 1    | 0    | 1     | 0             | 0    | 0    | 0     | 1                  | 4                     | 10           |
| 6:15 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 1                     | 12           |
| 6:30 AM    | 0              | 2    | 0    | 2     | 0              | 0    | 0    | 0     | 2                  | 0             | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 3                     | 15           |
| 6:45 AM    | 0              | 1    | 0    | 1     | 1              | 0    | 0    | 1     | 2                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 16           |
| 7:00 AM    | 0              | 0    | 1    | 1     | 1              | 1    | 1    | 3     | 4                  | 2             | 0    | 0    | 2     | 0             | 0    | 0    | 0     | 2                  | 6                     | 17           |
| 7:15 AM    | 0              | 0    | 2    | 2     | 0              | 2    | 0    | 2     | 4                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 4                     | 17           |
| 7:30 AM    | 0              | 1    | 1    | 2     | 1              | 0    | 0    | 1     | 3                  | 0             | 0    | 1    | 1     | 0             | 0    | 0    | 0     | 1                  | 4                     | 26           |
| 7:45 AM    | 0              | 0    | 0    | 0     | 1              | 2    | 0    | 3     | 3                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 3                     | 32           |

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Trucks (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Duane Street  |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|---------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right         | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| 8:00 AM    | 1              | 1    | 0    | 2     | 0              | 2    | 1    | 3     | 5                  | 0             | 0    | 1    | 1     | 0             | 0    | 0    | 0     | 1                  | 6                     | 29           |
| 8:15 AM    | 0              | 6    | 0    | 6     | 0              | 3    | 1    | 4     | 10                 | 3             | 0    | 0    | 3     | 0             | 0    | 0    | 0     | 3                  | 13                    | 30           |
| 8:30 AM    | 0              | 6    | 0    | 6     | 2              | 1    | 0    | 3     | 9                  | 0             | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 10                    | 19           |
| 8:45 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 10           |
| 9:00 AM    | 0              | 1    | 4    | 5     | 1              | 1    | 0    | 2     | 7                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 7                     | 14           |
| 9:15 AM    | 0              | 0    | 0    | 0     | 1              | 0    | 0    | 1     | 1                  | 0             | 0    | 1    | 1     | 0             | 0    | 0    | 0     | 1                  | 2                     | 12           |
| 9:30 AM    | 0              | 0    | 0    | 0     | 0              | 1    | 0    | 1     | 1                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 13           |
| 9:45 AM    | 1              | 2    | 0    | 3     | 0              | 0    | 0    | 0     | 3                  | 0             | 1    | 0    | 1     | 0             | 0    | 0    | 0     | 1                  | 4                     | 19           |
| 10:00 AM   | 1              | 0    | 0    | 1     | 1              | 2    | 0    | 3     | 4                  | 0             | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 5                     | 23           |
| 10:15 AM   | 0              | 1    | 0    | 1     | 1              | 0    | 0    | 1     | 2                  | 0             | 0    | 0    | 0     | 0             | 0    | 1    | 1     | 1                  | 3                     | 27           |
| 10:30 AM   | 0              | 4    | 0    | 4     | 0              | 1    | 0    | 1     | 5                  | 0             | 1    | 0    | 1     | 0             | 1    | 0    | 1     | 2                  | 7                     | 29           |
| 10:45 AM   | 1              | 1    | 1    | 3     | 0              | 2    | 1    | 3     | 6                  | 1             | 0    | 0    | 1     | 1             | 0    | 0    | 1     | 2                  | 8                     | 30           |
| 11:00 AM   | 0              | 4    | 2    | 6     | 0              | 1    | 0    | 1     | 7                  | 0             | 0    | 0    | 0     | 0             | 2    | 0    | 2     | 2                  | 9                     | 25           |
| 11:15 AM   | 0              | 3    | 0    | 3     | 1              | 0    | 0    | 1     | 4                  | 0             | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 5                     | 22           |
| 11:30 AM   | 0              | 5    | 0    | 5     | 1              | 1    | 0    | 2     | 7                  | 0             | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 8                     | 22           |
| 11:45 AM   | 0              | 2    | 0    | 2     | 0              | 0    | 0    | 0     | 2                  | 0             | 1    | 0    | 1     | 0             | 0    | 0    | 0     | 1                  | 3                     | 17           |
| 12:00 PM   | 0              | 5    | 0    | 5     | 0              | 0    | 0    | 0     | 5                  | 0             | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 6                     | 18           |
| 12:15 PM   | 0              | 1    | 0    | 1     | 0              | 1    | 1    | 2     | 3                  | 0             | 0    | 1    | 1     | 0             | 1    | 0    | 1     | 2                  | 5                     | 17           |
| 12:30 PM   | 0              | 2    | 0    | 2     | 0              | 0    | 1    | 1     | 3                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 3                     | 14           |
| 12:45 PM   | 0              | 1    | 1    | 2     | 1              | 0    | 0    | 1     | 3                  | 1             | 0    | 0    | 1     | 0             | 0    | 0    | 0     | 1                  | 4                     | 13           |
| 1:00 PM    | 0              | 2    | 0    | 2     | 0              | 1    | 0    | 1     | 3                  | 1             | 1    | 0    | 2     | 0             | 0    | 0    | 0     | 2                  | 5                     | 12           |
| 1:15 PM    | 0              | 1    | 0    | 1     | 0              | 1    | 0    | 1     | 2                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 15           |
| 1:30 PM    | 2              | 0    | 0    | 2     | 0              | 0    | 0    | 0     | 2                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 19           |
| 1:45 PM    | 0              | 1    | 0    | 1     | 0              | 1    | 0    | 1     | 2                  | 0             | 1    | 0    | 1     | 0             | 0    | 0    | 0     | 1                  | 3                     | 20           |
| 2:00 PM    | 0              | 6    | 0    | 6     | 0              | 1    | 0    | 1     | 7                  | 0             | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 8                     | 18           |
| 2:15 PM    | 0              | 2    | 0    | 2     | 0              | 1    | 0    | 1     | 3                  | 0             | 1    | 0    | 1     | 0             | 1    | 1    | 2     | 3                  | 6                     | 15           |
| 2:30 PM    | 0              | 1    | 0    | 1     | 0              | 1    | 0    | 1     | 2                  | 0             | 0    | 0    | 0     | 0             | 0    | 1    | 1     | 1                  | 3                     | 13           |
| 2:45 PM    | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 16           |
| 3:00 PM    | 0              | 2    | 0    | 2     | 0              | 1    | 2    | 3     | 5                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 5                     | 17           |
| 3:15 PM    | 0              | 1    | 1    | 2     | 2              | 0    | 0    | 2     | 4                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 4                     | 19           |
| 3:30 PM    | 0              | 1    | 0    | 1     | 1              | 1    | 1    | 3     | 4                  | 0             | 0    | 0    | 0     | 0             | 2    | 0    | 2     | 2                  | 6                     | 16           |
| 3:45 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 1    | 1     | 1                  | 0             | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 2                     | 14           |

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Trucks (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Duane Street  |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|---------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right         | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| 4:00 PM    | 0              | 1    | 0    | 1     | 0              | 3    | 1    | 4     | 5                  | 0             | 1    | 0    | 1     | 1             | 0    | 0    | 1     | 2                  | 7                     | 13           |
| 4:15 PM    | 0              | 0    | 0    | 0     | 0              | 1    | 0    | 1     | 1                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 6            |
| 4:30 PM    | 0              | 4    | 0    | 4     | 0              | 0    | 0    | 0     | 4                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 4                     | 5            |
| 4:45 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 1                     | 1            |
| 5:00 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 5:15 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 5:30 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 5:45 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 6:00 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 6:15 PM    | 0              | 0    | 1    | 1     | 0              | 0    | 0    | 0     | 1                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 3            |
| 6:30 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 2            |
| 6:45 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 2            |
| 7:00 PM    | 1              | 1    | 0    | 2     | 0              | 0    | 0    | 0     | 2                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 2            |
| 7:15 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 7:30 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 7:45 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 8:00 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 8:15 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 8:30 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 2            |
| 8:45 PM    | 1              | 0    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 2            |
| 9:00 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 9:15 PM    | 0              | 0    | 0    | 0     | 0              | 1    | 0    | 1     | 1                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 1            |
| 9:30 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 9:45 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 10:00 PM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 10:15 PM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 10:30 PM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 2            |
| 10:45 PM   | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 2            |
| 11:00 PM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 11:15 PM   | 0              | 0    | 0    | 0     | 0              | 1    | 0    | 1     | 1                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     |              |
| 11:30 PM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     |              |
| 11:45 PM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     |              |

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Trucks (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Duane Street  |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|---------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right         | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| TOTAL      | 10             | 80   | 14   | 104   | 17             | 39   | 11   | 67    | 171                | 9             | 8    | 4    | 21    | 7             | 13   | 3    | 23    | 44                 | 215                   |              |

**Morning Peak Hour**

|         | North Approach |      |      |       | South Approach |      |      |       | Both       | East Approach |      |      |       | West Approach |      |      |       | Both       | Intersection |
|---------|----------------|------|------|-------|----------------|------|------|-------|------------|---------------|------|------|-------|---------------|------|------|-------|------------|--------------|
|         | Right          | Thru | Left | Total | Right          | Thru | Left | Total | Approaches | Right         | Thru | Left | Total | Right         | Thru | Left | Total | Approaches | Total        |
| 7:15 AM | 1              | 2    | 3    | 6     | 2              | 6    | 1    | 9     | 15         | 0             | 0    | 2    | 2     | 0             | 0    | 0    | 0     | 2          | 17           |

**Evening Peak Hour**

|         | North Approach |      |      |       | South Approach |      |      |       | Both       | East Approach |      |      |       | West Approach |      |      |       | Both       | Intersection |
|---------|----------------|------|------|-------|----------------|------|------|-------|------------|---------------|------|------|-------|---------------|------|------|-------|------------|--------------|
|         | Right          | Thru | Left | Total | Right          | Thru | Left | Total | Approaches | Right         | Thru | Left | Total | Right         | Thru | Left | Total | Approaches | Total        |
| 4:30 PM | 0              | 4    | 0    | 4     | 0              | 0    | 0    | 0     | 4          | 0             | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1          | 5            |



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## Transportation

## Civil

## Construction

## Environmental

## Water Resources

## Structural

## Appraisal

# Technical Memorandum

**Date:** April 30, 2019  
**To:** Rich Daubert  
Village Engineer  
Village of Glen Ellyn  
**From:** James R. Woods, P.E., PTOE  
Anmol Shrivastava, P.E.  
Civiltech Engineering, Inc.  
**Re:** Main Street and Crescent Boulevard  
Southbound Right Turn Lane Reduction Traffic Study

At the Village's request, Civiltech has performed a brief study to analyze the feasibility of removing the exclusive southbound right turn lane at the intersection of Main Street/Crescent Avenue. The proposed lane configuration on the north leg of Main Street is a shared through/right lane and a left turn lane. This lane consolidation would allow for the provision of two additional on-street parking spaces on the west side of Main Street and would allow the sidewalk widening proposed as part of the streetscape project to extend south to Crescent Boulevard.

In order to evaluate traffic operation under existing and future scenarios, intersection capacity analyses were completed using Synchro, which is a macroscopic software model that estimates the Level of Service (LOS) and average delay per vehicle.

The ability of an intersection to accommodate traffic flow is expressed in terms of Level-of-Service (LOS), which is assigned a letter grade from A to F based on the average control delay experienced by vehicles passing through the intersection. Control delay is that portion of the total delay attributed to the stop sign control operation, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Level-of-Service A is the highest grade (best traffic flow and least delay), Level-of-Service E represents saturated or at-capacity conditions, and Level-of-Service F is the lowest grade (oversaturated conditions, extensive delays).

## I. Existing and Proposed Intersection Configurations

Main Street and Crescent Boulevard is a stop-controlled intersection. The north leg of Main Street is a two-lane one-way street (southbound) with on-street parallel parking on the west side and on-street diagonal parking on the east side. There are currently exclusive left, through, and right turn lanes (with 100 feet of storage) on the north leg of the intersection. The east leg is a single lane one-way street (eastbound) with on-street parallel parking on the south side and diagonal parking on the north side. The south leg is a single lane two-way street with no on-street parking. The west leg is a single lane two-way street. There are exclusive right and through lanes on the west leg of the intersection.

The proposed revised lane configuration involves consolidating the southbound right turn and through lanes into a shared right-through lane. In place of the right turn lane, two additional parallel parking spaces may be provided and the sidewalk widening, which is anticipated as part of the upcoming streetscape project, can be extended south to Crescent Boulevard.

## II. Existing Traffic Conditions

In order to quantify current traffic conditions in the vicinity of the site, 24-hour traffic counts were conducted using Miovision Video Collection Units (VCUs) at the intersection of Main Street and Crescent Boulevard. The traffic counts were conducted on Tuesday, March 19. The traffic counts show that the weekday morning peak hour of traffic occurs from 7:15 to 8:15 a.m. and the weekday evening peak hour of traffic occurs from 4:30 to 5:30 p.m. **Exhibit 1** illustrates the existing peak hour traffic volumes while detailed traffic count data is contained in **Appendix A**. It should be noted that the southbound right turn volume is low, only consisting of 5.5% of the total traffic volume on the north leg.

## III. Synchro Analysis

Synchro analysis for the morning and evening peak hours were conducted under the following conditions:

1. Existing Geometry
2. Proposed Geometry

The two conditions are discussed below.

### Existing Geometry

The Synchro analysis indicates that the intersection of Main Street and Crescent Boulevard is operating well with minimal delay and queuing during the weekday morning and evening peak hours. The results of the analysis are summarized in **Table 1** below:

**Table 1: Capacity Analysis Results –Existing Geometry**

| Intersection                       | Weekday AM Peak |             |                                         | Weekday PM Peak |             |                                         |
|------------------------------------|-----------------|-------------|-----------------------------------------|-----------------|-------------|-----------------------------------------|
|                                    | LOS             | Delay (sec) | 95 <sup>th</sup> Percentile Queue (veh) | LOS             | Delay (sec) | 95 <sup>th</sup> Percentile Queue (veh) |
| Main Street and Crescent Boulevard |                 |             |                                         |                 |             |                                         |
| <i>Overall</i>                     | B               | 11.1        | -                                       | B               | 12.1        | -                                       |
| <i>Eastbound Approach</i>          | B               | 10.5        | 0.8                                     | B               | 10.1        | 0.6                                     |
| <i>Westbound Approach</i>          | -               | -           | -                                       | -               | -           | -                                       |
| <i>Northbound Approach</i>         | B               | 10.2        | 1.1                                     | B               | 10.8        | 1.3                                     |
| <i>Southbound Approach</i>         | B               | 11.6        | 2.4                                     | B               | 13.2        | 3.5                                     |

The Levels of Service are well within an acceptable range for all movements. The detailed existing conditions results are contained in **Appendix B**.

#### Proposed Geometry

A Synchro analysis conducted with the proposed lane configuration indicates that the intersection of Main Street and Crescent Boulevard will continue to operate well under the proposed configuration with minimal delay and queuing during the weekday morning and evening peak hours. The results from the Synchro analysis are highlighted in **Table 2** below:

**Table 2: Capacity Analysis Results –Proposed Geometry**

| Intersection                       | Weekday AM Peak |             |                                         | Weekday PM Peak |             |                                         |
|------------------------------------|-----------------|-------------|-----------------------------------------|-----------------|-------------|-----------------------------------------|
|                                    | LOS             | Delay (sec) | 95 <sup>th</sup> Percentile Queue (veh) | LOS             | Delay (sec) | 95 <sup>th</sup> Percentile Queue (veh) |
| Main Street and Crescent Boulevard |                 |             |                                         |                 |             |                                         |
| <i>Overall</i>                     | B               | 11.0        | -                                       | B               | 12.2        | -                                       |
| <i>Eastbound Approach</i>          | B               | 10.2        | 0.8                                     | A               | 9.7         | 0.4                                     |
| <i>Westbound Approach</i>          | -               | -           | -                                       | -               | -           | -                                       |
| <i>Northbound Approach</i>         | A               | 9.6         | 1.0                                     | B               | 10.1        | 1.2                                     |
| <i>Southbound Approach</i>         | B               | 11.7        | 2.6                                     | B               | 13.7        | 3.8                                     |

The Levels of Service are projected to be virtually unaffected by the removal of the right turn lane and would continue to remain well within an acceptable range for all movements. Additionally, the 95<sup>th</sup> percentile queue for the southbound lane is around three vehicles for both the a.m. and p.m. peak hours, which is well within an acceptable range for a stop-controlled intersection. The detailed proposed conditions results are contained in **Appendix C**.

#### **IV. Trains During Peak Hours**

When the railroad gates are down, extensive queuing occurs on north leg of Main. Because the Synchro analyses do not account for blockages caused by the railroad crossing, Civiltech conducted field

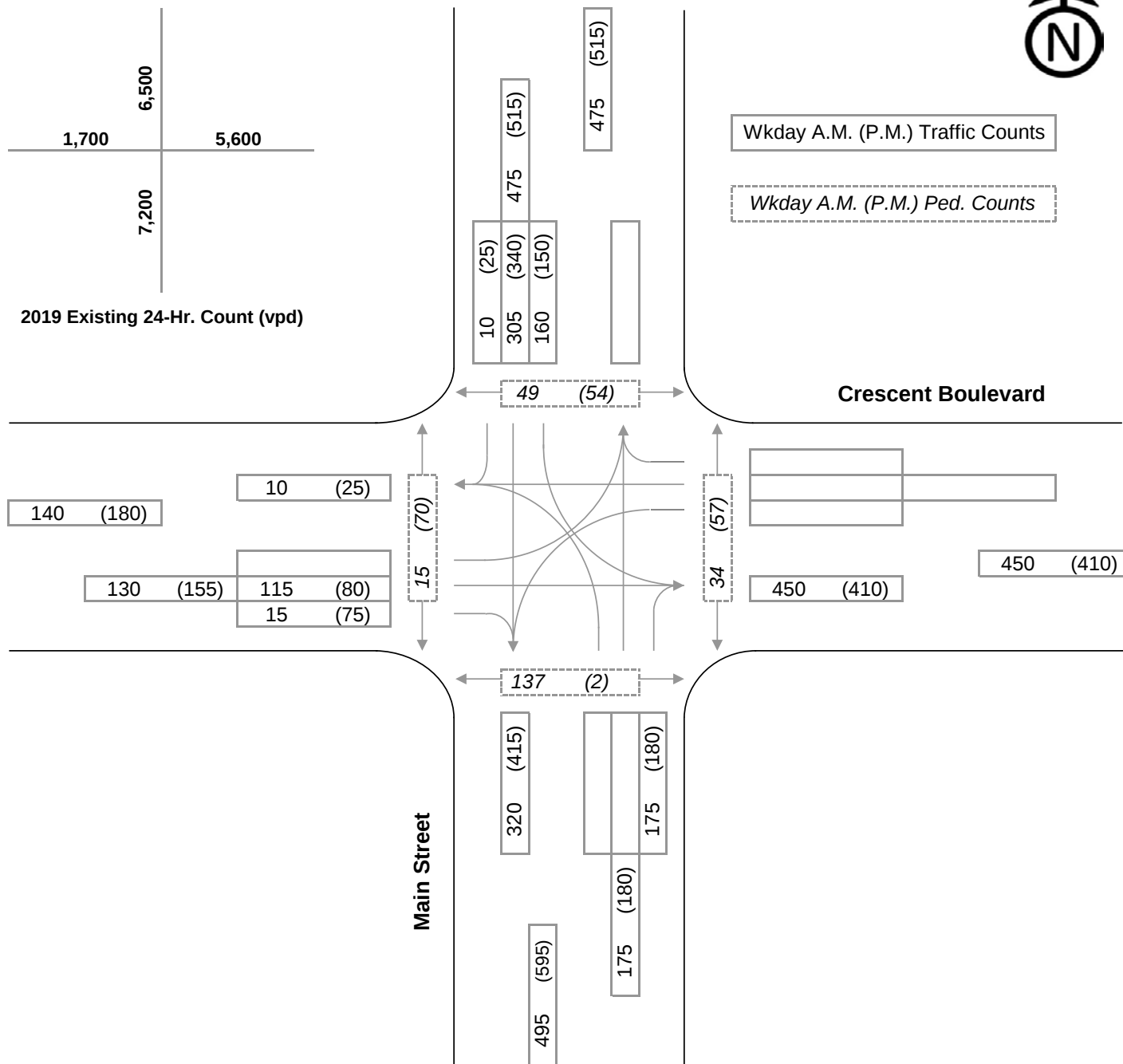
observations to determine how the right turn lane operates during these periods. Because this lane is only 100 feet long, once four southbound through vehicles stop in the through lane, motorists desiring to turn right are blocked from entering the right turn lane. Because the ratio of right-turning to through vehicles is so low, there are few instances where a car turning right is able to enter the right turn lane before being blocked by the queue in the through lane. Therefore, when the gates are down, the number of right-turning cars that would be negatively affected by the removal of the exclusive right turn lane is very low.

Once the gates go up and traffic starts to move, the right turn lane provides space for drivers turning west to wait without blocking through traffic while commuters cross the west leg crosswalk. If the right turn lane is removed, there could be more frequent occurrences where through traffic is stopped behind right-turning vehicles waiting for pedestrians. However, because the southbound right turn volume is so low, we believe that this condition is manageable.

## **V. Recommendations and Conclusions**

Based on the results of the capacity analyses as well as our field observations, Civiltech recommends reconfiguring the north leg of Main Street at Crescent Boulevard to consolidate the separate right turn and through lanes into a single shared through/right lane. The delay and queue lengths would only increase minimally during the morning and evening peak hours but two additional parallel parking spaces could be provided on the west side of the street. Additionally, removal of the right turn lane would allow the proposed one-foot sidewalk widening that is anticipated as part of the streetscape to extend south to Crescent Boulevard. Finally, reducing the north approach from three to two lanes will likely improve safety, particularly for pedestrians crossing the north leg, as they would only have to traverse two lines of cars instead of three.

A bump-out does not appear to be feasible extending into Main Street from the northwest corner due to turning vehicle requirements. Therefore, the distance between the west edge of pavement and lane line, will be approximately 18 feet. The proposed design provides for a de-facto right turn storage pocket that will provide sufficient space for cars turning right to shift to the west and out of the way of through traffic while waiting for pedestrians to clear the west crosswalk. Maintaining the right turn storage area will be particularly advantageous during the evening rush hour by continuing to allow train-related north leg queues to clear while high volumes of commuters cross the west leg of Crescent Boulevard.



**Vehicle Traffic Peak Hours:**

7:15 A.M. to 8:15 A.M.

4:30 P.M. to 5:30 P.M.

**Count Date(s):**

Tuesday, 3/19/2019

Village of Glen Ellyn

CBD Streetscape and Utility Improvements

**2019 Existing Peak Hour Traffic**

Main Street and Crescent Boulevard



Prepared: 3/29/2019

File: PHD Main and Crescent.xlsx

# Appendix A

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Vehicles (1-hour intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Crescent Boulevard |      |      |       |               |      |      |       |                    | Intersection<br>Total |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|--------------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach      |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right              | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |
| 12:00 AM   | 0              | 13   | 4    | 17    | 8              | 0    | 0    | 8     | 25                 | 0                  | 1    | 0    | 1     | 1             | 0    | 0    | 1     | 2                  | 27                    |
| 1:00 AM    | 0              | 5    | 2    | 7     | 3              | 0    | 1    | 4     | 11                 | 0                  | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 12                    |
| 2:00 AM    | 0              | 6    | 2    | 8     | 4              | 0    | 0    | 4     | 12                 | 0                  | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 13                    |
| 3:00 AM    | 0              | 12   | 5    | 17    | 2              | 2    | 1    | 5     | 22                 | 0                  | 0    | 0    | 0     | 2             | 4    | 0    | 6     | 6                  | 28                    |
| 4:00 AM    | 1              | 12   | 3    | 16    | 10             | 0    | 0    | 10    | 26                 | 1                  | 0    | 0    | 1     | 1             | 1    | 0    | 2     | 3                  | 29                    |
| 5:00 AM    | 0              | 40   | 40   | 80    | 20             | 0    | 0    | 20    | 100                | 2                  | 0    | 0    | 2     | 4             | 20   | 1    | 25    | 27                 | 127                   |
| 6:00 AM    | 5              | 114  | 98   | 217   | 82             | 0    | 0    | 82    | 299                | 0                  | 0    | 0    | 0     | 5             | 40   | 0    | 45    | 45                 | 344                   |
| 7:00 AM    | 9              | 277  | 163  | 449   | 163            | 0    | 0    | 163   | 612                | 0                  | 0    | 0    | 0     | 13            | 106  | 0    | 119   | 119                | 731                   |
| 8:00 AM    | 9              | 315  | 133  | 457   | 153            | 0    | 0    | 153   | 610                | 0                  | 0    | 0    | 0     | 23            | 91   | 0    | 114   | 114                | 724                   |
| 9:00 AM    | 8              | 256  | 109  | 373   | 116            | 0    | 0    | 116   | 489                | 0                  | 0    | 0    | 0     | 19            | 54   | 0    | 73    | 73                 | 562                   |
| 10:00 AM   | 16             | 259  | 105  | 380   | 182            | 0    | 0    | 182   | 562                | 0                  | 0    | 0    | 0     | 22            | 51   | 0    | 73    | 73                 | 635                   |
| 11:00 AM   | 30             | 323  | 132  | 485   | 186            | 0    | 0    | 186   | 671                | 0                  | 0    | 0    | 0     | 20            | 43   | 0    | 63    | 63                 | 734                   |
| 12:00 PM   | 26             | 290  | 152  | 468   | 211            | 0    | 0    | 211   | 679                | 0                  | 0    | 0    | 0     | 29            | 52   | 0    | 81    | 81                 | 760                   |
| 1:00 PM    | 42             | 232  | 153  | 427   | 174            | 0    | 0    | 174   | 601                | 0                  | 0    | 0    | 0     | 34            | 41   | 0    | 75    | 75                 | 676                   |
| 2:00 PM    | 39             | 257  | 141  | 437   | 207            | 0    | 0    | 207   | 644                | 0                  | 0    | 0    | 0     | 28            | 55   | 0    | 83    | 83                 | 727                   |
| 3:00 PM    | 38             | 299  | 164  | 501   | 187            | 0    | 1    | 188   | 689                | 0                  | 0    | 0    | 0     | 39            | 46   | 0    | 85    | 85                 | 774                   |
| 4:00 PM    | 34             | 290  | 153  | 477   | 164            | 0    | 0    | 164   | 641                | 0                  | 0    | 0    | 0     | 51            | 67   | 0    | 118   | 118                | 759                   |
| 5:00 PM    | 25             | 310  | 144  | 479   | 185            | 0    | 0    | 185   | 664                | 0                  | 0    | 0    | 0     | 67            | 83   | 0    | 150   | 150                | 814                   |
| 6:00 PM    | 21             | 263  | 135  | 419   | 174            | 0    | 0    | 174   | 593                | 0                  | 0    | 0    | 0     | 49            | 59   | 0    | 108   | 108                | 701                   |
| 7:00 PM    | 22             | 196  | 85   | 303   | 137            | 0    | 0    | 137   | 440                | 0                  | 0    | 0    | 0     | 23            | 57   | 0    | 80    | 80                 | 520                   |
| 8:00 PM    | 11             | 149  | 61   | 221   | 112            | 0    | 0    | 112   | 333                | 0                  | 0    | 0    | 0     | 12            | 22   | 0    | 34    | 34                 | 367                   |
| 9:00 PM    | 9              | 103  | 38   | 150   | 83             | 0    | 0    | 83    | 233                | 0                  | 0    | 0    | 0     | 9             | 16   | 0    | 25    | 25                 | 258                   |
| 10:00 PM   | 7              | 67   | 18   | 92    | 59             | 0    | 0    | 59    | 151                | 0                  | 0    | 0    | 0     | 1             | 7    | 0    | 8     | 8                  | 159                   |
| 11:00 PM   | 0              | 19   | 7    | 26    | 12             | 0    | 0    | 12    | 38                 | 0                  | 0    | 0    | 0     | 1             | 2    | 0    | 3     | 3                  | 41                    |
| TOTAL      | 352            | 4107 | 2047 | 6506  | 2634           | 2    | 3    | 2639  | 9145               | 3                  | 1    | 0    | 4     | 454           | 918  | 1    | 1373  | 1377               | 10522                 |

**24-Hour Vehicle Traffic Count**

North Leg 6,500  
South Leg 7,200  
East Leg 5,600  
West Leg 1,700

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Vehicles (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Crescent Boulevard |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|--------------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach      |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right              | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| 12:00 AM   | 0              | 5    | 2    | 7     | 3              | 0    | 0    | 3     | 10                 | 0                  | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 11                    | 27           |
| 12:15 AM   | 0              | 3    | 1    | 4     | 2              | 0    | 0    | 2     | 6                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 6                     | 22           |
| 12:30 AM   | 0              | 4    | 1    | 5     | 1              | 0    | 0    | 1     | 6                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 6                     | 19           |
| 12:45 AM   | 0              | 1    | 0    | 1     | 2              | 0    | 0    | 2     | 3                  | 0                  | 1    | 0    | 1     | 0             | 0    | 0    | 0     | 1                  | 4                     | 15           |
| 1:00 AM    | 0              | 2    | 2    | 4     | 1              | 0    | 0    | 1     | 5                  | 0                  | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 6                     | 12           |
| 1:15 AM    | 0              | 2    | 0    | 2     | 0              | 0    | 1    | 1     | 3                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 3                     | 12           |
| 1:30 AM    | 0              | 1    | 0    | 1     | 1              | 0    | 0    | 1     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 11           |
| 1:45 AM    | 0              | 0    | 0    | 0     | 1              | 0    | 0    | 1     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 12           |
| 2:00 AM    | 0              | 2    | 1    | 3     | 2              | 0    | 0    | 2     | 5                  | 0                  | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 6                     | 13           |
| 2:15 AM    | 0              | 1    | 0    | 1     | 1              | 0    | 0    | 1     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 15           |
| 2:30 AM    | 0              | 2    | 0    | 2     | 1              | 0    | 0    | 1     | 3                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 3                     | 20           |
| 2:45 AM    | 0              | 1    | 1    | 2     | 0              | 0    | 0    | 0     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 20           |
| 3:00 AM    | 0              | 2    | 1    | 3     | 1              | 1    | 0    | 2     | 5                  | 0                  | 0    | 0    | 0     | 2             | 1    | 0    | 3     | 3                  | 8                     | 28           |
| 3:15 AM    | 0              | 4    | 0    | 4     | 0              | 0    | 0    | 0     | 4                  | 0                  | 0    | 0    | 0     | 0             | 3    | 0    | 3     | 3                  | 7                     | 26           |
| 3:30 AM    | 0              | 1    | 1    | 2     | 1              | 0    | 0    | 1     | 3                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 3                     | 25           |
| 3:45 AM    | 0              | 5    | 3    | 8     | 0              | 1    | 1    | 2     | 10                 | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 10                    | 29           |
| 4:00 AM    | 0              | 3    | 0    | 3     | 2              | 0    | 0    | 2     | 5                  | 1                  | 0    | 0    | 1     | 0             | 0    | 0    | 0     | 1                  | 6                     | 29           |
| 4:15 AM    | 0              | 2    | 2    | 4     | 2              | 0    | 0    | 2     | 6                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 6                     | 46           |
| 4:30 AM    | 1              | 3    | 0    | 4     | 2              | 0    | 0    | 2     | 6                  | 0                  | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 7                     | 63           |
| 4:45 AM    | 0              | 4    | 1    | 5     | 4              | 0    | 0    | 4     | 9                  | 0                  | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 10                    | 84           |
| 5:00 AM    | 0              | 7    | 7    | 14    | 3              | 0    | 0    | 3     | 17                 | 2                  | 0    | 0    | 2     | 1             | 3    | 0    | 4     | 6                  | 23                    | 127          |
| 5:15 AM    | 0              | 5    | 12   | 17    | 2              | 0    | 0    | 2     | 19                 | 0                  | 0    | 0    | 0     | 1             | 3    | 0    | 4     | 4                  | 23                    | 163          |
| 5:30 AM    | 0              | 10   | 9    | 19    | 4              | 0    | 0    | 4     | 23                 | 0                  | 0    | 0    | 0     | 1             | 3    | 1    | 5     | 5                  | 28                    | 199          |
| 5:45 AM    | 0              | 18   | 12   | 30    | 11             | 0    | 0    | 11    | 41                 | 0                  | 0    | 0    | 0     | 1             | 11   | 0    | 12    | 12                 | 53                    | 247          |
| 6:00 AM    | 0              | 20   | 16   | 36    | 17             | 0    | 0    | 17    | 53                 | 0                  | 0    | 0    | 0     | 0             | 6    | 0    | 6     | 6                  | 59                    | 344          |
| 6:15 AM    | 0              | 13   | 22   | 35    | 15             | 0    | 0    | 15    | 50                 | 0                  | 0    | 0    | 0     | 2             | 7    | 0    | 9     | 9                  | 59                    | 434          |
| 6:30 AM    | 1              | 34   | 16   | 51    | 16             | 0    | 0    | 16    | 67                 | 0                  | 0    | 0    | 0     | 0             | 9    | 0    | 9     | 9                  | 76                    | 581          |
| 6:45 AM    | 4              | 47   | 44   | 95    | 34             | 0    | 0    | 34    | 129                | 0                  | 0    | 0    | 0     | 3             | 18   | 0    | 21    | 21                 | 150                   | 707          |
| 7:00 AM    | 2              | 42   | 48   | 92    | 29             | 0    | 0    | 29    | 121                | 0                  | 0    | 0    | 0     | 4             | 24   | 0    | 28    | 28                 | 149                   | 731          |
| 7:15 AM    | 4              | 72   | 36   | 112   | 62             | 0    | 0    | 62    | 174                | 0                  | 0    | 0    | 0     | 0             | 32   | 0    | 32    | 32                 | 206                   | 775          |
| 7:30 AM    | 1              | 75   | 48   | 124   | 41             | 0    | 0    | 41    | 165                | 0                  | 0    | 0    | 0     | 5             | 32   | 0    | 37    | 37                 | 202                   | 744          |

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Vehicles (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Crescent Boulevard |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|--------------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach      |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right              | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| 7:45 AM    | 2              | 88   | 31   | 121   | 31             | 0    | 0    | 31    | 152                | 0                  | 0    | 0    | 0     | 4             | 18   | 0    | 22    | 22                 | 174                   | 716          |
| 8:00 AM    | 1              | 69   | 44   | 114   | 42             | 0    | 0    | 42    | 156                | 0                  | 0    | 0    | 0     | 5             | 32   | 0    | 37    | 37                 | 193                   | 724          |
| 8:15 AM    | 2              | 73   | 30   | 105   | 32             | 0    | 0    | 32    | 137                | 0                  | 0    | 0    | 0     | 8             | 30   | 0    | 38    | 38                 | 175                   | 687          |
| 8:30 AM    | 2              | 85   | 35   | 122   | 30             | 0    | 0    | 30    | 152                | 0                  | 0    | 0    | 0     | 9             | 13   | 0    | 22    | 22                 | 174                   | 639          |
| 8:45 AM    | 4              | 88   | 24   | 116   | 49             | 0    | 0    | 49    | 165                | 0                  | 0    | 0    | 0     | 1             | 16   | 0    | 17    | 17                 | 182                   | 604          |
| 9:00 AM    | 2              | 84   | 27   | 113   | 25             | 0    | 0    | 25    | 138                | 0                  | 0    | 0    | 0     | 5             | 13   | 0    | 18    | 18                 | 156                   | 562          |
| 9:15 AM    | 1              | 48   | 29   | 78    | 30             | 0    | 0    | 30    | 108                | 0                  | 0    | 0    | 0     | 4             | 15   | 0    | 19    | 19                 | 127                   | 569          |
| 9:30 AM    | 1              | 69   | 25   | 95    | 30             | 0    | 0    | 30    | 125                | 0                  | 0    | 0    | 0     | 6             | 8    | 0    | 14    | 14                 | 139                   | 595          |
| 9:45 AM    | 4              | 55   | 28   | 87    | 31             | 0    | 0    | 31    | 118                | 0                  | 0    | 0    | 0     | 4             | 18   | 0    | 22    | 22                 | 140                   | 599          |
| 10:00 AM   | 4              | 77   | 23   | 104   | 42             | 0    | 0    | 42    | 146                | 0                  | 0    | 0    | 0     | 5             | 12   | 0    | 17    | 17                 | 163                   | 635          |
| 10:15 AM   | 2              | 57   | 25   | 84    | 41             | 0    | 0    | 41    | 125                | 0                  | 0    | 0    | 0     | 10            | 18   | 0    | 28    | 28                 | 153                   | 639          |
| 10:30 AM   | 4              | 59   | 24   | 87    | 45             | 0    | 0    | 45    | 132                | 0                  | 0    | 0    | 0     | 1             | 10   | 0    | 11    | 11                 | 143                   | 661          |
| 10:45 AM   | 6              | 66   | 33   | 105   | 54             | 0    | 0    | 54    | 159                | 0                  | 0    | 0    | 0     | 6             | 11   | 0    | 17    | 17                 | 176                   | 725          |
| 11:00 AM   | 2              | 80   | 33   | 115   | 41             | 0    | 0    | 41    | 156                | 0                  | 0    | 0    | 0     | 6             | 5    | 0    | 11    | 11                 | 167                   | 734          |
| 11:15 AM   | 6              | 77   | 38   | 121   | 42             | 0    | 0    | 42    | 163                | 0                  | 0    | 0    | 0     | 4             | 8    | 0    | 12    | 12                 | 175                   | 720          |
| 11:30 AM   | 10             | 85   | 36   | 131   | 59             | 0    | 0    | 59    | 190                | 0                  | 0    | 0    | 0     | 4             | 13   | 0    | 17    | 17                 | 207                   | 726          |
| 11:45 AM   | 12             | 81   | 25   | 118   | 44             | 0    | 0    | 44    | 162                | 0                  | 0    | 0    | 0     | 6             | 17   | 0    | 23    | 23                 | 185                   | 718          |
| 12:00 PM   | 13             | 55   | 27   | 95    | 42             | 0    | 0    | 42    | 137                | 0                  | 0    | 0    | 0     | 8             | 8    | 0    | 16    | 16                 | 153                   | 760          |
| 12:15 PM   | 8              | 72   | 30   | 110   | 50             | 0    | 0    | 50    | 160                | 0                  | 0    | 0    | 0     | 8             | 13   | 0    | 21    | 21                 | 181                   | 782          |
| 12:30 PM   | 3              | 78   | 34   | 115   | 64             | 0    | 0    | 64    | 179                | 0                  | 0    | 0    | 0     | 4             | 16   | 0    | 20    | 20                 | 199                   | 769          |
| 12:45 PM   | 2              | 85   | 61   | 148   | 55             | 0    | 0    | 55    | 203                | 0                  | 0    | 0    | 0     | 9             | 15   | 0    | 24    | 24                 | 227                   | 752          |
| 1:00 PM    | 8              | 54   | 44   | 106   | 50             | 0    | 0    | 50    | 156                | 0                  | 0    | 0    | 0     | 10            | 9    | 0    | 19    | 19                 | 175                   | 676          |
| 1:15 PM    | 12             | 56   | 41   | 109   | 43             | 0    | 0    | 43    | 152                | 0                  | 0    | 0    | 0     | 7             | 9    | 0    | 16    | 16                 | 168                   | 686          |
| 1:30 PM    | 13             | 65   | 33   | 111   | 45             | 0    | 0    | 45    | 156                | 0                  | 0    | 0    | 0     | 10            | 16   | 0    | 26    | 26                 | 182                   | 674          |
| 1:45 PM    | 9              | 57   | 35   | 101   | 36             | 0    | 0    | 36    | 137                | 0                  | 0    | 0    | 0     | 7             | 7    | 0    | 14    | 14                 | 151                   | 679          |
| 2:00 PM    | 12             | 65   | 35   | 112   | 51             | 0    | 0    | 51    | 163                | 0                  | 0    | 0    | 0     | 8             | 14   | 0    | 22    | 22                 | 185                   | 727          |
| 2:15 PM    | 5              | 56   | 34   | 95    | 52             | 0    | 0    | 52    | 147                | 0                  | 0    | 0    | 0     | 0             | 9    | 0    | 9     | 9                  | 156                   | 764          |
| 2:30 PM    | 11             | 64   | 31   | 106   | 59             | 0    | 0    | 59    | 165                | 0                  | 0    | 0    | 0     | 9             | 13   | 0    | 22    | 22                 | 187                   | 804          |
| 2:45 PM    | 11             | 72   | 41   | 124   | 45             | 0    | 0    | 45    | 169                | 0                  | 0    | 0    | 0     | 11            | 19   | 0    | 30    | 30                 | 199                   | 800          |
| 3:00 PM    | 10             | 103  | 36   | 149   | 54             | 0    | 1    | 55    | 204                | 0                  | 0    | 0    | 0     | 7             | 11   | 0    | 18    | 18                 | 222                   | 774          |
| 3:15 PM    | 10             | 54   | 51   | 115   | 56             | 0    | 0    | 56    | 171                | 0                  | 0    | 0    | 0     | 15            | 10   | 0    | 25    | 25                 | 196                   | 738          |

Project CBD Streetscape and Utility Improvements  
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**Total Vehicles (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Crescent Boulevard |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|--------------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach      |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right              | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| 3:30 PM    | 11             | 77   | 37   | 125   | 44             | 0    | 0    | 44    | 169                | 0                  | 0    | 0    | 0     | 6             | 8    | 0    | 14    | 14                 | 183                   | 710          |
| 3:45 PM    | 7              | 65   | 40   | 112   | 33             | 0    | 0    | 33    | 145                | 0                  | 0    | 0    | 0     | 11            | 17   | 0    | 28    | 28                 | 173                   | 725          |
| 4:00 PM    | 18             | 66   | 32   | 116   | 36             | 0    | 0    | 36    | 152                | 0                  | 0    | 0    | 0     | 16            | 18   | 0    | 34    | 34                 | 186                   | 759          |
| 4:15 PM    | 3              | 64   | 38   | 105   | 41             | 0    | 0    | 41    | 146                | 0                  | 0    | 0    | 0     | 8             | 14   | 0    | 22    | 22                 | 168                   | 813          |
| 4:30 PM    | 9              | 79   | 35   | 123   | 42             | 0    | 0    | 42    | 165                | 0                  | 0    | 0    | 0     | 15            | 18   | 0    | 33    | 33                 | 198                   | 853          |
| 4:45 PM    | 4              | 81   | 48   | 133   | 45             | 0    | 0    | 45    | 178                | 0                  | 0    | 0    | 0     | 12            | 17   | 0    | 29    | 29                 | 207                   | 842          |
| 5:00 PM    | 8              | 99   | 33   | 140   | 53             | 0    | 0    | 53    | 193                | 0                  | 0    | 0    | 0     | 25            | 22   | 0    | 47    | 47                 | 240                   | 814          |
| 5:15 PM    | 5              | 82   | 33   | 120   | 40             | 0    | 0    | 40    | 160                | 0                  | 0    | 0    | 0     | 24            | 24   | 0    | 48    | 48                 | 208                   | 751          |
| 5:30 PM    | 9              | 63   | 45   | 117   | 42             | 0    | 0    | 42    | 159                | 0                  | 0    | 0    | 0     | 9             | 19   | 0    | 28    | 28                 | 187                   | 747          |
| 5:45 PM    | 3              | 66   | 33   | 102   | 50             | 0    | 0    | 50    | 152                | 0                  | 0    | 0    | 0     | 9             | 18   | 0    | 27    | 27                 | 179                   | 701          |
| 6:00 PM    | 6              | 76   | 32   | 114   | 39             | 0    | 0    | 39    | 153                | 0                  | 0    | 0    | 0     | 10            | 14   | 0    | 24    | 24                 | 177                   | 701          |
| 6:15 PM    | 3              | 72   | 40   | 115   | 56             | 0    | 0    | 56    | 171                | 0                  | 0    | 0    | 0     | 18            | 15   | 0    | 33    | 33                 | 204                   | 662          |
| 6:30 PM    | 1              | 55   | 33   | 89    | 31             | 0    | 0    | 31    | 120                | 0                  | 0    | 0    | 0     | 9             | 12   | 0    | 21    | 21                 | 141                   | 583          |
| 6:45 PM    | 11             | 60   | 30   | 101   | 48             | 0    | 0    | 48    | 149                | 0                  | 0    | 0    | 0     | 12            | 18   | 0    | 30    | 30                 | 179                   | 590          |
| 7:00 PM    | 7              | 48   | 24   | 79    | 35             | 0    | 0    | 35    | 114                | 0                  | 0    | 0    | 0     | 4             | 20   | 0    | 24    | 24                 | 138                   | 520          |
| 7:15 PM    | 8              | 45   | 29   | 82    | 30             | 0    | 0    | 30    | 112                | 0                  | 0    | 0    | 0     | 3             | 10   | 0    | 13    | 13                 | 125                   | 470          |
| 7:30 PM    | 5              | 55   | 21   | 81    | 42             | 0    | 0    | 42    | 123                | 0                  | 0    | 0    | 0     | 10            | 15   | 0    | 25    | 25                 | 148                   | 426          |
| 7:45 PM    | 2              | 48   | 11   | 61    | 30             | 0    | 0    | 30    | 91                 | 0                  | 0    | 0    | 0     | 6             | 12   | 0    | 18    | 18                 | 109                   | 387          |
| 8:00 PM    | 1              | 35   | 15   | 51    | 28             | 0    | 0    | 28    | 79                 | 0                  | 0    | 0    | 0     | 3             | 6    | 0    | 9     | 9                  | 88                    | 367          |
| 8:15 PM    | 3              | 32   | 14   | 49    | 25             | 0    | 0    | 25    | 74                 | 0                  | 0    | 0    | 0     | 3             | 4    | 0    | 7     | 7                  | 81                    | 385          |
| 8:30 PM    | 2              | 46   | 22   | 70    | 29             | 0    | 0    | 29    | 99                 | 0                  | 0    | 0    | 0     | 3             | 7    | 0    | 10    | 10                 | 109                   | 360          |
| 8:45 PM    | 5              | 36   | 10   | 51    | 30             | 0    | 0    | 30    | 81                 | 0                  | 0    | 0    | 0     | 3             | 5    | 0    | 8     | 8                  | 89                    | 307          |
| 9:00 PM    | 2              | 48   | 20   | 70    | 26             | 0    | 0    | 26    | 96                 | 0                  | 0    | 0    | 0     | 4             | 6    | 0    | 10    | 10                 | 106                   | 258          |
| 9:15 PM    | 2              | 21   | 8    | 31    | 19             | 0    | 0    | 19    | 50                 | 0                  | 0    | 0    | 0     | 3             | 3    | 0    | 6     | 6                  | 56                    | 206          |
| 9:30 PM    | 5              | 16   | 6    | 27    | 23             | 0    | 0    | 23    | 50                 | 0                  | 0    | 0    | 0     | 2             | 4    | 0    | 6     | 6                  | 56                    | 185          |
| 9:45 PM    | 0              | 18   | 4    | 22    | 15             | 0    | 0    | 15    | 37                 | 0                  | 0    | 0    | 0     | 0             | 3    | 0    | 3     | 3                  | 40                    | 168          |
| 10:00 PM   | 2              | 33   | 4    | 39    | 13             | 0    | 0    | 13    | 52                 | 0                  | 0    | 0    | 0     | 0             | 2    | 0    | 2     | 2                  | 54                    | 159          |
| 10:15 PM   | 1              | 12   | 5    | 18    | 16             | 0    | 0    | 16    | 34                 | 0                  | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 35                    | 117          |
| 10:30 PM   | 2              | 15   | 3    | 20    | 16             | 0    | 0    | 16    | 36                 | 0                  | 0    | 0    | 0     | 1             | 2    | 0    | 3     | 3                  | 39                    | 99           |
| 10:45 PM   | 2              | 7    | 6    | 15    | 14             | 0    | 0    | 14    | 29                 | 0                  | 0    | 0    | 0     | 0             | 2    | 0    | 2     | 2                  | 31                    | 67           |
| 11:00 PM   | 0              | 7    | 3    | 10    | 2              | 0    | 0    | 2     | 12                 | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 12                    | 41           |

Project CBD Streetscape and Utility Improvements  
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**Total Vehicles (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Crescent Boulevard |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|--------------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach      |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right              | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| 11:15 PM   | 0              | 8    | 1    | 9     | 7              | 0    | 0    | 7     | 16                 | 0                  | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 17                    |              |
| 11:30 PM   | 0              | 2    | 1    | 3     | 2              | 0    | 0    | 2     | 5                  | 0                  | 0    | 0    | 0     | 1             | 1    | 0    | 2     | 2                  | 7                     |              |
| 11:45 PM   | 0              | 2    | 2    | 4     | 1              | 0    | 0    | 1     | 5                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 5                     |              |
| TOTAL      | 352            | 4107 | 2047 | 6506  | 2634           | 2    | 3    | 2639  | 9145               | 3                  | 1    | 0    | 4     | 454           | 918  | 1    | 1373  | 1377               | 10522                 |              |

**Morning Peak Hour**

|                | North Approach |      |      |       | South Approach |         |         |       | Both<br>Approaches | East Approach |         |         |         | West Approach |      |         |       | Both<br>Approaches | Intersection<br>Total |
|----------------|----------------|------|------|-------|----------------|---------|---------|-------|--------------------|---------------|---------|---------|---------|---------------|------|---------|-------|--------------------|-----------------------|
|                | Right          | Thru | Left | Total | Right          | Thru    | Left    | Total |                    | Right         | Thru    | Left    | Total   | Right         | Thru | Left    | Total |                    |                       |
| 7:15 AM        | 8              | 304  | 159  | 471   | 176            | 0       | 0       | 176   | 647                | 0             | 0       | 0       | 0       | 14            | 114  | 0       | 128   | 128                | 775                   |
| Percent Trucks | 0.0%           | 1.6% | 3.1% | 2.1%  | 3.4%           | #DIV/0! | #DIV/0! | 3.4%  | 2.5%               | #DIV/0!       | #DIV/0! | #DIV/0! | #DIV/0! | 0.0%          | 0.0% | #DIV/0! | 0.0%  | 0.0%               | 2.1%                  |

Intersection Peak Hour Factor =

0.94

**Evening Peak Hour**

|                | North Approach |      |      |       | South Approach |         |         |       | Both<br>Approaches | East Approach |         |         |         | West Approach |      |         |       | Both<br>Approaches | Intersection<br>Total |
|----------------|----------------|------|------|-------|----------------|---------|---------|-------|--------------------|---------------|---------|---------|---------|---------------|------|---------|-------|--------------------|-----------------------|
|                | Right          | Thru | Left | Total | Right          | Thru    | Left    | Total |                    | Right         | Thru    | Left    | Total   | Right         | Thru | Left    | Total |                    |                       |
| 4:30 PM        | 26             | 341  | 149  | 516   | 180            | 0       | 0       | 180   | 696                | 0             | 0       | 0       | 0       | 76            | 81   | 0       | 157   | 157                | 853                   |
| Percent Trucks | 0.0%           | 0.9% | 0.7% | 0.8%  | 0.0%           | #DIV/0! | #DIV/0! | 0.0%  | 0.6%               | #DIV/0!       | #DIV/0! | #DIV/0! | #DIV/0! | 0.0%          | 0.0% | #DIV/0! | 0.0%  | 0.0%               | 0.5%                  |

Intersection Peak Hour Factor =

0.89

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Trucks (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Crescent Boulevard |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|--------------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach      |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right              | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| 12:00 AM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 12:15 AM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 12:30 AM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 12:45 AM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 1:00 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 1:15 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 2            |
| 1:30 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 2            |
| 1:45 AM    | 0              | 0    | 0    | 0     | 1              | 0    | 0    | 1     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 3            |
| 2:00 AM    | 0              | 0    | 1    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 2            |
| 2:15 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 2            |
| 2:30 AM    | 0              | 0    | 0    | 0     | 1              | 0    | 0    | 1     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 2            |
| 2:45 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 3:00 AM    | 0              | 0    | 0    | 0     | 0              | 1    | 0    | 1     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 2            |
| 3:15 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 2            |
| 3:30 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 3            |
| 3:45 AM    | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 3            |
| 4:00 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 1                  | 0    | 0    | 1     | 0             | 0    | 0    | 0     | 1                  | 1                     | 2            |
| 4:15 AM    | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 4            |
| 4:30 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 3            |
| 4:45 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 7            |
| 5:00 AM    | 0              | 0    | 1    | 1     | 0              | 0    | 0    | 0     | 1                  | 2                  | 0    | 0    | 2     | 0             | 0    | 0    | 0     | 2                  | 3                     | 9            |
| 5:15 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 11           |
| 5:30 AM    | 0              | 1    | 1    | 2     | 0              | 0    | 0    | 0     | 2                  | 0                  | 0    | 0    | 0     | 1             | 0    | 1    | 2     | 2                  | 4                     | 12           |
| 5:45 AM    | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 2                     | 10           |
| 6:00 AM    | 0              | 4    | 1    | 5     | 0              | 0    | 0    | 0     | 5                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 5                     | 9            |
| 6:15 AM    | 0              | 0    | 1    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 6            |
| 6:30 AM    | 0              | 2    | 0    | 2     | 0              | 0    | 0    | 0     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 10           |
| 6:45 AM    | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 11           |
| 7:00 AM    | 0              | 1    | 0    | 1     | 1              | 0    | 0    | 1     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 14           |
| 7:15 AM    | 0              | 2    | 0    | 2     | 3              | 0    | 0    | 3     | 5                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 5                     | 16           |
| 7:30 AM    | 0              | 1    | 2    | 3     | 0              | 0    | 0    | 0     | 3                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 3                     | 24           |
| 7:45 AM    | 0              | 1    | 1    | 2     | 2              | 0    | 0    | 2     | 4                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 4                     | 27           |

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Trucks (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Crescent Boulevard |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|--------------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach      |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right              | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| 8:00 AM    | 0              | 1    | 2    | 3     | 1              | 0    | 0    | 1     | 4                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 4                     | 24           |
| 8:15 AM    | 0              | 6    | 0    | 6     | 7              | 0    | 0    | 7     | 13                 | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 13                    | 25           |
| 8:30 AM    | 0              | 4    | 1    | 5     | 1              | 0    | 0    | 1     | 6                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 6                     | 14           |
| 8:45 AM    | 0              | 0    | 1    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 12           |
| 9:00 AM    | 0              | 4    | 0    | 4     | 0              | 0    | 0    | 0     | 4                  | 0                  | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 5                     | 13           |
| 9:15 AM    | 0              | 1    | 0    | 1     | 1              | 0    | 0    | 1     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 12           |
| 9:30 AM    | 0              | 0    | 3    | 3     | 1              | 0    | 0    | 1     | 4                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 4                     | 14           |
| 9:45 AM    | 0              | 2    | 0    | 2     | 0              | 0    | 0    | 0     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 16           |
| 10:00 AM   | 0              | 0    | 1    | 1     | 2              | 0    | 0    | 2     | 3                  | 0                  | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 4                     | 23           |
| 10:15 AM   | 0              | 1    | 1    | 2     | 1              | 0    | 0    | 1     | 3                  | 0                  | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 4                     | 25           |
| 10:30 AM   | 0              | 4    | 1    | 5     | 1              | 0    | 0    | 1     | 6                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 6                     | 27           |
| 10:45 AM   | 0              | 1    | 4    | 5     | 3              | 0    | 0    | 3     | 8                  | 0                  | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 9                     | 27           |
| 11:00 AM   | 0              | 4    | 0    | 4     | 1              | 0    | 0    | 1     | 5                  | 0                  | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 6                     | 25           |
| 11:15 AM   | 0              | 2    | 4    | 6     | 0              | 0    | 0    | 0     | 6                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 6                     | 23           |
| 11:30 AM   | 1              | 5    | 0    | 6     | 0              | 0    | 0    | 0     | 6                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 6                     | 22           |
| 11:45 AM   | 0              | 3    | 1    | 4     | 2              | 0    | 0    | 2     | 6                  | 0                  | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 7                     | 18           |
| 12:00 PM   | 0              | 4    | 0    | 4     | 0              | 0    | 0    | 0     | 4                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 4                     | 20           |
| 12:15 PM   | 0              | 2    | 0    | 2     | 1              | 0    | 0    | 1     | 3                  | 0                  | 0    | 0    | 0     | 0             | 2    | 0    | 2     | 2                  | 5                     | 22           |
| 12:30 PM   | 0              | 0    | 2    | 2     | 0              | 0    | 0    | 0     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 21           |
| 12:45 PM   | 1              | 2    | 2    | 5     | 3              | 0    | 0    | 3     | 8                  | 0                  | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 9                     | 21           |
| 1:00 PM    | 0              | 2    | 3    | 5     | 1              | 0    | 0    | 1     | 6                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 6                     | 14           |
| 1:15 PM    | 0              | 1    | 1    | 2     | 1              | 0    | 0    | 1     | 3                  | 0                  | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 4                     | 16           |
| 1:30 PM    | 0              | 1    | 1    | 2     | 0              | 0    | 0    | 0     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 20           |
| 1:45 PM    | 0              | 1    | 0    | 1     | 1              | 0    | 0    | 1     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 21           |
| 2:00 PM    | 1              | 6    | 1    | 8     | 0              | 0    | 0    | 0     | 8                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 8                     | 20           |
| 2:15 PM    | 0              | 3    | 1    | 4     | 3              | 0    | 0    | 3     | 7                  | 0                  | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 8                     | 16           |
| 2:30 PM    | 1              | 0    | 0    | 1     | 2              | 0    | 0    | 2     | 3                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 3                     | 11           |
| 2:45 PM    | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 9            |
| 3:00 PM    | 0              | 2    | 1    | 3     | 1              | 0    | 0    | 1     | 4                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 4                     | 8            |
| 3:15 PM    | 0              | 2    | 1    | 3     | 0              | 0    | 0    | 0     | 3                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 3                     | 6            |
| 3:30 PM    | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 5            |
| 3:45 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 7            |

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Trucks (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Crescent Boulevard |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|--------------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach      |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right              | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| 4:00 PM    | 0              | 0    | 0    | 0     | 2              | 0    | 0    | 2     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 7            |
| 4:15 PM    | 0              | 0    | 1    | 1     | 1              | 0    | 0    | 1     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 6            |
| 4:30 PM    | 0              | 3    | 0    | 3     | 0              | 0    | 0    | 0     | 3                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 3                     | 4            |
| 4:45 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 2            |
| 5:00 PM    | 0              | 0    | 1    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 2            |
| 5:15 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 5:30 PM    | 0              | 0    | 1    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 4            |
| 5:45 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 3            |
| 6:00 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 4            |
| 6:15 PM    | 0              | 1    | 1    | 2     | 0              | 0    | 0    | 0     | 2                  | 0                  | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 3                     | 6            |
| 6:30 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 3            |
| 6:45 PM    | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 3            |
| 7:00 PM    | 0              | 1    | 1    | 2     | 0              | 0    | 0    | 0     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 2            |
| 7:15 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 7:30 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 7:45 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 8:00 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 8:15 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 8:30 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 2            |
| 8:45 PM    | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 2            |
| 9:00 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 9:15 PM    | 0              | 0    | 0    | 0     | 1              | 0    | 0    | 1     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 1            |
| 9:30 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 9:45 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 10:00 PM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 10:15 PM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 10:30 PM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 2            |
| 10:45 PM   | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 2            |
| 11:00 PM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 11:15 PM   | 0              | 0    | 0    | 0     | 1              | 0    | 0    | 1     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     |              |
| 11:30 PM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     |              |
| 11:45 PM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     |              |

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Trucks (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Crescent Boulevard |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|--------------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach      |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right              | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| TOTAL      | 4              | 90   | 45   | 139   | 47             | 1    | 0    | 48    | 187                | 3                  | 0    | 0    | 3     | 7             | 7    | 1    | 15    | 18                 | 205                   |              |

**Morning Peak Hour**

|         | North Approach |      |      |       | South Approach |      |      |       | Both       | East Approach |      |      |       | West Approach |      |      |       | Both       | Intersection |
|---------|----------------|------|------|-------|----------------|------|------|-------|------------|---------------|------|------|-------|---------------|------|------|-------|------------|--------------|
|         | Right          | Thru | Left | Total | Right          | Thru | Left | Total | Approaches | Right         | Thru | Left | Total | Right         | Thru | Left | Total | Approaches | Total        |
| 7:15 AM | 0              | 5    | 5    | 10    | 6              | 0    | 0    | 6     | 16         | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0          | 16           |

**Evening Peak Hour**

|         | North Approach |      |      |       | South Approach |      |      |       | Both       | East Approach |      |      |       | West Approach |      |      |       | Both       | Intersection |
|---------|----------------|------|------|-------|----------------|------|------|-------|------------|---------------|------|------|-------|---------------|------|------|-------|------------|--------------|
|         | Right          | Thru | Left | Total | Right          | Thru | Left | Total | Approaches | Right         | Thru | Left | Total | Right         | Thru | Left | Total | Approaches | Total        |
| 4:30 PM | 0              | 3    | 1    | 4     | 0              | 0    | 0    | 0     | 4          | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0          | 4            |

# Appendix B

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 11.1 |
| Intersection LOS          | B    |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↑    | ↑    |      |      |      |      |      | ↑    | ↑    | ↑    | ↑    |
| Traffic Vol, veh/h  | 0    | 115  | 15   | 0    | 0    | 0    | 0    | 0    | 175  | 160  | 305  | 10   |
| Future Vol, veh/h   | 0    | 115  | 15   | 0    | 0    | 0    | 0    | 0    | 175  | 160  | 305  | 10   |
| Peak Hour Factor    | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3    | 3    | 2    | 0    |
| Mvmt Flow           | 0    | 122  | 16   | 0    | 0    | 0    | 0    | 0    | 186  | 170  | 324  | 11   |
| Number of Lanes     | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 1    |

| Approach                   | EB   | NB   | SB   |
|----------------------------|------|------|------|
| Opposing Approach          |      | SB   | NB   |
| Opposing Lanes             | 0    | 3    | 1    |
| Conflicting Approach Left  | SB   | EB   |      |
| Conflicting Lanes Left     | 3    | 2    | 0    |
| Conflicting Approach Right | NB   |      | EB   |
| Conflicting Lanes Right    | 1    | 0    | 2    |
| HCM Control Delay          | 10.5 | 10.2 | 11.6 |
| HCM LOS                    | B    | B    | B    |

| Lane                   | NBLn1 | EBLn1 | EBLn2 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 0%    | 0%    | 100%  | 0%    | 0%    |
| Vol Thru, %            | 0%    | 100%  | 0%    | 0%    | 100%  | 0%    |
| Vol Right, %           | 100%  | 0%    | 100%  | 0%    | 0%    | 100%  |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 175   | 115   | 15    | 160   | 305   | 10    |
| LT Vol                 | 0     | 0     | 0     | 160   | 0     | 0     |
| Through Vol            | 0     | 115   | 0     | 0     | 305   | 0     |
| RT Vol                 | 175   | 0     | 15    | 0     | 0     | 10    |
| Lane Flow Rate         | 186   | 122   | 16    | 170   | 324   | 11    |
| Geometry Grp           | 8     | 8     | 8     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.279 | 0.216 | 0.025 | 0.267 | 0.462 | 0.013 |
| Departure Headway (Hd) | 5.389 | 6.354 | 5.649 | 5.641 | 5.121 | 4.382 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 670   | 568   | 637   | 631   | 698   | 808   |
| Service Time           | 3.089 | 4.063 | 3.358 | 3.419 | 2.898 | 2.159 |
| HCM Lane V/C Ratio     | 0.278 | 0.215 | 0.025 | 0.269 | 0.464 | 0.014 |
| HCM Control Delay      | 10.2  | 10.8  | 8.5   | 10.5  | 12.3  | 7.2   |
| HCM Lane LOS           | B     | B     | A     | B     | B     | A     |
| HCM 95th-tile Q        | 1.1   | 0.8   | 0.1   | 1.1   | 2.4   | 0     |

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 12.1 |
| Intersection LOS          | B    |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↑    | ↑    |      |      |      |      |      | ↑    | ↑    | ↑    | ↑    |
| Traffic Vol, veh/h  | 0    | 80   | 75   | 0    | 0    | 0    | 0    | 0    | 180  | 150  | 340  | 25   |
| Future Vol, veh/h   | 0    | 80   | 75   | 0    | 0    | 0    | 0    | 0    | 180  | 150  | 340  | 25   |
| Peak Hour Factor    | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 0    |
| Mvmt Flow           | 0    | 90   | 84   | 0    | 0    | 0    | 0    | 0    | 202  | 169  | 382  | 28   |
| Number of Lanes     | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 1    |

| Approach                   | EB   | NB   | SB   |
|----------------------------|------|------|------|
| Opposing Approach          |      | SB   | NB   |
| Opposing Lanes             | 0    | 3    | 1    |
| Conflicting Approach Left  | SB   | EB   |      |
| Conflicting Lanes Left     | 3    | 2    | 0    |
| Conflicting Approach Right | NB   |      | EB   |
| Conflicting Lanes Right    | 1    | 0    | 2    |
| HCM Control Delay          | 10.1 | 10.8 | 13.2 |
| HCM LOS                    | B    | B    | B    |

| Lane                   | NBLn1 | EBLn1 | EBLn2 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 0%    | 0%    | 100%  | 0%    | 0%    |
| Vol Thru, %            | 0%    | 100%  | 0%    | 0%    | 100%  | 0%    |
| Vol Right, %           | 100%  | 0%    | 100%  | 0%    | 0%    | 100%  |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 180   | 80    | 75    | 150   | 340   | 25    |
| LT Vol                 | 0     | 0     | 0     | 150   | 0     | 0     |
| Through Vol            | 0     | 80    | 0     | 0     | 340   | 0     |
| RT Vol                 | 180   | 0     | 75    | 0     | 0     | 25    |
| Lane Flow Rate         | 202   | 90    | 84    | 169   | 382   | 28    |
| Geometry Grp           | 8     | 8     | 8     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.313 | 0.164 | 0.138 | 0.272 | 0.564 | 0.036 |
| Departure Headway (Hd) | 5.576 | 6.585 | 5.879 | 5.816 | 5.312 | 4.589 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 645   | 546   | 610   | 622   | 684   | 785   |
| Service Time           | 3.307 | 4.319 | 3.612 | 3.516 | 3.012 | 2.289 |
| HCM Lane V/C Ratio     | 0.313 | 0.165 | 0.138 | 0.272 | 0.558 | 0.036 |
| HCM Control Delay      | 10.8  | 10.6  | 9.6   | 10.7  | 14.7  | 7.5   |
| HCM Lane LOS           | B     | B     | A     | B     | B     | A     |
| HCM 95th-tile Q        | 1.3   | 0.6   | 0.5   | 1.1   | 3.5   | 0.1   |

# Appendix C

| Intersection              |    |
|---------------------------|----|
| Intersection Delay, s/veh | 11 |
| Intersection LOS          | B  |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↑    | ↑    |      |      |      |      |      | ↑    | ↑    | ↑    |      |
| Traffic Vol, veh/h  | 0    | 115  | 15   | 0    | 0    | 0    | 0    | 0    | 175  | 160  | 305  | 10   |
| Future Vol, veh/h   | 0    | 115  | 15   | 0    | 0    | 0    | 0    | 0    | 175  | 160  | 305  | 10   |
| Peak Hour Factor    | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3    | 3    | 2    | 0    |
| Mvmt Flow           | 0    | 122  | 16   | 0    | 0    | 0    | 0    | 0    | 186  | 170  | 324  | 11   |
| Number of Lanes     | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 0    |

| Approach                   | EB   | NB  | SB   |
|----------------------------|------|-----|------|
| Opposing Approach          |      | SB  | NB   |
| Opposing Lanes             | 0    | 2   | 1    |
| Conflicting Approach Left  | SB   | EB  |      |
| Conflicting Lanes Left     | 2    | 2   | 0    |
| Conflicting Approach Right | NB   |     | EB   |
| Conflicting Lanes Right    | 1    | 0   | 2    |
| HCM Control Delay          | 10.2 | 9.6 | 11.7 |
| HCM LOS                    | B    | A   | B    |

| Lane                   | NBLn1 | EBLn1 | EBLn2 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 0%    | 0%    | 100%  | 0%    |
| Vol Thru, %            | 0%    | 100%  | 0%    | 0%    | 97%   |
| Vol Right, %           | 100%  | 0%    | 100%  | 0%    | 3%    |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 175   | 115   | 15    | 160   | 315   |
| LT Vol                 | 0     | 0     | 0     | 160   | 0     |
| Through Vol            | 0     | 115   | 0     | 0     | 305   |
| RT Vol                 | 175   | 0     | 15    | 0     | 10    |
| Lane Flow Rate         | 186   | 122   | 16    | 170   | 335   |
| Geometry Grp           | 6     | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.253 | 0.207 | 0.024 | 0.266 | 0.473 |
| Departure Headway (Hd) | 4.901 | 6.088 | 5.38  | 5.627 | 5.084 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 728   | 586   | 660   | 637   | 707   |
| Service Time           | 2.961 | 3.86  | 3.152 | 3.379 | 2.836 |
| HCM Lane V/C Ratio     | 0.255 | 0.208 | 0.024 | 0.267 | 0.474 |
| HCM Control Delay      | 9.6   | 10.5  | 8.3   | 10.4  | 12.4  |
| HCM Lane LOS           | A     | B     | A     | B     | B     |
| HCM 95th-tile Q        | 1     | 0.8   | 0.1   | 1.1   | 2.6   |

Intersection

|                           |      |
|---------------------------|------|
| Intersection Delay, s/veh | 12.2 |
| Intersection LOS          | B    |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↑    | ↗    |      |      |      |      |      | ↗    | ↘    | ↘    |      |
| Traffic Vol, veh/h  | 0    | 80   | 75   | 0    | 0    | 0    | 0    | 0    | 180  | 150  | 340  | 25   |
| Future Vol, veh/h   | 0    | 80   | 75   | 0    | 0    | 0    | 0    | 0    | 180  | 150  | 340  | 25   |
| Peak Hour Factor    | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 0    |
| Mvmt Flow           | 0    | 90   | 84   | 0    | 0    | 0    | 0    | 0    | 202  | 169  | 382  | 28   |
| Number of Lanes     | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 0    |

| Approach                   | EB  | NB   | SB   |
|----------------------------|-----|------|------|
| Opposing Approach          |     | SB   | NB   |
| Opposing Lanes             | 0   | 2    | 1    |
| Conflicting Approach Left  | SB  | EB   |      |
| Conflicting Lanes Left     | 2   | 2    | 0    |
| Conflicting Approach Right | NB  |      | EB   |
| Conflicting Lanes Right    | 1   | 0    | 2    |
| HCM Control Delay          | 9.7 | 10.1 | 13.7 |
| HCM LOS                    | A   | B    | B    |

| Lane                   | NBLn1 | EBLn1 | EBLn2 | SBLn1 | SBLn2 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 0%    | 0%    | 100%  | 0%    |
| Vol Thru, %            | 0%    | 100%  | 0%    | 0%    | 93%   |
| Vol Right, %           | 100%  | 0%    | 100%  | 0%    | 7%    |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 180   | 80    | 75    | 150   | 365   |
| LT Vol                 | 0     | 0     | 0     | 150   | 0     |
| Through Vol            | 0     | 80    | 0     | 0     | 340   |
| RT Vol                 | 180   | 0     | 75    | 0     | 25    |
| Lane Flow Rate         | 202   | 90    | 84    | 169   | 410   |
| Geometry Grp           | 6     | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.281 | 0.157 | 0.13  | 0.267 | 0.586 |
| Departure Headway (Hd) | 5     | 6.276 | 5.567 | 5.693 | 5.142 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 712   | 567   | 638   | 627   | 697   |
| Service Time           | 3.079 | 4.067 | 3.358 | 3.463 | 2.911 |
| HCM Lane V/C Ratio     | 0.284 | 0.159 | 0.132 | 0.27  | 0.588 |
| HCM Control Delay      | 10.1  | 10.2  | 9.2   | 10.5  | 15    |
| HCM Lane LOS           | B     | B     | A     | B     | B     |
| HCM 95th-tile Q        | 1.2   | 0.6   | 0.4   | 1.1   | 3.8   |



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# Technical Memorandum

**Date:** December 15, 2020  
**To:** Tom J. Topor, P.E.  
Senior Civil Engineer  
Village of Glen Ellyn  
**From:** Anmol Shrivastava, P.E., PTOE  
Steve Pautsch, P.E., PTOE  
Civiltech Engineering, Inc.  
**Re:** Main Street and Crescent Boulevard  
Eastbound Right Turn Lane Removal

At the Village's request, Civiltech has performed a brief study to analyze the feasibility of removing the exclusive eastbound right turn lane at the intersection of Main Street/Crescent Avenue and reconfiguring the east approach to a single shared through/right lane. This lane consolidation would allow for a sidewalk bump out and additional on-street parking spaces.

In order to evaluate traffic operation under existing and future scenarios, intersection capacity analyses were completed using Synchro, which is a macroscopic software model that estimates the Level of Service (LOS) and average delay per vehicle. Intersection video from 2019 was also reviewed to predict the impact that train operations would have on the intersection, should the right turn lane be removed.

## I. Existing and Proposed Intersection Configurations

Main Street and Crescent Boulevard is a stop-controlled intersection. The north leg of Main Street is a two-lane one-way southbound street with on-street parallel parking on the west side and on-street diagonal parking on the east side. There are currently exclusive left, through, and right turn lanes with 100 feet of storage on the north leg of the intersection. The east leg is a one-way street (eastbound) with on-street parallel parking on the south side and diagonal parking on the north side. The south leg is a single lane two-way street with no on-street parking. The west leg is a single lane two-way street with parallel parking on both sides. There is an exclusive right turn lane with 100 feet of storage on the west leg of the intersection.

The proposed lane configuration involves consolidating the eastbound right turn and through lanes into a single shared right-through lane. In place of the right turn lane, three additional parallel parking spaces could be provided along with the sidewalk bump-out.



## II. Existing Traffic Conditions

In order to quantify current traffic conditions in the vicinity of the site, 24-hour traffic counts were conducted using Miovision Video Collection Units (VCUs) at the intersection of Main Street and Crescent Boulevard. The traffic counts were conducted on Tuesday, March 19, 2019. The traffic counts show that the weekday morning peak hour of traffic occurs from 7:15 to 8:15 a.m. and the weekday evening peak hour of traffic occurs from 4:30 to 5:30 p.m. **Exhibit 1** illustrates the existing peak hour traffic volumes while detailed traffic count data is contained in **Appendix A**. It should be noted that the eastbound right turn volume is 33.1% of the total traffic volume on the west leg.

## III. Synchro Analysis

The ability of an intersection to accommodate traffic flow is expressed in terms of Level of Service (LOS), which is assigned a letter grade from A to F based on the average control delay experienced by vehicles passing through the intersection. Control delay is that portion of the total delay attributed to the stop sign control operation, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Level of Service A is the highest grade (best traffic flow and least delay), Level of Service E represents saturated or at-capacity conditions, and Level of Service F is the lowest grade (oversaturated conditions, extensive delays).

Synchro analyses for the morning and evening peak hours were conducted to compare these traffic metrics for the existing geometry and proposed geometry. The two conditions are discussed below.

### Existing Geometry

The Synchro analysis indicates that the intersection of Main Street and Crescent Boulevard is operating well with minimal delay and queuing during the weekday morning and evening peak hours. The results of the analysis are summarized in **Table 1** below:

**Table 1: Capacity Analysis Results –Existing Geometry**

| Intersection                       | Weekday A.M. Peak |             |                                         | Weekday P.M. Peak |             |                                         |
|------------------------------------|-------------------|-------------|-----------------------------------------|-------------------|-------------|-----------------------------------------|
|                                    | LOS               | Delay (sec) | 95 <sup>th</sup> Percentile Queue (veh) | LOS               | Delay (sec) | 95 <sup>th</sup> Percentile Queue (veh) |
| Main Street and Crescent Boulevard |                   |             |                                         |                   |             |                                         |
| <i>Overall</i>                     | B                 | 11.1        | -                                       | B                 | 12.1        | -                                       |
| <i>Eastbound Approach</i>          | B                 | 10.5        | 0.8                                     | B                 | 10.1        | 0.6                                     |
| <i>Westbound Approach</i>          | -                 | -           | -                                       | -                 | -           | -                                       |
| <i>Northbound Approach</i>         | B                 | 10.2        | 1.1                                     | B                 | 10.8        | 1.3                                     |
| <i>Southbound Approach</i>         | B                 | 11.6        | 2.4                                     | B                 | 13.2        | 3.5                                     |

The Levels of Service are well within an acceptable range for all movements. The detailed existing conditions results are contained in **Appendix B**.

#### Proposed Geometry

A Synchro analysis conducted with the proposed lane configuration indicates that the intersection of Main Street and Crescent Boulevard will continue to operate well under the proposed configuration with minimal delay and queuing during the weekday morning and evening peak hours. Synchro analysis results are highlighted in **Table 2** below:

**Table 2: Capacity Analysis Results –Proposed Geometry**

| Intersection                       | Weekday A.M. Peak |             |                                         | Weekday P.M. Peak |             |                                         |
|------------------------------------|-------------------|-------------|-----------------------------------------|-------------------|-------------|-----------------------------------------|
|                                    | LOS               | Delay (sec) | 95 <sup>th</sup> Percentile Queue (veh) | LOS               | Delay (sec) | 95 <sup>th</sup> Percentile Queue (veh) |
| Main Street and Crescent Boulevard |                   |             |                                         |                   |             |                                         |
| <i>Overall</i>                     | B                 | 10.8        | -                                       | B                 | 11.9        | -                                       |
| <i>Eastbound Approach</i>          | B                 | 10.5        | 0.9                                     | B                 | 11.0        | 1.2                                     |
| <i>Westbound Approach</i>          | -                 | -           | -                                       | -                 | -           | -                                       |
| <i>Northbound Approach</i>         | A                 | 9.1         | 1.0                                     | A                 | 9.6         | 1.1                                     |
| <i>Southbound Approach</i>         | B                 | 11.5        | 2.4                                     | B                 | 12.9        | 3.4                                     |

The Levels of Service are projected to be virtually unaffected by the removal of the right turn lane and would continue to remain well within an acceptable range for all movements. Additionally, the 95<sup>th</sup> percentile queue for the eastbound lane is around one vehicle for both the A.M. and P.M. peak hours, which is well within an acceptable range for a stop-controlled intersection. The detailed proposed conditions results are contained in **Appendix C**.

#### **IV. Train Induced Blockages**

While the Synchro analysis shows that the intersection would work well under typical conditions, it does not account for blockages caused by the railroad crossing. When the gates are down, traffic turning right from eastbound Crescent onto southbound Main queues up at the gates, and wraps the corner into the right turn lane. Should more than eight right-turning cars queue up, the queue spills out into the eastbound through lane, potentially blocking that movement. Eliminating the right turn lane cuts the amount of storage for queueing by about half to four cars, so an analysis was completed to determine the impact that this modification would have on eastbound traffic during times when the gates are down.

Civiltech reviewed video collected during the A.M. and P.M. peak hours to observe the eastbound to southbound right turn queues during the peak vehicle and Metra train traffic periods. When the gates are down during the morning peak, a maximum queue of four vehicles was noted. Therefore, the queues would not block eastbound traffic. During the evening peak hour, there is one instance where the queue was five vehicles when the gates were down, which would have led to a blockage if the right turn lane were not present. Given that the P.M. peak right turn volume is 75 cars in an hour (a little more than one per minute), this observation makes sense since the maximum gate down time was timed to be about three minutes. Also, it should be noted that the P.M. peak hour eastbound through volume is relatively light, at about 80 vehicles, so potential blockages would impact a minimal number of through vehicles.

Finally, the videos were reviewed to assess impacts during off-peak freight train crossings. While the most total train traffic occurs during the morning and evening rush hours, longer freight trains cause gates to be down longer than Metra trains. Thus, videos of three freight train crossings were reviewed, one during mid-morning, one during early afternoon, and one during mid-afternoon.

- Mid-morning – five vehicle right turn queue, one eastbound through vehicle after fourth car arrived
- Early afternoon – seven vehicle right turn queue, four eastbound through vehicles after fourth car arrived
- Mid-afternoon – five vehicle right turn queue, no eastbound through vehicles after fourth car arrived

This evaluation shows that freight trains do cause slightly longer queues during off-peak periods. However, relatively few eastbound through vehicles would be impacted by consolidating the lanes on the west leg.

#### **V. Recommendations and Conclusions**

Based on the results of the capacity analyses and video observations, Civiltech recommends reconfiguring the west leg of Crescent Boulevard at Main Street to consolidate the separate right turn and through lanes into a single shared



through/right lane. The capacity analysis delay and queue lengths would only increase minimally during the morning and evening peak hours. There would be a few instances per day where trains (primarily mid-day freight trains) would cause right turns onto southbound Main Street to queue back and interfere with eastbound through Crescent Boulevard traffic. However, eastbound through volumes are low so relatively few drivers would be affected per train. Removing the right turn lane provides the benefit of adding two on-street parking spaces while additional sidewalk space could be provided along the south side of Crescent. Finally, pedestrian safety would be improved as the crossing distance across the west leg would be decreased and pedestrians would only have to contend with crossing two lanes of traffic instead of three. It is our opinion that the benefits provided by the providing the additional parking spaces, wider sidewalk and shorter crosswalk (which would be used by hundreds of people each day) outweigh the potential delays caused to a handful of motorists each day.



# APPENDIX A

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Vehicles (1-hour intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Crescent Boulevard |      |      |       |               |      |      |       |                    | Intersection<br>Total |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|--------------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach      |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right              | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |
| 12:00 AM   | 0              | 13   | 4    | 17    | 8              | 0    | 0    | 8     | 25                 | 0                  | 1    | 0    | 1     | 1             | 0    | 0    | 1     | 2                  | 27                    |
| 1:00 AM    | 0              | 5    | 2    | 7     | 3              | 0    | 1    | 4     | 11                 | 0                  | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 12                    |
| 2:00 AM    | 0              | 6    | 2    | 8     | 4              | 0    | 0    | 4     | 12                 | 0                  | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 13                    |
| 3:00 AM    | 0              | 12   | 5    | 17    | 2              | 2    | 1    | 5     | 22                 | 0                  | 0    | 0    | 0     | 2             | 4    | 0    | 6     | 6                  | 28                    |
| 4:00 AM    | 1              | 12   | 3    | 16    | 10             | 0    | 0    | 10    | 26                 | 1                  | 0    | 0    | 1     | 1             | 1    | 0    | 2     | 3                  | 29                    |
| 5:00 AM    | 0              | 40   | 40   | 80    | 20             | 0    | 0    | 20    | 100                | 2                  | 0    | 0    | 2     | 4             | 20   | 1    | 25    | 27                 | 127                   |
| 6:00 AM    | 5              | 114  | 98   | 217   | 82             | 0    | 0    | 82    | 299                | 0                  | 0    | 0    | 0     | 5             | 40   | 0    | 45    | 45                 | 344                   |
| 7:00 AM    | 9              | 277  | 163  | 449   | 163            | 0    | 0    | 163   | 612                | 0                  | 0    | 0    | 0     | 13            | 106  | 0    | 119   | 119                | 731                   |
| 8:00 AM    | 9              | 315  | 133  | 457   | 153            | 0    | 0    | 153   | 610                | 0                  | 0    | 0    | 0     | 23            | 91   | 0    | 114   | 114                | 724                   |
| 9:00 AM    | 8              | 256  | 109  | 373   | 116            | 0    | 0    | 116   | 489                | 0                  | 0    | 0    | 0     | 19            | 54   | 0    | 73    | 73                 | 562                   |
| 10:00 AM   | 16             | 259  | 105  | 380   | 182            | 0    | 0    | 182   | 562                | 0                  | 0    | 0    | 0     | 22            | 51   | 0    | 73    | 73                 | 635                   |
| 11:00 AM   | 30             | 323  | 132  | 485   | 186            | 0    | 0    | 186   | 671                | 0                  | 0    | 0    | 0     | 20            | 43   | 0    | 63    | 63                 | 734                   |
| 12:00 PM   | 26             | 290  | 152  | 468   | 211            | 0    | 0    | 211   | 679                | 0                  | 0    | 0    | 0     | 29            | 52   | 0    | 81    | 81                 | 760                   |
| 1:00 PM    | 42             | 232  | 153  | 427   | 174            | 0    | 0    | 174   | 601                | 0                  | 0    | 0    | 0     | 34            | 41   | 0    | 75    | 75                 | 676                   |
| 2:00 PM    | 39             | 257  | 141  | 437   | 207            | 0    | 0    | 207   | 644                | 0                  | 0    | 0    | 0     | 28            | 55   | 0    | 83    | 83                 | 727                   |
| 3:00 PM    | 38             | 299  | 164  | 501   | 187            | 0    | 1    | 188   | 689                | 0                  | 0    | 0    | 0     | 39            | 46   | 0    | 85    | 85                 | 774                   |
| 4:00 PM    | 34             | 290  | 153  | 477   | 164            | 0    | 0    | 164   | 641                | 0                  | 0    | 0    | 0     | 51            | 67   | 0    | 118   | 118                | 759                   |
| 5:00 PM    | 25             | 310  | 144  | 479   | 185            | 0    | 0    | 185   | 664                | 0                  | 0    | 0    | 0     | 67            | 83   | 0    | 150   | 150                | 814                   |
| 6:00 PM    | 21             | 263  | 135  | 419   | 174            | 0    | 0    | 174   | 593                | 0                  | 0    | 0    | 0     | 49            | 59   | 0    | 108   | 108                | 701                   |
| 7:00 PM    | 22             | 196  | 85   | 303   | 137            | 0    | 0    | 137   | 440                | 0                  | 0    | 0    | 0     | 23            | 57   | 0    | 80    | 80                 | 520                   |
| 8:00 PM    | 11             | 149  | 61   | 221   | 112            | 0    | 0    | 112   | 333                | 0                  | 0    | 0    | 0     | 12            | 22   | 0    | 34    | 34                 | 367                   |
| 9:00 PM    | 9              | 103  | 38   | 150   | 83             | 0    | 0    | 83    | 233                | 0                  | 0    | 0    | 0     | 9             | 16   | 0    | 25    | 25                 | 258                   |
| 10:00 PM   | 7              | 67   | 18   | 92    | 59             | 0    | 0    | 59    | 151                | 0                  | 0    | 0    | 0     | 1             | 7    | 0    | 8     | 8                  | 159                   |
| 11:00 PM   | 0              | 19   | 7    | 26    | 12             | 0    | 0    | 12    | 38                 | 0                  | 0    | 0    | 0     | 1             | 2    | 0    | 3     | 3                  | 41                    |
| TOTAL      | 352            | 4107 | 2047 | 6506  | 2634           | 2    | 3    | 2639  | 9145               | 3                  | 1    | 0    | 4     | 454           | 918  | 1    | 1373  | 1377               | 10522                 |

**24-Hour Vehicle Traffic Count**

North Leg 6,500  
South Leg 7,200  
East Leg 5,600  
West Leg 1,700

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Vehicles (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Crescent Boulevard |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|--------------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach      |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right              | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| 12:00 AM   | 0              | 5    | 2    | 7     | 3              | 0    | 0    | 3     | 10                 | 0                  | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 11                    | 27           |
| 12:15 AM   | 0              | 3    | 1    | 4     | 2              | 0    | 0    | 2     | 6                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 6                     | 22           |
| 12:30 AM   | 0              | 4    | 1    | 5     | 1              | 0    | 0    | 1     | 6                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 6                     | 19           |
| 12:45 AM   | 0              | 1    | 0    | 1     | 2              | 0    | 0    | 2     | 3                  | 0                  | 1    | 0    | 1     | 0             | 0    | 0    | 0     | 1                  | 4                     | 15           |
| 1:00 AM    | 0              | 2    | 2    | 4     | 1              | 0    | 0    | 1     | 5                  | 0                  | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 6                     | 12           |
| 1:15 AM    | 0              | 2    | 0    | 2     | 0              | 0    | 1    | 1     | 3                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 3                     | 12           |
| 1:30 AM    | 0              | 1    | 0    | 1     | 1              | 0    | 0    | 1     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 11           |
| 1:45 AM    | 0              | 0    | 0    | 0     | 1              | 0    | 0    | 1     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 12           |
| 2:00 AM    | 0              | 2    | 1    | 3     | 2              | 0    | 0    | 2     | 5                  | 0                  | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 6                     | 13           |
| 2:15 AM    | 0              | 1    | 0    | 1     | 1              | 0    | 0    | 1     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 15           |
| 2:30 AM    | 0              | 2    | 0    | 2     | 1              | 0    | 0    | 1     | 3                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 3                     | 20           |
| 2:45 AM    | 0              | 1    | 1    | 2     | 0              | 0    | 0    | 0     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 20           |
| 3:00 AM    | 0              | 2    | 1    | 3     | 1              | 1    | 0    | 2     | 5                  | 0                  | 0    | 0    | 0     | 2             | 1    | 0    | 3     | 3                  | 8                     | 28           |
| 3:15 AM    | 0              | 4    | 0    | 4     | 0              | 0    | 0    | 0     | 4                  | 0                  | 0    | 0    | 0     | 0             | 3    | 0    | 3     | 3                  | 7                     | 26           |
| 3:30 AM    | 0              | 1    | 1    | 2     | 1              | 0    | 0    | 1     | 3                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 3                     | 25           |
| 3:45 AM    | 0              | 5    | 3    | 8     | 0              | 1    | 1    | 2     | 10                 | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 10                    | 29           |
| 4:00 AM    | 0              | 3    | 0    | 3     | 2              | 0    | 0    | 2     | 5                  | 1                  | 0    | 0    | 1     | 0             | 0    | 0    | 0     | 1                  | 6                     | 29           |
| 4:15 AM    | 0              | 2    | 2    | 4     | 2              | 0    | 0    | 2     | 6                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 6                     | 46           |
| 4:30 AM    | 1              | 3    | 0    | 4     | 2              | 0    | 0    | 2     | 6                  | 0                  | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 7                     | 63           |
| 4:45 AM    | 0              | 4    | 1    | 5     | 4              | 0    | 0    | 4     | 9                  | 0                  | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 10                    | 84           |
| 5:00 AM    | 0              | 7    | 7    | 14    | 3              | 0    | 0    | 3     | 17                 | 2                  | 0    | 0    | 2     | 1             | 3    | 0    | 4     | 6                  | 23                    | 127          |
| 5:15 AM    | 0              | 5    | 12   | 17    | 2              | 0    | 0    | 2     | 19                 | 0                  | 0    | 0    | 0     | 1             | 3    | 0    | 4     | 4                  | 23                    | 163          |
| 5:30 AM    | 0              | 10   | 9    | 19    | 4              | 0    | 0    | 4     | 23                 | 0                  | 0    | 0    | 0     | 1             | 3    | 1    | 5     | 5                  | 28                    | 199          |
| 5:45 AM    | 0              | 18   | 12   | 30    | 11             | 0    | 0    | 11    | 41                 | 0                  | 0    | 0    | 0     | 1             | 11   | 0    | 12    | 12                 | 53                    | 247          |
| 6:00 AM    | 0              | 20   | 16   | 36    | 17             | 0    | 0    | 17    | 53                 | 0                  | 0    | 0    | 0     | 0             | 6    | 0    | 6     | 6                  | 59                    | 344          |
| 6:15 AM    | 0              | 13   | 22   | 35    | 15             | 0    | 0    | 15    | 50                 | 0                  | 0    | 0    | 0     | 2             | 7    | 0    | 9     | 9                  | 59                    | 434          |
| 6:30 AM    | 1              | 34   | 16   | 51    | 16             | 0    | 0    | 16    | 67                 | 0                  | 0    | 0    | 0     | 0             | 9    | 0    | 9     | 9                  | 76                    | 581          |
| 6:45 AM    | 4              | 47   | 44   | 95    | 34             | 0    | 0    | 34    | 129                | 0                  | 0    | 0    | 0     | 3             | 18   | 0    | 21    | 21                 | 150                   | 707          |
| 7:00 AM    | 2              | 42   | 48   | 92    | 29             | 0    | 0    | 29    | 121                | 0                  | 0    | 0    | 0     | 4             | 24   | 0    | 28    | 28                 | 149                   | 731          |
| 7:15 AM    | 4              | 72   | 36   | 112   | 62             | 0    | 0    | 62    | 174                | 0                  | 0    | 0    | 0     | 0             | 32   | 0    | 32    | 32                 | 206                   | 775          |
| 7:30 AM    | 1              | 75   | 48   | 124   | 41             | 0    | 0    | 41    | 165                | 0                  | 0    | 0    | 0     | 5             | 32   | 0    | 37    | 37                 | 202                   | 744          |

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Vehicles (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Crescent Boulevard |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|--------------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach      |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right              | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| 7:45 AM    | 2              | 88   | 31   | 121   | 31             | 0    | 0    | 31    | 152                | 0                  | 0    | 0    | 0     | 4             | 18   | 0    | 22    | 22                 | 174                   | 716          |
| 8:00 AM    | 1              | 69   | 44   | 114   | 42             | 0    | 0    | 42    | 156                | 0                  | 0    | 0    | 0     | 5             | 32   | 0    | 37    | 37                 | 193                   | 724          |
| 8:15 AM    | 2              | 73   | 30   | 105   | 32             | 0    | 0    | 32    | 137                | 0                  | 0    | 0    | 0     | 8             | 30   | 0    | 38    | 38                 | 175                   | 687          |
| 8:30 AM    | 2              | 85   | 35   | 122   | 30             | 0    | 0    | 30    | 152                | 0                  | 0    | 0    | 0     | 9             | 13   | 0    | 22    | 22                 | 174                   | 639          |
| 8:45 AM    | 4              | 88   | 24   | 116   | 49             | 0    | 0    | 49    | 165                | 0                  | 0    | 0    | 0     | 1             | 16   | 0    | 17    | 17                 | 182                   | 604          |
| 9:00 AM    | 2              | 84   | 27   | 113   | 25             | 0    | 0    | 25    | 138                | 0                  | 0    | 0    | 0     | 5             | 13   | 0    | 18    | 18                 | 156                   | 562          |
| 9:15 AM    | 1              | 48   | 29   | 78    | 30             | 0    | 0    | 30    | 108                | 0                  | 0    | 0    | 0     | 4             | 15   | 0    | 19    | 19                 | 127                   | 569          |
| 9:30 AM    | 1              | 69   | 25   | 95    | 30             | 0    | 0    | 30    | 125                | 0                  | 0    | 0    | 0     | 6             | 8    | 0    | 14    | 14                 | 139                   | 595          |
| 9:45 AM    | 4              | 55   | 28   | 87    | 31             | 0    | 0    | 31    | 118                | 0                  | 0    | 0    | 0     | 4             | 18   | 0    | 22    | 22                 | 140                   | 599          |
| 10:00 AM   | 4              | 77   | 23   | 104   | 42             | 0    | 0    | 42    | 146                | 0                  | 0    | 0    | 0     | 5             | 12   | 0    | 17    | 17                 | 163                   | 635          |
| 10:15 AM   | 2              | 57   | 25   | 84    | 41             | 0    | 0    | 41    | 125                | 0                  | 0    | 0    | 0     | 10            | 18   | 0    | 28    | 28                 | 153                   | 639          |
| 10:30 AM   | 4              | 59   | 24   | 87    | 45             | 0    | 0    | 45    | 132                | 0                  | 0    | 0    | 0     | 1             | 10   | 0    | 11    | 11                 | 143                   | 661          |
| 10:45 AM   | 6              | 66   | 33   | 105   | 54             | 0    | 0    | 54    | 159                | 0                  | 0    | 0    | 0     | 6             | 11   | 0    | 17    | 17                 | 176                   | 725          |
| 11:00 AM   | 2              | 80   | 33   | 115   | 41             | 0    | 0    | 41    | 156                | 0                  | 0    | 0    | 0     | 6             | 5    | 0    | 11    | 11                 | 167                   | 734          |
| 11:15 AM   | 6              | 77   | 38   | 121   | 42             | 0    | 0    | 42    | 163                | 0                  | 0    | 0    | 0     | 4             | 8    | 0    | 12    | 12                 | 175                   | 720          |
| 11:30 AM   | 10             | 85   | 36   | 131   | 59             | 0    | 0    | 59    | 190                | 0                  | 0    | 0    | 0     | 4             | 13   | 0    | 17    | 17                 | 207                   | 726          |
| 11:45 AM   | 12             | 81   | 25   | 118   | 44             | 0    | 0    | 44    | 162                | 0                  | 0    | 0    | 0     | 6             | 17   | 0    | 23    | 23                 | 185                   | 718          |
| 12:00 PM   | 13             | 55   | 27   | 95    | 42             | 0    | 0    | 42    | 137                | 0                  | 0    | 0    | 0     | 8             | 8    | 0    | 16    | 16                 | 153                   | 760          |
| 12:15 PM   | 8              | 72   | 30   | 110   | 50             | 0    | 0    | 50    | 160                | 0                  | 0    | 0    | 0     | 8             | 13   | 0    | 21    | 21                 | 181                   | 782          |
| 12:30 PM   | 3              | 78   | 34   | 115   | 64             | 0    | 0    | 64    | 179                | 0                  | 0    | 0    | 0     | 4             | 16   | 0    | 20    | 20                 | 199                   | 769          |
| 12:45 PM   | 2              | 85   | 61   | 148   | 55             | 0    | 0    | 55    | 203                | 0                  | 0    | 0    | 0     | 9             | 15   | 0    | 24    | 24                 | 227                   | 752          |
| 1:00 PM    | 8              | 54   | 44   | 106   | 50             | 0    | 0    | 50    | 156                | 0                  | 0    | 0    | 0     | 10            | 9    | 0    | 19    | 19                 | 175                   | 676          |
| 1:15 PM    | 12             | 56   | 41   | 109   | 43             | 0    | 0    | 43    | 152                | 0                  | 0    | 0    | 0     | 7             | 9    | 0    | 16    | 16                 | 168                   | 686          |
| 1:30 PM    | 13             | 65   | 33   | 111   | 45             | 0    | 0    | 45    | 156                | 0                  | 0    | 0    | 0     | 10            | 16   | 0    | 26    | 26                 | 182                   | 674          |
| 1:45 PM    | 9              | 57   | 35   | 101   | 36             | 0    | 0    | 36    | 137                | 0                  | 0    | 0    | 0     | 7             | 7    | 0    | 14    | 14                 | 151                   | 679          |
| 2:00 PM    | 12             | 65   | 35   | 112   | 51             | 0    | 0    | 51    | 163                | 0                  | 0    | 0    | 0     | 8             | 14   | 0    | 22    | 22                 | 185                   | 727          |
| 2:15 PM    | 5              | 56   | 34   | 95    | 52             | 0    | 0    | 52    | 147                | 0                  | 0    | 0    | 0     | 0             | 9    | 0    | 9     | 9                  | 156                   | 764          |
| 2:30 PM    | 11             | 64   | 31   | 106   | 59             | 0    | 0    | 59    | 165                | 0                  | 0    | 0    | 0     | 9             | 13   | 0    | 22    | 22                 | 187                   | 804          |
| 2:45 PM    | 11             | 72   | 41   | 124   | 45             | 0    | 0    | 45    | 169                | 0                  | 0    | 0    | 0     | 11            | 19   | 0    | 30    | 30                 | 199                   | 800          |
| 3:00 PM    | 10             | 103  | 36   | 149   | 54             | 0    | 1    | 55    | 204                | 0                  | 0    | 0    | 0     | 7             | 11   | 0    | 18    | 18                 | 222                   | 774          |
| 3:15 PM    | 10             | 54   | 51   | 115   | 56             | 0    | 0    | 56    | 171                | 0                  | 0    | 0    | 0     | 15            | 10   | 0    | 25    | 25                 | 196                   | 738          |

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Vehicles (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Crescent Boulevard |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|--------------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach      |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right              | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| 3:30 PM    | 11             | 77   | 37   | 125   | 44             | 0    | 0    | 44    | 169                | 0                  | 0    | 0    | 0     | 6             | 8    | 0    | 14    | 14                 | 183                   | 710          |
| 3:45 PM    | 7              | 65   | 40   | 112   | 33             | 0    | 0    | 33    | 145                | 0                  | 0    | 0    | 0     | 11            | 17   | 0    | 28    | 28                 | 173                   | 725          |
| 4:00 PM    | 18             | 66   | 32   | 116   | 36             | 0    | 0    | 36    | 152                | 0                  | 0    | 0    | 0     | 16            | 18   | 0    | 34    | 34                 | 186                   | 759          |
| 4:15 PM    | 3              | 64   | 38   | 105   | 41             | 0    | 0    | 41    | 146                | 0                  | 0    | 0    | 0     | 8             | 14   | 0    | 22    | 22                 | 168                   | 813          |
| 4:30 PM    | 9              | 79   | 35   | 123   | 42             | 0    | 0    | 42    | 165                | 0                  | 0    | 0    | 0     | 15            | 18   | 0    | 33    | 33                 | 198                   | 853          |
| 4:45 PM    | 4              | 81   | 48   | 133   | 45             | 0    | 0    | 45    | 178                | 0                  | 0    | 0    | 0     | 12            | 17   | 0    | 29    | 29                 | 207                   | 842          |
| 5:00 PM    | 8              | 99   | 33   | 140   | 53             | 0    | 0    | 53    | 193                | 0                  | 0    | 0    | 0     | 25            | 22   | 0    | 47    | 47                 | 240                   | 814          |
| 5:15 PM    | 5              | 82   | 33   | 120   | 40             | 0    | 0    | 40    | 160                | 0                  | 0    | 0    | 0     | 24            | 24   | 0    | 48    | 48                 | 208                   | 751          |
| 5:30 PM    | 9              | 63   | 45   | 117   | 42             | 0    | 0    | 42    | 159                | 0                  | 0    | 0    | 0     | 9             | 19   | 0    | 28    | 28                 | 187                   | 747          |
| 5:45 PM    | 3              | 66   | 33   | 102   | 50             | 0    | 0    | 50    | 152                | 0                  | 0    | 0    | 0     | 9             | 18   | 0    | 27    | 27                 | 179                   | 701          |
| 6:00 PM    | 6              | 76   | 32   | 114   | 39             | 0    | 0    | 39    | 153                | 0                  | 0    | 0    | 0     | 10            | 14   | 0    | 24    | 24                 | 177                   | 701          |
| 6:15 PM    | 3              | 72   | 40   | 115   | 56             | 0    | 0    | 56    | 171                | 0                  | 0    | 0    | 0     | 18            | 15   | 0    | 33    | 33                 | 204                   | 662          |
| 6:30 PM    | 1              | 55   | 33   | 89    | 31             | 0    | 0    | 31    | 120                | 0                  | 0    | 0    | 0     | 9             | 12   | 0    | 21    | 21                 | 141                   | 583          |
| 6:45 PM    | 11             | 60   | 30   | 101   | 48             | 0    | 0    | 48    | 149                | 0                  | 0    | 0    | 0     | 12            | 18   | 0    | 30    | 30                 | 179                   | 590          |
| 7:00 PM    | 7              | 48   | 24   | 79    | 35             | 0    | 0    | 35    | 114                | 0                  | 0    | 0    | 0     | 4             | 20   | 0    | 24    | 24                 | 138                   | 520          |
| 7:15 PM    | 8              | 45   | 29   | 82    | 30             | 0    | 0    | 30    | 112                | 0                  | 0    | 0    | 0     | 3             | 10   | 0    | 13    | 13                 | 125                   | 470          |
| 7:30 PM    | 5              | 55   | 21   | 81    | 42             | 0    | 0    | 42    | 123                | 0                  | 0    | 0    | 0     | 10            | 15   | 0    | 25    | 25                 | 148                   | 426          |
| 7:45 PM    | 2              | 48   | 11   | 61    | 30             | 0    | 0    | 30    | 91                 | 0                  | 0    | 0    | 0     | 6             | 12   | 0    | 18    | 18                 | 109                   | 387          |
| 8:00 PM    | 1              | 35   | 15   | 51    | 28             | 0    | 0    | 28    | 79                 | 0                  | 0    | 0    | 0     | 3             | 6    | 0    | 9     | 9                  | 88                    | 367          |
| 8:15 PM    | 3              | 32   | 14   | 49    | 25             | 0    | 0    | 25    | 74                 | 0                  | 0    | 0    | 0     | 3             | 4    | 0    | 7     | 7                  | 81                    | 385          |
| 8:30 PM    | 2              | 46   | 22   | 70    | 29             | 0    | 0    | 29    | 99                 | 0                  | 0    | 0    | 0     | 3             | 7    | 0    | 10    | 10                 | 109                   | 360          |
| 8:45 PM    | 5              | 36   | 10   | 51    | 30             | 0    | 0    | 30    | 81                 | 0                  | 0    | 0    | 0     | 3             | 5    | 0    | 8     | 8                  | 89                    | 307          |
| 9:00 PM    | 2              | 48   | 20   | 70    | 26             | 0    | 0    | 26    | 96                 | 0                  | 0    | 0    | 0     | 4             | 6    | 0    | 10    | 10                 | 106                   | 258          |
| 9:15 PM    | 2              | 21   | 8    | 31    | 19             | 0    | 0    | 19    | 50                 | 0                  | 0    | 0    | 0     | 3             | 3    | 0    | 6     | 6                  | 56                    | 206          |
| 9:30 PM    | 5              | 16   | 6    | 27    | 23             | 0    | 0    | 23    | 50                 | 0                  | 0    | 0    | 0     | 2             | 4    | 0    | 6     | 6                  | 56                    | 185          |
| 9:45 PM    | 0              | 18   | 4    | 22    | 15             | 0    | 0    | 15    | 37                 | 0                  | 0    | 0    | 0     | 0             | 3    | 0    | 3     | 3                  | 40                    | 168          |
| 10:00 PM   | 2              | 33   | 4    | 39    | 13             | 0    | 0    | 13    | 52                 | 0                  | 0    | 0    | 0     | 0             | 2    | 0    | 2     | 2                  | 54                    | 159          |
| 10:15 PM   | 1              | 12   | 5    | 18    | 16             | 0    | 0    | 16    | 34                 | 0                  | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 35                    | 117          |
| 10:30 PM   | 2              | 15   | 3    | 20    | 16             | 0    | 0    | 16    | 36                 | 0                  | 0    | 0    | 0     | 1             | 2    | 0    | 3     | 3                  | 39                    | 99           |
| 10:45 PM   | 2              | 7    | 6    | 15    | 14             | 0    | 0    | 14    | 29                 | 0                  | 0    | 0    | 0     | 0             | 2    | 0    | 2     | 2                  | 31                    | 67           |
| 11:00 PM   | 0              | 7    | 3    | 10    | 2              | 0    | 0    | 2     | 12                 | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 12                    | 41           |

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Vehicles (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Crescent Boulevard |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|--------------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach      |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right              | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| 11:15 PM   | 0              | 8    | 1    | 9     | 7              | 0    | 0    | 7     | 16                 | 0                  | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 17                    |              |
| 11:30 PM   | 0              | 2    | 1    | 3     | 2              | 0    | 0    | 2     | 5                  | 0                  | 0    | 0    | 0     | 1             | 1    | 0    | 2     | 2                  | 7                     |              |
| 11:45 PM   | 0              | 2    | 2    | 4     | 1              | 0    | 0    | 1     | 5                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 5                     |              |
| TOTAL      | 352            | 4107 | 2047 | 6506  | 2634           | 2    | 3    | 2639  | 9145               | 3                  | 1    | 0    | 4     | 454           | 918  | 1    | 1373  | 1377               | 10522                 |              |

**Morning Peak Hour**

|                | North Approach |      |      |       | South Approach |         |         |       | Both<br>Approaches | East Approach |         |         |         | West Approach |      |         |       | Both<br>Approaches | Intersection<br>Total |
|----------------|----------------|------|------|-------|----------------|---------|---------|-------|--------------------|---------------|---------|---------|---------|---------------|------|---------|-------|--------------------|-----------------------|
|                | Right          | Thru | Left | Total | Right          | Thru    | Left    | Total |                    | Right         | Thru    | Left    | Total   | Right         | Thru | Left    | Total |                    |                       |
| 7:15 AM        | 8              | 304  | 159  | 471   | 176            | 0       | 0       | 176   | 647                | 0             | 0       | 0       | 0       | 14            | 114  | 0       | 128   | 128                | 775                   |
| Percent Trucks | 0.0%           | 1.6% | 3.1% | 2.1%  | 3.4%           | #DIV/0! | #DIV/0! | 3.4%  | 2.5%               | #DIV/0!       | #DIV/0! | #DIV/0! | #DIV/0! | 0.0%          | 0.0% | #DIV/0! | 0.0%  | 0.0%               | 2.1%                  |

Intersection Peak Hour Factor =

0.94

**Evening Peak Hour**

|                | North Approach |      |      |       | South Approach |         |         |       | Both<br>Approaches | East Approach |         |         |         | West Approach |      |         |       | Both<br>Approaches | Intersection<br>Total |
|----------------|----------------|------|------|-------|----------------|---------|---------|-------|--------------------|---------------|---------|---------|---------|---------------|------|---------|-------|--------------------|-----------------------|
|                | Right          | Thru | Left | Total | Right          | Thru    | Left    | Total |                    | Right         | Thru    | Left    | Total   | Right         | Thru | Left    | Total |                    |                       |
| 4:30 PM        | 26             | 341  | 149  | 516   | 180            | 0       | 0       | 180   | 696                | 0             | 0       | 0       | 0       | 76            | 81   | 0       | 157   | 157                | 853                   |
| Percent Trucks | 0.0%           | 0.9% | 0.7% | 0.8%  | 0.0%           | #DIV/0! | #DIV/0! | 0.0%  | 0.6%               | #DIV/0!       | #DIV/0! | #DIV/0! | #DIV/0! | 0.0%          | 0.0% | #DIV/0! | 0.0%  | 0.0%               | 0.5%                  |

Intersection Peak Hour Factor =

0.89

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Trucks (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Crescent Boulevard |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|--------------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach      |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right              | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| 12:00 AM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 12:15 AM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 12:30 AM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 12:45 AM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 1:00 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 1:15 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 2            |
| 1:30 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 2            |
| 1:45 AM    | 0              | 0    | 0    | 0     | 1              | 0    | 0    | 1     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 3            |
| 2:00 AM    | 0              | 0    | 1    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 2            |
| 2:15 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 2            |
| 2:30 AM    | 0              | 0    | 0    | 0     | 1              | 0    | 0    | 1     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 2            |
| 2:45 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 3:00 AM    | 0              | 0    | 0    | 0     | 0              | 1    | 0    | 1     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 2            |
| 3:15 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 2            |
| 3:30 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 3            |
| 3:45 AM    | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 3            |
| 4:00 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 1                  | 0    | 0    | 1     | 0             | 0    | 0    | 0     | 1                  | 1                     | 2            |
| 4:15 AM    | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 4            |
| 4:30 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 3            |
| 4:45 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 7            |
| 5:00 AM    | 0              | 0    | 1    | 1     | 0              | 0    | 0    | 0     | 1                  | 2                  | 0    | 0    | 2     | 0             | 0    | 0    | 0     | 2                  | 3                     | 9            |
| 5:15 AM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 11           |
| 5:30 AM    | 0              | 1    | 1    | 2     | 0              | 0    | 0    | 0     | 2                  | 0                  | 0    | 0    | 0     | 1             | 0    | 1    | 2     | 2                  | 4                     | 12           |
| 5:45 AM    | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 2                     | 10           |
| 6:00 AM    | 0              | 4    | 1    | 5     | 0              | 0    | 0    | 0     | 5                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 5                     | 9            |
| 6:15 AM    | 0              | 0    | 1    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 6            |
| 6:30 AM    | 0              | 2    | 0    | 2     | 0              | 0    | 0    | 0     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 10           |
| 6:45 AM    | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 11           |
| 7:00 AM    | 0              | 1    | 0    | 1     | 1              | 0    | 0    | 1     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 14           |
| 7:15 AM    | 0              | 2    | 0    | 2     | 3              | 0    | 0    | 3     | 5                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 5                     | 16           |
| 7:30 AM    | 0              | 1    | 2    | 3     | 0              | 0    | 0    | 0     | 3                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 3                     | 24           |
| 7:45 AM    | 0              | 1    | 1    | 2     | 2              | 0    | 0    | 2     | 4                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 4                     | 27           |

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Trucks (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Crescent Boulevard |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|--------------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach      |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right              | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| 8:00 AM    | 0              | 1    | 2    | 3     | 1              | 0    | 0    | 1     | 4                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 4                     | 24           |
| 8:15 AM    | 0              | 6    | 0    | 6     | 7              | 0    | 0    | 7     | 13                 | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 13                    | 25           |
| 8:30 AM    | 0              | 4    | 1    | 5     | 1              | 0    | 0    | 1     | 6                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 6                     | 14           |
| 8:45 AM    | 0              | 0    | 1    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 12           |
| 9:00 AM    | 0              | 4    | 0    | 4     | 0              | 0    | 0    | 0     | 4                  | 0                  | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 5                     | 13           |
| 9:15 AM    | 0              | 1    | 0    | 1     | 1              | 0    | 0    | 1     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 12           |
| 9:30 AM    | 0              | 0    | 3    | 3     | 1              | 0    | 0    | 1     | 4                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 4                     | 14           |
| 9:45 AM    | 0              | 2    | 0    | 2     | 0              | 0    | 0    | 0     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 16           |
| 10:00 AM   | 0              | 0    | 1    | 1     | 2              | 0    | 0    | 2     | 3                  | 0                  | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 4                     | 23           |
| 10:15 AM   | 0              | 1    | 1    | 2     | 1              | 0    | 0    | 1     | 3                  | 0                  | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 4                     | 25           |
| 10:30 AM   | 0              | 4    | 1    | 5     | 1              | 0    | 0    | 1     | 6                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 6                     | 27           |
| 10:45 AM   | 0              | 1    | 4    | 5     | 3              | 0    | 0    | 3     | 8                  | 0                  | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 9                     | 27           |
| 11:00 AM   | 0              | 4    | 0    | 4     | 1              | 0    | 0    | 1     | 5                  | 0                  | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 6                     | 25           |
| 11:15 AM   | 0              | 2    | 4    | 6     | 0              | 0    | 0    | 0     | 6                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 6                     | 23           |
| 11:30 AM   | 1              | 5    | 0    | 6     | 0              | 0    | 0    | 0     | 6                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 6                     | 22           |
| 11:45 AM   | 0              | 3    | 1    | 4     | 2              | 0    | 0    | 2     | 6                  | 0                  | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 7                     | 18           |
| 12:00 PM   | 0              | 4    | 0    | 4     | 0              | 0    | 0    | 0     | 4                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 4                     | 20           |
| 12:15 PM   | 0              | 2    | 0    | 2     | 1              | 0    | 0    | 1     | 3                  | 0                  | 0    | 0    | 0     | 0             | 2    | 0    | 2     | 2                  | 5                     | 22           |
| 12:30 PM   | 0              | 0    | 2    | 2     | 0              | 0    | 0    | 0     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 21           |
| 12:45 PM   | 1              | 2    | 2    | 5     | 3              | 0    | 0    | 3     | 8                  | 0                  | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 9                     | 21           |
| 1:00 PM    | 0              | 2    | 3    | 5     | 1              | 0    | 0    | 1     | 6                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 6                     | 14           |
| 1:15 PM    | 0              | 1    | 1    | 2     | 1              | 0    | 0    | 1     | 3                  | 0                  | 0    | 0    | 0     | 1             | 0    | 0    | 1     | 1                  | 4                     | 16           |
| 1:30 PM    | 0              | 1    | 1    | 2     | 0              | 0    | 0    | 0     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 20           |
| 1:45 PM    | 0              | 1    | 0    | 1     | 1              | 0    | 0    | 1     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 21           |
| 2:00 PM    | 1              | 6    | 1    | 8     | 0              | 0    | 0    | 0     | 8                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 8                     | 20           |
| 2:15 PM    | 0              | 3    | 1    | 4     | 3              | 0    | 0    | 3     | 7                  | 0                  | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 8                     | 16           |
| 2:30 PM    | 1              | 0    | 0    | 1     | 2              | 0    | 0    | 2     | 3                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 3                     | 11           |
| 2:45 PM    | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 9            |
| 3:00 PM    | 0              | 2    | 1    | 3     | 1              | 0    | 0    | 1     | 4                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 4                     | 8            |
| 3:15 PM    | 0              | 2    | 1    | 3     | 0              | 0    | 0    | 0     | 3                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 3                     | 6            |
| 3:30 PM    | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 5            |
| 3:45 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 7            |

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Trucks (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Crescent Boulevard |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|--------------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach      |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right              | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| 4:00 PM    | 0              | 0    | 0    | 0     | 2              | 0    | 0    | 2     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 7            |
| 4:15 PM    | 0              | 0    | 1    | 1     | 1              | 0    | 0    | 1     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 6            |
| 4:30 PM    | 0              | 3    | 0    | 3     | 0              | 0    | 0    | 0     | 3                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 3                     | 4            |
| 4:45 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 2            |
| 5:00 PM    | 0              | 0    | 1    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 2            |
| 5:15 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 5:30 PM    | 0              | 0    | 1    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 4            |
| 5:45 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 3            |
| 6:00 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 4            |
| 6:15 PM    | 0              | 1    | 1    | 2     | 0              | 0    | 0    | 0     | 2                  | 0                  | 0    | 0    | 0     | 0             | 1    | 0    | 1     | 1                  | 3                     | 6            |
| 6:30 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 3            |
| 6:45 PM    | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 3            |
| 7:00 PM    | 0              | 1    | 1    | 2     | 0              | 0    | 0    | 0     | 2                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 2                     | 2            |
| 7:15 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 7:30 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 7:45 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 8:00 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 8:15 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 8:30 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 2            |
| 8:45 PM    | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 2            |
| 9:00 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 9:15 PM    | 0              | 0    | 0    | 0     | 1              | 0    | 0    | 1     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 1            |
| 9:30 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 9:45 PM    | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 0            |
| 10:00 PM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 10:15 PM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 10:30 PM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 2            |
| 10:45 PM   | 0              | 1    | 0    | 1     | 0              | 0    | 0    | 0     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     | 2            |
| 11:00 PM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     | 1            |
| 11:15 PM   | 0              | 0    | 0    | 0     | 1              | 0    | 0    | 1     | 1                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 1                     |              |
| 11:30 PM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     |              |
| 11:45 PM   | 0              | 0    | 0    | 0     | 0              | 0    | 0    | 0     | 0                  | 0                  | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0                  | 0                     |              |

Project CBD Streetscape and Utility Improvements  
Count Date 3/19/2019

**Total Trucks (15-minute intervals)**

| Start Time | Main Street    |      |      |       |                |      |      |       |                    | Crescent Boulevard |      |      |       |               |      |      |       |                    | Intersection<br>Total | Hour<br>Sums |
|------------|----------------|------|------|-------|----------------|------|------|-------|--------------------|--------------------|------|------|-------|---------------|------|------|-------|--------------------|-----------------------|--------------|
|            | North Approach |      |      |       | South Approach |      |      |       | Both<br>Approaches | East Approach      |      |      |       | West Approach |      |      |       | Both<br>Approaches |                       |              |
|            | Right          | Thru | Left | Total | Right          | Thru | Left | Total |                    | Right              | Thru | Left | Total | Right         | Thru | Left | Total |                    |                       |              |
| TOTAL      | 4              | 90   | 45   | 139   | 47             | 1    | 0    | 48    | 187                | 3                  | 0    | 0    | 3     | 7             | 7    | 1    | 15    | 18                 | 205                   |              |

**Morning Peak Hour**

|         | North Approach |      |      |       | South Approach |      |      |       | Both       | East Approach |      |      |       | West Approach |      |      |       | Both       | Intersection |
|---------|----------------|------|------|-------|----------------|------|------|-------|------------|---------------|------|------|-------|---------------|------|------|-------|------------|--------------|
|         | Right          | Thru | Left | Total | Right          | Thru | Left | Total | Approaches | Right         | Thru | Left | Total | Right         | Thru | Left | Total | Approaches | Total        |
| 7:15 AM | 0              | 5    | 5    | 10    | 6              | 0    | 0    | 6     | 16         | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0          | 16           |

**Evening Peak Hour**

|         | North Approach |      |      |       | South Approach |      |      |       | Both       | East Approach |      |      |       | West Approach |      |      |       | Both       | Intersection |
|---------|----------------|------|------|-------|----------------|------|------|-------|------------|---------------|------|------|-------|---------------|------|------|-------|------------|--------------|
|         | Right          | Thru | Left | Total | Right          | Thru | Left | Total | Approaches | Right         | Thru | Left | Total | Right         | Thru | Left | Total | Approaches | Total        |
| 4:30 PM | 0              | 3    | 1    | 4     | 0              | 0    | 0    | 0     | 4          | 0             | 0    | 0    | 0     | 0             | 0    | 0    | 0     | 0          | 4            |

# APPENDIX B

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 11.1 |
| Intersection LOS          | B    |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↑    | ↑    |      |      |      |      |      | ↑    | ↑    | ↑    | ↑    |
| Traffic Vol, veh/h  | 0    | 115  | 15   | 0    | 0    | 0    | 0    | 0    | 175  | 160  | 305  | 10   |
| Future Vol, veh/h   | 0    | 115  | 15   | 0    | 0    | 0    | 0    | 0    | 175  | 160  | 305  | 10   |
| Peak Hour Factor    | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 3    | 3    | 2    | 0    |
| Mvmt Flow           | 0    | 122  | 16   | 0    | 0    | 0    | 0    | 0    | 186  | 170  | 324  | 11   |
| Number of Lanes     | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 1    |

| Approach                   | EB   | NB   | SB   |
|----------------------------|------|------|------|
| Opposing Approach          |      | SB   | NB   |
| Opposing Lanes             | 0    | 3    | 1    |
| Conflicting Approach Left  | SB   | EB   |      |
| Conflicting Lanes Left     | 3    | 2    | 0    |
| Conflicting Approach Right | NB   |      | EB   |
| Conflicting Lanes Right    | 1    | 0    | 2    |
| HCM Control Delay          | 10.5 | 10.2 | 11.6 |
| HCM LOS                    | B    | B    | B    |

| Lane                   | NBLn1 | EBLn1 | EBLn2 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 0%    | 0%    | 100%  | 0%    | 0%    |
| Vol Thru, %            | 0%    | 100%  | 0%    | 0%    | 100%  | 0%    |
| Vol Right, %           | 100%  | 0%    | 100%  | 0%    | 0%    | 100%  |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 175   | 115   | 15    | 160   | 305   | 10    |
| LT Vol                 | 0     | 0     | 0     | 160   | 0     | 0     |
| Through Vol            | 0     | 115   | 0     | 0     | 305   | 0     |
| RT Vol                 | 175   | 0     | 15    | 0     | 0     | 10    |
| Lane Flow Rate         | 186   | 122   | 16    | 170   | 324   | 11    |
| Geometry Grp           | 8     | 8     | 8     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.279 | 0.216 | 0.025 | 0.267 | 0.462 | 0.013 |
| Departure Headway (Hd) | 5.389 | 6.354 | 5.649 | 5.641 | 5.121 | 4.382 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 670   | 568   | 637   | 631   | 698   | 808   |
| Service Time           | 3.089 | 4.063 | 3.358 | 3.419 | 2.898 | 2.159 |
| HCM Lane V/C Ratio     | 0.278 | 0.215 | 0.025 | 0.269 | 0.464 | 0.014 |
| HCM Control Delay      | 10.2  | 10.8  | 8.5   | 10.5  | 12.3  | 7.2   |
| HCM Lane LOS           | B     | B     | A     | B     | B     | A     |
| HCM 95th-tile Q        | 1.1   | 0.8   | 0.1   | 1.1   | 2.4   | 0     |

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 12.1 |
| Intersection LOS          | B    |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↑    | ↑    |      |      |      |      |      | ↑    | ↑    | ↑    | ↑    |
| Traffic Vol, veh/h  | 0    | 80   | 75   | 0    | 0    | 0    | 0    | 0    | 180  | 150  | 340  | 25   |
| Future Vol, veh/h   | 0    | 80   | 75   | 0    | 0    | 0    | 0    | 0    | 180  | 150  | 340  | 25   |
| Peak Hour Factor    | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, %   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 0    |
| Mvmt Flow           | 0    | 90   | 84   | 0    | 0    | 0    | 0    | 0    | 202  | 169  | 382  | 28   |
| Number of Lanes     | 0    | 1    | 1    | 0    | 0    | 0    | 0    | 0    | 1    | 1    | 1    | 1    |

| Approach                   | EB   | NB   | SB   |
|----------------------------|------|------|------|
| Opposing Approach          |      | SB   | NB   |
| Opposing Lanes             | 0    | 3    | 1    |
| Conflicting Approach Left  | SB   | EB   |      |
| Conflicting Lanes Left     | 3    | 2    | 0    |
| Conflicting Approach Right | NB   |      | EB   |
| Conflicting Lanes Right    | 1    | 0    | 2    |
| HCM Control Delay          | 10.1 | 10.8 | 13.2 |
| HCM LOS                    | B    | B    | B    |

| Lane                   | NBLn1 | EBLn1 | EBLn2 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 0%    | 0%    | 100%  | 0%    | 0%    |
| Vol Thru, %            | 0%    | 100%  | 0%    | 0%    | 100%  | 0%    |
| Vol Right, %           | 100%  | 0%    | 100%  | 0%    | 0%    | 100%  |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 180   | 80    | 75    | 150   | 340   | 25    |
| LT Vol                 | 0     | 0     | 0     | 150   | 0     | 0     |
| Through Vol            | 0     | 80    | 0     | 0     | 340   | 0     |
| RT Vol                 | 180   | 0     | 75    | 0     | 0     | 25    |
| Lane Flow Rate         | 202   | 90    | 84    | 169   | 382   | 28    |
| Geometry Grp           | 8     | 8     | 8     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.313 | 0.164 | 0.138 | 0.272 | 0.564 | 0.036 |
| Departure Headway (Hd) | 5.576 | 6.585 | 5.879 | 5.816 | 5.312 | 4.589 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 645   | 546   | 610   | 622   | 684   | 785   |
| Service Time           | 3.307 | 4.319 | 3.612 | 3.516 | 3.012 | 2.289 |
| HCM Lane V/C Ratio     | 0.313 | 0.165 | 0.138 | 0.272 | 0.558 | 0.036 |
| HCM Control Delay      | 10.8  | 10.6  | 9.6   | 10.7  | 14.7  | 7.5   |
| HCM Lane LOS           | B     | B     | A     | B     | B     | A     |
| HCM 95th-tile Q        | 1.3   | 0.6   | 0.5   | 1.1   | 3.5   | 0.1   |

# APPENDIX C

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 10.8 |
| Intersection LOS          | B    |

| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|------|------|------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Configurations |      |  |      |      |      |      |      |      |  |  |  |  |
| Traffic Vol, veh/h  | 0    | 115                                                                               | 15   | 0    | 0    | 0    | 0    | 0    | 175                                                                                 | 160                                                                                 | 305                                                                                 | 10                                                                                  |
| Future Vol, veh/h   | 0    | 115                                                                               | 15   | 0    | 0    | 0    | 0    | 0    | 175                                                                                 | 160                                                                                 | 305                                                                                 | 10                                                                                  |
| Peak Hour Factor    | 0.94 | 0.94                                                                              | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Heavy Vehicles, %   | 0    | 0                                                                                 | 0    | 0    | 0    | 0    | 0    | 0    | 3                                                                                   | 3                                                                                   | 2                                                                                   | 0                                                                                   |
| Mvmt Flow           | 0    | 122                                                                               | 16   | 0    | 0    | 0    | 0    | 0    | 186                                                                                 | 170                                                                                 | 324                                                                                 | 11                                                                                  |
| Number of Lanes     | 0    | 1                                                                                 | 0    | 0    | 0    | 0    | 0    | 0    | 1                                                                                   | 1                                                                                   | 1                                                                                   | 1                                                                                   |

| Approach                   | EB   | NB  | SB   |
|----------------------------|------|-----|------|
| Opposing Approach          |      | SB  | NB   |
| Opposing Lanes             | 0    | 3   | 1    |
| Conflicting Approach Left  | SB   | EB  |      |
| Conflicting Lanes Left     | 3    | 1   | 0    |
| Conflicting Approach Right | NB   |     | EB   |
| Conflicting Lanes Right    | 1    | 0   | 1    |
| HCM Control Delay          | 10.5 | 9.1 | 11.5 |
| HCM LOS                    | B    | A   | B    |

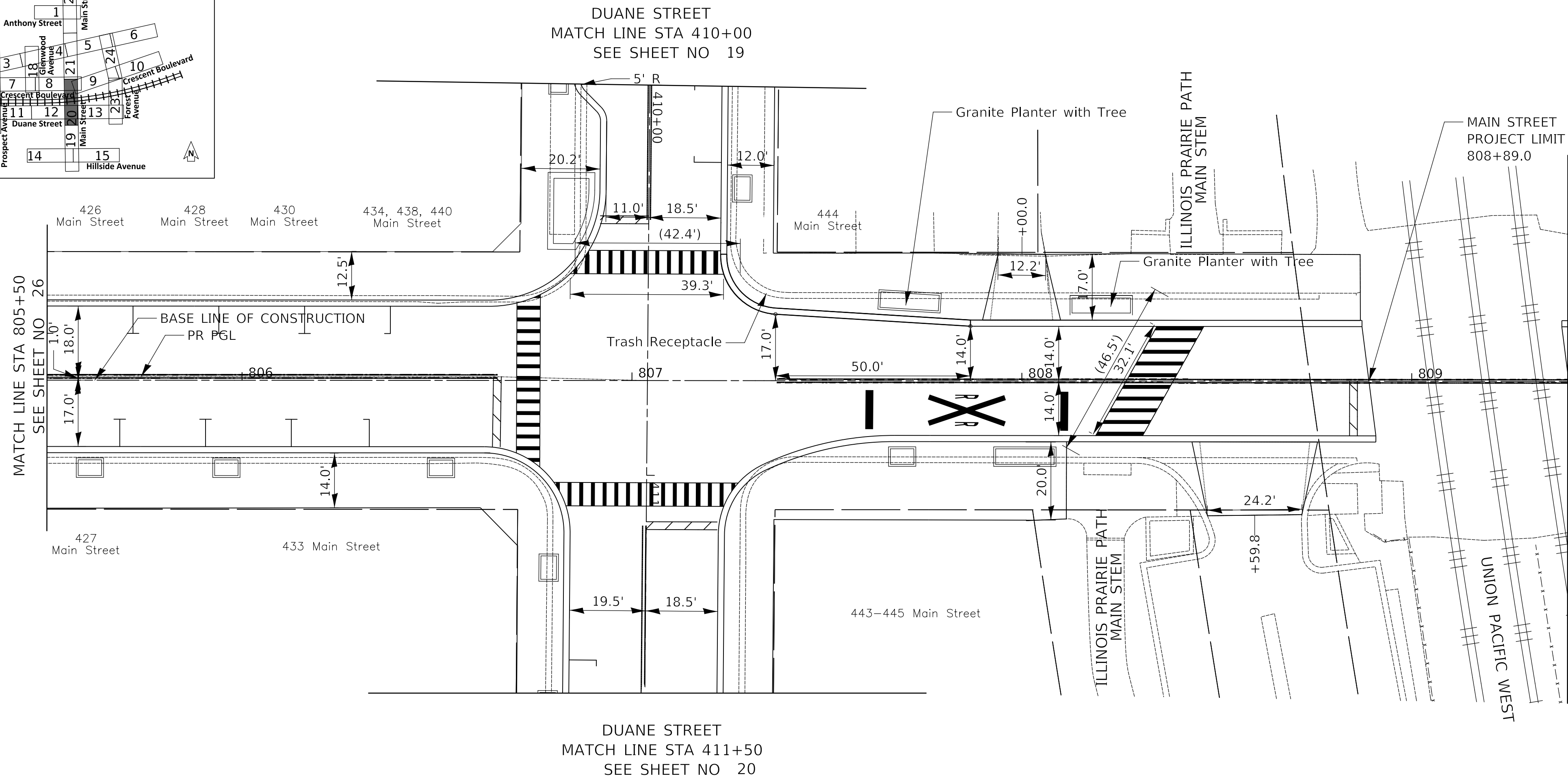
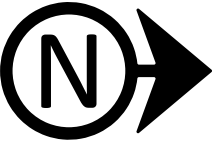
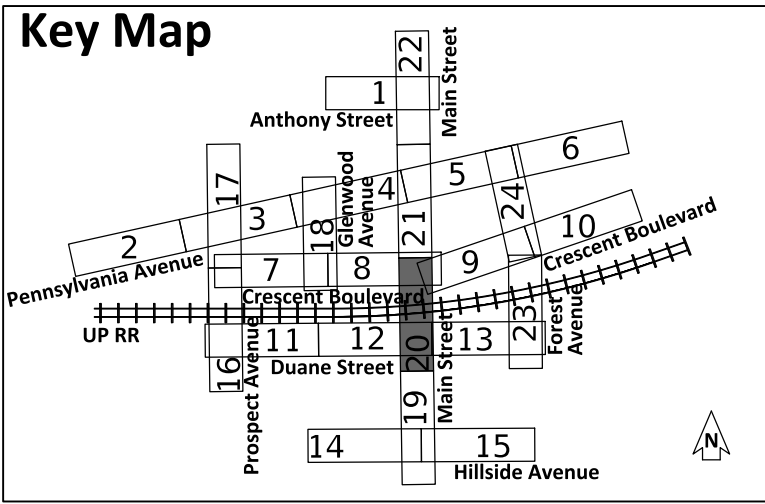
| Lane                   | NBLn1 | EBLn1 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 0%    | 100%  | 0%    | 0%    |
| Vol Thru, %            | 0%    | 88%   | 0%    | 100%  | 0%    |
| Vol Right, %           | 100%  | 12%   | 0%    | 0%    | 100%  |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 175   | 130   | 160   | 305   | 10    |
| LT Vol                 | 0     | 0     | 160   | 0     | 0     |
| Through Vol            | 0     | 115   | 0     | 305   | 0     |
| RT Vol                 | 175   | 15    | 0     | 0     | 10    |
| Lane Flow Rate         | 186   | 138   | 170   | 324   | 11    |
| Geometry Grp           | 7     | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.247 | 0.229 | 0.266 | 0.46  | 0.013 |
| Departure Headway (Hd) | 4.776 | 5.958 | 5.628 | 5.108 | 4.369 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 747   | 599   | 637   | 701   | 814   |
| Service Time           | 2.546 | 3.732 | 3.383 | 2.863 | 2.124 |
| HCM Lane V/C Ratio     | 0.249 | 0.23  | 0.267 | 0.462 | 0.014 |
| HCM Control Delay      | 9.1   | 10.5  | 10.4  | 12.2  | 7.2   |
| HCM Lane LOS           | A     | B     | B     | B     | A     |
| HCM 95th-tile Q        | 1     | 0.9   | 1.1   | 2.4   | 0     |

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 11.9 |
| Intersection LOS          | B    |

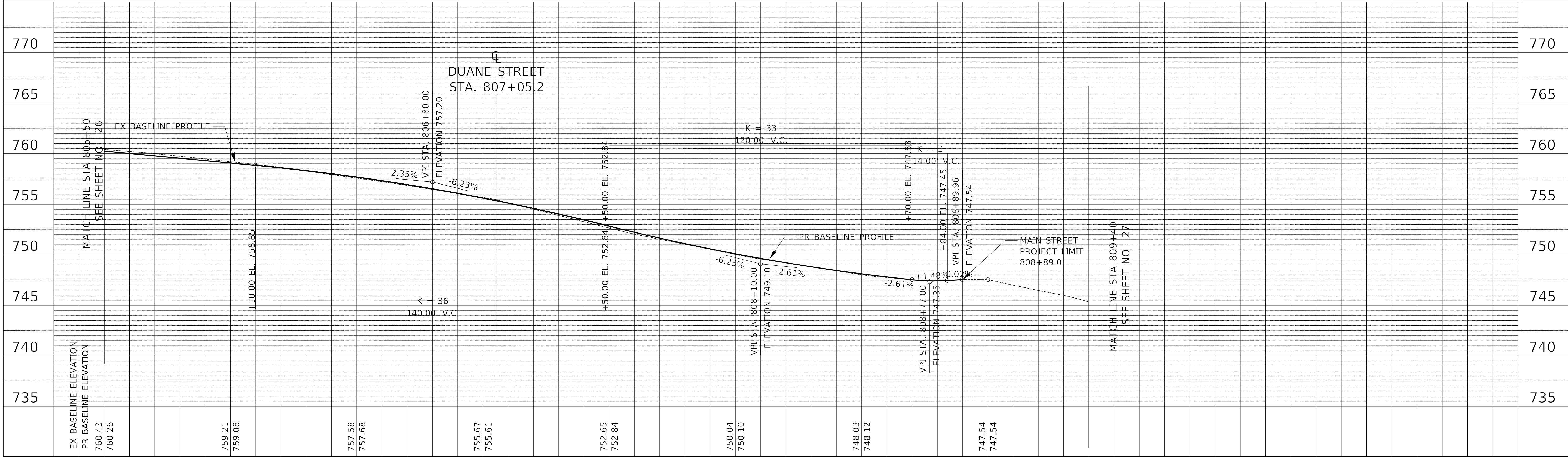
| Movement            | EBL  | EBT                                                                               | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
|---------------------|------|-----------------------------------------------------------------------------------|------|------|------|------|------|------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Lane Configurations |      |  |      |      |      |      |      |      |  |  |  |  |
| Traffic Vol, veh/h  | 0    | 80                                                                                | 75   | 0    | 0    | 0    | 0    | 0    | 180                                                                                 | 150                                                                                 | 340                                                                                 | 25                                                                                  |
| Future Vol, veh/h   | 0    | 80                                                                                | 75   | 0    | 0    | 0    | 0    | 0    | 180                                                                                 | 150                                                                                 | 340                                                                                 | 25                                                                                  |
| Peak Hour Factor    | 0.89 | 0.89                                                                              | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                | 0.89                                                                                |
| Heavy Vehicles, %   | 0    | 0                                                                                 | 0    | 0    | 0    | 0    | 0    | 0    | 0                                                                                   | 1                                                                                   | 1                                                                                   | 0                                                                                   |
| Mvmt Flow           | 0    | 90                                                                                | 84   | 0    | 0    | 0    | 0    | 0    | 202                                                                                 | 169                                                                                 | 382                                                                                 | 28                                                                                  |
| Number of Lanes     | 0    | 1                                                                                 | 0    | 0    | 0    | 0    | 0    | 0    | 1                                                                                   | 1                                                                                   | 1                                                                                   | 1                                                                                   |

| Approach                   | EB | NB  | SB   |
|----------------------------|----|-----|------|
| Opposing Approach          |    | SB  | NB   |
| Opposing Lanes             | 0  | 3   | 1    |
| Conflicting Approach Left  | SB | EB  |      |
| Conflicting Lanes Left     | 3  | 1   | 0    |
| Conflicting Approach Right | NB |     | EB   |
| Conflicting Lanes Right    | 1  | 0   | 1    |
| HCM Control Delay          | 11 | 9.6 | 12.9 |
| HCM LOS                    | B  | A   | B    |

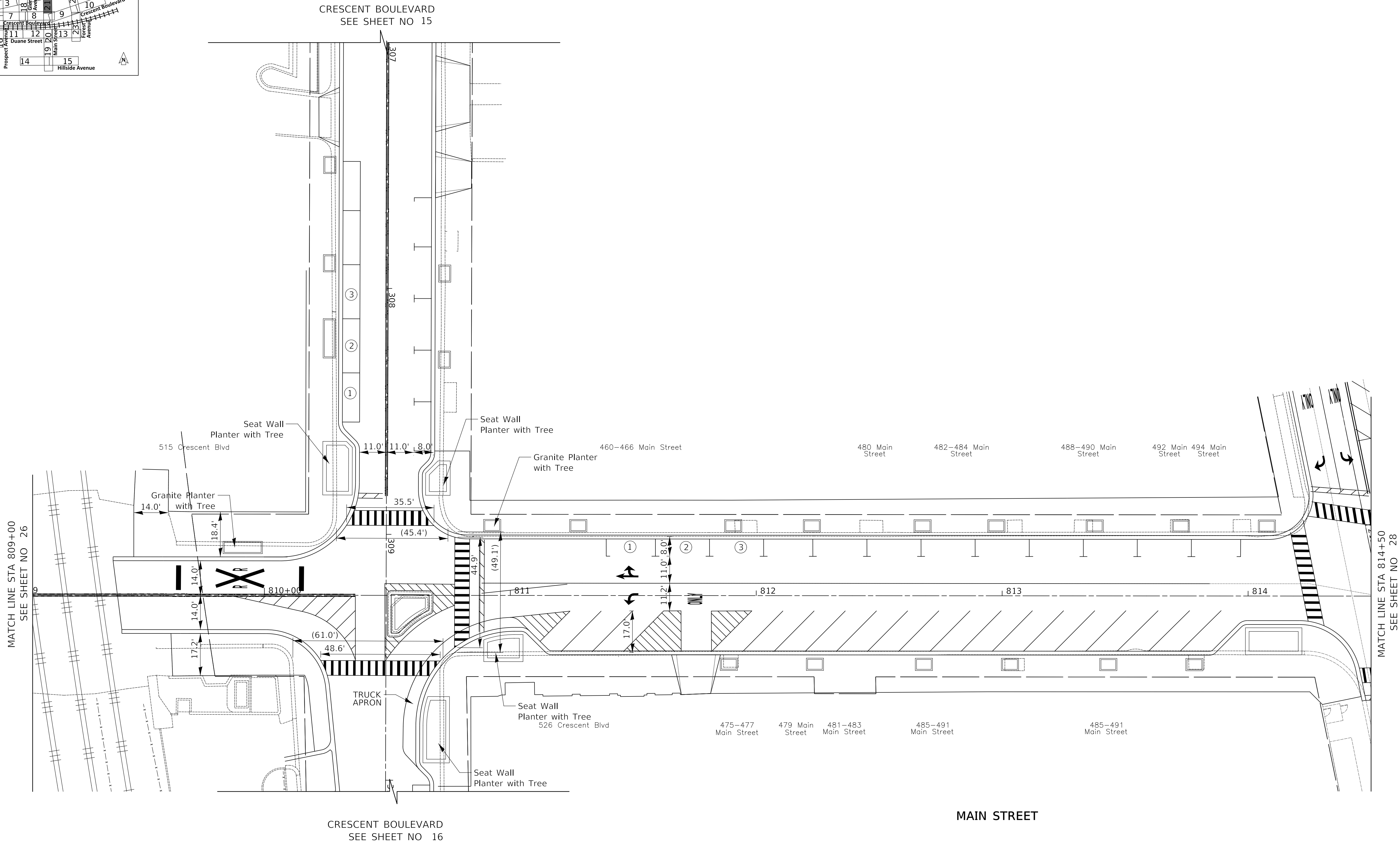
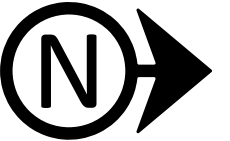
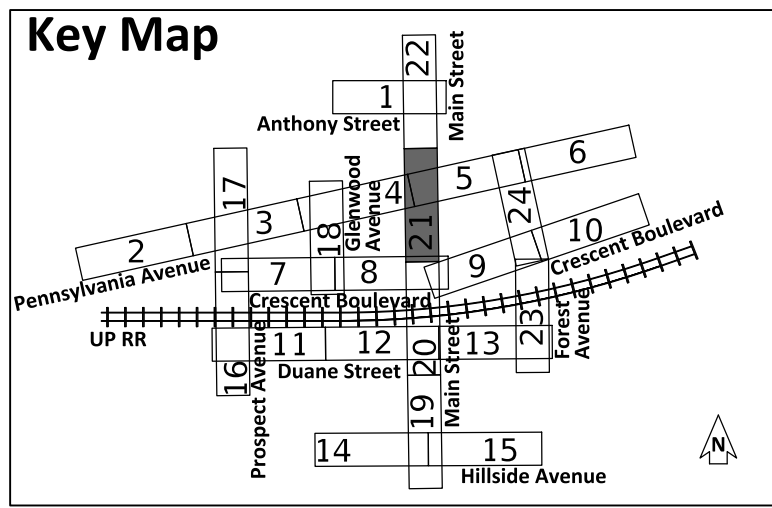
| Lane                   | NBLn1 | EBLn1 | SBLn1 | SBLn2 | SBLn3 |
|------------------------|-------|-------|-------|-------|-------|
| Vol Left, %            | 0%    | 0%    | 100%  | 0%    | 0%    |
| Vol Thru, %            | 0%    | 52%   | 0%    | 100%  | 0%    |
| Vol Right, %           | 100%  | 48%   | 0%    | 0%    | 100%  |
| Sign Control           | Stop  | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 180   | 155   | 150   | 340   | 25    |
| LT Vol                 | 0     | 0     | 150   | 0     | 0     |
| Through Vol            | 0     | 80    | 0     | 340   | 0     |
| RT Vol                 | 180   | 75    | 0     | 0     | 25    |
| Lane Flow Rate         | 202   | 174   | 169   | 382   | 28    |
| Geometry Grp           | 7     | 7     | 7     | 7     | 7     |
| Degree of Util (X)     | 0.276 | 0.284 | 0.268 | 0.553 | 0.035 |
| Departure Headway (Hd) | 4.921 | 5.876 | 5.716 | 5.213 | 4.49  |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 720   | 606   | 624   | 688   | 789   |
| Service Time           | 2.715 | 3.671 | 3.49  | 2.986 | 2.263 |
| HCM Lane V/C Ratio     | 0.281 | 0.287 | 0.271 | 0.555 | 0.035 |
| HCM Control Delay      | 9.6   | 11    | 10.6  | 14.3  | 7.4   |
| HCM Lane LOS           | A     | B     | B     | B     | A     |
| HCM 95th-tile Q        | 1.1   | 1.2   | 1.1   | 3.4   | 0.1   |



MAIN STREET



|                                                                                                                                                                                                              |                |           |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|-----------|
| <br>Two Pierce Place, Suite 1400<br>Itasca, Illinois 60143<br>Tel: 630.773.3900 Fax: 630.773.3975<br>www.civiltechinc.com | DESIGNED - TGB | REVISED - |
|                                                                                                                                                                                                              | DRAWN - JRR    | REVISED - |
|                                                                                                                                                                                                              | CHECKED - KRK  | REVISED - |
|                                                                                                                                                                                                              | DATE -         | REVISED - |
| <b>VILLAGE OF GLEN ELLYN</b>                                                                                                                                                                                 |                |           |
| VERT. 0 5 10<br>HORIZ. 0 20 40                                                                                                                                                                               |                |           |
| <b>PLAN AND PROFILE<br/>MAIN STREET</b>                                                                                                                                                                      |                |           |
| SHEET NO. 20 OF 24 SHEETS                                                                                                                                                                                    |                |           |
| STA. 805+50 TO STA. 809+00                                                                                                                                                                                   |                |           |
| F.A.U. RTE.                                                                                                                                                                                                  | SECTION        | COUNTY    |
|                                                                                                                                                                                                              |                | DUPAGE    |
| TOTAL SHEETS 109                                                                                                                                                                                             |                |           |
| SHEET NO. 27                                                                                                                                                                                                 |                |           |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT                                                                                                                                                              |                |           |

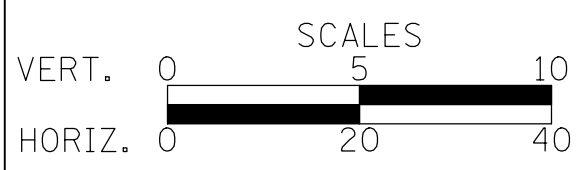




Two Pierce Place, Suite 1400  
Itasca, Illinois 60143  
Tel: 630.773.3900 Fax: 630.773.3975  
www.civiltechinc.com

|            |     |           |  |
|------------|-----|-----------|--|
| DESIGNED - | TGB | REVISED - |  |
| DRAWN -    | JRR | REVISED - |  |
| CHECKED -  | KRK | REVISED - |  |
| DATE -     |     | REVISED - |  |

VILLAGE OF GLEN ELLYN



PLAN AND PROFILE  
MAIN STREET

SHEET NO. 21 OF 24 SHEETS STA. 809+00 TO STA. 814+00

| F.A.U. RTE.                                     | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------------------------------------------|---------|--------|--------------|-----------|
|                                                 |         | DUPAGE | 109          | 27        |
| FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT |         |        |              |           |



**Glen Ellyn Village Board**  
535 Duane Street  
Glen Ellyn, IL 60137

Meeting 6/21/2021 7:00 PM  
Department: Public Works  
Department Head:  
Category: Discussion Item  
Prepared By: Thomas Topor

**AGENDA ITEM (ID  
# 2021-1214)**

**DOC ID: 2021-1214**

## **Professional Engineer Daubert will present the proposed Phase 1 Schedule for the CBD Streetscape and Utility Improvements project.**

### **Statement of the Issue:**

Staff would like to engage the members of the Village Board in discussion on the proposed construction schedule and detour plans to be used during construction of CBD SUI – Phase 1 located on the south side of the CBD along Main St, Duane St, and Hillside Ave. A general construction timeline of the Phase 1 improvements was presented at the March 22nd Workshop with Village Board expressing support to the general timeline of the improvements.

This subject was reviewed in greater detail by staff and the design engineer and more specific schedule and exhibits were prepared showing how the vehicular and pedestrian traffic will be accommodated during each stage of the work. Additionally, Civiltech Engineering has prepared a construction animation video to demonstrate how the construction and pedestrian accommodations will look like while Main Street is under construction. These items were discussed at the June 8th CIC meeting and breakfast meeting with members of the Alliance of Downtown and Chamber of Commerce on June 15th. Input received at these meetings is summarized in this memorandum.

### **Analysis:**

#### **Phase 1 – Anticipated Construction Schedule**

In general, the construction of the improvements for Main St (Hillside to tracks), Duane (Prospect to Forest), and Hillside (Glenwood to east of Main St) is anticipated to take place from March 2022 to October 2022. Based on general construction knowledge, the project team offers hereinafter a general construction sequence and schedule to portray how construction will advance through the project. This general schedule does not include any Nicor Gas or other utility companies that will need to make improvements to their utilities in advance of the streetscape work. An actual schedule will be prepared in advance of the project, with input from the contractor and coordination with utility companies involved of the project starting.

**Main Street (Hillside to Duane): early March – end of July**

- March – April 2022: Sanitary, storm, and watermain replacement; roadway closed to vehicular traffic; pedestrians will use sidewalk adjacent to the buildings with temporary ramps over utility services trenches;
- Late April – end of May: Underground streetscape improvements (soil cells, street light system, irrigation system, etc.); roadway closed to vehicular traffic; pedestrians will use sidewalk adjacent to the buildings;
- Late May- mid June: Roadway reconstruction and curb work; roadway closed to vehicular traffic; pedestrians will use sidewalk adjacent to the buildings;
- Mid June – mid July: Streetscape work (sidewalks, driveways, brick work, tree planters); roadway closed to vehicular traffic; pedestrians will use protected walkway located in the street with ramps to each building door;
- Late July: cleanup and punchlist work, two-way traffic allowed thereafter, pedestrians will utilize newly constructed sidewalks.

#### **Duane Street (Prospect to Forest): April - October**

- April 2022: Water services, sanitary services, storm sewer work; one-way vehicular traffic allowed (Prospect to Main), two-way traffic (Main to Forest)
- May to early June: North side underground streetscape improvements (soil cells, street light system, irrigation system, etc.); one-way vehicular traffic (Prospect to Civic Center Parking Garage);
- Early June to July: North side roadway and curb work; one-way vehicular traffic allowed (Prospect to Civic Center Parking Garage), short term extension of one-way traffic restrictions to Forest Ave to complete the section from the Civic Center Parking Garage to Forest;
- July to early August: North side streetscape work (sidewalks, driveways, brick work, tree planters), one-way vehicular traffic (Prospect to Civic Center Parking Garage)
- Late July to mid August: South side underground streetscape improvements (soil cells, street light system, irrigation system, etc.); one-way vehicular traffic (Prospect to Civic Center Parking Garage);
- Mid August to early September: South side roadway and curb work; one-way vehicular traffic allowed (Prospect/Civic Center Parking Garage), short term extension of one-way traffic restrictions to Frost Ave to complete the section from the Civic Center Parking Garage to Forest;
- Early September to mid October: South side streetscape work (sidewalks, driveways, brick work, tree planters), one-way vehicular traffic (Prospect/Forest Avenue).

#### **Hillside Avenue (Glenwood Ave/east of Main St): Mid July – Mid October**

- July: Miscellaneous utility work
- August: Streetscape improvements (soil cells, street light system, irrigation system, etc.)
- September: Roadway and curb work
- September to Mid October: Streetscape work (sidewalks, driveways, brick work, tree planters)

#### **Construction staging and vehicular detour routes**

Detour maps were prepared in response to the anticipated road and/or lane closures required to complete the project. The detours and closures relate to vehicular traffic only. Pedestrians will

be able to walk through the site with various accommodations made to ensure access to businesses as well as to the Civic Center Parking Garage and Pedway.

**Stage 1** - Main St closed to vehicular traffic Duane to Hillside

- Pedestrians will use sidewalk adjacent to the buildings
- Utility work on Main Street
- Anticipated Start: early March 2022
- Duration: 5 weeks

**Stage 2** – Main St closed to vehicular traffic Duane to Hillside, Duane converted to one-way eastbound from Prospect to Main

- Pedestrians will use sidewalk adjacent to the buildings
- Utility & roadway/sidewalk on Main St
- Utility work on Duane St
- Anticipated Start: early April 2022
- Duration: 3 weeks

**Stage 3** - Main St closed to vehicular traffic Duane to Hillside, Main St also closed Duane to the Railroad, Duane converted one way eastbound from Main to Civic Center Parking Garage

- Roadway/sidewalk on Main St
- Utility & roadway/sidewalk on Main St (Duane to railroad)
- North side roadway/sidewalk on Duane St
- Anticipated Start: end of April 2022
- Duration: 4 weeks

**Stage 4 & 4b** – Main St closed to vehicular traffic Duane to Hillside, Main St reopens Duane to Railroad, Duane stays one-way eastbound from Prospect to Civic Center Parking Garage. Short term extensions of one-way restriction from Civic Center Parking Garage to Forest Ave (Stage 4b)

- Roadway/sidewalk on Main St
- North side roadway/sidewalk on Duane St
- Anticipated Start: end of May 2022
- Duration: 10 weeks

**Stage 5** – Main St open to vehicular traffic Duane to Hillside, Duane stays one-way eastbound from Prospect to Forest. Convert to Duane St Civic Center Parking Garage to Forest as soon as this section is completed.

- South side roadway/sidewalk on Duane St
- Utility & roadway/sidewalk/roadway work on Hillside Ave
- Anticipated Start: July 2022

- Duration: 13 weeks

### **Additional Signage**

Additional information signage will be posted throughout the downtown directing people to the shops and restaurant. Signage will also be posted with directions to the public parking garages and lots.

### **Summary of Input received at the June 15th Downtown Alliance and Chamber of Commerce meeting**

A breakfast meeting was held on June 15th at the Glen Oak Resultant in Glen Ellyn. Staff and design engineering presented an update on the recently approved Streetscape ordinance, proposed 2022 construction schedule, and summary of proposed construction detour routes. Meeting was attended by approximately 20 downtown business owners, staff from Alliance and Chamber, design consultants, village staff, as well as Capital Improvements Commission Chairman Szymanski and Trustee Thompson. After the presentation, business owners were given an opportunity to ask questions. Overall, the business owners present did not object to closing down Main St to vehicular traffic to perform the streetscape work. They were interested in how the pedestrians will be routed through the construction site and preferred the work done as quick as possible. Downtown business owners wanted to make sure that the Village has a good plan for communication prior and during construction. Providing frequent updates on contractor activities was conversed as priority and key to success of the project. Updates were made to the attached presentation that include more specific information on the communication plan for the construction of the project. In summary, the meeting was very positive and allowed for an opportunity for project team to interact with the key stakeholders of this project.

### **Construction Animation**

To help illustrate the sequence of construction, Civiltech Engineering has prepared an animation video for Main Street. The video is available to be viewed on the project website at <http://downtownge.com/construction-updates/> and will be presented at the Workshop meeting.

### **Budget Impact:**

N/A

### **Action Requested:**

Staff respectfully requests that the Village Board review the aforementioned anticipated construction schedule, proposed detour routes, animation video and provide any recommendations on ways to improve this plan with input from downtown business community and respectfully provide a recommendations to move forward with this plan. Our ultimate goal is to finalize the recommended construction sequencing and maintenance of traffic plans by late summer to stay on track for releasing the project for competitive bidding in the fall.

Staff and Civiltech will be present at the meeting to provide a presentation and take questions on this agenda item.

**Attachments:**

1. June 2021 VB Memo On CBD SUI Phase 1 Schedule.rev.6.17



**Civiltech Engineering, Inc.**

[www.civiltechinc.com](http://www.civiltechinc.com)



# Central Business District Streetscape Improvements

Village of Glen Ellyn

June 2021



# Meeting Objectives

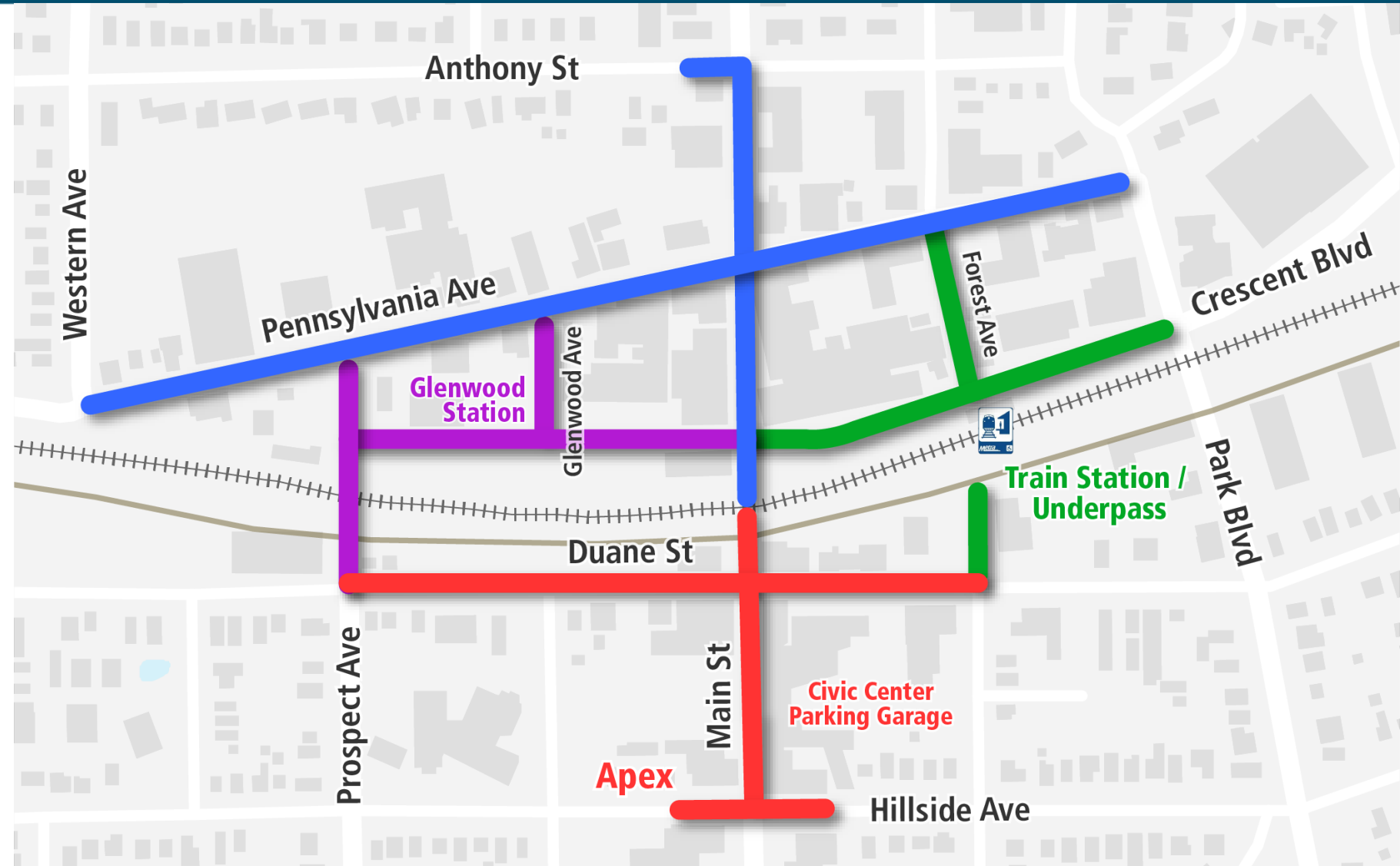
- Phase 1 Anticipated Contractor's Schedule
- Phase 1 Detour Routing
- Construction Animation



# Construction Year Refresher

## Construction Year

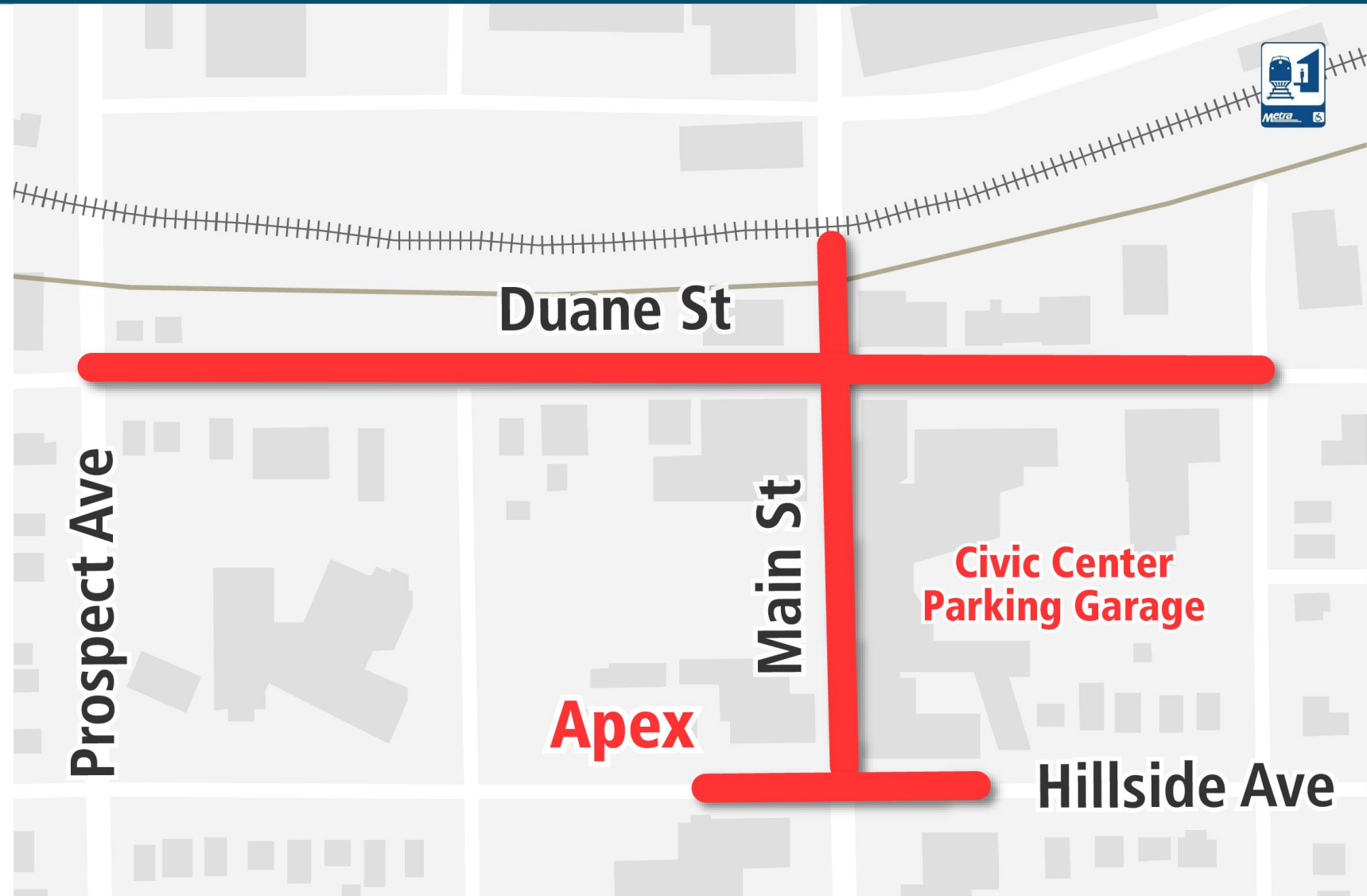
- 2022
- 2023
- 2024
- 2025-2027



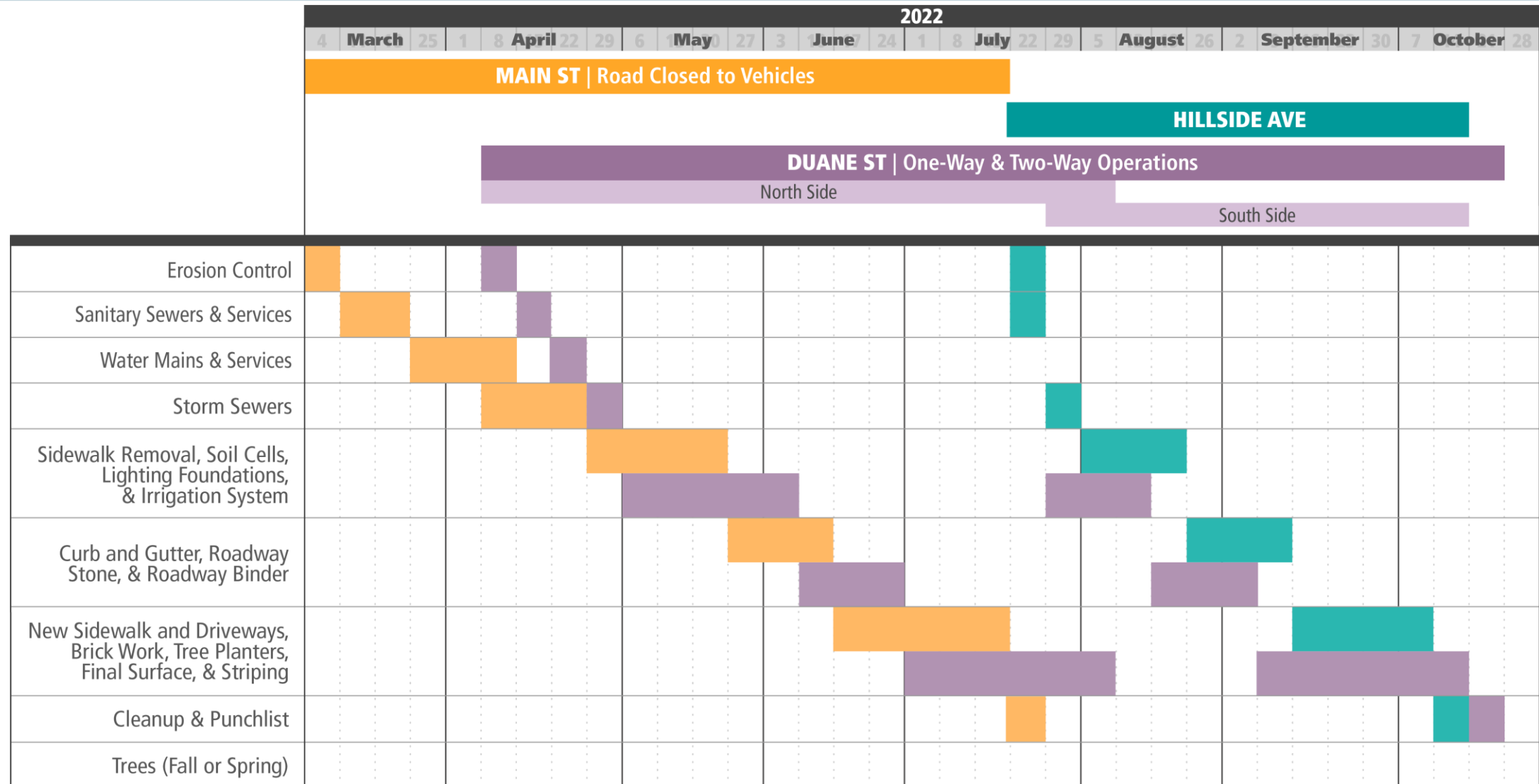
# Construction Year Refresher

Construction Year

 2022



# Anticipated Contractor's Schedule



# Detour Routing

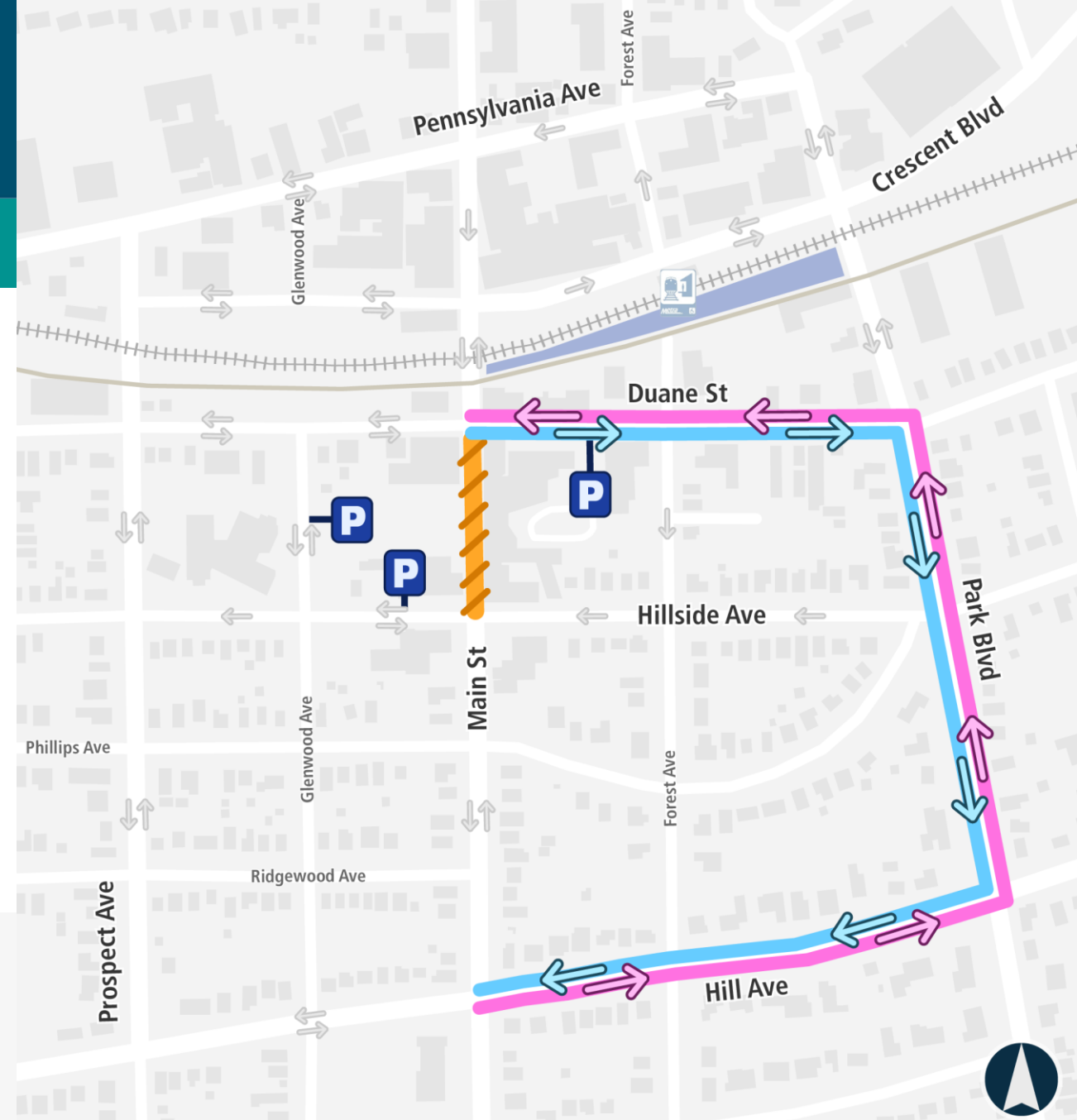
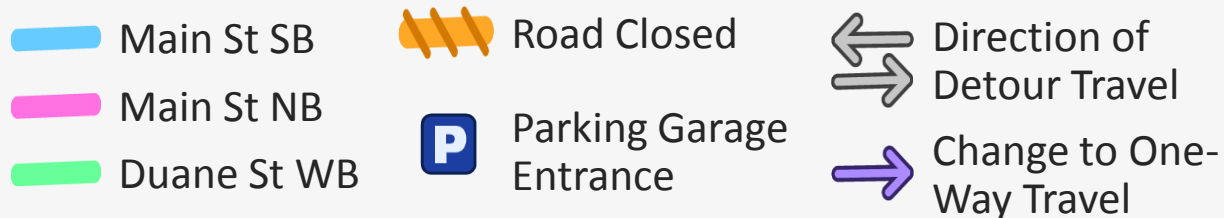
## Detour #1

### Detour Notes

- **Main St:** closed (utility & roadway/sidewalk)
- **Main St at RR:** two-way travel
- **Duane St:** two-way travel
- **Hillside Ave:**
  - two-way on west leg
  - one-way on east leg

### Time

- **Anticipated Start Date:** March 4<sup>th</sup>, 2022
- **Anticipated Duration:** 5 Weeks



\*Additional signage will be posted on detour routes about the Civic Center and Apex garages remaining open and any changes to garage access points.

# Detour Routing

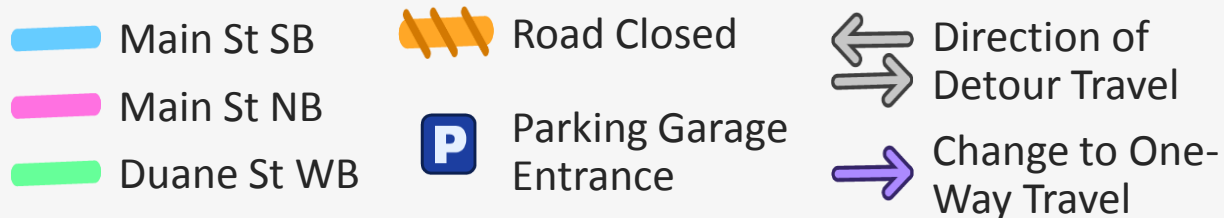
## Detour #2

### Detour Notes

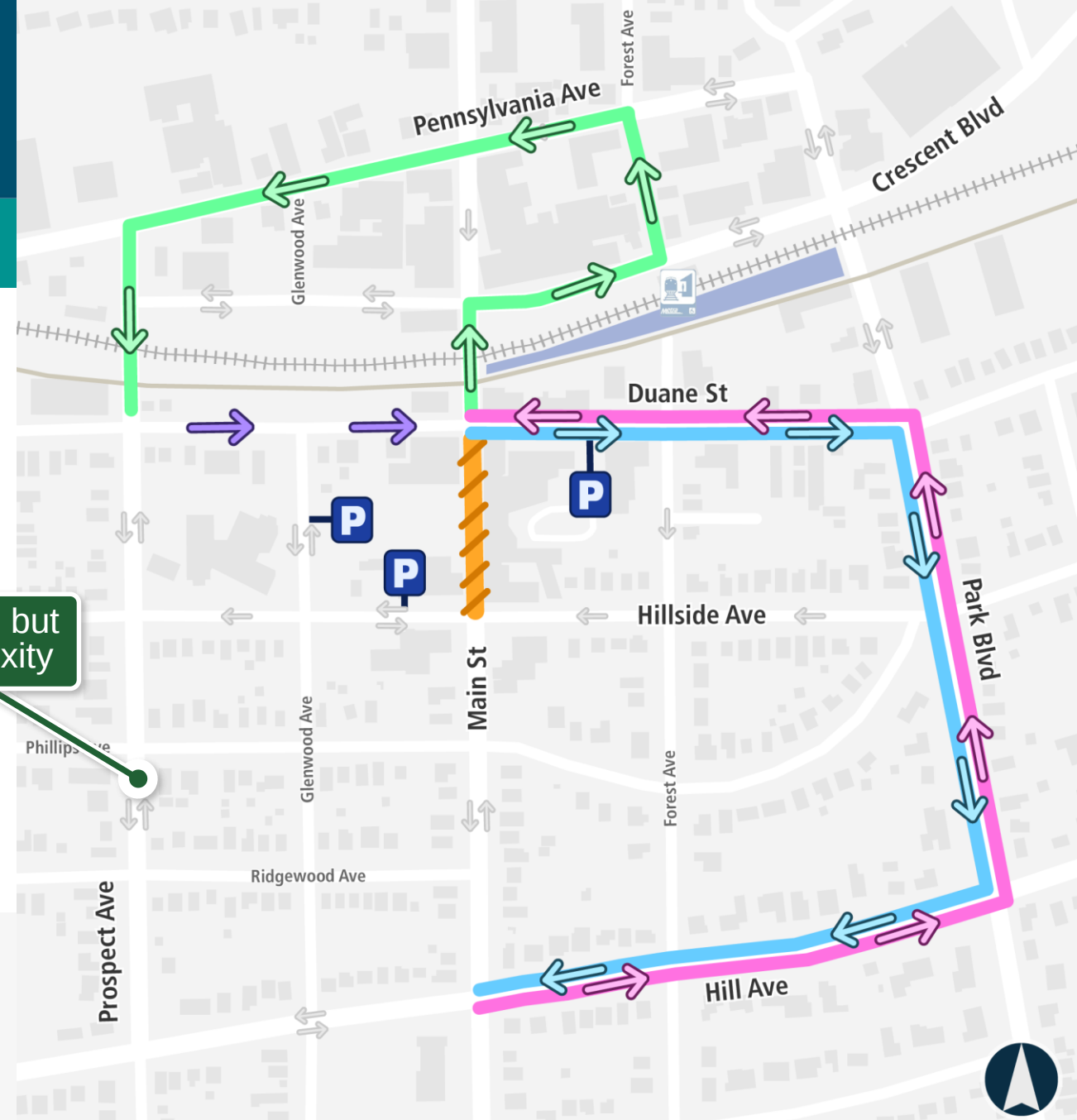
- **Main St:** closed (utility & roadway/sidewalk)
- **Main St at RR:** two-way travel
- **Duane St:** (utility)
  - one-way on west leg
  - two-way on east leg
- **Hillside Ave:**
  - two-way on west leg
  - one-way on east leg

### Time

- **Anticipated Start Date:** April 8<sup>th</sup>, 2022
- **Anticipated Duration:** 3 Weeks



Investigated, but adds complexity



\*Additional signage will be posted on detour routes about the Civic Center and Apex garages remaining open and any changes to garage access points.

# Detour Routing

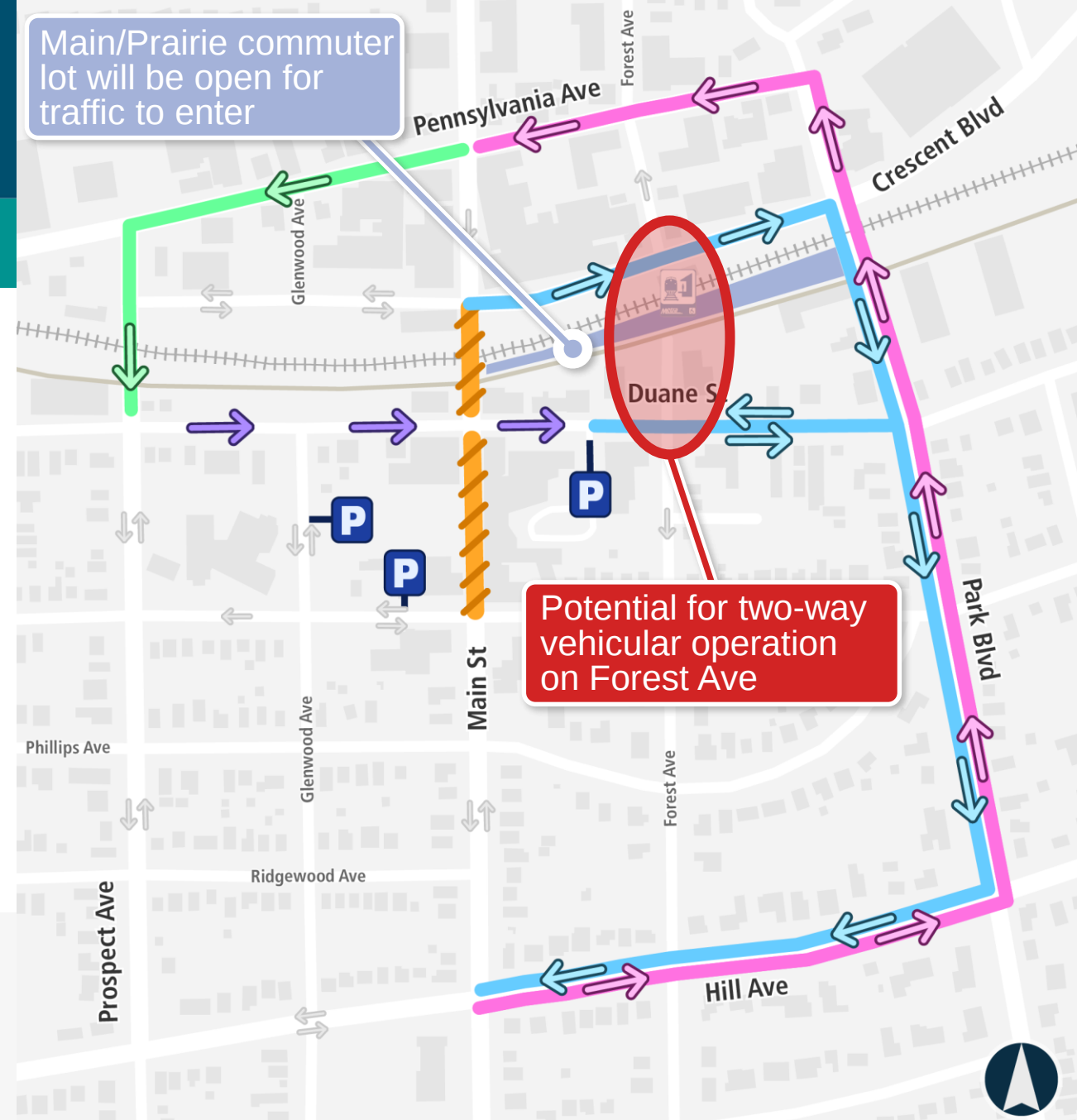
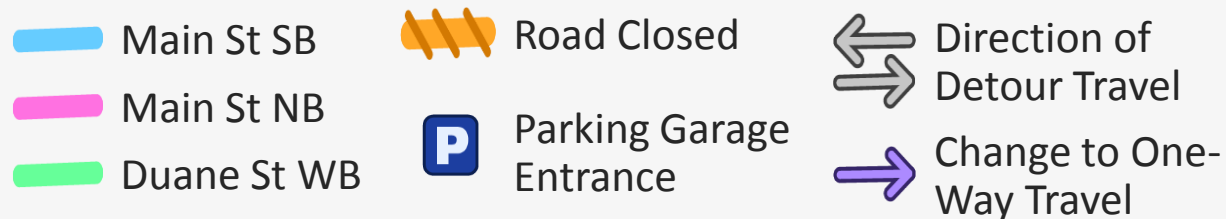
## Detour #3

### Detour Notes

- **Main St:** closed (utility & roadway/sidewalk)
- **Main St at RR:** closed (utility & roadway/sidewalk)
- **Duane St:** one-way travel from Prospect to Forest (north side roadway/sidewalk)
- **Hillside Ave:**
  - two-way on west leg
  - one-way on east leg

### Time

- **Anticipated Start Date:** April 29<sup>th</sup>, 2022
- **Anticipated Duration:** 4 Weeks



# Detour Routing

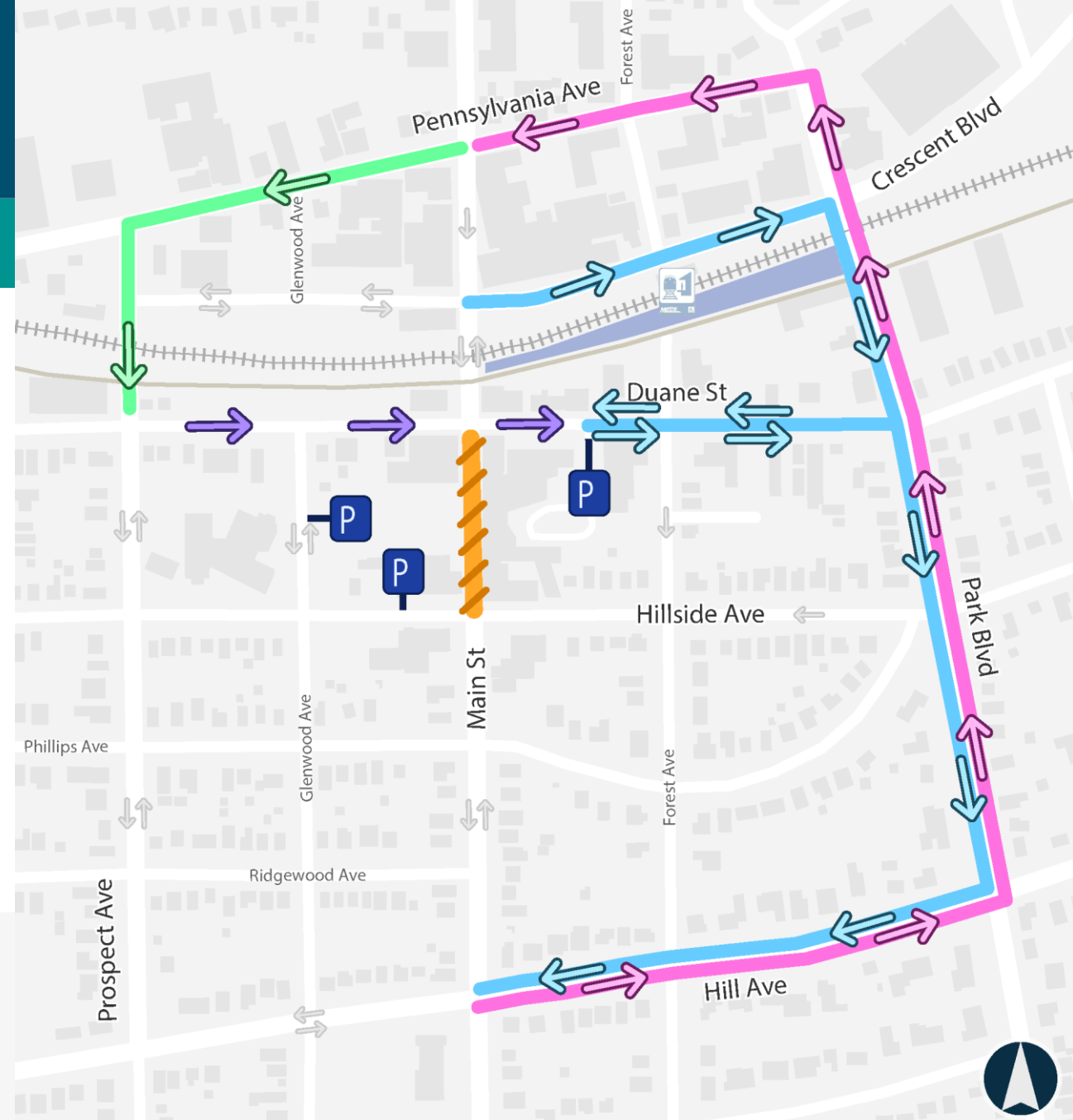
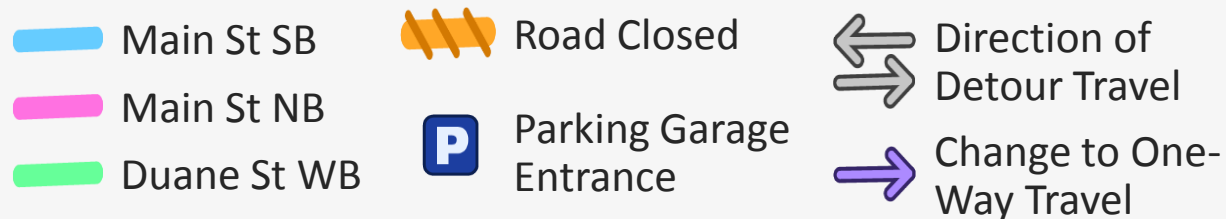
## Detour #4

### Detour Notes

- **Main St:** closed (utility & roadway/sidewalk)
- **Main St at RR:** two-way travel
- **Duane St:** one-way travel from Prospect to Forest (north side roadway/sidewalk)
- **Hillside Ave:**
  - two-way on west leg
  - one-way on east leg

### Time

- **Anticipated Start Date:** May 27<sup>th</sup>, 2022
- **Anticipated Duration:** 10 Weeks



\*Additional signage will be posted on detour routes about the Civic Center and Apex garages remaining open and any changes to garage access points.

# Detour Routing

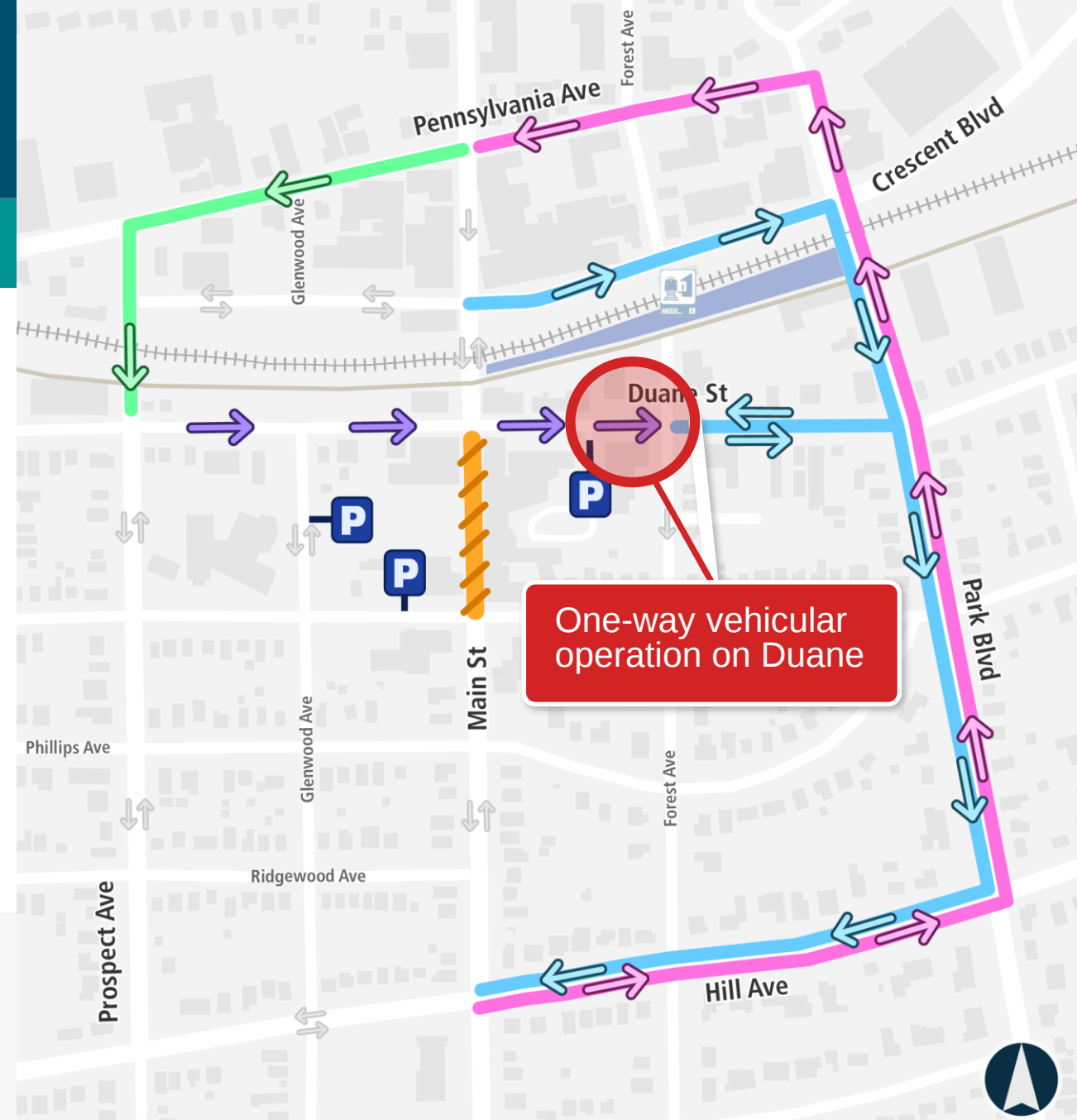
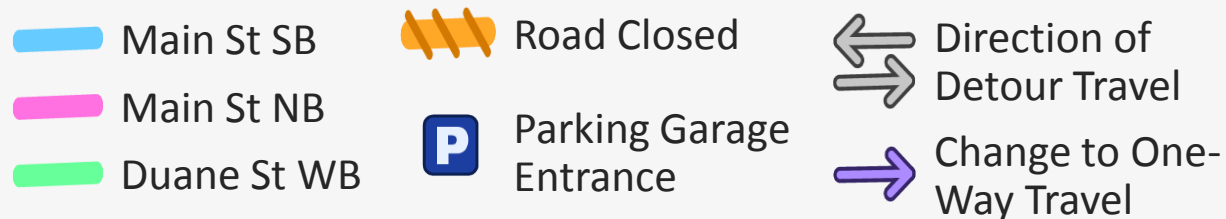
## Detour #4b

### Detour Notes

- **Main St:** closed (utility & roadway/sidewalk)
- **Main St at RR:** two-way travel
- **Duane St:** one-way travel from Prospect to Forest (north side roadway/sidewalk)
- **Hillside Ave:**
  - two-way on west leg
  - one-way on east leg

### Time

- **Anticipated Start Date:** May 27<sup>th</sup>, 2022
- **Anticipated Duration:** (implement as needed/overlaps with Detour #4 timeline)



\*Additional signage will be posted on detour routes about the Civic Center and Apex garages remaining open and any changes to garage access points.

# Detour Routing

## Detour #5

### Detour Notes

- **Main St:** two-way travel
- **Main St at RR:** two-way travel
- **Duane St:**
  - one-way on west leg
  - one-way on east leg (south side roadway/sidewalk)
- **Hillside Ave:**
  - two-way on west leg
  - one-way on east leg (utility and roadway/sidewalk)

### Time

- **Anticipated Start Date:** July 29<sup>th</sup>, 2022
- **Anticipated Duration:** 13 Weeks

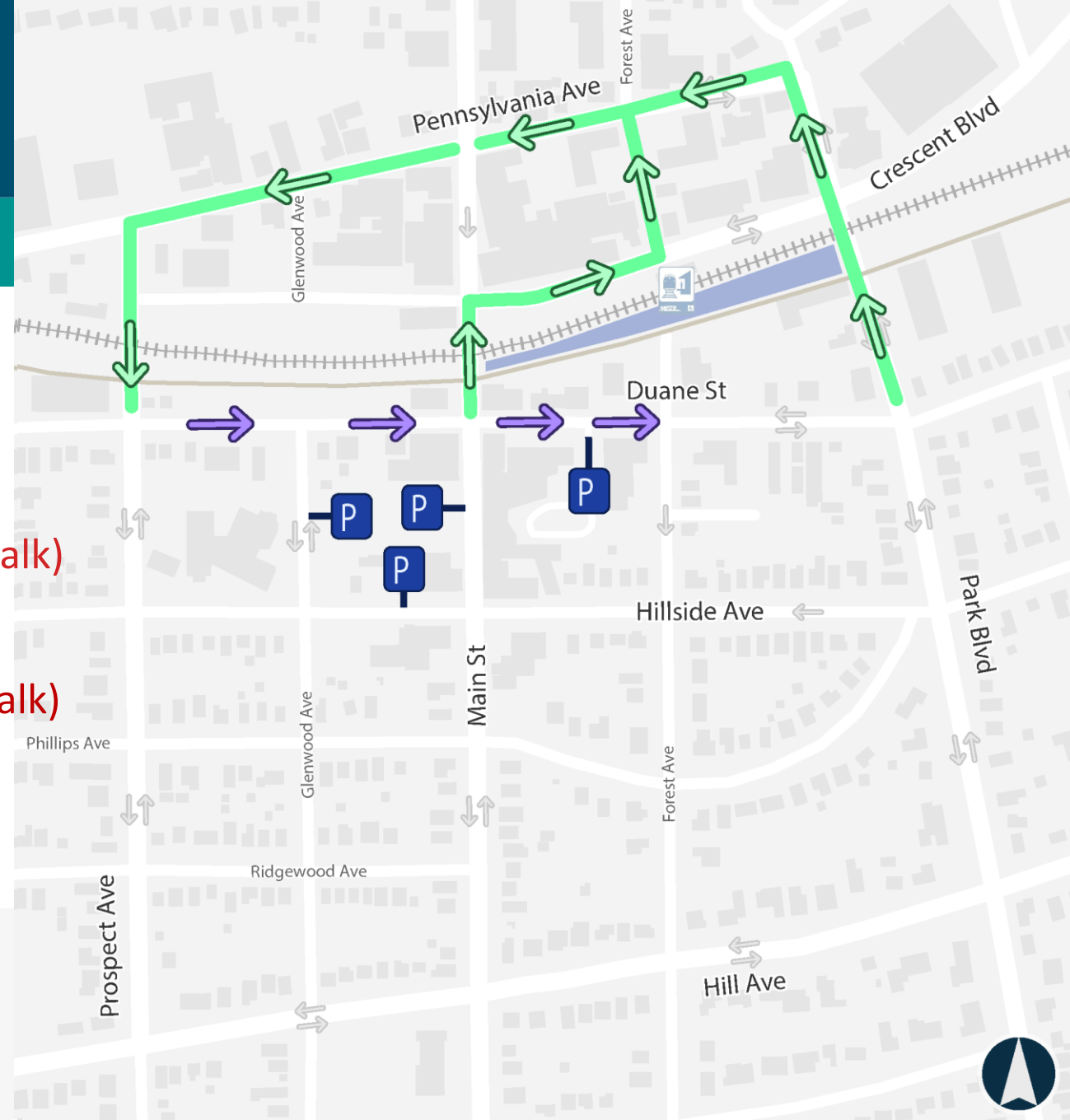
-  Main St SB
-  Main St NB
-  Duane St WB

 Road Closed

 Parking Garage Entrance

 Direction of Detour Travel

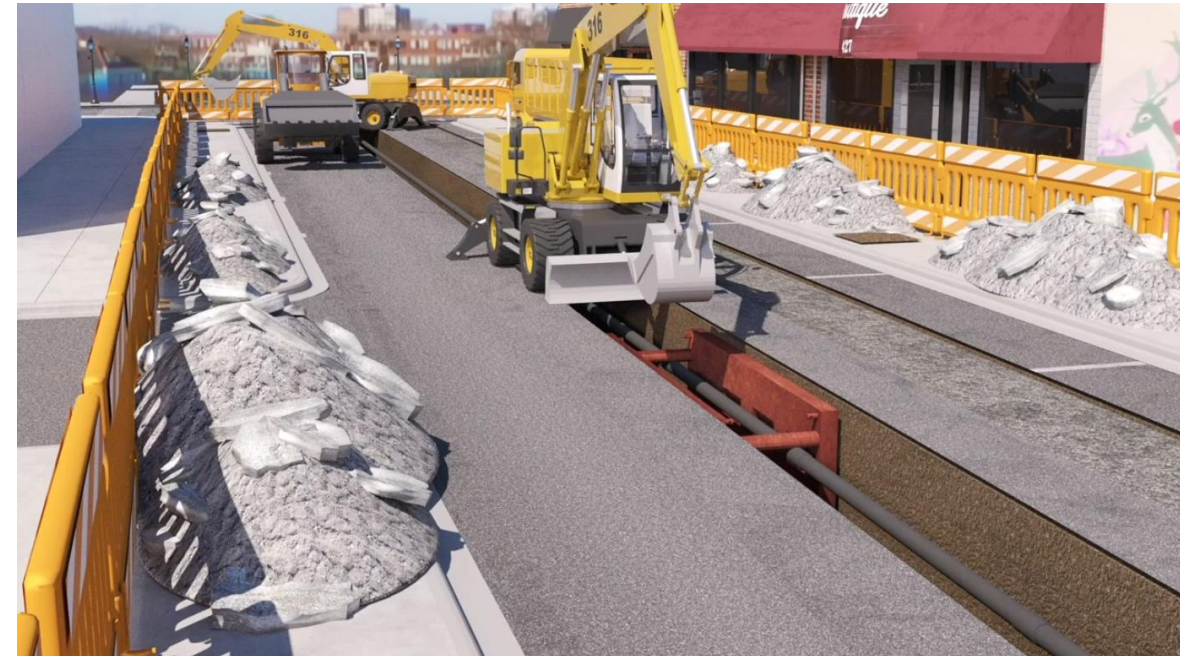
 Change to One-Way Travel



\*Additional signage will be posted on detour routes about the Civic Center and Apex garages remaining open and any changes to garage access points.

# Phase I Construction Communications

- Preconstruction Public Meeting – Late Fall 2021
  - Businesses and General Public Invited
  - Opportunity to ask questions
  - Provides information on what to expect during construction
    - Utilize construction visualization video
  - Provides available schedule information
  - Introduce project direct contacts



# Phase I Constructions Communications

- Weekly Construction Updates / Reports
  - Website
  - Social Media
- Weekly Construction Meeting with Businesses
  - Chamber of Commerce to determine ideal time
  - “Lesson Learned” from the Wheaton experience
- Construction Notification Letters
  - Sent to specific businesses in advance of construction impacts

# Phase I Construction Communications

- Project Direct Contacts
  - **Tom J. Topor**, P.E., Senior Civil Engineer  
(630) 547-5520  
ttopor@glenellyn.org
  - **Meredith Hannah**, Economic Development Coordinator  
(630) 547-5345  
mhannah@glenellyn.org
  - Project Resident Engineer (RE), Onsite - TBD

# Construction Animation



# Discussion





**Glen Ellyn Village Board**  
535 Duane Street  
Glen Ellyn, IL 60137

Meeting 6/21/2021 7:00 PM  
Department: System Administrator  
Department Head:  
Category: Ordinance  
Prepared By:

**AGENDA ITEM (ID # 2021-1233)**

**DOC ID: 2021-1233**

## **Motion to Approve Ordinance No. 6878, An Ordinance Amending Ordinance No. 6839 to Extend the Moratorium Passed November 12, 2019, to September 28, 2021**

### **Statement of the Issue:**

On June 25, 2019, Governor Pritzker signed the Cannabis Regulation and Tax Act (CRTA) which legalizes the sale, possession, and use of cannabis for recreational purposes in limited quantities by persons 21 years and older, beginning January 1, 2020. Each municipality has the authority to determine if adult-use cannabis businesses shall be permitted within their jurisdictions.

The Village has taken the following steps over the past year to determine if adult-use (recreational) cannabis retail establishments should be permitted within the Village limits:

- August 19, 2019 the Village Board discussed the new state legislation passed by Governor Pritzker at a Village Board workshop meeting. The Village Board directed staff to gather more information related to potential benefits and impacts of allowing adult-use cannabis business establishments within the Village.
- September 9, 2019 the Village Board voted to approve Resolution No. 19-12 establishing that the Village Zoning Code does not currently address adult-use cannabis businesses and directed staff to draft potential amendments for consideration within 90 days.
- October 10, 2019 the Plan Commission reviewed potential text amendments that could be adopted if the Village Board determined that Glen Ellyn should allow cannabis retail establishments within the Village limits. The Plan Commission recommended approval of the proposed text amendments by a vote of six (6) "yes" and two (2) "no". The consensus of the Plan Commission was that the Village should wait until more data becomes available from other communities that have opted to allow the sale of recreational cannabis in their jurisdictions. The Commission felt that a referendum might also be appropriate to bring further confidence that the right choice for the community is made.

- October 28, 2019 the Village Board reviewed the draft text amendments, considered the Plan Commission's recommendation and heard public comment on the topic. The Village Board determined that more information is needed before a decision can be made and a motion was put forth to put a moratorium on the sale of cannabis within the Corporate Limits of Glen Ellyn.
- November 12, 2019 the Village Board adopted Ordinance No. 6732 establishing a moratorium on cannabis business establishments until October 1, 2020.
- November 3, 2020, an Advisory Referendum question included on the Ballot for the General Election asked, "Shall the Village permit the sale of recreational cannabis within Village limits", had the following results: 16,501 Total Ballots casts; Yes Votes – 8,457 (51.25%); No Votes – 8,044 (48.75%)
- December 14, 2020 the Village Board extended the moratorium through June 30, 2021.

**Analysis:**

The Village Board has discussed this matter on a number of occasions through the last few years and most recently voted to extend the Moratorium through June 30, 2021 to allow the next Village Board to consider this topic. Given the fact that three new Board members are just beginning their terms, that summer vacation schedules have complicated scheduling this discussion and at the wish of the Village President, staff has drafted an Ordinance to extend the Moratorium through September of 2021. To assist in getting new Trustees up to speed on this topic, staff has attached the most recent packet of information that was reviewed by the Plan Commission and Village Board.

**Budget Impact:**

N/A

**Action Requested:**

Approve Ordinance No. 6878, An Ordinance Amending Ordinance No. 6839 to Extend the Moratorium Passed November 12, 2019, to September 28, 2021

**Attachments:**

1. Ord 6878
2. Village Board Memo - Recreational Cannabis Public Comment
3. December 14, 2020 Recreational Cannabis Agenda Item



**Village of Glen Ellyn**

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**Ordinance No. 6878**

**An Ordinance Amending Ordinance No. 6839 to Extend the  
Moratorium Passed November 12, 2019, to September 28,  
2021**

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Adopted by the  
President and the Board of Trustees  
Of the Village of Glen Ellyn  
DuPage County, Illinois

This \_\_\_\_\_ Day of \_\_\_\_\_, 20\_\_.

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Published in pamphlet form by the authority  
of the President and Board of Trustees of the  
Village of Glen Ellyn, DuPage County, Illinois,  
this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_.

**PREPARED BY AND MAIL TO:**

VILLAGE OF GLEN ELLYN  
ATTN: VILLAGE CLERK  
535 DUANE STREET  
GLEN ELLYN, IL 60137

**Ordinance No. 6878**

**An Ordinance Amending Ordinance No. 6839 to Extend the  
Moratorium Passed November 12, 2019, to September 28,  
2021**

**Whereas**, the State of Illinois has enacted the Illinois Cannabis Regulation and Tax Act, Public Act 101-0027, which provides that municipalities may allow or prohibit cannabis business establishments within their corporate limits; and

**Whereas**, the Village Board adopted Ordinance 6732 on November 12, 2019, establishing a Moratorium prohibiting the Village from considering or approving applications for the operation of any cannabis business establishments or infusers until October 1, 2020; and

**Whereas**, Ordinance 6732 was amended by Ordinance 6799, extending the Moratorium prohibiting the Village from considering or approving applications for the operation of any cannabis business establishments or infusers until December 15, 2020; and

**Whereas**, Ordinance 6799 was amended by Ordinance 6839, extending the Moratorium prohibiting the Village from considering or approving applications for the operation of any cannabis business establishments or infusers until July 1, 2021; and

**Whereas**, the Village has the authority to adopt ordinances and to promulgate rules and regulations that pertain to its government and affairs and that protect the public health, safety and welfare of its citizens; and

**Whereas**, this Ordinance is adopted pursuant to the provisions of the Illinois Cannabis Regulation and Tax Act, Public Act 101-0027, which provides that the Village has the authority to prohibit adult-use cannabis business establishments within its corporate limits; and

**Whereas**, the Village Board desires to carefully review and consider the impacts that cannabis businesses may have on the public health, safety, morals, and welfare; and

**Whereas**, the Village Board approved the submission of an Advisory Referendum to be included on the Ballot for the General Election on November 3, 2020; and

**Whereas**, the Advisory Referendum question included on the Ballot for the General Election on November 3, 2020 asking, “Shall the Village permit the sale of recreational cannabis within Village limits”, had the following results: 16,501 Total Ballots casts; Yes Votes – 8,457 (51.25%); No Votes – 8,044 (48.75%); and

**Whereas**, to preserve the status quo while the Village allows new Village Trustees and opportunity to review this matter, the Village Board has determined that it is in the Public Interest to Extend the Moratorium on applications by Recreational Cannabis Business Establishments, to September 28, 2021 the day after the Scheduled Regular Village Board Meeting for September 27, 2021.

**Now, Therefore, be it Ordained by the Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois**, in exercise of its home rule powers as follows:

**Section One:** The foregoing recitals shall be and hereby incorporated into and made a part of this Ordinance as if fully set forth in Section One.

**Section Two:** Moratorium Extended.

- A. The Moratorium established by Ordinance No. 6732, governing cannabis business establishments is extended to **September 28, 2021**
- B. The Moratorium established in Ordinance No. 6732, and extended by this Ordinance, shall be, and is hereby, in effect upon passage of this Ordinance and shall expire at 12:01 AM on **September 28, 2021** unless prior to that time the Village Board, in their sole and absolute discretion, terminates or extends this Moratorium by ordinance duly adopted.

**Section Three:** If any section, subsection, sentence, clause, phrase or portion of this

Ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions hereof.

**Section Four:** All prior Ordinances and Resolutions in conflict or inconsistent herewith are hereby expressly repealed only to the extent of such conflict or inconsistency.

**Section Five:** This Ordinance shall be in full force and effect upon passage, approval and publication in pamphlet form as provided by law.

Passed by the President and Board of Trustees of the Village of Glen Ellyn, Illinois this \_\_\_\_\_ day of \_\_\_\_\_.

|               |  |                    |  |                 |  |                |
|---------------|--|--------------------|--|-----------------|--|----------------|
| <b>Ayes</b>   |  | Mark Senak         |  | Anne Gould      |  | Bill Payne     |
|               |  | Kelli Christiansen |  | Kelley Kalinich |  | Steve Thompson |
|               |  | Gary Fasules       |  |                 |  |                |
|               |  |                    |  |                 |  |                |
| <b>Nays</b>   |  | Mark Senak         |  | Anne Gould      |  | Bill Payne     |
|               |  | Kelli Christiansen |  | Kelley Kalinich |  | Steve Thompson |
|               |  | Gary Fasules       |  |                 |  |                |
|               |  |                    |  |                 |  |                |
| <b>Absent</b> |  | Mark Senak         |  | Anne Gould      |  | Bill Payne     |
|               |  | Kelli Christiansen |  | Kelley Kalinich |  | Steve Thompson |
|               |  | Gary Fasules       |  |                 |  |                |
|               |  |                    |  |                 |  |                |

Approved by the Village President of the Village of Glen Ellyn, Illinois this \_\_\_\_\_ day of \_\_\_\_\_.

\_\_\_\_\_  
Village President

Attest:

\_\_\_\_\_  
Village Clerk

AFFIX VILLAGE SEAL

(Published in pamphlet form and posted on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.)

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MEMORANDUM

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TO: President Senak and the Board of Trustees

FROM: Lindsey Kaminsky, Executive Assistant

DATE: June 18, 2021

RE: June 21, 2021 – Special Village Board Meeting  
Recreational Cannabis Public Comment

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Background

On December 14, 2020, the Village Board met to discuss the possibility of allowing Recreational Cannabis sales within Village limits.

At the December 14, 2020 Village Board meeting, the Board received 23 written public comments related to the Recreational Cannabis agenda item. Out of the 23 written public comments, 12 were against the sale of recreational cannabis in Glen Ellyn, 6 were in favor of extending the Moratorium, 4 were interested in extending the 1,500 foot buffer to all places that care for children, and 1 was in favor of the sale of recreational cannabis in Glen Ellyn. Copies of the written public comments are attached to this memo.

In addition to the written public comments received, 8 members of the public spoke during the December 14, 2020 Village Board meeting. Out of the 8 spoken public comments, 1 was against the sale of recreational cannabis in Glen Ellyn, 4 were in favor of extending the Moratorium, 1 was interested in extending the 1,500 foot buffer to all places that care for children, and 2 were in favor of the sale of recreational cannabis in Glen Ellyn. A copy of the December 14, 2020 Village Board minutes are attached to this memo.

Ultimately, the Village Board voted to approve (with a 4-2 vote) to extend the Moratorium until July 1, 2021.

Attachments:

- December 14, 2020 Recreation Cannabis Public Comment
- December 14, 2020 Village Board Meeting Minutes

CC: Mark Franz, Village Manager

## Mark Franz

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**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Monday, December 14, 2020 5:51 PM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_r1YrGx3x3rAZwdAe.pdf



## New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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|                  |                               |
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| <b>Form name</b> | Pulic Comment - Village Board |
|------------------|-------------------------------|

---

### Submission Details:

**Name**

**First Name**

Julie

**Last Name**

Schauer

**Organization**

Parents Opposed to Pot

**Email**

artvent6@aol.com

**Address****Street Address**

9356 Sibelius Drive

**City**

Vienna

**State**

VA

**Zip**

22182-1631

**Meeting Date**

December 14, 2020

**Meeting Name**

Special Village Board Meeting

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

Ordinance No. 6839, An Ordinance to Approve Text Amendment to Allow Recreational Cannabis Dispensaries in the Village of Glen Ellyn

**Comment**

I will raise my hand to speak. My speech will have much to do with data of Dr. Elinore McCance, director of the Substance Abuse and Mental Health Services Administration (SAMHSA) who gave online presentations to drug preventionists throughout the country in 2019.  
<https://www.youtube.com/watch?v=Hb7pPHuRNMA>  
<https://youtu.be/XPTOH4TvrUA>

## Mark Franz

---

**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Monday, December 14, 2020 3:10 PM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_rGMGMGAx3rAB7IMK.pdf



## New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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| <b>Form name</b> | Pulic Comment - Village Board |
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---

### Submission Details:

**Name**

**First Name**

Gloria

**Last Name**

Glynn

**Organization**

Village resident for almost 50 years.

**Email**

tomglynn7@men.com

**Address****Street Address**

265 Grandview Avenue

**City**

Glen Ellyn

**State**

IL

**Zip**

60137

**Meeting Date**

December 14, 2020

**Meeting Name**

Village Board Meeting

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

Definition of schools for the 1500 foot distance for zoning decisions on dispensary locations.

**Comment**

I was opposed to the sale issue and was an opt out supporter for our Village, I hope my voice can still matter now as decision of zoning faces the the board. Please do not error on this important ...long term vision. Please extend the 1500 foot distance between all schools not just as currently defined. The Roosevelt corridor needs to be thought of no differently in this context than Main Street Glen Ellyn. The YMCA and the local preschools in churches need your care and dedication to their proximity to this potential conflict of interest and concern. Please define all school, daycares and childcares in this buffer decision.

## Mark Franz

---

**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Monday, December 14, 2020 1:57 PM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_GSGGYrfr3rAv3A4d.pdf



## New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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| <b>Form name</b> | Pulic Comment - Village Board |
|------------------|-------------------------------|

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### Submission Details:

#### Name

##### First Name

Kimberly & Tim

##### Last Name

Meinhart

#### Email

kkmeinhart@sbcglobal.net

#### Address

##### Street Address

167 Derby Glen Dr

**City**

Glen Ellyn

**State**

IL

**Zip**

60137

**Meeting Date**

December 14, 2020

**Meeting Name**

Village Board meeting

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

Recreational Cannabis

**Comment**

Hello :)! First, thank you so much for allowing us to "speak" during this meeting. Thank you, also, for the extension on the moratorium and for the advisory referendum question on the ballot. As part of the Village's 8,000+ "no" votes, we would like to mention, again in this venue, our opposition to the sale of recreational cannabis in our village. It is not a necessity and we are in agreement with the police, school and other community leaders to not bring this into our community. We have had 3 children go thru the D.A.R.E program here in the Glen Ellyn schools. Will we be amending this program after years of teaching the harmful consequences of marijuana for recreation? Note the term, "recreation". This isn't about marijuana for "medical" purposes, which has facilities in a 15-20 minute radius for accessibility. My brother, who used to be a state patrolman in Colorado, saw and shared with us the dire consequences of the recreational use of marijuana in their state. It

has driving under the influence issues and has seeped into the very young, due to the ease of accessibility, just to name only a few. Please continue the moratorium for due diligence, more time continues to allow us to see the effect in other communities. We are sure people are familiar with the vaping stores that popped up all over the place a couple of years ago. We wish we would have been aware of the store that opened just feet from Forest Glen Elementary School, we would have asked for re-consideration for that location. Location, location, location. Finally, it is not just a physical location that we should be concerned with noting. It is also the proximity and the near occasions to moral choices, that may be placing our fellow citizens at risk. We respect others' opinions. We would just like to humbly submit our personal viewpoint, as a mother and father looking through a Christian lens. Again, thank you for all of your time and consideration!

Village of Glen Ellyn | 535 Duane Street, Glen Ellyn, IL 60137

**Mark Franz**

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**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Monday, December 14, 2020 11:13 AM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_Yf3fA3fl3rAllk88.pdf



## New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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|                  |                               |
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| <b>Form name</b> | Pulic Comment - Village Board |
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### Submission Details:

**Name**

**First Name**

Mark

**Last Name**

DiGiacoma

**Email**

mark@markdigiacoma.com

**Address**

**Street Address**

74 Newton Ave.

**City**

Glen Ellyn

**State**

IL

**Zip**

60137

**Meeting Date**

December 14, 2020

**Meeting Name**

Village Board - Dec. 14th

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

Recreational Cannabis

**Comment**

Please DO NOT APPROVE the sale of recreational cannabis! This will be horrible for our kids and our community.

Village of Glen Ellyn | 535 Duane Street, Glen Ellyn, IL 60137

**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Monday, December 14, 2020 9:54 AM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_YMMrrGGI3rAD8I5E.pdf



## New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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| <b>Form name</b> | Pulic Comment - Village Board |
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### Submission Details:

**Name**

**First Name**

Margee

**Last Name**

Simeo

**Organization**

self

**Email**

mwsimeo@gmail.com

**Address****Street Address**

367 Taylor Avenue

**City**

Glen Ellyn

**State**

IL

**Zip**

60137

**Meeting Date**

December 14, 2020

**Meeting Name**

Village Board

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

Recreational Cannabis in Glen Ellyn

**Comment**

As you know, the referendum to allow the sale of recreational cannabis in the Village of Glen Ellyn narrowly passed in the November elections. That was an advisory referendum and now the scepter has passed to the Village Board to act in the best interests of our community to finalize a decision that will affect all of the posterity of the village. The moment is now to vote a well-informed NO on recreational cannabis and turn the tide on the creeping web of depravity that surrounds us and particularly our children. Will we let the promise of tax revenue blind us to what is wholistically best for us and future generations? \ We do not need nor want recreational cannabis in our Village and it will not enhance our image as a

wholesome, family oriented village among the Western suburbs. This decision ultimately rests with you, our elected leaders to vote for the best for our community and the health and well-being of our children. Please vote NO to recreational cannabis.

Village of Glen Ellyn | 535 Duane Street, Glen Ellyn, IL 60137

## Mark Franz

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**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Monday, December 14, 2020 7:30 AM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_xYxGGfMf3rAlDon7.pdf



# New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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| <b>Form name</b> | Pulic Comment - Village Board |
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## Submission Details:

### Name

#### First Name

Russell

#### Last Name

Flores

### Email

designit2@aol.com

### Address

#### Street Address

263 S Milton

**City**

Glen Ellyn

**State**

IL

**Zip**

60137

**Meeting Date**

December 14, 2020

**Meeting Name**

Village Board Meeting

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

Marijuana Store Placement

**Comment**

My wife and I have been residing in Glen Ellyn for 37 years. For the last 25 years we have seen a deterioration of our great village by bad decisions made in zoning and appropriations by our government's elected officials. While I was not in favor of the referendum, I do realize that the majority have voted to allow the sales of cannabis. It's very telling that now that the village has authority to move on this, they don't really want any part of it near the downtown area. Why should they? However, those loyal and long term residence near Roosevelt will now have to suffer with traffic from individuals who feel the need to participate in legalized drugs. I do feel cannabis has a place in the medical field and respect those that need it for those purposes, but to have a retail outlet in our backyard is not something that's desirable. I recommend and ask that no cannabis be sold in areas that are within 1,500 feet of any existing business that caters to children and families.

This would include, any business such as dance studios, private youth learning centers and retail ice cream outlets where ice cream is their primary target. I recommend that the location for any cannabis retail sales should be east of 355 on Roosevelt road within the perimeters of Glen Ellyn. This may solve a lot of concerns. Thank you taking in consideration my comments.

Village of Glen Ellyn | 535 Duane Street, Glen Ellyn, IL 60137

## Mark Franz

---

**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Monday, December 14, 2020 7:25 AM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_IYIfMMf3rA28tSX.pdf



## New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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| <b>Form name</b> | Pulic Comment - Village Board |
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### Submission Details:

**Name**

**First Name**

Maggie

**Last Name**

McDonnell

**Organization**

Teen Reality

**Email**

mkmcd913@gmail.com

**Address****Street Address**

481 Hawthorne Blvd

**City**

Glen Ellyn

**State**

IL

**Zip**

60137-4029

**Meeting Date**

December 14, 2020

**Meeting Name**

Marijuana Dispensary

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

Marijuana Dispensary

**Comment**

Dear Village Trustees: My name is Maggie McDonnell and I'm a junior at Glenbard West High School. I'm also speaking on behalf of my fellow students in Reality Illinois, the Teen Advisory Panel to the DuPage County Health Department and our sponsor Gilda Ross. I know you have heard from other representative of our club but I wanted to send this personal response as well urging you not to allow recreational marijuana stores in Glen Ellyn. It's clear our community is divided on this issue. I remind you the message village officials would be sending to students if they permitted a recreational dispensary. We should not forget the recent outbreak of life-threatening lung illnesses public health officials have linked to the use of THC vape pens sold on

the illicit market. I know you are aware of the increase in advertising when marijuana sales come to town this is also a concern we students share. Please do not allow recreational cannabis stores in our town. At the very least, wait 6 months until the pandemic is hopefully over and we are back in school. If you do decide to allow recreational cannabis stores in Glen Ellyn, please limit our exposure by keeping the stores at least 1,500 feet away from schools, parks, recreation centers, and the restaurants and businesses where we spend our time. Thank you for your consideration. Sincerely, Maggie McDonnell

Village of Glen Ellyn | 535 Duane Street, Glen Ellyn, IL 60137

## Mark Franz

---

**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Sunday, December 13, 2020 11:14 AM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_xMxrAl3rxrALP9qD.pdf



## New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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| <b>Form name</b> | Pulic Comment - Village Board |
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### Submission Details:

**Name**

**First Name**

Jennifer

**Last Name**

Vainisi

**Organization**

Long Time Glen Ellyn Resident

**Email**

jvainisi@hotmail.com

**Address****Street Address**

710 Essex Court

**City**

Glen Ellyn

**State**

IL

**Zip**

60137

**Meeting Date**

December 14, 2020

**Meeting Name**

Village Board Meeting

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

Sale of Marijuana

**Comment**

I say no to recreational marijuana in Glen Ellyn! It's a terrible idea and begins a slippery slope to bad things in the future. Why on Earth would we open the door to that? It is available elsewhere nearby.

Village of Glen Ellyn | 535 Duane Street, Glen Ellyn, IL 60137

## Mark Franz

---

**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Saturday, December 12, 2020 7:24 PM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_S3Gf3fMMxrAyRjh5.pdf



# New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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| <b>Form name</b> | Pulic Comment - Village Board |
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## Submission Details:

### Name

#### First Name

Jim

#### Last Name

Fair

### Organization

Mr. Jim Fair

### Email

fishfair2000@gmail.com

**Address****Street Address**

715 N Main St

**City**

Glen Ellyn

**State**

IL

**Zip**

60137

**Meeting Date**

December 14, 2020

**Meeting Name**

Village Board

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

Cannabis Sales

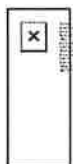
**Comment**

We are in the midst of a pandemic with the entire world concerned about health. The last thing our community needs -- especially now -- is the sale of a product that is demonstrated to harm health. Let us now upon this Pandora's box because it will be difficult if not impossible to close.

## Mark Franz

---

**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Saturday, December 12, 2020 7:06 PM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_YMfY3YGMxrAMMzul.pdf



## New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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| <b>Form name</b> | Pulic Comment - Village Board |
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### Submission Details:

**Name**

**First Name**

Courtney

**Last Name**

Weicher

**Organization**

None

**Email**

courtney.weicher@gmail.com

**Address****Street Address**

1614 Sawyer Ave

**City**

Glen Ellyn

**State**

IL

**Zip**

60137

**Meeting Date**

December 14, 2020

**Meeting Name**

Discuss and Vote on Recreational Cannabis

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

Recreational cannabis

**Comment**

With regards to whether or not pot shops should be allowed in Glen Ellyn. The Village Board should acknowledge that the permission of pot shops in Glen Ellyn will absolutely alter the character of our community. With a population of 27,450, and only 16,501 people voting on this issue, only 60% of our community have voiced their opinion. Of those who voted, 30% in the village support the issue, while 29% oppose it. Note that our US and state constitutions wisely require more than simple majorities to take actions that would fundamentally alter the basis of governance (e.g. amendments). The Board should consider actions that would fundamentally alter the character of our community in a similar light. In order to implement this

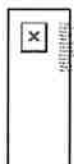
action, we feel strongly that more a slim majority of only the politically engaged should be required. Thank you! James & Courtney Weicher

Village of Glen Ellyn | 535 Duane Street, Glen Ellyn, IL 60137

## Lindsey Kaminsky

---

**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Friday, December 11, 2020 10:47 AM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_IAYMSGfArrAZa7pi.pdf



## New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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| <b>Form name</b> | Pulic Comment - Village Board |
|------------------|-------------------------------|

---

### Submission Details:

**Name**

**First Name**

Emily

**Last Name**

Barton

**Organization**

Resident

**Email**

emilynbarton@yahoo.com

**Address****Street Address**

572 Phillips Ave

**City**

Glen Ellyn

**State**

IL

**Zip**

60137

**Meeting Date**

December 14, 2020

**Meeting Name**

Village Board Meeting

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

Pot shop in Glen Ellyn

**Comment**

Our family has seen marijuana/pot destroy many lives and communities. We hope that the Board will vote to keep Recreational marijuana shops out of Glen Ellyn.

## Lindsey Kaminsky

---

**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Friday, December 11, 2020 10:02 AM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_xf33YYMArrAmb6Aw.pdf



## New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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|                  |                               |
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| <b>Form name</b> | Pulic Comment - Village Board |
|------------------|-------------------------------|

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### Submission Details:

**Name**

**First Name**

David

**Last Name**

Avignone

**Email**

avignone1@yahoo.com

**Address**

**Street Address**

190 Hill AVE

**City**

Glen Ellyn

**State**

IL

**Zip**

60137

**Meeting Date**

December 14, 2020

**Meeting Name**

Village Board meeting

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

Allowing the sale of marijuana in GE

**Comment**

I cannot believe we are interested in having Glen Ellyn associated with the sale of drugs. That's what we'll be known as for the surrounding area. Glen Ellyn is better than the selling of such a harmful and addicted drug. Plus, it's funny that we are worried about it being too close to schools, but being close to where kids live is fine....or where kids ride their bikes or drive by in cars. No matter what, you'll never be able to keep it from the eyes of our precious children. Again, Glen Ellyn is better than this. Please, on behalf of our image and our children, don't allow for anything marijuana related in our community.

## Mark Franz

---

**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Monday, December 14, 2020 3:35 PM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_flrYYIGx3rA8Gecs.pdf



## New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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| <b>Form name</b> | Pulic Comment - Village Board |
|------------------|-------------------------------|

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### Submission Details:

**Name**

**First Name**

Molly

**Last Name**

Hoerster

**Organization**

Resident

**Email**

mollyhoerster@sbcglobal.net

**Address****Street Address**

345 ridgewood avenue

**City**

Glen Ellyn

**State**

IL

**Zip**

60137

**Meeting Date**

December 14, 2020

**Meeting Name**

Recreational cannabis

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

Extending moratorium versus moving to allow recreational cannabis store on Roosevelt Road Corridor

**Comment**

To all village trustees and president McGinley, I urge you to extend the moratorium you put in place earlier this year. If you decide not to extend the moratorium, I urge you, as a taxpayer and resident for 21 years to enforce a 1,500 foot buffer from all schools (pre-schools included), daycares, and parks, and to include the YMCA and the Phillip Rock center as well. To limit the buffer to just schools does not make sense and is not acceptable to me. Thank you.

## Mark Franz

---

**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Monday, December 14, 2020 8:12 AM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_MSSlrAff3rAlo2gW.pdf



## New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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| <b>Form name</b> | Pulic Comment - Village Board |
|------------------|-------------------------------|

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### Submission Details:

**Name**

**First Name**

Marty

**Last Name**

Boyd

**Email**

marty.boyd@outlook.com

**Address**

**Street Address**

281 Merton Avenue

**City**

Glen Ellyn

**State**

IL

**Zip**

60137

**Meeting Date**

December 14, 2020

**Meeting Name**

Village Board

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

Glen Ellyn Village Board to Vote on Recreational Cannabis

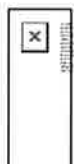
**Comment**

Why do you, as village board trustees, want that our charming community to be a source of marijuana sales? I foresee it as a net negative impact on the community. The projected revenue is far less than the impact to our local policing. My request is that the moratorium be extended. Please take time to revisit the proposed zoning buffer zones and evaluate schools, parks, and day care centers too. And if the numbers truly work, they can be evaluated as neighboring communities have their experiences. Please vote to extend the moratorium and reevaluate this idea in 1 year.

## Lindsey Kaminsky

---

**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Sunday, December 13, 2020 4:37 PM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_333xr3x3rAFXKXV.pdf



## New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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| <b>Form name</b> | Pulic Comment - Village Board |
|------------------|-------------------------------|

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### Submission Details:

**Name**

**First Name**

Gavin

**Last Name**

Schilling

**Organization**

Reality Illinois

**Email**

schilling.gavin2003@gmail.com

**Address****Street Address**

655 Duane Street

**City**

Glen Ellyn

**State**

IL

**Zip**

60137

**Meeting Date**

December 14, 2020

**Meeting Name**

Board Meeting

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

marijuana discussion

**Comment**

My name is Gavin Schilling and I'm a senior at Glenbard West High School. I'm speaking on behalf of Reality Illinois, the Teen Board to the DuPage County Health Department, and our sponsor Gilda Ross. Currently, Reality Illinois has almost 50 members, the majority of whom live in Glen Ellyn and we are in agreement on this issue to extend the moratorium and tighten the proposed zoning buffer. Marijuana sales in Glen Ellyn, if passed, will have a long-term effect on the community. Roosevelt Road is our main thoroughfare and highly visible to residents and visitors alike. For today's vote, we are asking the board to: Extend the moratorium. This would allow us to gather additional data from Naperville, Lombard, and Downers Grove,

where retail stores are now allowed but few have yet opened. It would also provide time for federal action on the MORE act, which would allow banking for marijuana businesses; this would eliminate the current all-cash setup of current cannabis stores. And we are also asking the board to tighten the proposed zoning buffer to include parks and recreation centers, places where teens, like myself, regularly gather. The current proposal includes a buffer only for schools, which leaves open potential proximity to the YMCA, HealthTrack, and Village Green. By comparison, Downers Grove included a buffer provision for schools, parks and day care centers, and location only in manufacturing districts.

Village of Glen Ellyn | 535 Duane Street, Glen Ellyn, IL 60137

**Mark Franz**

---

**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Sunday, December 13, 2020 11:10 AM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_f3S3SS3rxrAO9JfF.pdf



## New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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|                  |                               |
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| <b>Form name</b> | Pulic Comment - Village Board |
|------------------|-------------------------------|

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### Submission Details:

**Name**

**First Name**

Lynell

**Last Name**

Smith

**Email**

lynell.smith@byu.net

**Address**

**Street Address**

156 Sunset Avenue

**City**

Glen Ellyn

**State**

IL

**Zip**

60137

**Meeting Date**

December 14, 2020

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

Recreational Cannabis Sales in Glen Ellyn

**Comment**

Please extend the moratorium on recreational cannabis sales in Glen Ellyn. The polling showed Glen Ellyn residents almost evenly split on this issue. Before implementing such a controversial measure, we should be looking for a much more overwhelming majority of support, not a single percentage point. With so many continued unknowns in terms of long term impact on community and specifically, our kids, why not take a little more time to review the impact in other communities who rushed into implementation. I can only believe that they were willing to experiment on their communities for the potential revenue stream. Are we willing to take that same risk with our kids?

## Lindsey Kaminsky

---

**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Saturday, December 12, 2020 11:20 AM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_AfrlGfS3rrAh5JjT.pdf



## New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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|                  |                               |
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| <b>Form name</b> | Pulic Comment - Village Board |
|------------------|-------------------------------|

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### Submission Details:

**Name****First Name**

Jennifer

**Last Name**

Jessup

**Address****Street Address**

311 Birchbook ct

**City**

Glen ellyn

**State**

IL

**Zip**

60137

**Meeting Date**

December 14, 2020

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

marijuana sales in glen ellyn

**Comment**

Marijuana sales in Glen Ellyn, if passed, will have a long-term effect on the community. Roosevelt Road is our main thoroughfare and highly visible to residents and visitors alike. For Monday's vote, we are asking the board to: Extend the moratorium. This would allow us to gather additional data from Naperville, Lombard, and Downers Grove, where retail stores are now allowed but few have yet opened. It would also provide time for federal action on the MORE act, which would allow banking for marijuana businesses; this would eliminate the current all-cash setup of current cannabis stores. Tighten the proposed zoning buffer to include parks and recreation centers, places where teens regularly gather. The current proposal includes a buffer only for schools, which leaves open potential proximity to the YMCA, HealthTrack, and Village Green. By comparison, Downers Grove included a buffer provision for schools, parks and day care centers, and location only in manufacturing districts.

## Lindsey Kaminsky

---

**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Friday, December 11, 2020 4:05 PM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_3MYSGMYMrrAFQL90.pdf



## New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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|                  |                               |
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| <b>Form name</b> | Pulic Comment - Village Board |
|------------------|-------------------------------|

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### Submission Details:

**Name**

**First Name**

David

**Last Name**

Larson

**Organization**

Glenbard Township High School District 87

**Email**

david\_larson@glenbard.org

**Address****Street Address**

596 Crescent Blvd.

**City**

Glen Ellyn

**State**

IL

**Zip**

60137

**Meeting Date**

December 14, 2020

**Meeting Name**

Village Board

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

Vote on recreational cannabis dispensary

**Comment**

Dear Village Trustees: I am writing to ask you to extend the current moratorium on recreational cannabis stores in Glen Ellyn at least 6 months. A year ago, the Glen Ellyn Village Board agreed to impose a one-year moratorium on recreational cannabis stores in Glen Ellyn to allow time for data to accrue on the effects these stores have had on our surrounding communities. To date, this data has not appeared. Naperville opened it first recreational store in October 2020. No stores have opened in Lombard. We do not have data from any other peer communities in the western suburbs. The moratorium should be extended to allow time to collect the data needed for this important decision that will have foreseeable consequences for our children and

our community. I am extremely concerned about making recreational cannabis more accessible in Glen Ellyn and the message a local recreational cannabis store conveys to our youth that cannabis use is an acceptable and normal activity with low risks or consequences. This messaging decreases the perceived risk of harm among young people, and with low perceived harm comes a greater likelihood that teens will use the drug. We know from the recent advisory referendum that nearly half – 48.75% - of Glen Ellyn's population opposes recreational cannabis stores in our community. One of the many reasons for this opposition is the harmful message cannabis commercialization and normalization sends to Glen Ellyn youth, especially at-risk youth. If this Board does decide to lift the moratorium on recreational cannabis stores, extreme caution must be taken when considering where these stores will be allowed. I request that any recreational stores that are allowed be kept at least 1,500 feet away from not only Glen Ellyn primary and secondary schools, but also parks, recreation centers, and family-oriented businesses where our town's youth gather and socialize. Thank you for your consideration and your protection of our community's greatest investment – our students. Sincerely, David F. Larson, Ed.D. Superintendent Glenbard Township High School District 87 630-469-9100 ext. 5114

Village of Glen Ellyn | 535 Duane Street, Glen Ellyn, IL 60137



# Pulic Comment - Village Board

Village of Glen Ellyn

Submitted On:

December 14, 2020 5:40pm

America/Chicago

**Name** Ashley  
DeForest-Goletz

**Organization** DeForest Dance Academy

**Email** Ashley@deforestdance.com

**Address** 483 Roosevelt Road  
GLEN ELLYN  
IL  
60137-6362

**Meeting Date** December 14, 2020

**Meeting Name**

**Is your comment related to an agenda item?** Yes

**Agenda Item or Subject** K. Recreational Cannabis

**Comment** To Whom It May Concern,

My name is Ashley DeForest-Goletz and I am the owner of DeForest Dance Academy located at 483 Roosevelt Rd. in Glen Ellyn. I am submitting this comment in response to the proposed zoning requirements within zoning district C3 as it pertains to the future locations of recreational marijuana/cannabis stores. It is my understanding that the Glen Ellyn Plan Commission has already recommended a 1,500-foot buffer between any school and proposed cannabis store. As a parent, business owner, and community member of Glen Ellyn, I wholeheartedly support this measure. However, I want to make sure that it will include all local businesses that cater specifically to children (i.e., dance schools).

Hundreds of children that range from ages 3 to 18 come and go from our dance studio each day. My dance teachers and I make a tremendous effort to provide our students with a positive experience that will teach them lifelong lessons such as commitment, discipline, hard-work and most importantly fun. Our students and their parents expect to have a safe environment before, during, and after class which must include a safe drop off/pick up location at our dance school.

It is my expectation that the Glen Ellyn Plan Commission and Village Board Trustees will apply the same zoning requirements for all youth-oriented businesses as they do for schools of education, daycare facilities and places of worship. Marijuana/cannabis dispensaries should not be permitted to operate near areas frequented by children. These places often have lines of individuals waiting outside or congregating nearby as children/students are coming and going from classes. It is my understanding that other DuPage County communities have made similar restrictions on zoning when children and schools are concerned. I hope you intend to follow their lead.

I love Glen Ellyn; and it is the place my husband and I have chosen to call home, to raise our children and to build our business. Please continue to make this town a safe and desirable community that allows children of all ages to SAFELY grow and explore activities both inside and outside our school system.

Sincerely,  
Ashley DeForest-Goletz

## Mark Franz

---

**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Monday, December 14, 2020 3:00 PM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_SxlArf3rAeq9Hk.pdf



## New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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|                  |                               |
|------------------|-------------------------------|
| <b>Form name</b> | Pulic Comment - Village Board |
|------------------|-------------------------------|

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### Submission Details:

**Name**

**First Name**

Naomi

**Last Name**

Barr

**Organization**

Rainbow Place Preschool Board; retired teacher Parkview School

**Email**

noffo@aol.com

**Address****Street Address**

Beacon Hill

**City**

Lombard

**State**

IL

**Zip**

60148

**Meeting Date**

December 14, 2020

**Meeting Name**

Village Board Meeting

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

Location of Dispensaries. Applying 1500 foot buffer to all schools, daycares and childcares

**Comment**

Please apply the 1500 foot buffer uniformly to all places that care for, nurture, and educate children.

Village of Glen Ellyn | 535 Duane Street, Glen Ellyn, IL 60137

## Mark Franz

---

**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Monday, December 14, 2020 8:25 AM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_SAS3fxf3rAz5thN.pdf



## New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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|                  |                               |
|------------------|-------------------------------|
| <b>Form name</b> | Pulic Comment - Village Board |
|------------------|-------------------------------|

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### Submission Details:

**Name**

**First Name**

Tommy

**Last Name**

Crowley

**Email**

tommycrowley10@gmail.com

**Address**

**Street Address**

580 Hillside Ave

**City**

Glen Ellyn

**State**

IL

**Zip**

60137

**Meeting Date**

December 14, 2020

**Meeting Name**

Village Board meeting

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

Recreational Cannabis

**Comment**

I am 18 years old, a resident of Glen Ellyn, and a recent graduate of Glenbard West High School- a member of the Class of 2020. I know that you are considering allowing a marijuana store along Roosevelt Road, and I'm asking you to carefully consider its location. Vape stores in town were so visible, really in your face, and were not a great thing for kids to see around town. Marijuana stores and their ads will have an even bigger impact, and the places you're thinking of adding them are close to places kids play and teens gather - parks, gyms, even fast food places. Why add this to our main road in town? Glen Ellyn was a great place to grow up- with so many kids around, there was a ton of focus on making this a safe and fun place for kids and families. Please don't change that focus now. If you need to allow stores, add protection for more than just schools.

## Mark Franz

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**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Monday, December 14, 2020 6:56 AM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_GGSfGfAf3rACjSSn.pdf



## New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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| <b>Form name</b> | Pulic Comment - Village Board |
|------------------|-------------------------------|

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### Submission Details:

**Name**

**First Name**

Eileen

**Last Name**

Glynn

**Organization**

Rainbow Place Preschool

**Email**

rainbowplaceflc@hotmail.com

**Address****Street Address**

% 41 N. Park Blvd.

**City**

Glen Ellyn

**State**

IL

**Zip**

60137

**Meeting Date**

December 14, 2020

**Meeting Name**

Village Board Meeting

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

Applying the 1500 feet restriction for pot dispensaries to all schools...existing preschools and day cares in addition to the currently including k-12 schools.

Village of Glen Ellyn | 535 Duane Street, Glen Ellyn, IL 60137

## Mark Franz

---

**From:** SeamlessDocs <noreply@seamlessdocs.com>  
**Sent:** Monday, December 14, 2020 2:52 PM  
**To:** Lindsey Kaminsky; Mark Franz; Village Clerk  
**Subject:** New Submission: Pulic Comment - Village Board  
**Attachments:** Pulic\_Comment\_\_Village\_Board\_MfGfYA3r3rAn60G0.pdf



## New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

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|                  |                               |
|------------------|-------------------------------|
| <b>Form name</b> | Pulic Comment - Village Board |
|------------------|-------------------------------|

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### Submission Details:

**Name**

**First Name**

Lauren

**Last Name**

Price

**Email**

Leprice1984@gmail.com

**Address**

**Street Address**

663 Turner Ave

**City**

Glen ellyn

**State**

IL

**Zip**

60137

**Meeting Date**

December 14, 2020

**Meeting Name**

Village Board Meeting

**Is your comment related to an agenda item?**

Yes

**Agenda Item or Subject**

Recreational Cannabis

**Comment**

Allowing sales of recreational cannabis is now the law in Illinois. Denying the sale of cannabis in Glen Ellyn not only restricts potential funds for the village, but also restricts a service being provided to the citizens here that would chose to take advantage of that service. It is clear that the village board intends to be responsible in the implementation of these services, and therefore anyone who opposes cannabis sales altogether does so for personal reasons or unwarranted fears and not for the mutual benefit of our community. Glen Ellyn has been able to safely incorporate a wide variety of business into our diverse village, including the sale of alcohol, and I am confident the same will be true of cannabis sales. Thank you.



Minutes  
Village of Glen Ellyn  
Glen Ellyn Village Board  
Regular Meeting  
Monday, December 14, 2020  
7:00 PM  
Glen Ellyn Civic Center, Galligan Board Room

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**A. Call to Order**

**B. Pledge of Allegiance**

**C. Roll Call**

*Upon roll call by Village Clerk Chereskin, President McGinley and Trustees Christiansen, Enright, Fasules, Pryde, Senak and Thompson answered "Present".*

*Also in attendance were Village Manager Franz, Village Attorney Mathews, Finance Director Coyle, Public Works Director Hansen, Community Development Director Springer, Police Chief Norton, General Manager Vesevick Economic Development Coordinator Hannah, Professional Engineer Daubert, Planning Manager Purvis and Director of Golf Allen.*

*President McGinley announced her resignation for the position as Village President, effective January 1, 2021, due to her moving out of state.*

*President McGinley stated Agenda Item G has been pulled from the agenda.*

*President McGinley stated Consent Agenda Items 4, 5, 6, 8, 10 and 11 have been pulled from the agenda.*

**D. Audience Participation**

*Village Clerk Chereskin stated eight (8) public comments have been received in regards to the issues at Santa Fe with the requests to issue a stop work order with the Apex project and for the Village to help Santa Fe in any way possible.*

*Village Manager Franz stated since the initial onset of the flooding issues at Santa Fe, staff and members of the Village Board have had multiple meetings with the Apex developer and owners of Santa Fe to address these issues and will continue to do so until a resolution is met. Village Manager Franz stated they hope to have a resolution in the next couple days.*

**E. Consent Agenda - The following items are considered routine business by the Village Board and will be approved in a single vote in the form listed below:**

|                  |                                                        |
|------------------|--------------------------------------------------------|
| <b>RESULT:</b>   | <b>APPROVED [6 TO 0]</b>                               |
| <b>MOVER:</b>    | Craig Pryde, Village Trustee                           |
| <b>SECONDER:</b> | Kelli Christiansen, Village Trustee                    |
| <b>AYES:</b>     | Enright, Fasules, Pryde, Christiansen, Thompson, Senak |
| <b>PRESENT:</b>  | McGinley                                               |

Motion to approve the following items including Payroll and Vouchers totaling \$5,987,235.38. These agenda items have been reviewed by the Management Team & Village Attorney and are consistent with the Village's Purchasing Policy (Trustee Pryde)

1. Total Expenditure (Payroll and Vouchers) - \$5,987,235.38
2. October 12, 2020 Village Board Meeting Minutes
3. October 19, 2020 Village Board Workshop Minutes
7. October 29, 2020 Special Village Board Workshop Minutes
9. November 9, 2020 Village Board Meeting Minutes
12. Designate Trustee Pryde as Village President Pro-Tem for the Four Month Period from January through April 2021
13. Approve a Retail Façade Improvement Award in the Amount of \$1,000 and a Downtown Retail Interior Improvement Award in the Amount of \$12,500 for Shannon's Irish Pub at 428 N. Main Street, to be Expensed to the Downtown TIF Fund (Economic Development Coordinator Hannah)
14. Approve a Retail Façade Improvement Award in the Amount of \$30,000 for Los Burritos Tapatios at 484 Roosevelt Road, to be Expensed to the General Fund (Economic Development Coordinator Hannah)
15. Ordinance No. 6818, An Ordinance Approving the Exterior Appearance of 484 Roosevelt Road (Community Development Director Springer)
16. Ordinance No. 6819, An Ordinance Approving Two Construction Necessitated Zoning Variations to Allow an Existing Shed to Remain on the Property Located at 717 Amber Ridge Avenue (Community Development Director Springer)
17. Ordinance No. 6820, An Ordinance Approving Variations to Allow a Detached Garage on the Property Located at 491 Ridgewood Avenue (Community Development Director Springer)

18. Ordinance No. 6821, An Ordinance Approving the Exterior Appearance of 433-435 Pennsylvania Avenue (Community Development Director Springer)
19. Pursuant to Section 1-10-7 of the Village Code, Adopt the Competitive Bidding Procedures of the Suburban Tree Consortium and Authorize the Village Manager to Execute a Contract to Fund the 2021 Annual Tree Planting Program, for the Not-to-Exceed Amount of \$100,000, to be Expensed to the Motor Fuel Tax Fund (Public Works Director Hansen)
20. Motion to Authorize the Village Manager to Execute a Contract with Mauro Sewer Construction Inc., of Des Plaines, Illinois, in the Amount of \$169,715 for the Village Green Storm Sewer Project, to be Expensed to the Capital Projects Fund (Public Works Director Hansen)
22. Approve Village Links' Golf User Fees for 2021 (General Manager Vesevick)  
  
*Trustee Enright asked what the percentage increase is for the user fees. General Manager Vesevick stated the percentage increases range from 0 percent to 11 percent depending on the specific user fee.*
23. Ordinance No. 6823 , An Ordinance for the Levy and Assessment of Taxes for the 2020 Tax Levy Year in the Amount of \$45,000 for the Village of Glen Ellyn Special Service Area Number 13 (Finance Director Coyle)
24. Ordinance No. 6823 , An Ordinance for the Levy and Assessment of Taxes for the 2020 Tax Levy Year in the Amount of \$45,000 for the Village of Glen Ellyn Special Service Area Number 13 (Finance Director Coyle)
25. Ordinance No. 6824, An Ordinance for the Levy and Assessment of Taxes for the 2020 Tax Levy Year in the Amount of \$110,000 for Village of Glen Ellyn Special Service Area Number 14 (Finance Director Coyle)
26. Ordinance No. 6825, An Ordinance for the Levy and Assessment of Taxes for the 2020 Tax Levy Year in the Amount of \$5,000 for Village of Glen Ellyn Special Service Area Number 15 (Finance Director Coyle)
27. An Ordinance No. 6826 for the Levy and Assessment of Taxes for the 2020 Tax Levy Year in the Amount of \$3,000 for Village of Glen Ellyn Special Service Area Number 16 (Finance Director Coyle)
28. Ordinance No. 6827, An Ordinance for the Levy and Assessment of Taxes for the 2020 Tax Levy Year in the Amount of \$700 for Village of Glen Ellyn Special Service Area Number 17 (Finance Director Coyle)
29. Ordinance No. 6828, An Ordinance for the Levy and Assessment of Taxes for the 2020 Tax Levy Year in the Amount of \$120,204 for Glen Ellyn Special Service Area Number 18 (Finance Director Coyle)

30. Ordinance No. 6829, An Ordinance for the Levy and Assessment of Taxes for the 2020 Tax Levy Year in the Amount of \$83,058 for Glen Ellyn Special Service Area Number 19 (Finance Director Coyle)

**Items pulled from the Consent Agenda to be voted on separately**

21. Motion to Authorize the Village Manager to Execute an Agreement with Chastain & Associates LLC of Schaumburg, Illinois, in the amount of \$71,201.44 for Phase II Engineering Services for 2021 Street Improvements Project #21002 to be Expensed to Capital Projects and Water & Sewer Funds (Professional Engineer Daubert)

*Trustee Senak stated he would like to postpone this vote as the Village Board has not decided if they are moving forward with the Streetscape Project in 2021 or 2022. Professional Engineer Daubert stated this agenda item is to approve resurfacing of streets in Glen Ellyn.*

*Trustee Senak stated he is in support of moving forward with the vote for street resurfacing.*

|                  |                                                        |
|------------------|--------------------------------------------------------|
| <b>RESULT:</b>   | <b>APPROVED [6 TO 0]</b>                               |
| <b>MOVER:</b>    | Craig Pryde, Village Trustee                           |
| <b>SECONDER:</b> | Gary Fasules, Village Trustee                          |
| <b>AYES:</b>     | Enright, Fasules, Pryde, Christiansen, Thompson, Senak |
| <b>PRESENT:</b>  | McGinley                                               |

**F. Zoning Variation Requests for the Property Located at 342 Taylor Avenue (Presented by Community Development Director Springer) (Trustee Christiansen)**

1. Ordinance No. 6830, An Ordinance Denying Two Requested Variations for a Reduced Interior Side Yard Setback and an Increased Lot Coverage on the Property Located at 342 Taylor Avenue

*Community Development Director Springer presented information on the proposed variations for the property located at 342 Taylor Avenue including details on the project, variation requests and the Zoning Board of Appeals recommendation.*

*Josh and Amy Storm, owners of the property located at 342 Taylor Avenue, provided detailed information on the proposed project and variations.*

*Trustee Enright asked if any neighbors weighed in on the project at the Zoning Board of Appeals meeting. Community Development Director Springer stated there were not.*

*Trustee Thompson asked if the variation can be granted by the Village Board. Community Development Director Springer noted the variation requests can be granted by the Village Board. Community Development Director Springer stated the Zoning Board of Appeals did not see a hardship in this request, which is part of the reason why they recommended denial of the variations.*

*Trustee Pryde stated if the variations are approved by the Village Board, he would like an added condition that the structure being built cannot be enclosed in the future.*

*A motion was made by Trustee Christiansen and seconded by Trustee Pryde to approve Ordinance No. 6830, An Ordinance Denying Two Requested Variations for a Reduced Interior Side Yard Setback and an Increased Lot Coverage on the Property Located at 342 Taylor Avenue*

|                  |                                              |
|------------------|----------------------------------------------|
| <b>RESULT:</b>   | <b>DENIED [ 3 TO 4]</b>                      |
| <b>MOVER:</b>    | Kelli Christiansen, Village Trustee          |
| <b>SECONDER:</b> | Craig Pryde, Village Trustee                 |
| <b>AYES:</b>     | Christiansen, Fasules, Pryde                 |
| <b>NAYS:</b>     | President McGinley, Enright, Senak, Thompson |

*A motion was made by Trustee Thompson and seconded by Trustee Senak to approve Ordinance No. 6830, An Ordinance Approving Two Requested Variations for a Reduced Interior Side Yard Setback and an Increased Lot Coverage on the Property Located at 342 Taylor Avenue, with the added condition that the structure cannot be enclosed in the future.*

|                  |                                                     |
|------------------|-----------------------------------------------------|
| <b>RESULT:</b>   | <b>APPROVED [ 5 TO 2]</b>                           |
| <b>MOVER:</b>    | Steve Thompson, Village Trustee                     |
| <b>SECONDER:</b> | Mark Senak, Village Trustee                         |
| <b>AYES:</b>     | President McGinley, Enright, Pryde, Senak, Thompson |
| <b>NAYS:</b>     | Christiansen, Fasules                               |

#### **H. Glenwood Station (Presented by Community Development Director Springer) (Trustee Enright)**

*Community Development Director Springer presented information on the proposed Glenwood Station project including a project overview and the proposed Redevelopment Agreement and Special Use Permit for the Preliminary and Final Planned Unit Development.*

*Planning Manager Purvis provided a presentation using the 3D Model of the proposed Glenwood Station project.*

*Village Manager Franz provided details on the proposed Redevelopment Agreement.*

*Trustee Christiansen thanked staff and the Developers for all of their hard work. Trustee Christiansen also noted she appreciates the work done with the Historical Preservation Commission and Historical Society. Trustee Christiansen asked where we stand on the public art recommendation by the Historical Preservation Commission and Historical Society. Community Development Director noted the renderings have been updated to show the space for the art murals, but more details on the mural are to come and will eventually be approved by the Village Board.*

*Trustee Christiansen asked if the lighting is dark sky complaint. Community Development Director Springer stated it is not.*

*Trustee Thompson asked if the 3D Model can be made available for the public to view. Community Development Director Springer noted we can't share the program, but we can share a video and screenshots from the program.*

*Trustee Enright asked if there will be affordable housing in the building. Community Development Director Springer noted there is language for the developer to include affordable housing for 10 years outlined in the Redevelopment Agreement. Attorney Greg Jones stated the Redevelopment Agreement language notes that two units will be affordable housing. Attorney Greg Jones stated the Village will cover the costs associated with the affordable housing and there is a \$250,000 cap for reimbursement of these costs.*

*Community Development Director Springer noted 51 units, of 59% of the units, fall in the category of workforce housing.*

*Trustee Pryde asked why the Village would pay for two affordable housing units when 59% of the units already meet the workforce housing guidelines. Community Development Director Springer stated affordable housing allows for a lower income than workforce housing.*

*Trustee Thompson asked who manages the affordable housing units. Attorney Greg Jones stated the developers manage the applications and leasing of units, and the Village reviews those requests prior to submitting a reimbursement to the development.*

*Trustee Senak stated he is concerned about the Architectural Review Group that has reviewed this project as the Village Board and resident do not know who these individuals are and would like additional transparency for this group.*

*Trustee Senak stated he would like the opportunity to give residents more time to review the 3D model that was presented at tonight's meeting.*

*Trustee Senak stated he is concerned on the lack of retail in the proposal, and does not see how to lack of retail meets the Village's Comprehensive Plan. Community Development Director Springer noted there is proposed commercial retail in the development and the developers did increase the size of commercial retail as well. Drew Mitchell of Holladay Properties noted the option of having retail on Crescent Boulevard was looked at very closely. Mike O'Connor of Holladay Properties stated Village staff has supported the proposed retail plan. Mr. O'Connor stated retail on Crescent Boulevard would not work well due to parking.*

*Trustee Pryde stated a Comprehensive Plan is just a plan, and that plans can and should be adjusted based on the demand and what developers have brought before the Village Board. Trustee Pryde stated the developers have done a great job with this challenging and restricting site and noted he is ready to approve the project.*

#### Public Comment

*1. Peggy Udelboten, wrote that she is in support of the Glenwood Station Development.*

*Trustees Christiansen, Enright, Fasules, Pryde, Senak and Thompson noted they are in favor of the addition of affordable housing units.*

1. Ordinance No. 6833, An Ordinance Approving a Redevelopment Agreement Between the Village of Glen Ellyn and HP Glenwood Station Land, LLC Concerning the Property Located at 460 Crescent Boulevard (New Address: 464 Glenwood Avenue)

|                  |                                                        |
|------------------|--------------------------------------------------------|
| <b>RESULT:</b>   | <b>APPROVED [6 TO 0]</b>                               |
| <b>MOVER:</b>    | Bill Enright, Village Trustee                          |
| <b>SECONDER:</b> | Steve Thompson, Village Trustee                        |
| <b>AYES:</b>     | Enright, Fasules, Pryde, Christiansen, Thompson, Senak |
| <b>PRESENT:</b>  | McGinley                                               |

2. Ordinance No. 6834, An Ordinance Granting Approval of a Special Use Permit for a Preliminary Planned Unit Development Plan with Deviations, a Final Planned Unit Development Plan, a Special Use Permit For a Mixed-Use Development to be Known as Glenwood Station and to be Located at 460 Crescent Boulevard (New Address: 464 Glenwood Avenue)

|                  |                                                        |
|------------------|--------------------------------------------------------|
| <b>RESULT:</b>   | <b>APPROVED [6 TO 0]</b>                               |
| <b>MOVER:</b>    | Bill Enright, Village Trustee                          |
| <b>SECONDER:</b> | Steve Thompson, Village Trustee                        |
| <b>AYES:</b>     | Enright, Fasules, Pryde, Christiansen, Thompson, Senak |
| <b>PRESENT:</b>  | McGinley                                               |

**K. Recreational Cannabis (Presented by Community Development Director Springer) (Trustee Enright)**

1. Motion to Approve Ordinance 6839, An Ordinance Amending Ordinance No. 6799 to Extend the Moratorium Passed November 12, 2019 to July 1, 2021.

*President McGinley stated the Village Board has expressed their intention to extend the Moratorium Ordinance for recreation cannabis stores to be allowed in Village limits.*

*Public Comment*

*Village Clerk Chereskin provided an overview of the written public comments that were received. Village Clerk Chereskin stated 12 public comments were received against the sale of recreation cannabis in Glen Ellyn, 6 public comments were received to extend the Moratorium, 4 public comments were received to extend the 1500 foot buffer and 1 public comment was received to allow the sale of recreational cannabis in Glen Ellyn.*

*Spoke Public Comment*

1. *Anne Gould, stated the moratorium was originally passed to allow the Village to collect additional data and stated the Village still does not have enough data. Ms. Gould stated she is in support of extending the moratorium.*

2. *Julie Schauer, stated she is not in favor of recreation cannabis sales in Glen Ellyn.*
3. *Michelle Andriga, stated she is in favor of extending the moratorium and requested the 1,500 foot buffer to be extended to recreational centers, parks, YMCA and youth based businesses.*
4. *Frances Brodner, stated she is in support of allowing recreation cannabis sales in Glen Ellyn and asked the Village Board to follow the results of the referendum question.*
5. *David Hartsell, stated he is in favor of extending the moratorium on recreational cannabis sales.*
6. *Pete Ladesic, stated he is in support of extending the moratorium on recreational cannabis sales.*
7. *Lauren Price, stated she is disappointed that the Village Board is not following the results of the referendum question and asked the Village Board to approve the sale of recreational cannabis.*
8. *Jason Fues, stated he is in support of extending the moratorium ordinance and expressed concerns on having a recreational cannabis store located on Roosevelt Road.*

|                  |                                   |
|------------------|-----------------------------------|
| <b>RESULT:</b>   | <b>APPROVED [4 TO 2]</b>          |
| <b>MOVER:</b>    | Bill Enright, Village Trustee     |
| <b>SECONDER:</b> | Gary Fasules, Village Trustee     |
| <b>AYES:</b>     | Enright, Fasules, Senak, Thompson |
| <b>NAYS:</b>     | Christiansen, Pryde               |
| <b>PRESENT:</b>  | McGinley                          |

**I. Second Reading of the Fiscal Year 2021 Budget (Presented by Finance Director Coyle) (Trustee Fasules)**

*Finance Director provided an overview on the budget and the 2021 budget process.*

1. Motion to Approve on Second Reading of Ordinance No. 6835, An Ordinance Adopting the Annual Village of Glen Ellyn Expenditure Budget in the Net Amount of \$64,688,531, including the Compensation Plan, for the Fiscal Year Beginning January 1, 2021 and ending December 31, 2021

|                  |                                                 |
|------------------|-------------------------------------------------|
| <b>RESULT:</b>   | <b>APPROVED [5 TO 1]</b>                        |
| <b>MOVER:</b>    | Gary Fasules, Village Trustee                   |
| <b>SECONDER:</b> | Bill Enright, Village Trustee                   |
| <b>AYES:</b>     | Enright, Fasules, Pryde, Christiansen, Thompson |
| <b>NAYS:</b>     | Senak                                           |
| <b>PRESENT:</b>  | McGinley                                        |

**J. 2020 Property Tax Levy for the Village of Glen Ellyn and the Glen Ellyn Public Library (Presented by Finance Director Coyle) (Trustee Fasules)**

*Finance Director provided an overview on the proposed levies.*

1. Motion to Approve on Second Reading of Ordinance No. 6836, an Ordinance or the Levy and Assessment of Taxes in the Amount of \$4,551,904 for the Fiscal Year Beginning January 1, 2021 and Ending December 31, 2021, of the Glen Ellyn Public Library

|                  |                                                        |
|------------------|--------------------------------------------------------|
| <b>RESULT:</b>   | <b>APPROVED [6 TO 0]</b>                               |
| <b>MOVER:</b>    | Gary Fasules, Village Trustee                          |
| <b>SECONDER:</b> | Craig Pryde, Village Trustee                           |
| <b>AYES:</b>     | Enright, Fasules, Pryde, Christiansen, Thompson, Senak |
| <b>PRESENT:</b>  | McGinley                                               |

2. Motion to Approve on Second Reading of Ordinance No. 6837, an Ordinance for the Levy and Assessment of Taxes in the Amount of \$10,665,119 for the Fiscal Year Beginning January 1, 2021 and Ending December 31, 2021, of the Village of Glen Ellyn

|                  |                                        |
|------------------|----------------------------------------|
| <b>RESULT:</b>   | <b>APPROVED [4 TO 2]</b>               |
| <b>MOVER:</b>    | Gary Fasules, Village Trustee          |
| <b>SECONDER:</b> | Steve Thompson, Village Trustee        |
| <b>AYES:</b>     | Fasules, Pryde, Christiansen, Thompson |
| <b>NAYS:</b>     | Enright, Senak                         |
| <b>PRESENT:</b>  | McGinley                               |

3. Ordinance No. 6838, an Ordinance Directing the Abatement of Ad Valorem Property Taxes in the amount of \$222,948 for the Fiscal Year Beginning January 1, 2021 and Ending December 31, 2021

|                  |                                                        |
|------------------|--------------------------------------------------------|
| <b>RESULT:</b>   | <b>APPROVED [6 TO 0]</b>                               |
| <b>MOVER:</b>    | Gary Fasules, Village Trustee                          |
| <b>SECONDER:</b> | Craig Pryde, Village Trustee                           |
| <b>AYES:</b>     | Enright, Fasules, Pryde, Christiansen, Thompson, Senak |
| <b>PRESENT:</b>  | McGinley                                               |

#### **L. Other Business**

*Trustee Senak stated he would like to have a Special Village Board meeting on December 21, 2020 to help resolve the issues with the Apex Development and Santa Fe, if the issues have yet to be resolved at that time.*

*Village Attorney Mathews stated staff will continue to work on an agreement with GSP Development and Santa Fe and asked until this upcoming Friday to finalize an agreement. Village Attorney Mathews stated at that time, if the issues have yet to be resolved, a Special Village Board meeting can be held with 28 hours' notice.*

**M. Reminders**

**N. Adjourn**

|                  |                                                        |
|------------------|--------------------------------------------------------|
| <b>RESULT:</b>   | <b>APPROVED [6 TO 0]</b>                               |
| <b>MOVER:</b>    | Gary Fasules, Village Trustee                          |
| <b>SECONDER:</b> | Kelli Christiansen, Village Trustee                    |
| <b>AYES:</b>     | Enright, Fasules, Pryde, Christiansen, Thompson, Senak |
| <b>PRESENT:</b>  | McGinley                                               |

Respectfully Submitted, Lindsey Kaminsky Executive Assistant

Reviewed and approved, John A. Chereskin, Village Clerk

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## MEMORANDUM

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**TO:** Mark Franz, Village Manager

**FROM:** Staci Springer, Community Development Director  
Kelly Purvis, Planning Manager

**DATE:** December 11, 2020

**RE:** Regulation of Cannabis Business Establishments

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### **History:**

On June 25, 2019, Governor Pritzker signed the Cannabis Regulation and Tax Act (CRTA) which legalizes the sale, possession, and use of cannabis for recreational purposes in limited quantities by persons 21 years and older, beginning January 1, 2020. Each municipality has the authority to determine if adult-use cannabis businesses shall be permitted within their jurisdictions.

The Village has taken the following steps over the past year to determine if adult-use (recreational) cannabis retail establishments should be permitted within the Village limits:

- August 19, 2019 the Village Board discussed the new state legislation passed by Governor Pritzker at a Village Board workshop meeting. The Village Board directed staff to gather more information related to potential benefits and impacts of allowing adult-use cannabis business establishments within the Village.
- September 9, 2019 the Village Board voted to approve Resolution No. 19-12 establishing that the Village Zoning Code does not currently address adult-use cannabis businesses and directed staff to draft potential amendments for consideration within 90 days.
- October 10, 2019 the Plan Commission reviewed potential text amendments that could be adopted if the Village Board determined that Glen Ellyn should allow cannabis retail establishments within the Village limits. There were several members of the public in attendance of which 16 spoke; 7 spoke in favor of allowing recreational cannabis sales in the Village, 7 spoke against and 2 were neutral. No members of the public specifically commented on the proposed text amendments. The Plan Commission recommended approval of the proposed text amendments by a vote of six (6) “yes” and two (2) “no”. The consensus of the Plan Commission was that the Village should wait until more data becomes available from other communities that have opted to allow the sale of recreational cannabis in their jurisdictions. The Commission felt that a referendum might also be appropriate to bring further confidence that the right choice for the community is made. The Plan Commission meeting minutes are attached for the Village Board’s information.

- October 28, 2019 the Village Board reviewed the draft text amendments, considered the Plan Commission's recommendation and heard public comment on the topic. The Village Board determined that more information is needed before a decision can be made and a motion was put forth to put a moratorium on the sale of cannabis within the Corporate Limits of Glen Ellyn.
- November 12, 2019 the Village Board adopted Ordinance No. 6732 establishing a moratorium on cannabis business establishments until October 1, 2020.
- August 24, 2020 the Village Board amended Ordinance No. 6732 through the adoption of Ordinance 6799 which extended the moratorium on cannabis business establishments until December 15, 2020 so that the results on the referendum could be received prior to further consideration by the Village Board on the topic.
- November 3, 2020 a referendum was placed on the General Election Ballot requesting voter preference on whether Glen Ellyn should allow the sale of adult-use cannabis within the Village limits.
- December 7, 2020 the Village Board discussed the results of the referendum. With a slight majority of residents voting in favor (51.25%) of the Village allowing the sale of recreational cannabis within Glen Ellyn, staff was directed to bring forward text amendments to allow adult-use cannabis dispensaries. The Village Board also indicated that they may wish to limit the number of dispensaries in the Village. Staff has prepared a Resolution that would allow the Village to limit the number of cannabis dispensaries to one location (attached). If the Village should choose to allow additional dispensaries in the future a new resolution would need to be passed by the Village Board.

#### **Proposed Text Amendments:**

Below is a summary of the proposed regulations included in the draft text amendments that will allow adult-use cannabis dispensaries in the Village. The draft text amendments showing the complete code changes are attached.

- That cannabis dispensaries be allowed as a special use only in the C3 zoning district (which is along Roosevelt Road).
- That no consumption of cannabis on-site at dispensaries or smoking lounges be permitted.
- That dispensaries be located no closer than 1,500 feet from a school (see attached maps).
- That drive-through and window sales be prohibited.
- That parking requirements be the same as other retail uses (1 space per 250 gross sf).
- That a traffic impact study be required as part of the special use application.
- That all cannabis dispensaries be required to submit a site plan as part of the special use application and that the Village may impose additional setbacks, landscaping, screening and buffering requirements to mitigate impacts on surrounding properties.
- That cannabis dispensaries shall submit a plan for the control of cannabis odors from the

subject property as part of the special use application.

- That the total number of dispensaries be limited through Village Board resolution.
- That no other type of cannabis related businesses, other than dispensaries, be allowed to locate within the Village at this time.

**Village Board Action:**

Staff has drafted Zoning Code Text Amendments largely reflective of the Plan Commission's recommendation for Village Board consideration at the December 14, 2020 meeting. The Village Board may vote to approve, approve with conditions or deny the proposed text amendments. Staff has also drafted a Resolution that will limit the number of dispensaries within the Village to one location. The Village Board may vote to approve or deny the Resolution. The Village Board also has the option to extend the moratorium to a future date in lieu of approving the proposed Text Amendments.

If the proposed Text Amendments are approved, the Village Board should indicate the desired tax rate (up to 3%) for cannabis products sold within the Village limits.

**Attachments:**

1. Ordinance to approve text amendments to allow recreational cannabis dispensaries
2. Plan Commission Meeting Minutes from October 10, 2019 – Exhibit "A"
3. Proposed Text Amendments – Exhibit "B"
4. Updated Map – 1,500 ft. School Buffer
5. Map – C3 properties within 1,500 ft. school buffer
6. Resolution (to limit the number of cannabis dispensaries)

CC: Mary Loch, Plan Commission Chair  
Greg Mathews, Village Attorney  
Phil Norton, Police Chief  
Cole Jackson, Associate Planner

X:\Plandev\Code, Text, Policy Amendments\Amendments - Zoning\By Subject\Cannabis and Medical Cannabis\Recreational\2019\Village Board Meeting\December 14, 2020 Meeting\VB Memo - December 14, 2020 Meeting.docx



Village of Glen Ellyn

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Ordinance No. \_\_\_\_\_ - VC

**An Ordinance Approving a Text Amendment  
to the Glen Ellyn Zoning Code  
to Allow Recreational Cannabis Dispensaries in the Village**

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**Adopted by the  
President and the Board of Trustees of the  
Village of Glen Ellyn  
DuPage County, Illinois  
This \_\_\_\_ Day of \_\_\_\_\_, 20\_\_\_\_.**

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Published in pamphlet form by the authority of the  
President and Board of Trustees of the Village of  
Glen Ellyn, DuPage County, Illinois, this \_\_\_\_\_  
day of \_\_\_\_\_, 20\_\_\_\_.

**Ordinance No. \_\_\_\_\_ - VC**

**An Ordinance Approving a Text Amendment  
to the Glen Ellyn Zoning Code  
to Allow Recreational Cannabis Dispensaries in the Village**

**Whereas,** the State adopted the Illinois Cannabis Regulation and Tax Act, Public Act 101-0027, which provides that municipalities may allow or prohibit cannabis businesses within their corporate limits; and

**Whereas,** the Village Board adopted Resolution 19-12 on September 9, 2019, stating that the Village does not currently have regulations for cannabis businesses and that regulations for such businesses would be drafted and reviewed within 90 days of the resolution; and

**Whereas,** on November 12, 2019, the Village Board adopted Ordinance No. 6732 establishing a moratorium on cannabis business establishments until October 1, 2020; and

**Whereas,** August 24, 2020, the Village Board adopted Ordinance No. 6799, extending the moratorium through December 15, 2020 so the results of a referendum could be considered; and

**Whereas,** the Plan Commission is charged with periodically reviewing and making recommendations to the Village Board on text amendments to the Zoning Code; and

**Whereas,** in accordance with this responsibility, following due and proper publication of notice in the Daily Herald not less than fifteen (15) nor more than thirty (30) days prior thereto, the Glen Ellyn Plan Commission conducted a public hearing on October 10, 2019 to consider text amendments to the Glen Ellyn Zoning Code; and

**Whereas,** several members of the public were present at the public hearing, seven (7) of which spoke against allowing recreational cannabis businesses in the Village, seven (7) of which spoke in favor of allowing recreational cannabis businesses in the Village and two (2) of which were

neither for nor against allowing recreational cannabis businesses in the Village. Zero (0) members of the public spoke for or against the proposed text amendments specifically; and

**Whereas**, based upon the evidence, testimony, and exhibits presented at the October 10, 2019 Plan Commission public hearing, by a vote of six (6) “yes” and two (2) “no”, the Glen Ellyn Plan Commission recommended approval of the proposed text amendments to the Glen Ellyn Zoning Code as set forth in the minutes of the October 10, 2019 Plan Commission public hearing, a copy of which is attached hereto as Exhibit “A”; and

**Whereas**, the Plan Commission recommended approval of the proposed text amendments to regulate recreational cannabis businesses, should the Village Board determine that the use is appropriate for the Village, however the consensus of the Plan Commission was that more evidence is required before a decision is made on approving the sale of recreational cannabis in the Village of Glen Ellyn and that by waiting to see what the impact is on other communities the Village can increase the level of confidence in making the right decision for the community; and

**Whereas**, the President and Board of Trustees of the Village of Glen Ellyn have reviewed the minutes from the aforementioned Plan Commission public hearing and find that it is in the best interest of the Village to allow the sale of recreational cannabis in the Village; and

**Whereas**, on December 7, 2020 the Village Board directed staff to prepare an ordinance adopting a text amendment allowing one recreational cannabis business as a special use in the C3 Commercial District which is generally reflective of the Plan Commission’s recommendation which is set forth in Exhibit “B” attached hereto.

**Now, Therefore, Be It Ordained by the President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois**, in the exercise of its home rule powers, as follows:

**Section One:** The minutes from the October 10, 2019 Plan Commission public hearing, a copy of which is attached hereto as Exhibit “A”, are hereby accepted by the Village President and Board of Trustees.

**Section Two:** The Glen Ellyn Zoning Code shall be and is hereby amended as set forth in Exhibit “B”, attached hereto.

**Section Three:** The Director of Community Development is hereby directed to cause the text of the Glen Ellyn Zoning Code to be amended as approved by this Ordinance and said amendment shall be inserted in proper order into the Zoning Code and shall be published and made available for inspection and purchase by the general public.

**Section Four:** This Ordinance shall be published in pamphlet form within thirty (30) days after its approval in the manner provided by law.

**Section Five:** The amendment approved herein shall become effective immediately.

**Passed** by the President and Board of Trustees of the Village of Glen Ellyn, Illinois, this \_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.

|               |  |                    |  |                |  |              |
|---------------|--|--------------------|--|----------------|--|--------------|
| <b>Ayes</b>   |  | Diane McGinley     |  | Steve Thompson |  | Mark Senak   |
|               |  | Craig Pryde        |  | Bill Enright   |  | Gary Fasules |
|               |  | Kelli Christiansen |  |                |  |              |
|               |  |                    |  |                |  |              |
| <b>Nays</b>   |  | Diane McGinley     |  | Steve Thompson |  | Mark Senak   |
|               |  | Craig Pryde        |  | Bill Enright   |  | Gary Fasules |
|               |  | Kelli Christiansen |  |                |  |              |
|               |  |                    |  |                |  |              |
| <b>Absent</b> |  | Diane McGinley     |  | Steve Thompson |  | Mark Senak   |
|               |  | Craig Pryde        |  | Bill Enright   |  | Gary Fasules |
|               |  | Kelli Christiansen |  |                |  |              |
|               |  |                    |  |                |  |              |

Approved by the Village President of the Village of Glen Ellyn, Illinois this \_\_\_\_\_ day of \_\_\_\_\_.

\_\_\_\_\_  
Village President

Attest:

\_\_\_\_\_  
Village Clerk

AFFIX VILLAGE SEAL

(Published in pamphlet form and posted on the \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_.)

X:\Plandev\Code and Text Amendments\Code Amendments - Zoning\By Subject\Cannabis and Medical Cannabis\Recreational\Village Board Meeting\Ordinances\Ordinance to Allow.doc

MINUTES  
REGULAR PLAN COMMISSION MEETING  
OCTOBER 10, 2019

Call to Order

The regular meeting of the Plan Commission was called to order by Chairperson Mary Loch at 7:00 p.m. Plan Commissioners Lloyd Berry, Angela Fanella, Phillip Hartweg, John Mulherin, David Rodemann, Mohammed Saeed and Jamie Vondruska were present. Commissioner Tracy Heming Littwin was excused. Also present were Community Development Director Staci Springer, Village Planner Kelly Purvis, Associate Planner Cole Jackson, Attorney Kurt Asprooth, Deputy Police Chief Kurt Vavra, Trustee Liaison Bill Enright and Recording Secretary Debbie Solomon.

Public Comment

No general comments on non-agenda items were made by the public at this Plan Commission meeting.

Approval of June 20, 2019 Special Plan Commission Minutes

Commissioner Hartweg moved, seconded by Commissioner Saeed, to approve the minutes of the June 20, 2019 Special Plan Commission minutes. The motion carried unanimously by voice vote.

Approval of June 27, 2019 Special Plan Commission Minutes

Commissioner Saeed moved, seconded by Commissioner Berry, to approve the minutes of the June 27, 2019 Plan Commission minutes. The motion carried unanimously by voice vote.

Chairperson Loch explained the procedures and role of the Plan Commission and the order of the process for the public hearing and after.

Public Hearing – Recreational Cannabis Businesses – Zoning Text Amendment

On the agenda was a public hearing to review proposed text amendments prepared by staff related to zoning, buffers, on-site use and parking requirements for cannabis dispensaries if the Village Board decides to allow recreational cannabis businesses in the Village.

PUBLIC HEARING – RECREATIONAL CANNABIS BUSINESSES – ZONING TEXT AMENDMENTS

PUBLIC HEARING WITH DISCUSSION, CONSIDERATION, AND RECOMMENDATION REGARDING PROPOSED TEXT AMENDMENTS PREPARED BY STAFF RELATED TO ZONING, BUFFERS, ON-SITE USE AND PARKING REQUIREMENTS FOR CANNABIS DISPENSARIES IF THE VILLAGE BOARD DECIDES TO ALLOW RECREATIONAL CANNABIS BUSINESSES IN THE VILLAGE.

Commissioner Fanella moved, seconded by Commissioner Hartweg, to open the public hearing at 7:04 p.m. The motion carried unanimously by voice vote.

Staff Introduction

Sworn in for the Village were Village Planner Purvis and Associate Planner Jackson.

Associate Village Planner Jackson provided an overview of the state-level legislation, Cannabis Regulation and Tax Act (CRTA) that was signed by Governor Pritzker in June 2019. Associate Village Planner Jackson stated this legislation created six kinds of cannabis businesses and the various licenses needed to operate these businesses which will be issued on a staggered basis through 2022. Associate Village Planner Jackson stated the CRTA authorizes counties and municipalities to impose local taxes on retail sales including an optional tax up to 3%. Associate Village Planner Jackson stated the CRTA also includes information regarding security protocols and the State Level Tax Distribution. Associate Village Planner Jackson stated there is more information in the Commissioners' packets and online.

Village Planner Purvis stated this topic came before the Village Board at a Workshop meeting in August, and the Village Board made no definitive determination, but did direct the staff to find more information on costs and benefits, hear more public feedback on this topic and have the Plan Commission look at possible zoning and text amendments needed. Village Planner Purvis stated that after the Workshop, the Village Board did pass a resolution which states that recreational cannabis is not currently addressed in the Village Code and is therefore not allowed within the Village at this time, and that the Plan Commission will hold a public hearing on text amendments to regulate recreational cannabis within 90 days.

Village Planner Purvis stated the Village created a webpage to receive comments from residents related to recreational cannabis, and she shared the data collected so far. Village Planner Purvis stated 113 residents did submit comments for and against the possible sale of cannabis in the Village, and a little over half of the respondents were in favor of the sale of recreational cannabis being permitted in the Village.

Village Planner Purvis stated the Village staff did extensive research and pulled information from many different sources, including an interview with a Cannabis Educator and a meeting on recreational cannabis at the College of DuPage (COD) and conferred with legal counsel Kurt Asprooth with Ancel Glink who is well-versed in CRTA regarding this topic. Village Planner Purvis stated the cannabis educator said that education would be a critical piece if the Village does allow the sale of recreational cannabis in the Village, and that any dispensaries should be located away from schools. Village Planner Purvis stated the staff did a literature review, and many of these pieces were either strongly for the sale of cannabis or against the sale of cannabis. Village Planner Purvis stated the most comprehensive study the staff could find on the effects of recreational legalization was published in 2018 by Colorado's Department of Public Safety, and Village Planner Purvis relayed the key findings in the study, including the number of cannabis related arrests and court filings decreased, an overall increase in the adult usage of marijuana, hospitalization rates with possible marijuana exposure increased substantially, and no significant change in youth use rates, but that the student usage of marijuana tends to increase by grade. Village Planner Purvis stated the study does caution that its data is preliminary, and that that the information should be interpreted with caution.

Village Planner Purvis stated the staff completed a survey showing how 64 other Illinois communities are choosing to regulate recreational cannabis businesses. Village Planner Purvis stated approximately 36% of these surveyed communities are taking action or leaning toward permitting some sort of cannabis business while approximately 31% are taking action or leaning toward prohibiting cannabis related businesses. Village Planner Purvis stated nearly one-third of the communities surveyed have not taken action to permit or ban cannabis related businesses. Village Planner Purvis stated the Village of Lombard did vote to allow recreational dispensaries by-right in their office and industrial districts and in their business district along Roosevelt Road.

Village Planner Purvis stated the staff did prepare several buffer maps, and staff does recommend cannabis businesses be required at a minimum to meet the same distance buffers as liquor license holders. Village Planner Purvis stated Police Chief Norton has expressed opposition to recreational cannabis businesses within Glen Ellyn.

Village Planner Purvis stated the Village Administration and Community Development Department have considered the issues related to recreational cannabis and if the Village Board decides to allow recreational cannabis businesses, staff drafted zoning text amendments that would allow recreational cannabis dispensaries only in the C3 zoning district with the following restrictions:

- That cannabis dispensaries be allowed as a special use only in the C3 zoning district (which is along Roosevelt Road).

- That no consumption of cannabis on-site at dispensaries or smoking lounges be permitted.
- That dispensaries be located no closer than 1,000 feet from a school.
- That drive-through and window sales be prohibited.
- That parking requirements be the same as other retail uses (1 space per 250 gross sf).
- That the number of dispensaries be limited through the use of licenses, similar to liquor licenses.
- That no other type of cannabis related businesses be allowed to locate within the Village at this time.

Village Planner Purvis stated the Plan Commission is being asked to provide a recommendation on the proposed text amendments proposed by staff related to zoning, buffers, on-site use and parking requirements for cannabis dispensaries, and depending upon whether the Village Board decides to allow recreational cannabis businesses within the Village, additional amendments to the Zoning Code may come forward for the Commission's consideration.

#### Questions from the Plan Commission

Commissioner Hartweg asked if there is the same age limitation as there is on alcohol to which Village Planner Purvis stated the legal age for cannabis consumption is 21. Commissioner Hartweg asked about the increased hospitalization rates in the Colorado report. Village Planner Purvis read from the literature and stated these are hospitalization rates with "possible" marijuana exposure and are not split out by ages.

Chairperson Loch asked about revenue projections. Village Planner Purvis stated the State has estimated \$57 million for licenses, fees and sales taxes, but nothing specifically for the Villages. Village Planner Purvis stated the Village can add a tax up to 3% on recreational sales.

Commissioner Vondruska asked if the medical dispensaries have first choice at licenses to have recreational dispensaries to which Village Planner Purvis stated they do. Attorney Asprooth explained the licenses which have to do with the entire Chicagoland region.

Commissioner Fanella stated Naperville has a medical dispensary but said no to a recreational dispensary. Attorney Asprooth stated Naperville wanted to go to a non-binding referendum before they move forward with possible recreational cannabis businesses.

Village Planner Purvis stated the State of Illinois will have far less dispensaries than Colorado as Illinois will have 1 dispensary for every 25,000 people, and Colorado has a dispensary for every 10,000 people.

Commissioner Vondruska asked if licenses would be issued on a case by case basis. Village Planner Purvis stated the Village would enact a license schedule, and as with alcohol licenses, if a Special Use is approved for a recreational cannabis business, the Village would increase the license number.

Commissioner Rodemann asked if the size of a recreational cannabis dispensary can be limited. Village Planner Purvis stated she is not aware of any limit on size. Attorney Asprooth stated there is not a limit on the size of a recreational cannabis dispensary, but there are many security protocols as a part of CRTA that could limit the size.

Commissioner Mulherin asked about Village regulation. Village Planner Purvis stated the Village cannot regulate the licensing process at all and only the State will do this. Attorney Asprooth stated the Village can do random inspections of any recreational cannabis business.

Commissioner Vondruska asked if this topic could come back in a year or two if the Plan Commission recommends denial to which Village Planner Purvis stated the issue can come back later, the Village always has the ability to amend its codes.

Commissioner Fanella asked if the selling hours would be along the lines of liquor-selling hours. Village Planner Purvis stated the Village cannot regulate the selling hours for cannabis and the state has said that dispensaries can operate from 6am to 10pm.

Village Planner Purvis showed images from different dispensaries.

Chairperson Loch asked if a landlord can ban cannabis. Attorney Asprooth stated a landlord cannot prevent a tenant from using edibles in their unit, but a landlord can prohibit the smoking of cannabis. Village Planner Purvis stated a medical patient who has a medical cannabis card can grow up to 5 marijuana plants in their home with a landlord's permission.

#### Public Comment

Carlos Guzman, who resides at 506 Taylor Avenue, Unit E, stated he feels like this is like Prohibition, and if you want cannabis, you are going to get cannabis. Mr. Guzman stated in the best interest of moving forward, the Village should allow the regulation of marijuana, and he would also like to see education about the use of marijuana, abuse of marijuana and potential repercussions. Mr. Guzman stated cannabis businesses should be regulated in the same way we regulate bars. Mr. Guzman stated the keys will be education, regulation and then allow people to enjoy cannabis however they enjoy it. Mr. Guzman stated he has seen many dispensaries,

and these dispensaries are in nice locations for the most part. Mr. Guzman stated he is former military, and depression and PTSD are real, and medical marijuana can help this.

David Hartsell, who resides at 714 Meredith Place, stated cannabis should be a hard no. Mr. Hartsell stated it is a sad day when the stated turns to drugs and gambling to balance the budget. Mr. Hartsell stated this is not who the Village is and not the image the Village wants to project. Mr. Hartsell stated we tell our kids not to drink or smoke or do drugs so the selling of cannabis would be hard to explain to children. Mr. Hartsell stated many towns have said no to cannabis already, and they can let Lombard be the pot capitol. Mr. Hartsell stated he has seen no revenue projections, and he feels it is naïve to believe the sale of cannabis could help with property taxes. Mr. Hartsell stated he was shocked to see the staff recommendations on this and feels this is way ahead.

Robert Pieper, who resides at 503 Ridgewood Avenue, stated he is shocked by this and thought he knew what this Village stood for. Mr. Pieper asked what benefits would come from this revenue, and he feels there are 50 downsides to this. Mr. Pieper asked what number would come from the 3% tax. Mr. Pieper stated they need to define who the Village is, what the Village stands for and what the Village's values are. Mr. Pieper stated the answer is not to add another possibly addictive drug in the Village.

Jane Pieper, who resides at 503 Ridgewood Avenue, stated she is a student at Glenbard West High School and is at the meeting on behalf of Reality Illinois who she read a statement on behalf of. Ms. Pieper stated she believes communities should opt out of marijuana businesses. Ms. Pieper stated the perception of youth that there is a lack of risk with cannabis will continue. Ms. Pieper stated there is already serious issues with vaping and shared statistics. Ms. Pieper asked why the Village would broaden the scope of THC products. Ms. Pieper stated the Village should readdress this issue in another year and take a step back for now to take the time to make an informed decision.

Tom Turek, who resides at 357 Birchbrook Court, stated he has lived in Glen Ellyn for 60 years, and Glen Ellyn is a safe community. Mr. Turek stated he is worried about adult-use cannabis. Mr. Turek stated he has seen many dispensaries in Denver, and he sees a lot of bums on the streets who are smoking marijuana all day. Mr. Turek stated he does not want to see this in Glen Ellyn. Mr. Turek stated Colorado has seen an increase in street crime, and he is not sure if this is a consequence of having dope, but this was not there before. Mr. Turek stated 13% of fatal crashes in Colorado test positive for cannabis. Mr. Turek stated he is not opposed to progress, but he does see revenue being generated from cannabis sales.

Commissioner Mulherin stated the Plan Commission's role tonight is to help determine what type of zoning and guidelines might be needed for recreational cannabis businesses. Commissioner Mulherin asked the audience to remember this.

Chet Brett, who resides at 505 Taylor Avenue, thanked the Village for all the public outreach and available information on this topic. Mr. Brett stated if more opportunity for public outreach is needed, the Plan Commission will find this out by asking questions tonight. Mr. Brett stated he wants people to embrace a millennial community.

Patrick Ryan, who resides at 539 Dawes Avenue, stated this is a very serious issue, and the Village Board wants to make a decision after only 3 months. Mr. Ryan stated the State says there will be a lot of revenue from this, but he is not sure on this. Mr. Ryan stated there is no field test available for marijuana. Mr. Ryan stated they have taught their kids not to do drugs so he cannot understand why we would encourage this. Mr. Ryan asked what kinds of morals they would be teaching to their children.

Andrew Ho, who resides at 1N350 Blue Ridge Court in Wheaton, stated he has been in the cannabis industry for the past 5 years, owning and running a medical dispensary in Elmwood Park. Mr. Ho stated he is happy to offer himself as a resource. Mr. Ho stated the Elmwood Park dispensary has 700 medical patients, and this dispensary generates \$8 million in sales. Mr. Ho stated if a recreational dispensary was put in Glen Ellyn, he estimates it could approximately do \$12 million to \$15 million in sales the first year, and within 3 years, \$15 million to \$20 million in sales. Mr. Ho stated if the Village did do the 3% in tax, this could be real dollars to the village. Mr. Ho stated the Village would be empowered with how dispensaries will act.

Michelle Andringa, who resides at 708 Highview Avenue, thanked the staff and Plan Commission for their research. Ms. Andringa stated she is adamantly opposed to the sales of recreational cannabis as it runs counter to the culture in the community, increased access to recreational marijuana will increase marijuana use in the Village and the sale of marijuana will normalize its use and send the wrong message to the children. Ms. Andringa stated they need to put the health and safety of the Village first.

Rick Scheck, who resides at 678 Oak Street, thanked the Village for keeping the public up to date on this topic. Mr. Scheck stated he is in favor of a recreational dispensary like this. Mr. Scheck stated we teach our kids right from wrong, but they still may do these things when they reach the age. Mr. Scheck stated there will be safety and security restrictions like bars and restaurants that have liquor licenses too. Mr. Scheck stated this is the same as allowing the sale of alcohol to anyone 21 and over. Mr. Scheck stated education will be key. Mr. Scheck stated many towns in Illinois already have medical cannabis dispensaries, and he is not sure if these towns have safety issues.

Pete Ladesic, who resides at 615 Scott, asked about the chart of communities included in the packet. Village Planner Purvis stated this is a chart of changing information, and the staff is trying to keep it up to date as much as possible. Mr. Ladesic stated at the Village Board Workshop, those who supported cannabis did support medical marijuana. Mr. Ladesic stated he is opposed to recreational cannabis sales. Mr. Ladesic stated the Village needs economic development, but not at this cost, and this will not be an economic development driver. Mr. Ladesic stated there is no place in the community for this, and he urges the Plan Commission to not recommend any zoning districts.

Anne Gould, who resides at 609 Newton Avenue, stated it sounds like they are trying to normalize cannabis and compare this to alcohol, but she has never met a doctor who prescribed alcohol. Ms. Gould stated recreational cannabis is a separate issue from medical marijuana. Ms. Gould stated she suggests the Village add an over/under 21 identifier on the webpage where comments are being left for the Village. Ms. Gould stated there is no clear compelling reason for cannabis to be sold in Glen Ellyn, and it is not a risk the Village should be taking. Ms. Gould stated they need to take a step back, see the real implications and then make a more prudent approach.

Kurt Barry, who resides at 373 Forest Avenue, stated he and his wife are the owners of Mindful Medical Marijuana Dispensary in Addison. Mr. Barry stated these stores are for people ages 21 and over. Mr. Barry stated public consumption of cannabis is illegal. Mr. Barry stated when a cannabis store comes into a neighborhood, there is a lot of noise at first because of the fear of the unknown, but then it ends up being a non-event. Mr. Barry stated the operators in the industry are law-abiding and tax-paying, and the cannabis business industry is scrutinized closer than any other industry. Mr. Barry stated in the three years that the two medical dispensaries have been in Addison, the police have only been called once.

Commissioner Fanella asked about education being done. Mr. Barry stated they do educational at the store regularly, and dosing can be different for every person so they go slow to learn what each person's dose is.

David Scott, who resides at 895 Clifton Avenue, stated he and his family moved here from downstate a few years ago. Mr. Scott stated he remembers when the medical marijuana legislation came out as he was on the Planning Commission in his town then. Mr. Scott stated there has been an inability to stick to the subject at hand. Mr. Scott stated people seem to think this will sully and tarnish the culture and image in Glen Ellyn, but he cannot imagine this would happen. Mr. Scott stated he would like to see a more convenient place for people to buy pot. Mr. Scott stated the culture of the community is determined by the behavior of its residents.

Lorenzo Tassone, who resides at 671 Sheehan Avenue, stated he suffers from chronic pain, but he does not qualify for a medical marijuana card. Mr. Tassone stated he understand the fear, but the passage of this would not stop people from moving to the Village. Mr. Tassone stated if he chooses to use marijuana in his home, that is his choice, and marijuana may not be for you, but it is probably for someone else in the community. Mr. Tassone stated marijuana is already here, and you cannot fight the progress of time.

Anna Gluszak, who resides at 506 Taylor Avenue, stated if a teenager is going to get their hands on marijuana, they will get their hands on it so the Village should ensure marijuana is regulated. Ms. Gluszak stated they need to ensure this is implemented correctly so it is safe. Commissioner Mulherin moved, seconded by Commissioner Hartweg, to close the public hearing at 8:41 p.m. The motion carried unanimously by voice vote.

Chairperson Loch called for a 5-minute break at 8:41 p.m.

Chairperson Loch reconvened the meeting at 8:48 p.m. Chairperson Loch stated there is nothing in the Village's Code on cannabis so this issue does need to be discussed. Attorney Asprooth stated the Plan Commission needs to give the Village Board some kind of recommendation to act on. Commissioner Fanella asked for the slide about the Staff's recommendations for Text Amendments be put back on the screen.

#### Comments from the Plan Commission

Commissioner Rodemann stated he is against this, and he has concerns with the size of the business and possible traffic as he thinks this would be a high use facility. Commissioner Rodemann stated he is in favor of medical marijuana for the benefits for patients. Commissioner Rodemann stated he would want this limited to Roosevelt Road and maybe have higher parking ratios. Commissioner Rodemann stated he anticipates issues could come along.

Commissioner Berry asked what the suggested parking space is for retail. Village Planner Purvis stated it is the same for retail as for what is suggested for a cannabis business – 1 parking space per 250 square feet. Village Planner Purvis stated they can require a traffic study too as part of the Special Use application.

Chairperson Loch asked why the 1,500 feet from schools was not done as the Illinois Municipal League had suggested. Village Planner Purvis put up a buffer map and stated if they go with the 1,500 feet instead of 1,000 feet, it would take out much of the Village due to the distances to schools and daycares. However 1,500 feet from schools would likely allow sales on Roosevelt

Road. Community Development Director Springer explained the zoning along Roosevelt Road and how the staff came up with their recommendation.

Commissioner Vondruska thanked the staff for their research and stated as of January 1<sup>st</sup>, cannabis will be around. Commissioner Vondruska stated he feels there is no harm in waiting to see what the other municipalities around do on this issue. Commissioner Vondruska stated he is in support of the staff's recommendations for the Text Amendments, and he would not want to see cannabis businesses in the Central Business District or the north side of the Village by Five Corners. Commissioner Vondruska stated a cannabis business would require a Special Use and would have to be approved by the Village Board anyways.

Commissioner Berry stated the biggest unknown coming into the meeting was understanding what the Plan Commission needed to do. Commissioner Berry stated he supports the recommended Text Amendments.

Commissioner Mulherin stated he does endorse the Text Amendments if the Village Board does decide to allow recreational cannabis dispensaries in the Village. Commissioner Mulherin stated he is concerned about racing into this, and he would not mind seeing how this topic develops in other communities.

Chairperson Loch stated she is fine with recommending these text amendments.

Commissioner Fanella stated if the Village Board allows the sale of recreational cannabis, she would recommend the Text Amendments; however, she is not fine yet with cannabis being sold in the Village.

Commissioner Hartweg stated in the other public meetings on cannabis, it was 50/50 with the residents. Community Development Director Springer stated at tonight's public hearing, 6 spoke in favor of this, 7 spoke against this and 2 were neutral.

### Motion

Commissioner Fanella moved, seconded by Commission Mulherin to recommend that if the Village Board would move forward to approve the allowance of recreational cannabis dispensaries in Glen Ellyn, the Plan Commission supports the Zoning Code Text Amendments as presented in the Plan Commission packet on Thursday, October 10, 2019. Commissioner Fanella stated those Text Amendments should include the following:

1. That cannabis dispensaries be allowed as a Special Use only in the C3 zoning district (which is along Roosevelt Road).
2. That no consumption of cannabis on-site at dispensaries or smoking lounges be permitted.
3. That dispensaries be located no closer than 1,000 feet from a school.
4. That drive-through and window sales be prohibited.
5. That parking requirements be the same as other retail uses (1 space per 250 gross sf).
6. That the number of dispensaries be limited through the use of licenses, similar to liquor licenses.
7. That no other type of cannabis related businesses be allowed to locate within the Village at this time.

The motion carried with six (6) yes votes and two (2) no votes as follows: Plan Commissioners Fanella, Mulherin, Berry, Hartweg and Vondruska and Chairperson Loch voted “yes.” Commissioners Rodemann and Saeed voted “no.” Motion carried.

Commissioner Berry stated the consensus of the Plan Commission of Glen Ellyn is that more evidence is required before a decision is made on approving or disproving the legality of recreational marijuana sales in the Village of Glen Ellyn, and this can be accomplished by waiting longer or through a referendum to help bring a level of confidence to making the right decision for the community.

Commissioners Fanella, Mulherin, Rodemann, Saeed and Vondruska and Chairperson Loch all stated they support this statement. Commissioner Hartweg did not support the statement. Chairperson Loch and Commissioners Hartweg and Mulherin are not in support of a referendum as of now.

#### Trustee’s Report

Trustee Enright thanked the staff and the Plan Commission for their work on the cannabis topic. Trustee Enright stated the Village Board is working on the 2020 Budget and still has a few more Workshops on this. Trustee Enright stated the Avere project is moving ahead and possibly could be completed in early 2021. Trustee Enright stated the Apex project is still in litigation.

#### Chairperson’s Report

Chairperson Loch asked about the McCheseny site. Community Development Director Springer stated there has been some changes, and this property is on the market for \$3 million.

Community Development Director Springer stated the staff has been entertaining a number of developers who want information on the site.

#### Staff Report

Village Planner Purvis stated there will be a discussion regarding Zoning Text Amendments for Tobacco and Vape shops at a future meeting, and there will probably not be a meeting on October 24, 2019. Village Planner Purvis stated the Streetscape Project is in the second phase of engineering, and the Public Works Department will be looking for feedback on samples of streetscape treatments that will be available for the public to see.

Commissioner Berry asked about the Comprehensive Plan. Village Planner Purvis stated this have been moving along slowly due to other pieces and explained the process.

#### Other Business

None

#### Adjournment

Plan Commissioner Fanella moved, seconded by Plan Commissioner Hartweg, to adjourn the meeting at 9:27 p.m. The motion carried unanimously by voice vote.

Respectfully Submitted,

Debbie Solomon  
Recording Secretary

ZONING CODE TEXT AMENDMENTS  
December, 2020

**Bold** = New Text; ~~Strikethrough~~ = Deleted Text

Chapter 2  
DEFINITIONS

1. Amend Section 10-2-2 (Terms defined) to add definitions for “Cannabis”, “Cannabis Business Establishment”, “Cannabis Craft Grower” “Cannabis Cultivation Center”, “Cannabis Dispensary, Medical”, “Cannabis Dispensary, Recreational”, “Cannabis Infuser”, “Cannabis, On-Site Consumption”, “Cannabis Processor”, and “Cannabis Transporter”, between the definitions of “Bulk” and “Cellar”:

...

**CANNABIS** shall have the same definition as “cannabis” set forth in Section 1-10 of the Cannabis Regulation and Tax Act, as amended.

**CANNABIS BUSINESS ESTABLISHMENT** means a “cannabis business establishment,” “infuser organization,” or “infuser”, as defined in Section 1-10 of the Cannabis Regulation and Tax Act, as amended, and such other cannabis business establishments authorized under the Act, as amended.

**CANNABIS CRAFT GROWER** means “craft grower” as defined in Section 1-10 of the Cannabis Regulation and Tax Act, as amended.

**CANNABIS CULTIVATION CENTER** means “cultivation center” as defined in Section 1-10 of the Cannabis Regulation and Tax Act, as amended.

**CANNABIS DISPENSARY, MEDICAL:** A business regulated and authorized by the State of Illinois to sell legal quantities of cannabis derived products, including marijuana, to patients who are also authorized by the State of Illinois to purchase cannabis.

**CANNABIS DISPENSARY, RECREATIONAL:** A facility operated by an organization or business that is licensed by the Illinois Department of Financial and Professional Regulation to acquire cannabis from licensed cannabis business establishments for the purpose of selling or dispensing cannabis, cannabis-infused products, cannabis seeds, paraphernalia or related supplies to purchasers or to qualified registered medical cannabis patients and caregivers, per the Cannabis Regulation and Tax Act, (P.A. 101-0027), as it may be amended from time-to-time, and regulations promulgated thereunder.

**CANNABIS INFUSER** means “infuser organization” or “infuser” as defined in Section 1-10 of the Cannabis Regulation and Tax Act, as amended.

**CANNABIS, ON-PREMISES CONSUMPTION ESTABLISHMENT** means a cannabis business establishment or other entity that is authorized or permitted to allow the on-premises consumption of cannabis.

**CANNABIS PROCESSER** means “processing organization” or “processor” as defined in Section 1-10 of the Cannabis Regulation and Tax Act, as amended.

**CANNABIS TRANSPORTER** means “transporting organization” or “transporter” as defined in Section 1-10 of the Cannabis Regulation and Tax Act, as amended.

- 
2. Amend Section 10-2-2 (Terms defined) to delete the definition for “Medical Cannabis Dispensary” between the definitions of “Maintenance and Storage Facilities” and “Micro Food and Beverage Manufacturing”:

~~MEDICAL CANNABIS DISPENSARY: A business regulated and authorized by the State of Illinois to sell legal quantities of cannabis derived products, including marijuana, to patients who are also authorized by the State of Illinois to purchase cannabis.~~

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#### Chapter 4 DISTRICT REGULATIONS

1. Amend Section 10-4-15(B) (C3 Service Commercial District – Special uses) to add the following and renumber the remainder of the section accordingly:

4. **Cannabis Dispensary, Medical**
5. **Cannabis Dispensary, Recreational**

2. Amend Section 10-4-16(B) (C4 Office District – Special uses) to delete the following:

~~16. Medical cannabis dispensary (in accordance with 10-5-19 of this title).~~

3. Amend Section 10-4-19(A) (I1 Light Industrial District – Permitted uses) to delete the following and renumber the section accordingly:

~~17. Medical cannabis dispensary (in accordance with 10-5-19 of this title).~~

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#### Chapter 5 SUPPLEMENTARY REGULATIONS

1. Amend Section 10-5-19 (Medical cannabis dispensaries) as follows:

10-5-19. ~~Medical cannabis dispensaries.~~ **Cannabis Businesses.**

~~Medical cannabis dispensaries shall be subject to the following regulations:~~

~~(A) Sales shall occur only between the hours of 8:00 a.m. and 6:00 p.m.~~

~~(B) All medical cannabis dispensaries shall be at least 1,000 feet away from all other medical cannabis dispensaries, measured from the parcel boundaries.~~

~~(C) Drive-through and carryout lanes, as well as window sales, are prohibited.~~

**(A) Cannabis Dispensary, Medical shall be subject to the following regulations:**

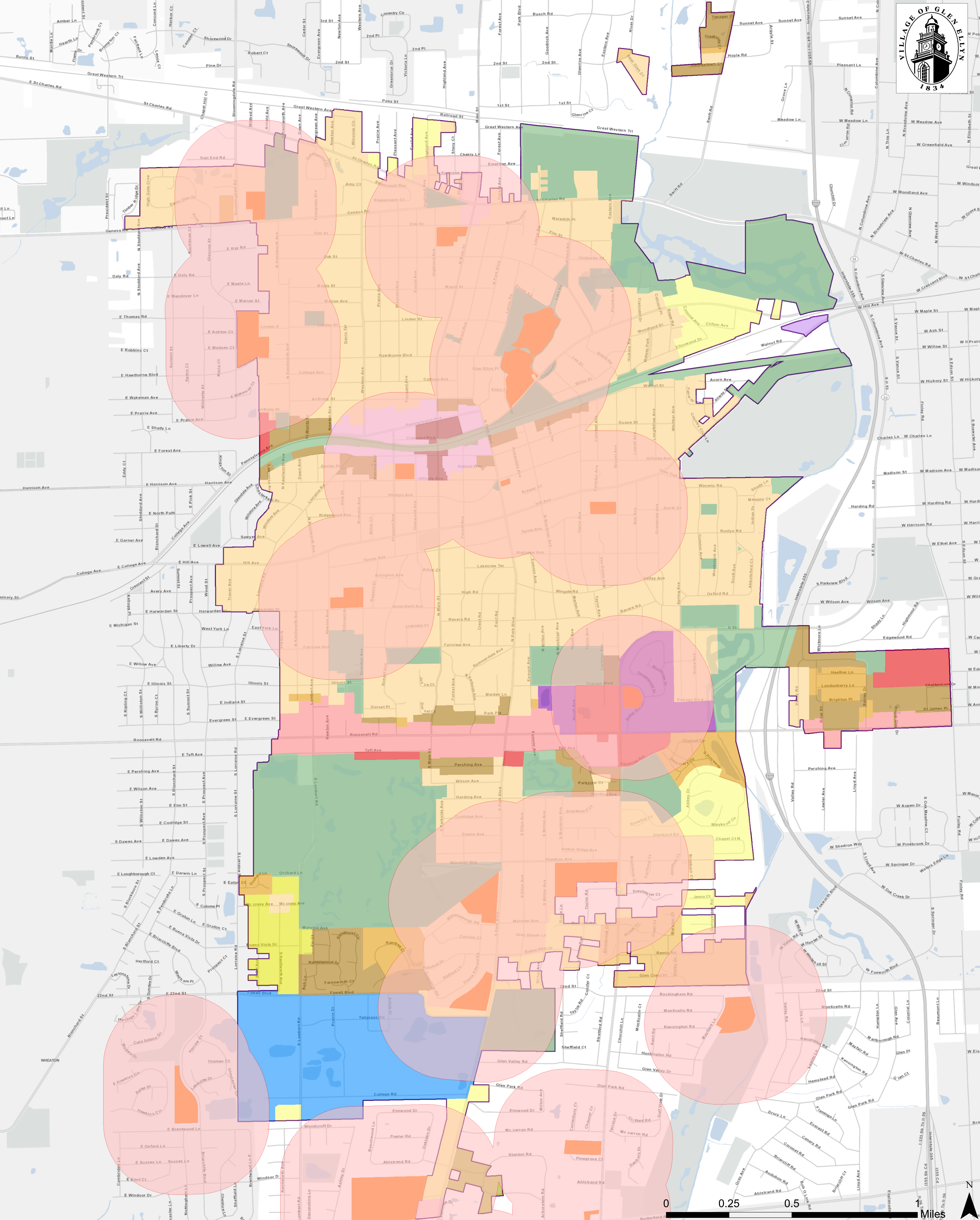
1. All medical cannabis dispensaries shall be at least 1,000 feet away from all other medical cannabis dispensaries, measured from the property line.
2. Medical cannabis dispensaries shall follow all state requirements related to the sale of medical cannabis products.

**(B) Cannabis Dispensary, Recreational shall be subject to the following regulations:**

**Purpose and Applicability:** It is the intent and purpose of this Section to provide regulations regarding the dispensing of adult-use cannabis occurring within the corporate limits of the Village of Glen Ellyn. Such facilities shall comply with all regulations provided in the Cannabis Regulation and Tax Act (P.A. 101-0027) (Act), as it may be amended from time-to-time, and regulations promulgated thereunder, and the regulations provided below. In the event that the Act is amended, the more restrictive of the state or local regulations shall apply.

1. Dispensaries shall not conduct any sales or distribution of cannabis other than as authorized by the Act.
2. Dispensaries shall be located no closer than 1,500 feet from a school.
3. All product storage, display, and sales must be conducted inside an enclosed building.
4. Drive-through and carryout lanes, as well as window sales, are prohibited.
5. Display of cannabis products or paraphernalia must not be visible from sidewalks, public or private rights-of-way, or from a lot other than the lot on which the dispensary is located.
6. Consumption of cannabis products is prohibited on dispensary premises.
7. For purposes of determining required parking, dispensaries shall provide one parking spaces for each 250 square feet of gross floor area.
8. Dispensaries must submit a traffic study showing the impact of the proposed business on traffic in the surrounding area as part of the special use application.
9. Dispensaries shall submit a site plan as part of the special use application and the Village may impose additional setbacks, landscaping, screening and buffering requirements to mitigate impacts on surrounding properties.
10. Dispensaries shall submit a plan for the control of cannabis odors from the subject property as part of the special use application.
11. Dispensaries shall submit a complete copy of their license application and all plans submitted to the State of Illinois, or any agency thereof, as part of their special use application. Before issuance of a certificate of occupancy or otherwise opening to the public, dispensaries must provide a copy of their license to operate as a cannabis dispensary from the appropriate state agency.

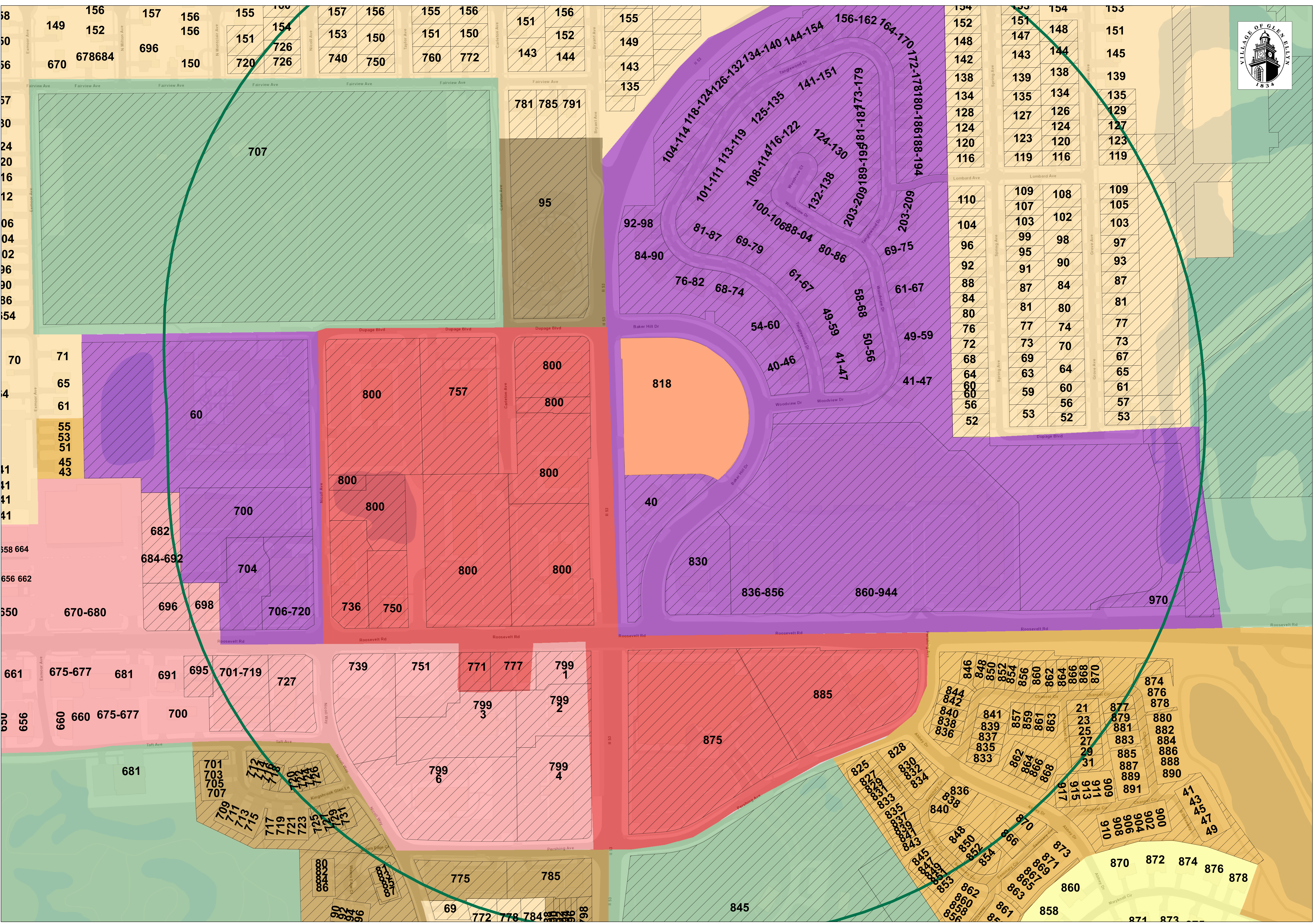
12. Special use permits are a privilege that cannot be transferred without approval of the Village Board of Trustees and shall not constitute a property right.
  13. The total number of recreational cannabis dispensaries shall be limited through Village Board resolution.
- (C) Cannabis Craft Growers, Cannabis Cultivation Centers, Cannabis Infusers, Cannabis Processers, Cannabis Transporters, and On-Premises Cannabis Consumption Establishments are prohibited.



| Zoning      |                                 |
|-------------|---------------------------------|
| <div></div> | School Property Parcels         |
| <div></div> | 1500 ft Buffer                  |
| <div></div> | CC - Community College          |
| <div></div> | C2 - Community Commercial       |
| <div></div> | C3 - Service Commercial         |
| <div></div> | C4 - Office District            |
| <div></div> | CSA - CBD Retail Core           |
| <div></div> | CSB - CBD Service               |
| <div></div> | C6 - Commercial/Multi-use       |
| <div></div> | CR - Conservation Recreation    |
| <div></div> | I-1 - Light Industrial          |
| <div></div> | RE - Residential Estate         |
| <div></div> | R0 - Single Family Residential  |
| <div></div> | R1 - Single Family Residential  |
| <div></div> | R2 - Single Family Residential  |
| <div></div> | R2B - Single Family Residential |
| <div></div> | R3 - Multi-family Residential   |
| <div></div> | R4 - Multi-family Residential   |
| <div></div> | R5 - Planned Residential        |
| <div></div> | U - Unincorporated              |

# 2020 School Parcels 1,500 Foot Buffer Map





**Legend**

- 1500 ft Buffer from Phillip J Rock Center and School
- Parcels Not Allowed to Have a Certain Zoning
- School Property

**Zoning**

- CC - Community College
- C2 - Community Commercial
- C3 - Service Commercial
- C4 - Office District
- CSA - CBD Retail Core
- CSB - CBD Service
- CS - Commercial/Multi-use
- CR - Conservation Recreation
- I-1 - Light Industrial
- RE - Residential Estate
- R0 - Single Family Residential
- R1 - Single Family Residential
- R2 - Single Family Residential
- R2B - Single Family Residential
- R3 - Multi-family Residential
- R4 - Multi-family Residential
- R5 - Planned Residential
- U - Unincorporated

# 1,500 Foot Buffer Map from Phillip J Rock Center and School

**GIS Consortium**  
Date: 12/9/2020

0 0.03 0.06 0.12 Miles

N

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Resolution No. 2020 - \_\_\_\_\_

**A Resolution Establishing the Number of Cannabis Business  
Establishments Allowed in Glen Ellyn**

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**Whereas,** the Village of Glen Ellyn (the “Village”) is an Illinois municipal corporation and unit of local government organized and operating pursuant to authority granted by the Constitution and Laws of the State of Illinois; and

**Whereas,** the Cannabis Regulation and Tax Act allows the Village to enact ordinances governing the time, place, manner, and number of cannabis business establishments, including minimum distance limitations between cannabis business establishments and locations the Village deems sensitive (410 ILCS 705/55-25(2)); and

**Whereas,** Village’s Zoning Code provides that the number of each type of cannabis business establishment allowed in the Village may be established by resolution duly adopted by the Village President and Board of Trustees; and

**Whereas,** the Village President and Board of Trustees desire to establish the number of cannabis business establishments in the Village as set forth in this Resolution.

**Now, Therefore, Be it Resolved** by the Village of Glen Ellyn, DuPage County, as follows:

**Section One.** The recitals set forth above are incorporated into and made a part hereof.

**Section Two.** The Village Board of Trustees hereby establishes that cannabis business establishments are allowed within the corporate limits of the Village in the following numbers:

| <i><b>Cannabis Business Establishment</b></i> | <i><b>Number</b></i> |
|-----------------------------------------------|----------------------|
| Medical Cannabis Dispensary                   | 1                    |

**Section Three.** In the event that a cannabis business establishment:

- a. has a required state license, Village special use permit, or certificate of occupancy that

is lapsed or revoked; or

b. is vacant for a continuous period of at least 90 days,  
the number of that type of cannabis business establishment set forth in Section 2 will be automatically reduced by one.

**Section Four.** All resolutions and regulations in conflict with this Resolution are hereby repealed to the extent of such conflict.

**Section Five.** This Resolution is effective immediately upon its passage and approval.

**Passed** by the President and Board of Trustees of the Village of Glen Ellyn, Illinois, this \_\_\_\_  
day of \_\_\_\_\_ 2020.

Ayes:

Nays:

Absent:

**Approved** by the Village President of the Village of Glen Ellyn, Illinois, this \_\_\_\_  
day of \_\_\_\_\_, 2020.

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Village President of the  
Village of Glen Ellyn, Illinois

**Attest:**

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Village Clerk of the  
Village of Glen Ellyn, Illinois