

THE HERALD-NEWS

Plainfield works on improving streets

Traffic survey expected back soon

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PLAINFIELD – Residents on and near Meadow Lane concerned about speeding motorists may be seeing traffic calming measures in the near future as the village works on a streets improvement plan.

Village officials said those residents can expect a survey on the traffic calming suggestions soon.

Meadow Lane was targeted by village officials and local consultant Teska Associates as a cornerstone example of the village's Complete Street plan during a Village Board Committee of the Whole Meeting Monday.

“One of the big keys is to encourage traffic calming in areas where there are long and wide streets without a whole lot of traffic measures,” Director of Public Works Allen Persons said.

Teska Vice President Mike Hoffman said the plan includes pedestrian, bicycle and road traffic calming improvements.

The improvements include curb extensions to shorten crosswalk lengths and road width, traffic circles to slow traffic at dangerous intersections, different colored crosswalk striping to improve pedestrian safety and chicanes, or roadside extensions, to reduce road width and discourage speeding.

The plan also calls for improvements along Main Street, Route 59 and intersections near the Downtown Historic District.

“Plainfield has already been doing a lot of elements of a complete street policy just by common practice,” Hoffman said, noting Van Dyke Road and other areas that fit into the Complete Street plan.

A big part of the plan is slowing down traffic on Meadow Lane from 127th Street south to Indian Boundary Road. It passes through the subdivisions of Whispering Creek, Liberty Grove, Dayfield, Prairie Knoll, Walker's Grove and Tuttle Estates.

The plan calls for chicanes to narrow the road intermittently between driveways along the length of the road.

It suggests improving intersections at Pastoral Drive, Sunderlin Road, Blakely Drive and Sandbank Drive. But before any work will be

done, the village will be sending nearby residents a survey on what types of traffic calming measures they'd like to see.

Several village officials said the Meadow Lane naturally developed into a speedway for motorists as Plainfield grew.

"Meadow Lane and Indian Boundary developed when the village was 4,000 people. Now it's tens of thousands of people," Trustee Jim Racich said, adding that non-residents may be speeding more than residents.

Mayor Mike Collins said Meadow Lane was constructed in a time when traffic volume was a fraction of what it is today.

"In my mind, I think when [previous village officials] developed that street, it shouldn't have been so straight," Mayor Mike Collins said, using Van Dyke Road as an example of how curving streets decrease motorists' speed.

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