



## **SEG 4 - Recommendation Number One Programming and Safety**

### **Background**

The goal of SEG 4 Health and Welfare was to better serve the social, recreational and safety needs of residents. The role and health of the neighborhood and the social, cultural and recreational programming in the neighborhood and the community will be studied and evaluated. Modifications will be made and enhancements will be encouraged where necessary. In addition, safety, security and mobility needs of residents and constituents will be studied and improvement recommendations will be made.

SEG 4 broke its work into two subcommittees: Safety and Programming. The Safety subcommittee examined issues related to pedestrian, bicycle, vehicular and railroad safety and mobility. The Programming subcommittee examined issues related to the various commissions and not-for-profits that provide programming and services within the Village. As a whole, the committee discussed open space issues.

Over the last decade there has been a significant increase in both population and traffic in the Village and its surrounding areas. These increases are reflected in the traffic volume on our roads and the participation in the many arts, recreation and service programs that are available. SEG 4 began its work in the belief that these growing numbers were having a significant impact on the quality of life for those living in the Village and for those using our retail, office and service providers. There was also a concern that the amount of parkland in the Village was not adequate for our current number of users.

The Programming Subcommittee brought together representatives from most of the groups that provide recreational, arts and social programming in the Village. They had many productive discussions about their mutual needs, populations that may be under served by existing programming, and cooperative efforts they could undertake in the future.

The Safety Subcommittee was challenged by the many jurisdictions that control major arteries in the Village: DuPage County, Illinois Department of Transportation, Burlington Northern & Santa Fe Railroad and the Illinois State Toll Highway Authority. The group met with representatives from most of these jurisdictions and received substantial input from Village staff on their experiences dealing with questions related to these right-of-ways.

## **Key Findings**

The Phase I Survey returned some encouraging results for SEG 4. On issues related to programs and parks, overall survey respondents were extremely satisfied, with ninety one percent (91%) feeling that are parks and recreation programs were well managed and seventy nine percent (79%) expressing the view that we offer enough recreational programming. Similar numbers supported our arts programming, although there was a strong desire for more community events (83%) and a guarded interest in a performing arts center at (64%). Residents were even more satisfied with the current level of traffic enforcement (81%), railroad crossing safety (91%) and pedestrian safety (87%). There was a strong desire expressed for the Village to create a plan for bicycle and pedestrian safety (85%) and also to improve the intersection at York & Ogden (85%), with many written comments stating the need for a left-hand turn lane northbound on York.

In the Phase II Survey the questions were more specific. The level of satisfaction expressed in Survey I was reflected in the negative response to most questions on Survey II that suggested changes to our current programming and policies. Survey respondents expressed some guarded support for the idea of pedestrian and/or vehicular under/overpasses at the (57%) pedestrian (56%) vehicular. There was also some moderate support for the idea of a permanent band shell at fifty three percent (53%). They soundly rejected the idea of building an indoor recreational facility or an athletic field with synthetic turf and lights. They liked the fact that programs were being offered at multiple locations throughout the Village. There was some concern amongst committee members that the lack of interest in improving the Youth Center facility reflects residents' unfamiliarity with the Center and its mission. The subcommittees themselves examined population projections, park land per capita relative to similar communities, traffic calming measures, existing pedestrian and vehicular underpasses and overpasses, and much other information that informed their discussions.

## **Recommendation**

Although residents are very satisfied with existing programs and safety, SEG 4 has several recommendations that will most likely improve efficiency and access to programs and safety in the years to come.

### **4-1a Programming Communication: The Village should establish venues where overall registration information and programming is made available**

*Definition:* A Hinsdale-administered website that provides access to all local (including adjacent communities) programming and registration information that includes extensive links to regional arts and recreational/athletic organizations. Also, a program brochure with offerings for the entire Village should be created.

*Critical Success Factors:* The brochure would be available seasonally as the current individual organizations do now. Preliminary work is already being done on a service directory. This directory would include two-page informational spreads on each not-for-profit service and program provider in the Village. It would also offer information on volunteer opportunities in the Village. Channel 6 should be actively used to promote programs for both the Village and local not-for-profit groups. Both Village and local organizational mailings should be used to promote programs.

*Funding and Cost Considerations:* The Village should establish a budget set aside for administrative tasks relevant to these types of programming.

*Implementation Considerations:* Much success has already been achieved. In Fall of 2006 the Hinsdale Center for the Arts and the Hinsdale Parks & Recreation Commission promoted each other's offerings in their brochures. The Village should take the lead in creating a block party kit to guide residents through the process of organizing and getting permission for these excellent neighborhood events.

**4-1b Programming Coordination: The Village should initiate a bi-annual (at least) meeting of all local arts, service and recreational organizations**

*Definition:* A meeting modeled after the Park & Recreation Commission's "Sports Summit"

*Critical Success Factors:* This concept should be expanded or copied for arts and other program organizations. School Districts 181 and 86 Board Members should be involved in these summits to improve the level of cooperation and awareness throughout the Village.

*Implementation Considerations:* This meeting would have to be carefully coordinated around attendees programming schedules so as many groups as possible could participate.

**4-1c Programming Facilities: The Village should initiate discussions about the Youth Center, Park Department, possible band shell and street plowing both in terms of programming and facilities**

*Definition:* Discussions and meetings held with Village Staff, Park Department Staff and community stakeholders

*Critical Success Factors:*

1. It has been suggested that the Center hold an open house at the same time as the Fire & Police Departments' Fall Open House. This would draw people in to see the facility and better understand its programs and audience.
2. The committee feels that the target audience of the Youth Center should be surveyed about what they would like to see in a facility and in terms of programs. In general, there was a great deal of concern expressed among SEG members about the Youth Center's facility and its location and the need for it to have a higher profile in the Village if it is to successfully serve its target audience.
3. There should also be further investigation of a band shell. The committee believes that a temporary band shell could be rented and used as a trial run for a more permanent structure. Festivals, camps and concert series sponsored by various organizations might all be considered. Who will use it? How often will it be used? What problems might it create when it is not in use? These questions and many more will need to be answered.
4. The Park & Recreation Commission should update its Long-Range Plan and continue to execute it. It is expected that the Village will continue to support renovation and redesign of aging Village park facilities.

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5. Katherine Legge Memorial Park, our largest public green space, will continue to see increased usage in the years to come, particularly as Village population south of 55<sup>th</sup> Street continues to grow.
6. The Village should investigate plowing the paved paths in Village parks after snowfall in excess of 3". Parks should be accessible to pedestrians year-round.
7. The Village should consider field rental fees for sports organizations that draw players from multiple municipalities.

*Funding and Cost Considerations:* The Village must establish a budget for any such programming/facility improvements if they are deemed desirable.

*Implementation Considerations:* There may be an opportunity for the Youth Center to cooperate with the Community Center, but many details of such an arrangement would need to be worked out. Further fact-finding should be done

### **4-1d Open Space: The Village should continue to actively pursue open space opportunities and actively pursue a long-term lease on Duncan Field (Cook County Forest Preserve District)**

*Definition:* The Park & Recreation Commission's Long-Range Plan has already identified the need for neighborhood parks north of Ogden Avenue and south of 55<sup>th</sup> Street.

*Critical Success Factors:* While not suitable for passive recreation due to the noise levels from I-294, Duncan Field could provide essential active field space and a possible connection to the Dorothy Dean park in Oak Brook and the I-294 pedestrian/bicycle underpass. A similar lease of the unused DuPage County Forest Preserve District field north of Salt Creek on York Road should also be investigated.

*Funding and Cost Considerations:* The Village/Parks & Recreation Department must establish a budget and a method to facilitate parkland purchases. The current parkland donation policy for new development should be reevaluated to consider contributions in lieu of parkland by developers.

*Implementation Considerations:* In the past, the Village has not had to purchase parkland. In the years to come the Village will need to not only purchase parkland, but to identify it and perhaps even obtain right-of-first-refusal in advance of market forces. The Duncan Field lease should permit the Village to create fields, paths, picnic groves and other amenities on the land with the approval of the Forest Preserve District.

### **4-1e Safety: Grade-Separated Pedestrian Crossings: The Village should work with the BNSF to improve the pedestrian crossings at Park Street, Madison Avenue and Highlands**

*Definition:* Wide ramped pedestrian crossings that are accessible to handicapped users and bicyclists and have safety gates.

*Critical Success Factors:*

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1. Currently, the only feasible location for a pedestrian railroad underpass appears to be just west of Monroe Street where the Village owns land on either side of the tracks. It would be highly desirable to have another crossing in the vicinity of the Oak Street Bridge and Veeck and Pierce Parks, but there are many physical constraints at this location that will make such a project extremely expensive. If the Oak Street Bridge were to be abandoned for vehicular traffic at any time in the future - an outcome which is almost certain - its conversion for pedestrian and bicycle use should be considered.
2. On Ogden Avenue a pedestrian/bicycle overpass should be considered at Washington Street. If major redevelopment occurs along Ogden Avenue east of York Road or west of Madison Street, careful consideration should be given to the needs of pedestrians and bicyclists in the planning of related infrastructure improvements. It is hoped that continued efforts will be made to create sidewalk along Ogden Avenue to connect the existing sidewalks east of Washington Street to the sidewalks west of Route 83 in Westmont.
3. On 47<sup>th</sup> Street a pedestrian/bicycle underpass should be planned to connect Spring Lake Road with Veeck Park.
4. On 55<sup>th</sup> Street a pedestrian/bicycle overpass should be considered at Elm Street.

*Implementation Considerations:* Although there was only moderate support for the idea in survey results, continuing increases in traffic and population make it desirable for the Village to include pedestrian underpasses and/or overpasses in its long-range plan. These would not only dramatically increase the ability of pedestrians and bicyclists to cross the tracks safely, but they would serve to more effectively knit together the north and south sides of the Village.

**4-1f Safety: Other Pedestrian Crossings: The Village should identify important pedestrian crossings that connect to its sidewalk network and implement a program to aggressively stripe pedestrian crossing zones at these intersections**

*Definition:* Pedestrian crossings that are identified by the Village as providing a connection to the sidewalk network and in need of improvement.

*Critical Success Factors:* The Village should work cooperatively with Western Springs to improve the approaches to the Minneola Street bridge over I-294. The ramps are currently too steep for bicyclists and the handicapped. The Village should work cooperatively with Burr Ridge and DuPage County Department of Transportation to install a traffic signal at 60<sup>th</sup> and County Line Road. The following is a preliminary list of intersections that should be considered for the new crosswalk-stripping program. Crosswalks on busy streets, near schools, parks and other public spaces should be given first consideration.

120 N. Oak	3 <sup>rd</sup> & Garfield	57 <sup>th</sup> & County Line	8 <sup>th</sup> & Madison
1 <sup>st</sup> & Garfield	3 <sup>rd</sup> & Grant	Road	9 <sup>th</sup> & County Line Road
1 <sup>st</sup> & Grant	3 <sup>rd</sup> & Lincoln	57 <sup>th</sup> & Garfield	9 <sup>th</sup> & Oak
1 <sup>st</sup> & Lincoln	3 <sup>rd</sup> & Vine	57 <sup>th</sup> & Grant	Bob-o-link &
1 <sup>st</sup> & Washington	3 <sup>rd</sup> & Washington	57 <sup>th</sup> & Madison	County Line Road
200 blk S. Washington	400 blk S. Clay	59 <sup>th</sup> & Madison	Hickory & Monroe
2 <sup>nd</sup> & Grant	4 <sup>th</sup> & Clay	6 <sup>th</sup> & Madison	Pool Entrance
2 <sup>nd</sup> & Vine	4 <sup>th</sup> & Vine	7 <sup>th</sup> & Madison	Symonds & Park
2 <sup>nd</sup> & Washington	55 <sup>th</sup> & Madison	8 <sup>th</sup> & Garfield	

*Implementation Considerations* A process should be put in place whereby residents could petition to have crosswalks in their neighborhoods striped. As population continues to grow south of 55<sup>th</sup> Street, residents must have safer access across this high-speed arterial into Katherine Legge Memorial Park.

**4-1g Safety: Vehicular: The Village should continue to work with the Illinois Department of Transportation to improve conditions along the length of Ogden Avenue**

*Definition:* Dialogue between Village staff and IDOT officials concerning Ogden Avenue Improvements.

*Critical Success Factors:* Of particular concern to residents (and well supported by traffic accident statistics) is the York Road and Ogden Avenue intersection. Without the construction of an I-294 interchange at either 22<sup>nd</sup> or 31<sup>st</sup> street in Oak Brook, this intersection will continue to carry excessively high traffic volumes. IDOT has a policy to mow just twice during the growing season. This not only creates safety hazards due to the height of the vegetation, but it is unsightly and the heavy clippings from these bi-annual mowings clog the stormwater drains and create driving hazards when wet. The Village should continue its stepped-up traffic enforcement along Ogden Avenue, County Line Road (north and south) and 55<sup>th</sup> Street.

*Implementation Considerations* A left turn lane and perhaps a left-turn signal at northbound York Road are strongly suggested. The Village should also consider promoting an adopt-a-road program for those sections of the Ogden Avenue verge that are not currently being maintained by private owners. The Village will need to continue to have dialogue with residents and others about County Line Road, both north and south of the railroad tracks. This road has few stop signs and has seen significant redevelopment of its adjacent residential areas during the last decade. Its selection for selective traffic enforcement is an indication of its heavy use. Its future is intertwined with the future of the Oak Street bridge.

**4-1h Safety: Railroad Crossings: The Village should implement the final recommendation of the Federal Railroad Safety Task Force for all of its vehicular crossings of the BNSF**

**4-1i Safety: Future Police & Fire Needs: In the future, the Village should require developers to contribute to the initial costs of any safety and infrastructure enhancements that are needed as a result of their proposals**

*Definition:* A development fee offsetting the costs to the Village of providing services and infrastructure to new developments.

*Critical Success Factors:* As major commercial and multi-family housing areas in the Village are proposed for redevelopment, the need for additional fire and police services will need to be fully evaluated.

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*Funding and Cost Considerations:* The Village should work to establish a fee that is fair to developers yet offsets the additional financial burden of new development taken on by the Village.

*Implementation Considerations:* Continued monitoring of fiscal impacts of development should be undertaken and this fee should be adjusted as needed over time.



## **SEG 4 - Addendum Bicycle Task Force Recommendations**

### **Background**

The Bicycle Task Force (BTF) has been reviewing the existing and projected needs of the various bicycling constituencies that use Village streets and has identified specific items for the SPC's consideration. Many of the items the BTF is considering will also benefit pedestrians. BTF will continue to refine its analysis of bicycling needs and look for partners to promote bicycling for health, for enjoyment and as an alternate to motorized vehicle congestion. For example, June 2007 will be Bicycle to Work Month. There may be a Bike to Work Day, similar to the Walk to School Day in October. Members of BTF are available for discussion of any of the following draft recommendations. The full membership will review these recommendations after the SPC deadline.

The existing bicycle route is 30 years old. It was developed as an internal Village guide directing bicyclists to streets close to Village facilities. It does not include ways to KLM or Veeck Park. It does not provide guidance for those coming or going to places outside Hinsdale. There are no connections to local, county or regional routes. A new map with proper signage is in order.

### **Recommendation**

#### **4-2a The BTF recommends retaining experts to develop a bicycle plan for the Village of Hinsdale**

*Critical Success Factors:* Model plans from comparable communities are available and should be reviewed by the Village.

*Funding and Cost Considerations:* There are many county, state and federal funding sources for establishing bicycling routes and parking. Most of these grants require an adopted bicycle plan. The Chicagoland Bicycling Federation estimates a \$5 – 10,000 cost.

**4-2b The BTF recommends the Village provide additional parking now for existing land uses and enact ordinances requiring bicycle parking for future land uses**

*Critical Success Factors:* A bicyclist arriving at a destination needs a place to park whether it is downtown, at parks, schools, multi-family complexes or isolated retail areas. It is possible to reduce required vehicular parking spaces and to add bicycle (or motorcycle) parking.

**4-2c The BTF recommends the SPC consider an overpass for bicycles over Ogden, an underpass at the tracks and under 47<sup>th</sup> Street at Springlake Avenue**

*Critical Success Factors:* A 47<sup>th</sup> Street underpass would enhance southern access to Veeck Park and is the most straightforward of the choices from an engineering standpoint.

*Funding and Cost Considerations:* These structures are expensive, in the \$1 to \$2 million range, but less expensive than vehicular grade separations.