

**VILLAGE OF DOWNERS GROVE**  
**REPORT FOR THE VILLAGE COUNCIL WORKSHOP**  
**MARCH 27, 2007 AGENDA**

<b>SUBJECT:</b>	<b>TYPE:</b>	<b>SUBMITTED BY:</b>
Roadway Classification Map Amendment	✓ Resolution Ordinance Motion Discussion Only	Don Scheidler Interim Community Development Director

**SYNOPSIS**

An ordinance has been prepared to amend the Roadway Classification portion of the Future Land Use Map.

**STRATEGIC PLAN ALIGNMENT**

The Five Year plan and Goals for 2006-2011 identified *Fiscally Responsible*. A supporting objective of this goal is *Planning for a Financially Sustainable Village Government*.

**FISCAL IMPACT**

N/A

**RECOMMENDATION**

Approval on the April 2, 2007 active agenda.

**BACKGROUND**

The Village is seeking approval of the proposed amendment to the Roadway Classification Portion of the Future Land Use Map. The Village's Roadway Classification Map identifies the function of all streets in accordance with industry standards. All existing roads are classified based on the traffic volume capacity into locals, collectors, or arterials, reflecting lower traffic volumes to higher traffic volumes. From this map, traffic and engineering decisions regarding traffic service, traffic controls and roadway improvements are made on a periodic basis; i.e., roadways with higher traffic volumes receive priority snow plowing service and a better maintenance cycle.

The Village contracted with Civiltech Engineering Inc. (CEI) to complete a full roadway system evaluation to determine which roadways can remain as currently designated and which roadways need to be revised to reflect their current function and volume. On April 13, 2005 the Parking and Traffic Commission reviewed and recommended approval of the changes. Table 1 below summarizes the proposed changes to the Village's Roadway Classification map, including the revisions made by the Parking and Traffic Commission. The attached Roadway Classification Map and the Future Land Use Map have been updated to reflect the proposed changes.

<b>Street Name and Limits</b>	<b>Existing Classification</b>	<b>Proposed Classification</b>	<b>Justification</b>
Maple Avenue, Dunham Road to Fairview Avenue	Collector	Minor Arterial	Connectivity to towns east of Village
Barneswood Dr, Venard Road to Highland Avenue	Local	Collector	Greater function based on adjacent street network
Walnut Avenue, Maple Avenue to College Road	Local	Collector	Greater function based on adjacent street network
Lee Avenue, Warren Avnue to Ogden Avenue	Local	Collector	Greater function based on adjacent street network
Brook Drive, Downers Drive to Finley Road	Local	Collector	Greater function based on adjacent street network
Glendenning Road, Ogden Avenue to 39 <sup>th</sup> Street	Local	Collector	Greater function based on adjacent street network

Due to heavy project load over the last couple years, this petition was not placed on the Plan Commission agenda until early 2007. The Plan Commission considered the petition at their February 5, 2007 meeting and recommended unanimous approval.

#### **ATTACHMENTS**

Ordinance

Future Land Use Map

Village Roadway Classification Map

Staff Report, with attachments, dated February 5, 2007

Draft Minutes of Plan Commission Public Hearing dated February 5, 2007

**ORDINANCE NO. \_\_\_\_\_**

**AN ORDINANCE AMENDING  
THE FUTURE LAND USE MAP**

WHEREAS, the Village Council of the Village of Downers Grove has previously adopted a Comprehensive Land Use Plan for the Village and its planning area on July 19, 1965, as Ordinance No. 1080; and

WHEREAS, the Comprehensive Plan consists of a Future Land Use Plan Narrative and Future Land Use Map; and

WHEREAS, the Comprehensive Plan, including the Future Land Use Plan Narrative and the Future Land Use Map, have been amended from time to time by the Village Council, including Ordinance Nos. 2019, 2694, 3734, 3781, 4626, 4652, 4671, 4675 and 4681; and

WHEREAS, additional amendments have been proposed to the Comprehensive Land Use Plan, specifically to the Future Land Use Map; and

WHEREAS, these changes and recommendations were submitted to the Downers Grove Plan Commission which held a public hearing on the matter on February 5, 2007 and has submitted its recommendations to the Village Council, all as set forth in the Downers Grove Municipal Code and the Illinois Municipal Code; and

WHEREAS, the Village Council has reviewed the proposed amendments as well as the recommendations of the Plan Commission; and

WHEREAS, the Village Council has determined that it is in the best interest of the citizens of the Village of Downers Grove that the Future Land Use Map component of the Comprehensive Land Use Plan be amended as set forth herein.

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

**Section 1. That Section 1.12 is hereby amended to read as follows:**

**1.12 Comprehensive plan.**

The official Comprehensive Plan for the Village of Downers Grove shall consist of the following elements:

- (a) The Comprehensive Plan passed and approved July 19, 1965; and
- (b) The Future Land Use Narrative dated March 21, 1995, and approved April 3, 1995, and the Future Land Use Map dated ~~April 13, 2005~~ April 3, 2007, and approved ~~June 7, 2005~~ April 3, 2007; and
- (c) The development plans as may be approved by the Council from time to time, including a street and thoroughfare plan, a community facilities plan, a public utilities plan, a housing plan, neighborhood plans, and an official map; and

To the extent that the 1965 Comprehensive Plan is inconsistent with any provision or part of the Future Land Use Narrative and Map or the development plans, that Future Land Use Narrative and Map and those development plans shall control. (Ord. No. 2118, § 1; Ord. No. 2694, § 2; Ord. No. 2743, § 2;

## Land Use 5

Ord. No. 3265, § 5.)

**Section 2.** That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

**Section 3.** That this ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

---

Mayor

Passed:

Published:

Attest: \_\_\_\_\_  
Village Clerk



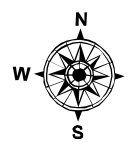


# Village of Downers Grove, IL

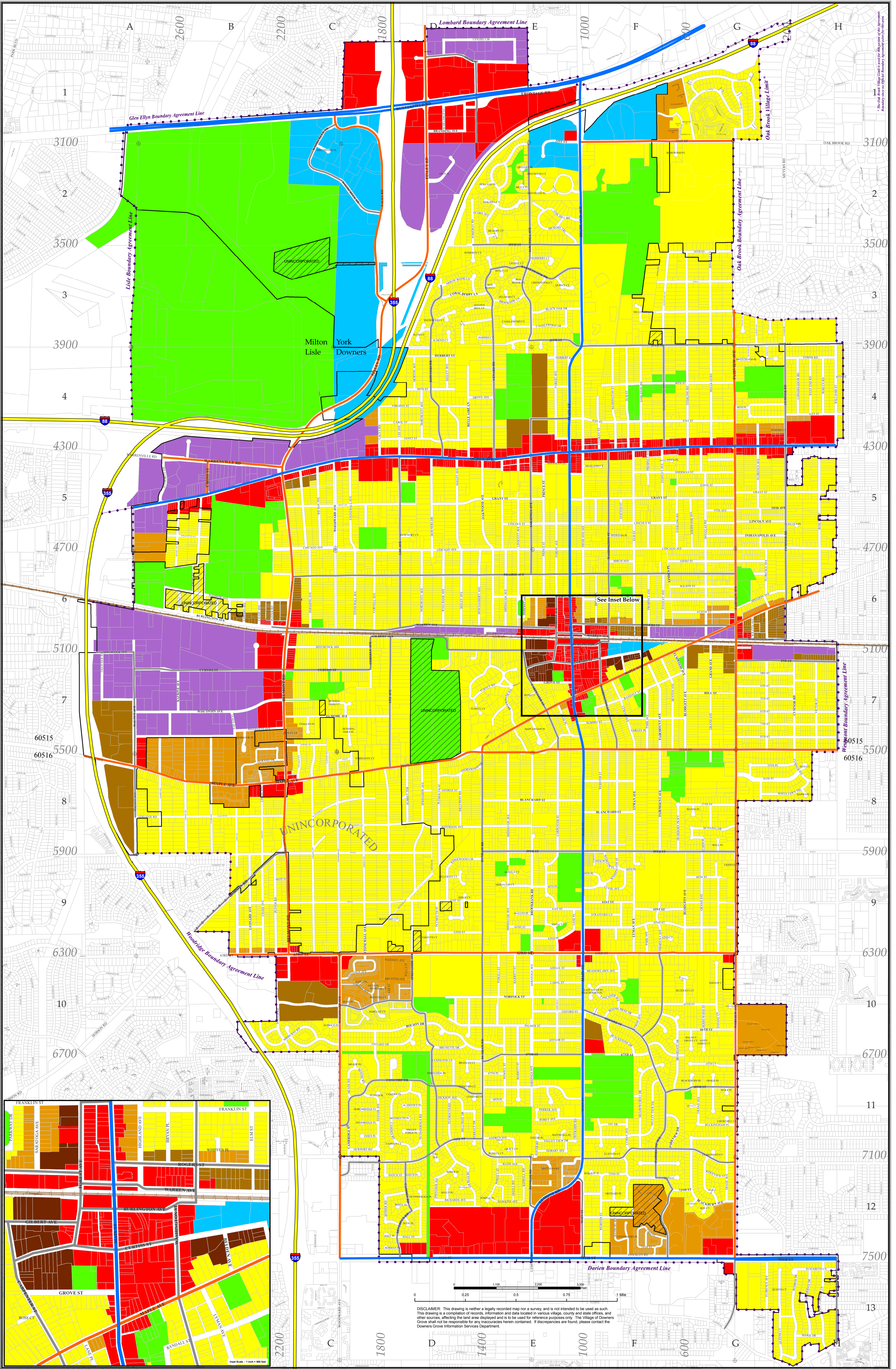
## FUTURE LAND USE MAP

Corrected to 04/03/2007

Population as of 04/01/2000 Census: 48,724  
Estimated Population as of 12/31/2006: 51,153



- |           |                    |                            |                           |
|-----------|--------------------|----------------------------|---------------------------|
| FREEWAY   | Section Corner     | Commercial                 | Residential 0-6 DU/Acre   |
| MAJOR ART | Agreement Boundary | Office Research            | Residential 6-11 DU/Acre  |
| MINOR ART | Unincorporated     | Office Research & Mnfctrng | Residential 11-25 DU/Acre |
| COLLECTOR | Downers Grove      | Open Space                 | Residential 25-60 DU/Acre |



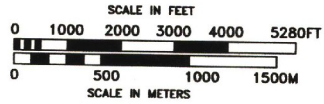
DISCLAIMER: This drawing is neither a legally recorded map nor a survey, and is not intended to be used as such. This drawing is a compilation of records, information and data located in various village, county and state offices, and other sources, affecting the land area displayed and is to be used for reference purposes only. The Village of Downers Grove shall not be responsible for any inaccuracies herein contained. If discrepancies are found, please contact the Downers Grove Information Services Department.



# ROADWAY CLASSIFICATION MAP

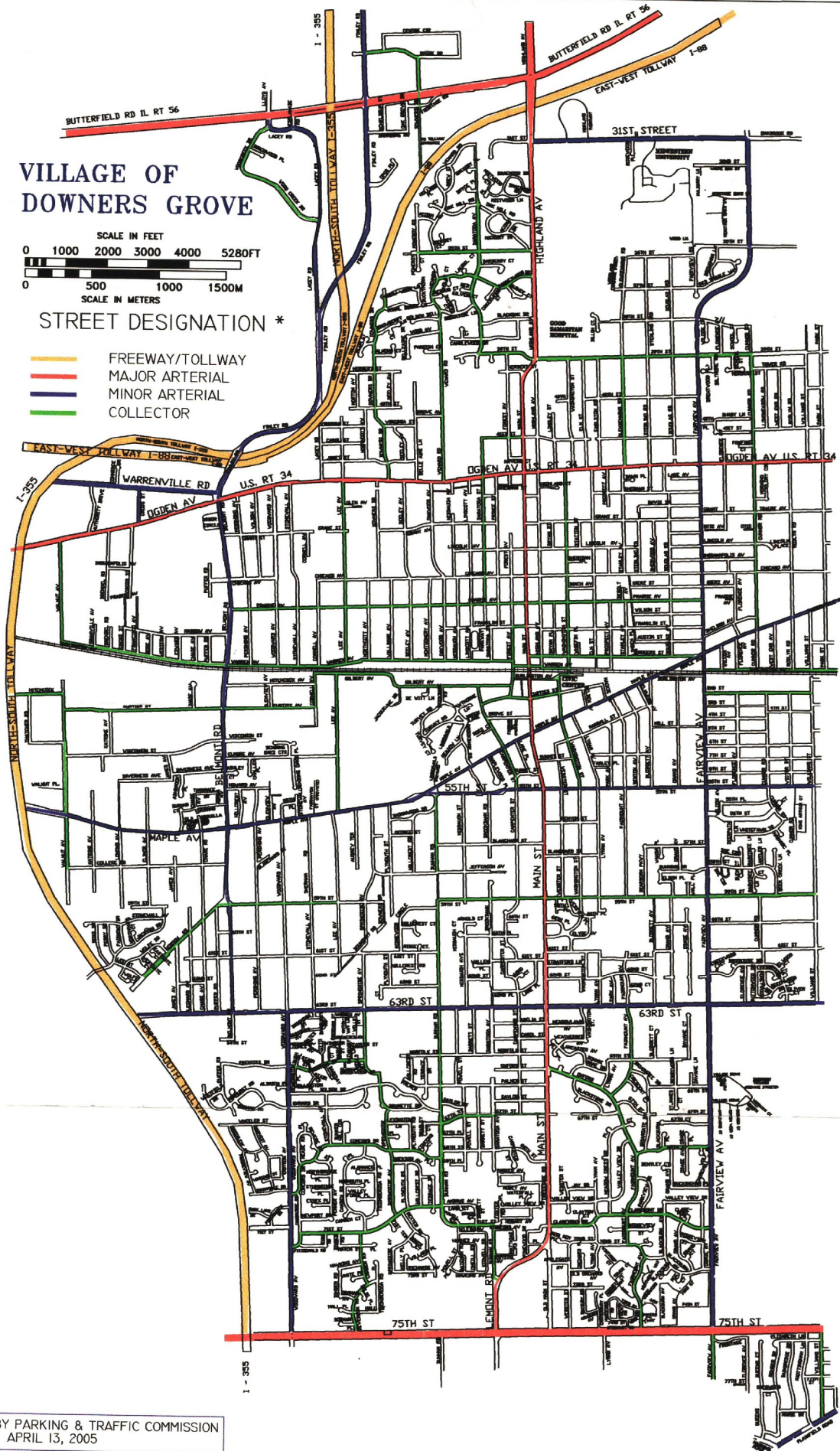


## VILLAGE OF DOWNERS GROVE



### STREET DESIGNATION \*

- FREEWAY/TOLLWAY
- MAJOR ARTERIAL
- MINOR ARTERIAL
- COLLECTOR



\* APPROVE BY PARKING & TRAFFIC COMMISSION  
APRIL 13, 2005



# Village of Downers Grove

## STAFF REPORT

**TO:** Plan Commission

**HEARING DATE:** February 5, 2007

**FROM:** Department of  
Community Development

**PREPARED BY:** Damir Latinovic  
Planner

### TITLE

**PC 07-07; Village Roadway Classification Map Update;** A petition requesting an update to the Village Roadway Classification portion of the Future Land Use Map.

**Application/Notice:** The application has been filed in conformance with applicable procedural and public notice requirements.

### GENERAL INFORMATION

**OWNER/ APPLICANT:** Village of Downers Grove  
801 Burlington Avenue  
Downers Grove, IL 60515

### ANALYSIS

#### SUBMITTALS

This report is based on the following documents, which are on file with the Department of Community Development:

1. Future Land Use Map
2. Village Roadway Classification Map
3. Public Works Staff Report File # 01-05
4. Parking and Traffic Commission Meeting Minutes from April 13, 2005
5. Traffic Study by Civiltech Engineering Inc.

#### DESCRIPTION

The Village's Roadway Classification map is a portion of the Future Land Use Map. Per Village Code, the Plan Commission is required to hear, consider, and recommend to the Village Council any changes or updates to the Future Land Use Map.

The Village's Roadway Classification Map identifies the function of all streets in accordance with industry standards. All existing roads are classified based on the traffic volume capacity into locals, collectors, or arterials, reflecting lower traffic volumes to higher traffic volumes. From this map, traffic and engineering decisions regarding traffic service, traffic controls and roadway improvements are made on a periodic basis; i.e., roadways with higher traffic volumes receive priority snow plowing service and a better maintenance cycle.

In the past 10 years, the Village has experienced traffic growth, and the Roadway Classification map has not been updated to determine its accuracy. Therefore, the Village contracted with Civiltech Engineering Inc. (CEI) to complete a full roadway system evaluation to determine which roadways can remain as currently designated and which roadways need to be revised to reflect their function. The study involved collecting the existing classification, volume, and other roadway characteristics data from the Village, comparing this existing data to the standard functional classification scheme defined by the American Association of State Highway and Transportation Officials (AASHTO), and making recommendations for changes to the existing roadway classifications based on this comparison.

On February 9, 2005 staff presented the Village's Roadway Classification Map modifications to the Parking and Traffic Commission. On April 13, 2005 the Parking and Traffic Commission reviewed and recommended approval of the changes. Table 1 below summarizes the proposed changes to the Village's Roadway Classification map, including the revisions made by the Parking and Traffic Commission on April 13, 2005. The attached Roadway Classification Map has been updated to reflect the proposed changes.

<b>Street Name and Limits</b>	<b>Existing Classification</b>	<b>Proposed Classification</b>	<b>Justification</b>
Maple Avenue, Dunham Road to Fairview Avenue	Collector	Minor Arterial	Connectivity to towns east of Village
Barneswood Dr, Venard Road to Highland Avenue	Local	Collector	Greater function based on adjacent street network
Walnut Avenue, Maple Avenue to College Road	Local	Collector	Greater function based on adjacent street network
Lee Avenue, Warren Avnue to Ogden Avenue	Local	Collector	Greater function based on adjacent street network
Brook Drive, Downers Drive to Finley Road	Local	Collector	Greater function based on adjacent street network
Glendenning Road, Ogden Avenue to 39 <sup>th</sup> Street	Local	Collector	Greater function based on adjacent street network

Table 1: Modifications to the Village Roadway Classification map.

### **COMPLIANCE WITH THE FUTURE LAND USE PLAN**

The Village's Roadway Classification Map is a part of the Future Land Use Map. Any changes to the roadway classification will affect the entire Village and requires an update to the Future Land Use Map. The proposed changes to the Village's road system are consistent with the existing Future Land Use designations and other Village planning documents.

### **COMPLIANCE WITH THE ZONING ORDINANCE**

*This section is not applicable to this petition.*

### **COMPLIANCE WITH THE SIGN ORDINANCE**

*This section is not applicable to this petition.*

### **COMPLIANCE WITH THE OGDEN AVENUE MASTER PLAN**

*This section is not applicable to this petition.*

## **COMPLIANCE WITH THE SUBDIVISION ORDINANCE**

*This section is not applicable to this petition.*

## **ENGINEERING/PUBLIC IMPROVEMENTS**

*This section is not applicable to this petition.*

## **PUBLIC SAFETY REQUIREMENTS**

*This section is not applicable to this petition.*

## **NEIGHBORHOOD COMMENT**

At this time, staff has not received any comments from the neighboring businesses or residents. Additionally, no comments from the residents were received at the Parking and Traffic Commission Public Hearing held April 13, 2005.

## **FINDINGS OF FACT**

Staff believes the study process has been comprehensive and thorough, and the proposed changes to the roadway classification system are a fair and accurate reflection of the roadway use in the Village. Staff believes the proposed changes are compatible with the surrounding land uses and will not have an adverse impact on the development or the existing trend of development in the Village.

## **RECOMMENDATIONS**

---

Staff believes the requested action is consistent with the Future Land Use Plan, Zoning Ordinance, and Planning Documents of the Village. Based on the findings listed above, staff believes the proposed modifications accurately reflect the function of those streets and recommends that the Plan Commission forward a positive recommendation to the Village Council.

Staff Report Approved By:

---

Don Scheidler  
Interim Director  
Department of Community Development



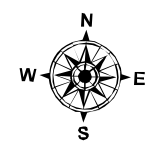


# Village of Downers Grove, IL

## FUTURE LAND USE MAP

Corrected to 12/19/2006

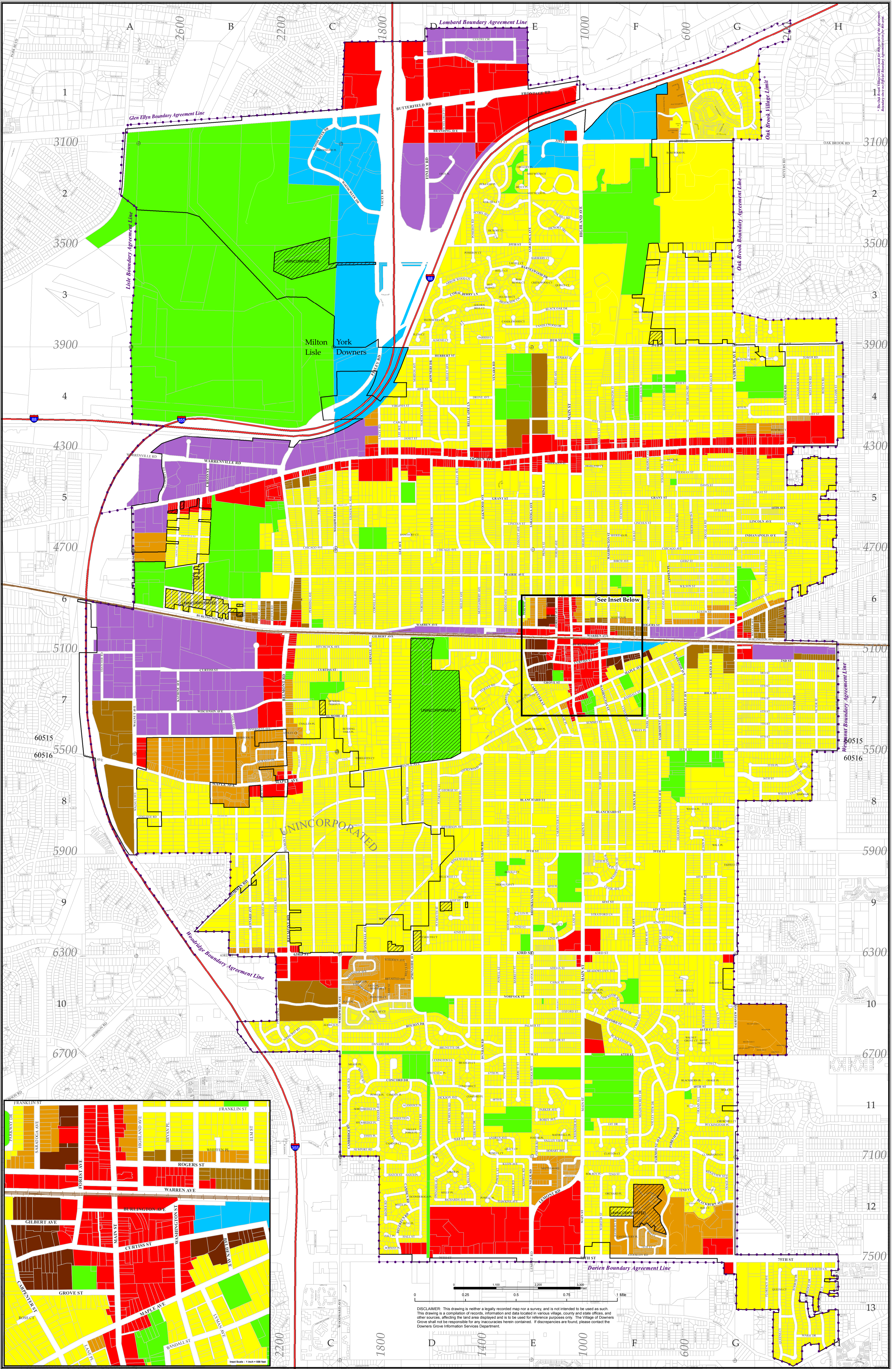
Population as of 04/01/2000 Census: 48,724  
Estimated Population as of 12/31/2005: 50,988



- Section Corner
- Agreement Boundary
- Unincorporated
- Downers Grove

- Commercial
- Office Research
- Office Research & Manufacturing
- Open Space

- Residential 0-6 DU/Acre
- Residential 6-11 DU/Acre
- Residential 11-25 DU/Acre
- Residential 25-60 DU/Acre

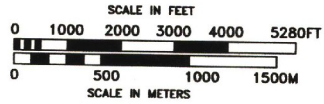




# ROADWAY CLASSIFICATION MAP

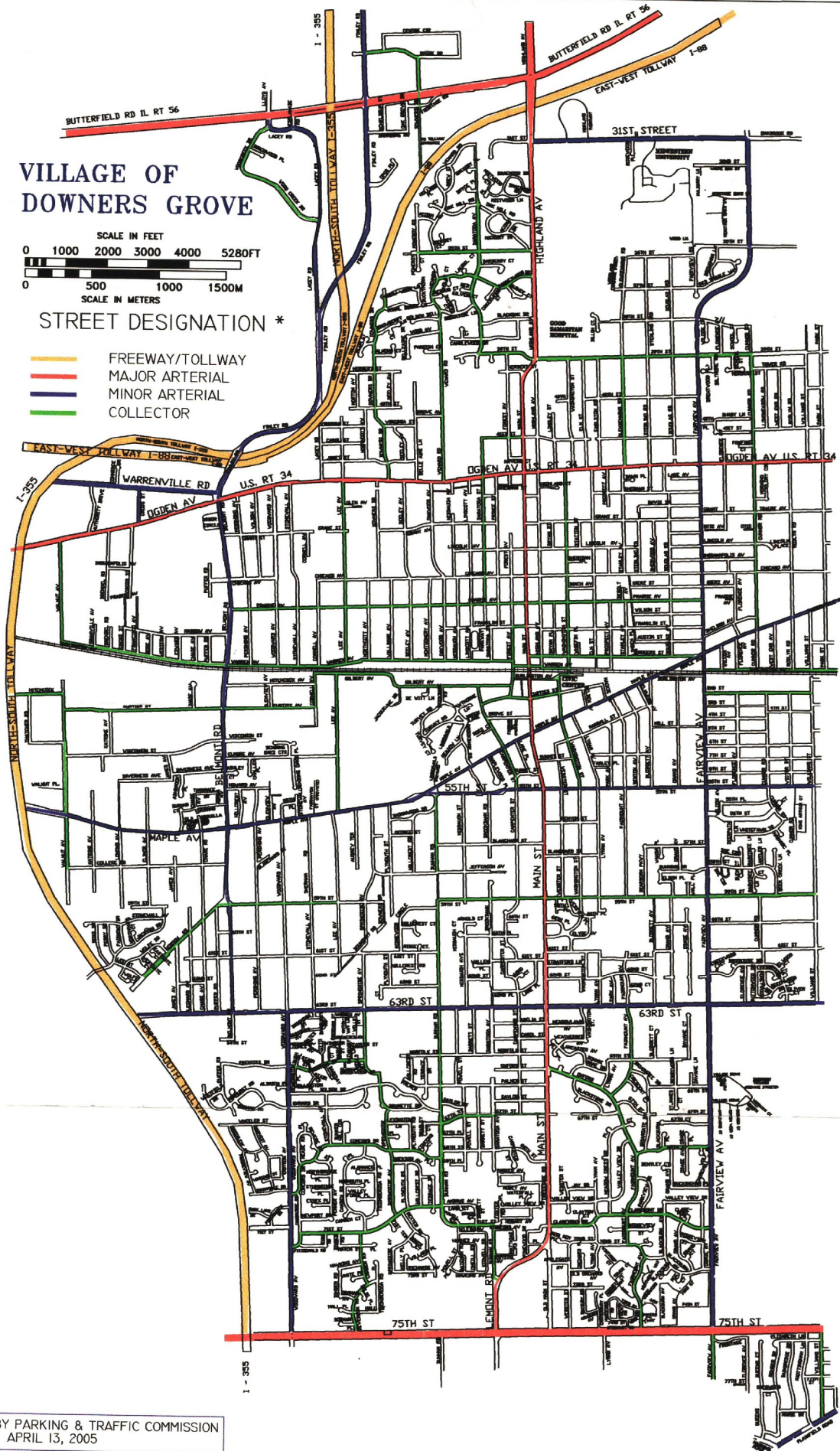


## VILLAGE OF DOWNERS GROVE



### STREET DESIGNATION \*

- FREEWAY/TOLLWAY
- MAJOR ARTERIAL
- MINOR ARTERIAL
- COLLECTOR



\* APPROVE BY PARKING & TRAFFIC COMMISSION  
APRIL 13, 2005

**PARKING & TRAFFIC COMMISSION**

Minutes of Public Hearing

April 13, 2005

Downers Grove Public Works Facility  
5101 Walnut Avenue, Downers Grove

**Chairman Johnson** called the April 13, 2005 meeting of the Parking and Traffic Commission to order at 7:00 p.m. Roll call followed and a quorum was established.

**ROLL CALL:**

Present: Commissioners Kren, Stapleton, Thurston, Wendt, Yeksigian, Chairman Johnson

Absent: Commissioner Carlquist

Staff Present: Mr. Dave Barber, Mr. Dorin Fera, Mr. Mike Millette; Police Sgt. Jim Nehls, Officer Tim Sembach, and Recording Secretary Sharon Connell

Visitors: Mr. Martin Schack, Downers Grove School District #99;  
Mr. John Frasz, 1104 63<sup>rd</sup> Street

**Chairman Johnson** informed the commissioners that the meeting was being recorded on Village owned equipment to aid in the preparation of the meeting minutes.

**APPROVAL OF FEBRUARY 9, 2005 MINUTES**

**COMMISSIONER YEKSIGIAN MOVED TO APPROVE THE MARCH 9, 2005 MINUTES AS PRESENTED. COMMISSIONER THURSTON SECONDED THE MOTION. MOTION PASSED BY VOICE VOTE OF 6-0.**

**NEW BUSINESS**

**File #08-05 North High School - Sherman Street One-Way and Parking Modifications.** **Chairman Johnson** discussed that this proposal addressed additional parking at the North High School, which matter had been under discussion for approximately three years, with the possibility of using Sherman Street for additional high school parking. Staff provided four options of how the parking could be accomplished. School District No. 99 also responded favorably.

**Mr. Fera** addressed the committee stating the maps being presented were to invite discussion, especially since a new principal was in office. **Mr. Barber** explained that he planned to use as much of the existing asphalt on the two-way street but he suggested that if the commission wanted to maximize parking, it may have to create parallel parking options. If parallel parking remained, the trees would remain. Discussion followed that the Village could get by using parallel parking with minimal effort as compared to the other options.

Per a question, **Mr. Schack**, representing Downers Grove School District #99, stated he did not see the documents presented but had some information and visuals forwarded to him. Discussion then followed regarding the sales of parking permits in Lot Z, which is on Springside Avenue by South High School.



**Chairman Johnson** explained that if Sherman Avenue was going to be changed to one-way, he had concerns about cut-through traffic and the area becoming potentially hazardous with perpendicular parking, especially with students. However, if there was necessary construction it would make sense to go for the maximum use. **Mr. Fera** stated that Sherman was westbound one-way as a starting point due to the fact that there was a northbound left-turn lane on Main Street, just prior to Sherman, which allowed cars to turn into Sherman. At the end of the day, the cars could exit toward a signalized intersection. **Mr. Barber** also added that he was working with a consultant to eliminate curb cuts on Ogden Avenue explaining that Forest Avenue was one of those streets that may not be necessary for the Village's system, and therefore, one of the options may be that Forest may not need to go through to Ogden at some point. Closing that stretch of the street could be a good idea for additional school parking.

**Mr. Schack** conveyed that District 99 was very interested in the proposed improvement. Currently, the tennis courts were not being utilized due to the public having to cross Main Street and walk past four lanes of traffic. Parking along Sherman would, however, allow the public to use the courts. Whatever parking spaces were added would be a bonus to the district since it would remove students from the side streets and open up spaces to the residents. Having Sherman Street move westward was logical to the school district but either one-way direction would not cause any interruptions with the school. Having Sherman westbound could reduce some of the concerns on left-turning cars headed north on Main Street. **Mr. Schack** stated that one matter that would need addressing was the stacking of buses on Sherman, although it did not occur very often. At the same time, parking on Sherman would allow visiting school buses to park near the tennis courts for tennis meets.

**Commissioner Wendt** asked whether some smaller parking spaces could be installed perpendicular to gain more spaces, wherein **Mr. Fera** indicated it could be done.

**Commissioner Yeksigian** asked whether the 16' foot lane of travel (Alternative 3) would be a requirement and should the same requirement apply to the perpendicular alternative as Alternative 4, wherein **Mr. Fera**, again, said it could be done, explaining that a certain part of the Ordinance did address it for emergency purposes. He would review further since he wanted to meet Village Code. Concern was raised by **Chairman Johnson** on having enough land between the right-of-way and the sidewalk for perpendicular parking.

Further discussion was raised by **Chairman Johnson** that should the committee want to move this matter forward, it would want to recommend approval of parallel parking to be installed during this summer and then review the possibility of expanding it later. Should the committee prefer perpendicular parking **Mr. Barber** suggested the possibility of installing islands in the middle to save some trees; he offered to review the matter. **Mr. Wendt** voiced his concerns about installing 16' foot lanes with students racing down the street. By providing the standard 12' foot wide street, it would cause the students to drive more cautiously. As to whether the width was wide enough for the school's maintenance trucks, etc. **Mr. Schack** added that should two cars park on either side of the driveway, it could cause some maneuver difficulty; however, it would have to be reviewed closely since the driveway was already tight.

By providing parking on the south side near the bend in the sidewalk, **Mr. Barber** felt it would provide enough room for the school district. **Mr. Yeksigian** stated that if the Village had the opportunity to provide the parking away from the residential areas for the high school, he supported making as many spaces as possible.

**Mr. Wendt** asked whether the costs were reviewed for installing the curbs and installing 42 to 45 parking spaces, with the suggestion of renting them out this fall to pay for them by a certain

amount of time, wherein **Mr. Barber** indicated he would probably review the plan more specifically, return with details, and present the costs, as long as the commission was interested in proceeding forward. He believed that changing the street to one-way and doing the work all at once made sense. He could also return with ideas for Forest Avenue.

Commissioners concurred that staff proceed forward on the above matter.

**File #10-05 Carpenter Street, 63<sup>rd</sup> Street to 62<sup>nd</sup> Place Parking Restrictions.** **Chairman Johnson** referred commissioners to staff's report. He noted that the Village manager signed a provision work order to restrict parking on one side of the street temporarily. Staff has asked this commission to consider making the restriction permanent and place it under code and to review. Parking used to be permitted on both sides of the street.

**Chairman Johnson** opened the meeting up to the public.

**Mr. John Frasz**, 1104 63<sup>rd</sup> Street, Downers Grove, explained that when parking was allowed on both sides of the street, it made passing for two cars very difficult. He had concerns about fire trucks moving through the area since the hydrant was in the middle of the block. Additionally, the hydrant was on the side where the cars were parking and some cars parked in front of it. **Mr. Frasz** suggested moving the parking to the other side of the street due to the hydrant. He did speak with the neighbors who preferred the parking on one side only. Responding to **Mr. Barber's** question about student parking, **Mr. Frasz** explained that the two or three cars he saw on Carpenter were a lot but were usually seen on the weekends when residents had company. However, because parking restrictions were placed on other streets, the students were now parking on Carpenter but not a lot of them. **Mr. Barber** indicated that if parking was removed on both sides it would not make much difference, and the only reason it was left on the west side was because of the driveways and for visibility.

**Mr. Fera** indicated, it would be beneficial to keep the parking restriction on the east side because of the traffic flow of the large vehicles coming into the area.

After no further comments, **Chairman Johnson** entertained a motion to move ahead.

**COMMISSIONER THURSTON MADE A MOTION TO FAVORABLY RECOMMEND TO THE VILLAGE COUNCIL TO UPGRADE THE TEMPORARY "NO PARKING ANYTIME" RESTRICTOIN ON THE EAST SIDE OF CARPENTER STREET BETWEEN 63<sup>RD</sup> STREET AND 62<sup>ND</sup> PLACE TO A PERMANENT STATUS. COMMISSIONER KREN SECONDED THE MOTION. ROLL CALL:**

**Ayes:** Kren, Stapleton, Thurston, Wendt, Yeksigian, Chairman Johnson  
**Nays:** None

**MOTION PASSED. VOTE: 6-0.**

### **OLD BUSINESS**

**File #01-05 Roadway Classification Map (Final).** **Chairman Johnson** reminded commissioners that this matter was discussed prior; however a matter existed with Sterling in that north of 39<sup>th</sup> Street, Sterling was not in the Village of Downers Grove. **Chairman Johnson** indicated his discussions with **Mr. Fera**, where consideration of Sterling as a collector street

would have to be reviewed again by staff since Sterling stopped/yielded at 41<sup>st</sup> Street. Currently, a collector street had a right-of-way and changing Sterling to a collector would require the changing of stop signs at that intersection, which could raise issues with the residents there. **Chairman Johnson** suggested the committee look at Glendenning since it was more centrally located between Fairview and Main Street and it also traveled north of 39<sup>th</sup> Street.

**Mr. Fera** indicated that staff did review Sterling and Glendenning as it relates to serviceability, function, volume, etc. and staff determined that the volumes of traffic were nearly identical on both streets. Staff had no objection substituting Glendenning as a collector road for Sterling.

**Chairman Johnson** concurred, pointing out the hill on Glendenning was less severe and the street had sidewalks. A review of the other roads that commissions discussed prior, followed. Staff also reviewed the changes made to the map, some of which were typos and some that needed updating.

Per **Mr. Millette**, the benefits of classifying Maple as a minor arterial versus collector road was that Maple would receive priority snow plowing and a better maintenance cycle as compared to the local roads. The road was also eligible for state funding.

**Mr. Wendt** envisioned the residents on Maple returning to this commission expressing their dissatisfaction of making Maple an arterial. He believed that if no significant difference existed what was the purpose of making the change?

**Chairman Johnson** reiterated the benefits again, but also discussed the fact that the only time the matter would return to this commission is when a significant change occurs or when information is published in the newspaper. As a further point, however, **Mr. Fera** noted that the section east of Fairview and the section west of Dunham were also minor arterials and for many years the Village was trying to keep it as a local designation, but it is really being used as a higher order of roadway.

Another question was raised regarding the stop signs at Carpenter and Washington and whether stop signs would continue on other minor arterials, wherein **Mr. Millette** explained that those streets usually have traffic signals because the traffic volume warrants it. **Chairman Johnson** believed it was worth noting because he believed the residents may bring it up. **Mr. Barber** interjected stating that if the Village left the street as a collector, the street would still contain much traffic. At the same time, the Village would be approaching the warrants for a traffic signal at Maple and Washington, and, eventually, at Carpenter, the traffic would start approaching the warrants for a traffic signal. **Mr. Barber** conveyed that whatever the Village designated the street, it was not going to change the character of the street. To go through the extra work of changing the designation for a little bit more maintenance, the residents would not see a significant change as it relates to maintenance. **Mr. Wendt** agreed that it was not worth the hassle.

Per a question regarding east of Fairview on Maple, **Chairman Johnson** recalled there would be three lanes until the road reached Clarendon Hills. **Mr. Millette** was of the understanding that the three lanes would stop at Cumnor and then reduce to two as indicated by State plans, and, construction was still planned for this year.

**COMMISSIONER KREN MADE A MOTION TO FORWARD A POSITIVE RECOMMENDATION TO BOTH THE PLAN COMMISSION AND THE VILLAGE COUNCIL TO UPDATE THE EXISTING VILLAGE ROADWAY CLASSIFICATION MAP TO REFLECT THE**

**ROADWAY CLASSIFICATION CHANGES, AS PRESENTED, AND REVISING STERLING ROAD IN TABLE 1 TO GLENDENNING ROAD. SECONDED BY COMMISSIONER STAPLETON. ROLL CALL:**

**Ayes:** Kren, Stapleton, Thurston, Wendt, Yeksigian, Chairman Johnson  
**Nays:** None

**MOTION PASSED. VOTE: 6-0.**

**File #02-05 CBD Parking Re-Assignments (Final).** Chairman Johnson conveyed that most of the changes discussed in staff's report were discussed at the commission's last meeting which focused on the Forest Avenue north lot, the Burlington Avenue area between Main and Washington, and some other areas.

**Mr. Barber** reported he did appear before the Transportation Advisory Commission and spoke to the Downtown Management Board and its subcommittee of property owners about this matter. The comments received pertained to increasing the 13 spaces in the Forest lot north to 23 spaces. Staff agreed the revision made sense. **Mr. Barber** noted some of the changes did not occurred due to the fact that as the council makes decisions, certain lots will disappear and staff would amend the code to reflect same. Review of the 2, 3, and 4-hour parking revisions followed as well as a review of the consolidation of lots in front of Village Hall. **Mr. Barber** stated he would like to take Lot M in front of the police station and eliminate the 22 parking meters, eliminate the spaces, and then consolidate Lot M parkers into Lot L for maintenance purposes. Those that used the parking meters could utilize the deck. The consolidated open lot could then be used for customer parking for both the police department and Village Hall.

Because the change outside of Lot B at Burlington would be left alone, **Mr. Barber** felt that it could be adjusted when a final plan was developed for the Curtiss block. Other changes were noted for the 2-hour parking. Staff explained that the parking lot changes would begin July 1, 2005 and the implementation of on-street parking changes would occur as staff time permitted. Lastly, **Mr. Barber** asked to discuss the 15 minute parking spaces and overnight parking separately, which changes were not incorporated into the proposed Ordinance.

Commissioner comments/questions followed. **Mr. Yeksigian** pointed out that paragraphs (c) and (d) on the first page of the document appeared out of order; staff would follow up. Clarification was necessary regarding paragraph (9), page 1, as it relates to location of Lot K; and duplication of two-hour parking stated in Sections 14-105.2 and 14-105.7 as they relate to Wilcox Avenue should be reviewed, noting that one of the paragraphs should be eliminated. Staff would follow up and make the changes.

**COMMISSIONER WENDT MADE A MOTION TO FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO ACCEPT THE UPDATED SECTIONS OF 14-85 UP TO 14-109 OF THE VILLAGE ORDINANCE, AS PRESENTED, IN ORDER TO REFLECT THE PROPOSED CENTRAL BUSINESS DISTRICT PARKING RE-ASSIGNMENTS WITH THE MODIFICATIONS DISCUSSED ABOVE. SECONDED BY COMMISSIONER THURSTON. ROLL CALL:**

**Ayes:** Kren, Stapleton, Thurston, Wendt, Yeksigian, Chairman Johnson  
**Nays:** None

**MOTION PASSED. VOTE: 6-0.**

**File No. #02-05 (continued). CBD Parking Re-Assignments (15 minute parking spaces).** Mr. Barber described that currently seven parking spaces existed on Curtiss in front of the post office, which were working "reasonably well". Staff was recommending they remain. However, staff recommended removing the two 15-minute spaces on Warren Avenue west of Forest, since there was no reason for those spaces. One issue raised, however, was that Angelo's Pizza Place was using the parking spaces in front of its business as 15 minutes spaces with no regulation to support it. The owner expressed to staff that the 15 minute parking was working to meet his needs. Mr. Barber explained that the restaurant owner did write the Village for consideration of 15 minute parking and the Village conveyed to the owner that no regulation existed for 15 minutes unless signage was installed. Per staff, the Downtown Management Board agreed that if the last two spaces were revised to 15 minutes from 5:00 p.m. to 7:00 p.m., it would encourage turnover and would be no different than the owner using his sandwich boards. Staff suggested watching the area to see if the signage would work.

Commissioner comments/concerns included the steps to take for a habitual offender, wherein staff conveyed it was not their intent to enforce the spaces. Per Sgt. Nehls, the signage would have to be under ordinance to require enforcement. Staff did not encourage enforcement of the 15-minute parking spaces due to the increased police workload for such a small problem.

Officer Sembach indicated that the restaurant owner was told by Code Enforcement to remove his current board signs, wherein staff clarified that the signs were confiscated. Sgt. Nehls also made note that the owner's sign was not under ordinance and, therefore, it was not enforced and he could not respond to the owner's concerns.

Concern was raised about precedent-setting if the 15 minute signs were installed. Commissioner Wendt asked whether the request could be established for a certain period of time, i.e., six months, and then renewed, thereby not establishing a permanent precedent; Commissioner Kren concurred. Staff did not see it as a concern but wanted to raise the discussion with commissioners since staff did not have any other answer for the 15-minute spaces. For informational purposes, Sgt. Nehls stated that he had no enforcement, no CSO's available for the sign violations during that time of the day and it was difficult for his department to enforce violators. A temporary try at the signs could work but it was up to the commission. Commissioners discussed a temporary six-month trial period. Chairman Johnson expressed concern about precedent setting. Mr. Barber understood that the two locations (one is Angelo's; the other is Aurelio's Pizza) would be on a trial basis and should the signs not work then they would be removed.

**COMMISSIONER KREN MADE A MOTION TO FORWARD A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL TO REMOVE THE TWO (2) FIFTEEN MINUTE PARKING SPACES ON THE NORTH SIDE OF WARREN, WEST OF FOREST AND THAT THE VILLAGE INSTALL TWO (2) TEMPORARY 15 MINUTE PARKING SIGNS, BETWEEN THE HOURS OF 5:00 P.M. - 7:00 P.M. IN FRONT OF ANGELO'S PIZZA PLACE AND AURELIO'S PIZZA, TO BE REVIEWED IN SIX MONTHS. COMMISSIONER THURSTON SECONDED THE MOTION. ROLL CALL:**

**Ayes:** Kren, Stapleton, Thurston, Wendt,  
**Nays:** Chairman Johnson, Yeksigian

**MOTION PASSED. VOTE: 4-2.**

Regarding the overnight parking matter, **Mr. Barber** suggested the commissioners begin considering this matter and how to approach it, noting that the overnight parking has become more than just overnight parking. **Chairman Johnson** verbalized some of his ideas which included moving the spaces to one or two other lots and emphasizing to the residents that the spaces could not be used during the day. Another idea would allow a certain number of residents to use the parking deck overnight with the Village setting the parking rate to accommodate certain residents. However, he cautioned there could be concerns raised about using the deck for overnight parking.

Dialog was raised that the church was renting out the former 15 Grove lot spaces privately and that it would be beneficial if another private lot could be located for residents to provide the remaining 22 spaces that were being lost. **Commissioner Wendt** surmised that private enterprise was an acceptable way to handle the matter as long as the residents were notified that the parking would be removed. He did not believe the Village was obligated to locate parking for residents. **Mr. Fera** envisioned that once the Curtiss block development was underway the Village would be receiving complaints about parking. He hoped a plan could be developed to give the residents something to work with.

**Officer Sembach** stated that the Oak Tree Towers was currently renting out the apartments and condos without providing parking spaces. Some of the residents called the Police Department to locate spaces for them, wherein they were told to find their own parking.

A general conversation followed regarding the closing of the deck and its enforcement after hours. Staff closed its discussion by indicating it would continue to work on the matter.

#### **OTHER BUSINESS**

Conversation was raised regarding the Hillcrest School drop off zone which staff was still reviewing; the Florence and Ogden matter; and a severe accident occurring on 71 Street, west of Dunham Road, which staff was aware of. **Chairman Johnson** referenced a letter he received from Martin Tully, which will be passed on to the Public Works Department as it related to the accident and the intersection. This commission would have to review this matter in the future.

**Mr. Fera** summarized the procedures for *Roberts Rules of Order* and offered to get copies for commissioners. Lastly, **Mr. Fera** handed out future agenda dates and asked the commissioners to forward any changes to their addresses or phone numbers, etc. to staff for updating.

**Commissioner Wendt** raised the issue of Downers Grove South High School students parking on both sides of Stonewall and creating hazardous situations. He believes a petition may have gone out. **Mr. Fera** confirmed that he did receive a petition from the neighborhood and staff conveyed to the petitioner that the matter would be reviewed this week and be scheduled on a future agenda.

**Commissioner Kren** raised concern about the vehicles going through the stop sign on Washington near the post office, many between the hours of 4:30 p.m. and 5:30 p.m. He reminded the officers to pull violators over.

**ADJOURN**

**COMMISSIONER KREN MOVED TO ADJOURN THE MEETING. COMMISSOINER WENDT  
SECONDED THE MOTION. MOTION CARRIED BY VOICE VOTE OF 6-0.**

The meeting was adjourned at 8:52 p.m.

Respectfully submitted,  
(as transcribed by tape)

/s/ Celeste K. Weilandt  
Celeste K. Weilandt, Recording Secretary

**Public Works Staff Report**  
**File # 01-05**  
**Village's Roadway Classification Map (FINAL)**

**BACKGROUND**

This item was last discussed at the February 9, 2005 Parking and Traffic Commission meeting. At that time a discussion was held, but no formal recommendations were proposed. After including those changes discussed at that meeting, staff is now bringing this item back to the Commission for further discussion and a formal recommendation.

**STUDY**

The attached Roadway Classification map has been updated to reflect the comments received at the February, 2005 Commission meeting. TABLE 1 below has also been updated with a few revisions, which now show Sterling Road and 35<sup>th</sup> Street modified, since portions thereof are outside Village limits.

**TABLE 1 (UPDATED)**

<b>Street Name and Limits</b>	<b>Existing Classification</b>	<b>PROPOSED Classification</b>	<b>Justification</b>
<i>Maple Ave, Dunham to Fairview</i>	Collector	Minor Arterial	Connectivity to towns east of Village
<i>Barneswood Dr, Venard Rd to Highland Ave</i>	Local	Collector	Greater function based on adjacent street network
<i>Walnut Ave, Maple Ave to College Rd</i>	Local	Collector	Greater function based on adjacent street network
<i>Lee Ave, Warren Ave to Ogden Ave</i>	Local	Collector	Greater function based on adjacent street network
<i>Brook Drive, Downers Dr to Finley Rd</i>	Local	Collector	Greater function based on adjacent street network
<i>Sterling Rd, Ogden Ave to <del>36<sup>th</sup> St</del> (39<sup>th</sup>)</i>	Local	Collector	Greater function based on adjacent street network
<del><i>35<sup>th</sup> St, Sterling Rd to Fairview Ave</i></del>	<del>Local</del>	<del>Collector</del>	<del>Greater function based on adjacent street network</del>

Since potential changes to this Roadway Classification map will affect the entire Village, additional comments are expected to be incorporated before a final recommendation is approved. Staff believes the study process has been comprehensive and thorough, and this proposed roadway classification system, including changes to the six (6) segments in Table 1, is a fair and accurate reflection of the roadway use in the Village.

**RECOMMENDATION**

Staff advises that the Parking and Traffic Commission forward a positive recommendation to both the Plan Commission and the Village Council that the following be implemented:

**UPDATE THE EXISTING VILLAGE ROADWAY CLASSIFICATION MAP TO REFLECT THE ROADWAY CLASSIFICATION CHANGES AS PRESENTED.**



**Public Works Staff Report**  
**File # 01-05**  
**Village's Roadway Classification Map**

**BACKGROUND**

The Village's Roadway Classification map identifies the function of all the streets, in accordance with industry standards. The function generally adheres to a hierarchy of roadway types, from those less traveled to those more traveled. For example, streets are classified as *locals, collectors, or arterials*, reflecting from lower traffic volumes to higher traffic volumes. From this map, traffic and engineering decisions regarding traffic service, traffic controls, and roadway improvements are made on a periodic basis.

The Village has experienced traffic growth in the last ten years, and a current review of the Roadway Classification map has not been conducted to determine its validity. To address this issue, staff contracted with Civiltech Engineering Inc. (CEI) to complete a review of our street system. The primary goal of the study was to review the current system and identify or verify those roadway segments that are to remain as currently designated. A secondary goal of the study was to recommend those street segments that may need to be revised to reflect their current transportation function.

The Village's Roadway Classification map is attached.

**STUDY**

The following discussion describes the various features of each roadway type. The study conducted by CEI incorporated a series of roadway and travel variables that correlate with each functional type. As an example, mobility, land access, spacing, continuity, average daily traffic, length of trip, roadway links, cross section, right-of-way, cross-street spacing, typical speed limit, parking availability, and presence of trucks were variables studied to arrive at a determination.

For background purposes, a brief description of the roadway classifications is provided:

**Arterial Routes**

*The main function of an arterial route is to provide inter-municipality mobility, while a secondary function is to longer distance mobility within a municipality. Trip lengths on arterial routes are typically longer than those on lesser classified routes. Either the origin or the destination of the trips are frequently outside of the municipality. Arterial routes are typically continuous from one limit of the municipality to the other. Arterial routes should be assigned precedence over lesser routes to promote uninterrupted traffic flow and minimize travel time.*

*A further distinction is made between major and minor arterial routes. A major arterial route is distinguished from a minor arterial by the higher number of access points, or driveways, and traffic volumes in excess of 24,000 vehicles per day.*

**Collector Routes**

*The primary function of the collector route system is to gather vehicles from the local street system and carry it to the arterial streets, where it can safely and efficiently be merged with the arterial traffic volumes. These routes must serve a dual purpose; they should be designed to provide both limited mobility of local through-traffic as well as safe access to adjacent properties. Collector streets should be assigned precedence over the local street system.*

### Local Streets

*The primary function of the local streets is to provide land access to abutting properties. These types of streets have restricted mobility, low operating speeds, and low traffic volumes. Through-traffic should be discouraged from using these types of streets, by proper design and operation.*

The outcome of this roadway classification study was that the majority of the Village's Roadway Classification map are validated. The current designated roadways on the map are a very good representation of the actual traffic operations in the field. However, there were a handful of roadway segments that were deemed to require an adjustment from their current status. A total of seven (7) segments are involved. Those sections are listed in **Table 1** below.

Since potential changes to this Roadway Classification map will affect the entire Village, additional comments will need to be incorporated before a final recommendation is presented to the Village Council. Based on discussion from tonight's meeting, and additional comments to be received, staff will be preparing a formal recommendation to be presented at a future Parking & Traffic Commission meeting.

**TABLE 1**

Street Name and Limits	Existing Classification	PROPOSED Classification	Justification
Maple Ave, Dunham to Fairview	Collector	Minor Arterial	Connectivity to towns east of Village
Barneswood Dr, Venard Rd to Highland Ave	Local	Collector	Greater function based on adjacent street network
Walnut Ave, Maple Ave to College Rd	Local	Collector	Greater function based on adjacent street network
Lee Ave, Warren Ave to Ogden Ave	Local	Collector	Greater function based on adjacent street network
Brook Drive, Downers Dr to Finley Rd	Local	Collector	Greater function based on adjacent street network
Sterling Rd, Ogden Ave to 36 <sup>th</sup> St	Local	Collector	Greater function based on adjacent street network
35 <sup>th</sup> St, Sterling Rd to Fairview Ave	Local	Collector	Greater function based on adjacent street network

### **RECOMMENDATION**

Staff is providing information for this item for Discussion Only. No formal Recommendation is proposed at this time. No Commission action is required at this time.



## Technical Memorandum

**To:** Dorin Fera, AICP, Village of Downers Grove  
**From:** Kathleen M. Meyerkord, P.E., P.T.O.E.  
James R. Woods, P.E.  
**Re:** Village of Downers Grove Roadway Classification Study  
**Date:** January 14, 2005

At the request of the Village of Downers Grove, Civiltech Engineering performed a roadway classification review involving the streets within the Village. The study involved collecting the existing classification, volume, and other roadway characteristics data from the Village, comparing this existing data to the standard functional classification scheme defined by AASHTO, and making recommendations for changes to the existing roadway classifications based on this comparison.

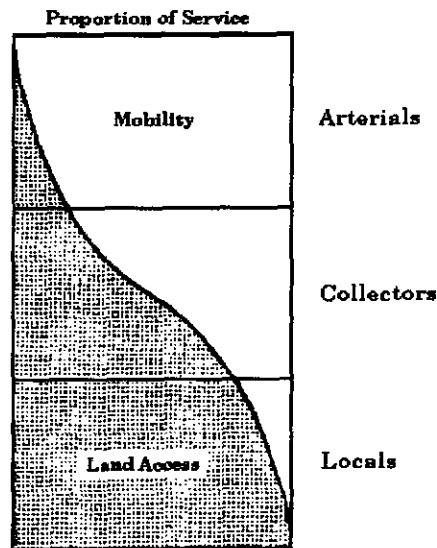
### Overview of the Concept of Functional Classification

A street network is a system of roadways designed to collect, transport, and distribute motor vehicle trips throughout a community. The objective of a well-planned roadway network is to group traffic movements of similar functional characteristics onto similarly designed roadways. A functional classification of roadways is instrumental in achieving this goal. Functional classification is the process by which roadways are grouped into classes based on the character of service they are intended to provide. The three main elements that comprise a functional classification system are *arterials*, *collectors*, and *local streets*. Each element serves as a collection/distribution facility for the next higher element in the system.

The roadways within a network serve two fundamental needs: they provide *land access* as well as *mobility*. From a highway design standpoint, these two needs are inherently incompatible. The smooth and uninterrupted flow of traffic at a high or continuous speed is desirable to provide mobility, while providing local access necessitates a condition of low speed and frequent interruptions. The relationship between the functional classification and the desired level of mobility vs. land access for each of these route types is shown in **Figure 1**.

The primary function of an **arterial route** is to provide inter-municipality mobility, while a secondary function is to provide longer distance mobility within a municipality. As shown in **Figure 1**, the ideal arterial provides only a small amount of land access. Trip lengths on arterial routes are typically longer than those on lesser classified routes. Either the origin or the destination of the trip is frequently outside of the municipality. Arterial routes are

**Figure 1:**  
**Relationship of Functionally Classified Systems in Serving Traffic Mobility and Land Access**



(Source: A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials, 2001.)

typically continuous from one edge of the municipality to the other. Arterial routes should be assigned right-of-way over lesser routes to promote uninterrupted flow and minimize overall travel time. Arterial routes are commonly further divided into major arterial routes and minor arterial routes.

The primary function of the **collector route** system is to gather vehicular traffic from the local system and carry it to the arterial streets where it can safely and efficiently be merged with arterial traffic flows. As shown on **Figure 1**, these routes must serve a dual function. The secondary function of collector routes is to provide access to abutting properties. Therefore, these roadways should be designed to provide both limited mobility of local through-traffic movements as well as safe access to abutting properties. Collector streets should be assigned right-of-way priority over local streets.

The primary function of **local streets** is to provide land access to abutting properties. The design of the streets accommodates low traffic volumes, has restricted mobility, and has low operating speeds. The use of these streets by through-traffic should be discouraged through proper design of the collector and arterial street systems.

## **Analysis of Existing Roadway Classification Map**

The current Village of Downers Grove Roadway Classification map appears to be initially

based on The Thoroughfare Plan contained in the 1965 Village of Downers Grove Comprehensive Plan. The 1965 plan grouped roadways within the Village into five elements, similar to those found on the current map as shown in Figure 2.

**Figure 2: Comparison between 1965 Thoroughfare Plan roadway classification elements and current Roadway Classification Map elements.**

<u>1965 Thoroughfare Plan</u>		<u>Current Roadway Classification Map</u>
Limited Access	<----->	Freeway/Tollway
Primary Thoroughfare	<----->	Major Arterial
Secondary Thoroughfare	<----->	Minor Arterial
Collector	<----->	Collector
Local	<----->	Local

The 1965 plan recommends that specific roadways be designated as Limited Access, Primary and Secondary Thoroughfares, but does not make recommendations on Collector or Local streets. Collector Streets must have been identified subsequent to the 1965 plan. **Appendix A** contains a scan of the 1965 Major Thoroughfare Plan. **Appendix B** is the current Roadway Classification Map as it exists today.

Comparing the two maps, it can be seen that a number of the proposed improvements to the roadway network shown in the 1965 plan have been implemented. Improvements such as the proposed north-south expressway, the connection between Lemont Road and Main Street, as well as the proposed realignment at the intersection of Maple Avenue and 55th Street have become reality. It can also be seen that a number of open spaces have been developed into residential subdivisions. Another significant change that can be seen is that the continuity of a number of roadways has been broken through removal of certain segments. For example, east-west streets such as Chicago Avenue, Grant Street and 41st Street have been made discontinuous by creating dead-ends, likely to focus larger east-west traffic volumes onto Ogden Avenue and to prohibit cut-through traffic along these routes.

With these changes comes the need to periodically review and update the roadway classification plan.

A listing of the existing roadways within the Village of Downers Grove, summarized by Functional Classification follows. **Appendix C** contains a table that lists all classified roadways that are shown on the current Roadway Classification Map, and includes limits and 24-hour volumes.

#### Freeway/Tollway Routes

Tollways on the current map generally fall along the municipal boundaries. These routes typically provide for inter-state and inter-region mobility. They are multi-lane divided

highways which have posted speed limits of 55 mph. Parking is prohibited and minimal truck restrictions apply. Traffic volumes currently range from 104,000 to 167,000 vehicles per day (vpd). Following are the routes designated as Freeway/Tollway that penetrate the Village boundaries.

- Interstate 88 (Ronald Reagan Expressway)
- Interstate 355 (North-South Tollway)

#### Major Arterial Routes

Major arterial routes on the current map generally fall along community and/or neighborhood separations. These routes primarily provide for inter- and intra-municipality mobility, and typically extend well into neighboring municipalities. They are multi-lane divided or undivided roadways which have posted speed limits between 35 and 45 mph. Parking is generally prohibited and some truck restrictions apply. Traffic volumes currently range from 24,000 to 54,000 vpd. Following is a list of major arterial routes within the Village of Downers Grove as shown on the current roadway classification map.

- 75th Street
- IL Route 56 (Butterfield Road)
- Lemont Road/Main Street/Highland Avenue
- U.S. Route 34 (Ogden Avenue)

#### Minor Arterial Routes

Minor arterial routes on the current map generally fall along edges of neighborhoods. These routes primarily provide for intra-municipality mobility, and typically do not extend much beyond the village boundaries. They are two to four-lane divided or undivided roadways which have posted speed limits between 30 and 45 mph. Parking is generally prohibited and truck restrictions generally apply. Traffic volumes currently range from 10,000 to 26,000 vpd. Following is a list of minor arterial routes within the Village of Downers Grove as shown on the current roadway classification map.

- 31st Street
- 55th Street
- 63rd Street
- Belmont Road
- Fairview Avenue
- Finley Road
- Lacey Road
- Maple Avenue (I-355 to Dunham Avenue & Fairview Avenue to Cumnor Road)
- Plainfield Road
- Woodward Avenue (75th Street to 63rd Street)

### Collector Routes

Collector routes on the current map are found on the edges of or within neighborhoods. Within the CBD, the main circulation streets (with the exception of Main Street) are classified as collectors. These routes primarily provide for mobility between local routes and arterial routes, and secondarily provide land access to individual properties. Some collectors may provide for inter-neighborhood mobility. Collector routes are not continuous within the village boundaries. They are two-lane, two-way roadways (some one-way) which have posted speed limits of 25 or 30 mph. Parking is generally allowed and truck restrictions apply. Traffic volumes currently range from 500 to 10,000 vehicles per day (vpd). Following is a list of collector routes within the Village of Downers Grove as shown on the current roadway classification map.

- 2nd Street
- 35th Street
- 41st Street (Saratoga Avenue to Main Street)
- 39th Street
- 59th Street
- 67th Street (Dunham Road to Main Street)
- 68th Street (Fairmount Avenue to Fairview Avenue)
- 71st Street
- Burlington Avenue (Walnut Avenue to Belmont Avenue, Forest Avenue to Washington Street & Fairview Avenue to Williams Street)
- Cambridge Road (Woodward Avenue to 71st Street)
- Carpenter Street (55th Street to Gilbert Avenue)
- Claremont Drive
- Concord Drive
- Cornell Avenue (Curtiss Avenue to Gilbert Avenue)
- Curtiss Street (Walnut Street to Cornell Avenue & Carpenter Street to Washington Street)
- Cumnor Road (Maple Avenue to 39th Street)
- Devereux Road/Camden Road (75th Street to 71st Street)
- Downers Drive
- Dunham Road/71st Street
- Fairmount Avenue/72nd Street (75th Street to 63rd Street)
- Fairview Avenue (75th Street to 77th Street)
- Forest Avenue (Curtiss Street to Franklin Street)
- Franklin Street (Forest Avenue to Main Street)
- Gilbert Avenue
- Hitchcock Avenue
- Hobson Road
- Lee Avenue (Maple Avenue to Gilbert Avenue)
- Maple Avenue (Dunham Road to Fairview Avenue)
- Oxford Street (Main Street to Fairmount Avenue)
- Prairie Avenue
- Prentiss Drive (Woodward Avenue to Springside Avenue)

- Rogers Street
- Saratoga Avenue (Prairie Avenue to 41st Street & 39th Street to Venard Road)
- Springside Avenue/Brunette Drive (71st Street to 63rd Street)
- Venard Road (Ogden Avenue to Barneswood Drive)
- Walnut Avenue (59th Street to Hitchcock Avenue & Burlington Avenue to Ogden Avenue)
- Warren Avenue
- Washington Street (55th Street to Ogden Avenue)
- Woodcreek Drive

### Local Routes

All other routes within the Village are classified as local routes. Local routes are found within neighborhoods, industrial, and commercial areas, and are generally not continuous from neighborhood to neighborhood. They are all two-lane, two-way roadways (some one-way) which have posted speed limits of 20 to 30 mph. Parking is allowed and truck restrictions apply. Traffic volumes currently range from 50 to 11,000 vpd. It should be noted that the higher-volume local streets are generally located in the commercial areas at the north end of the Village. When only residential streets are considered, local street traffic volumes range from 50 to 4,500 vpd.

## **Recommended Changes to Existing Roadway Classification Map**

It should be noted that the process of roadway functional classification is not an "exact science". For example, the differences between local streets and collector streets or collector streets and arterials are not always apparent without exhaustive surveys of traffic origin and destination patterns. Even after these studies, disagreement on what defines individual functional classes may be present.

**Figure 3** contains a listing of recommended changes to the existing Roadway Classification Map. Most of these changes are recommended based on roadway continuity, connectivity and frequency observations. Engineering judgement based on experience has played a role in making these recommendations.

Finally, **Appendix D** contains a marked-up copy of the existing Roadway Classification Map with the recommended changes circled in black.



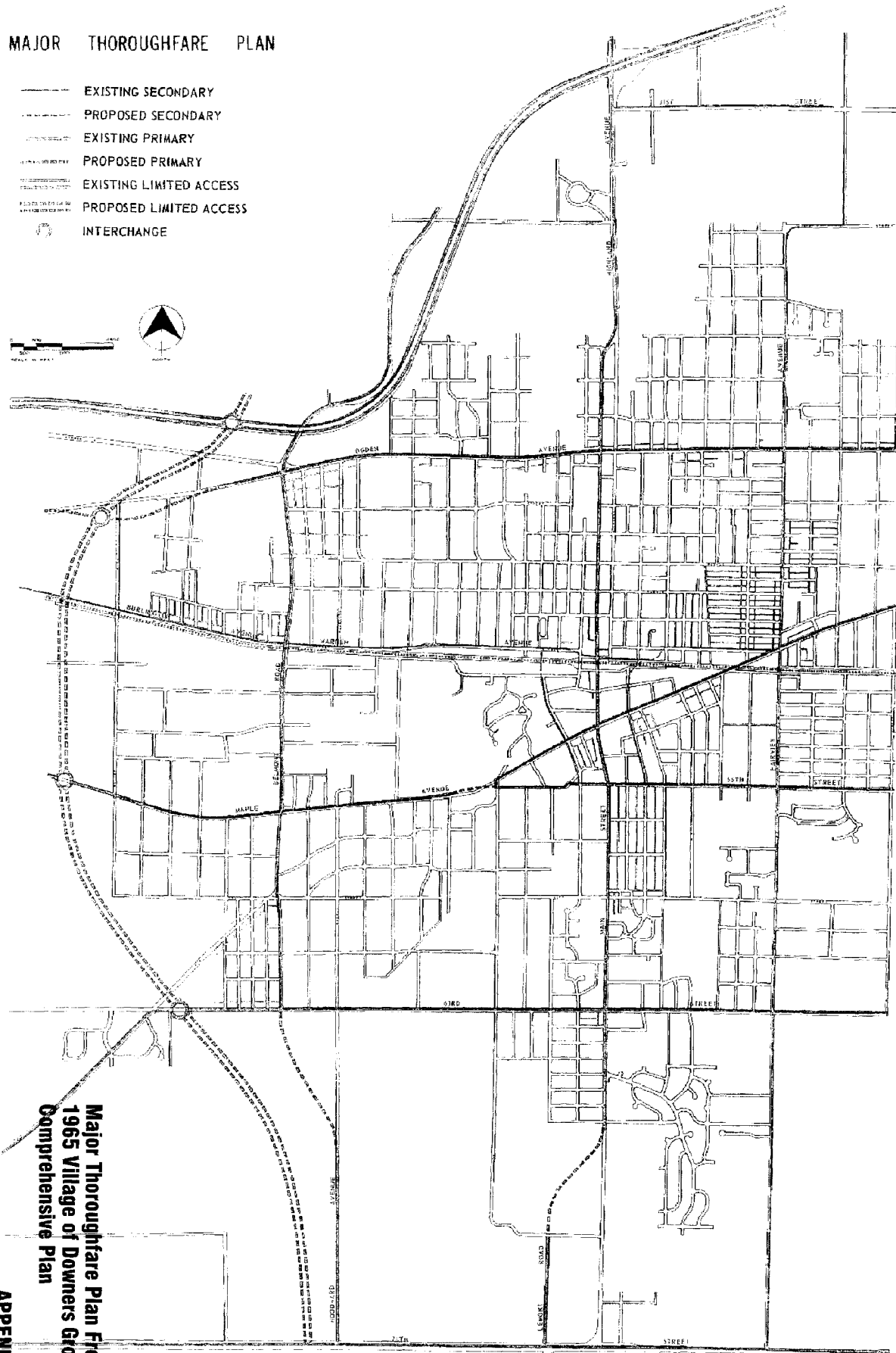
**Functional Classification Study  
Recommended Functional Classification Changes**

Street Name	From	To	Recommended Classification	Existing Classification	Justification
63rd Street	I-355	Williams St.	Major Arterial	Minor Arterial	Connectivity to communities east and west of Village
Warrenville Road	Cross St.	West Village limits	Major Arterial	Local/Unclassified	Connectivity to communities west of Village
Maple Avenue	I-355	Dunham Rd./55th St.	Major Arterial	Minor Arterial	Connectivity to communities east and west of Village
55th Street	Dunham Rd./Maple Ave.	East Village limits	Major Arterial	Minor Arterial	
Main Street	55th St.	Prairie Ave.	Major Arterial	Minor Arterial	Classified as Major Arterial north and south of these limits but has lesser function within these limits due to on-street parking and reduced cross section width.
Maple Avenue	Dunham Rd.	Fairview Ave.	Minor Arterial	Collector	Connectivity to communities east of Village
Cross Street	Ogden Ave.	Warrenville Rd.	Minor Arterial	Local/Unclassified	Greater function based on adjacent street network
Warrenville Road	Finley Rd.	Cross St.	Minor Arterial	Local/Unclassified	Greater function based on adjacent street network
Barneswood Drive	Venard Rd.	Highland Ave.	Collector	Local/Unclassified	Greater function based on adjacent street network
Walnut Avenue	Maple Ave.	College Rd.	Collector	Local/Unclassified	Greater function based on adjacent street network
College Road	Walnut Ave.	Belmont Rd.	Collector	Local/Unclassified	Greater function based on adjacent street network
Woodward Avenue	Maple Ave.	63rd St.	Collector	Local/Unclassified	Greater function based on adjacent street network
Lee Avenue	Warren Ave.	Ogden Ave.	Collector	Local/Unclassified	Greater function based on adjacent street network
Brook Drive	Downers Dr.	Finley Rd.	Collector	Local/Unclassified	Greater function based on adjacent street network
Williams Street	2nd St.	63rd St.	Collector	Local/Unclassified	Greater function based on adjacent street network
Sterling Road	Ogden Ave.	36th St.	Collector	Local/Unclassified	Greater function based on adjacent street network
35th St./36th St.	Sterling Rd.	Fairview Ave.	Collector	Local/Unclassified	Greater function based on adjacent street network
Warren Avenue	Washington St.	Forest Ave.	Local	Collector	Lesser function based on adjacent street network
Burlington Avenue	Washington St.	Forest Ave.	Local	Collector	Lesser function based on adjacent street network

Figure 3

# MAJOR THOROUGHFARE PLAN

- EXISTING SECONDARY
- PROPOSED SECONDARY
- EXISTING PRIMARY
- PROPOSED PRIMARY
- EXISTING LIMITED ACCESS
- PROPOSED LIMITED ACCESS
- INTERCHANGE



Major Thoroughfare Plan From  
1965 Village of Downers Grove  
Comprehensive Plan

# ROADWAY CLASSIFICATION MAP





**APPENDIX C: Village of Downers Grove Current Roadway Classification, Limits, Jurisdictions, and Volumes**

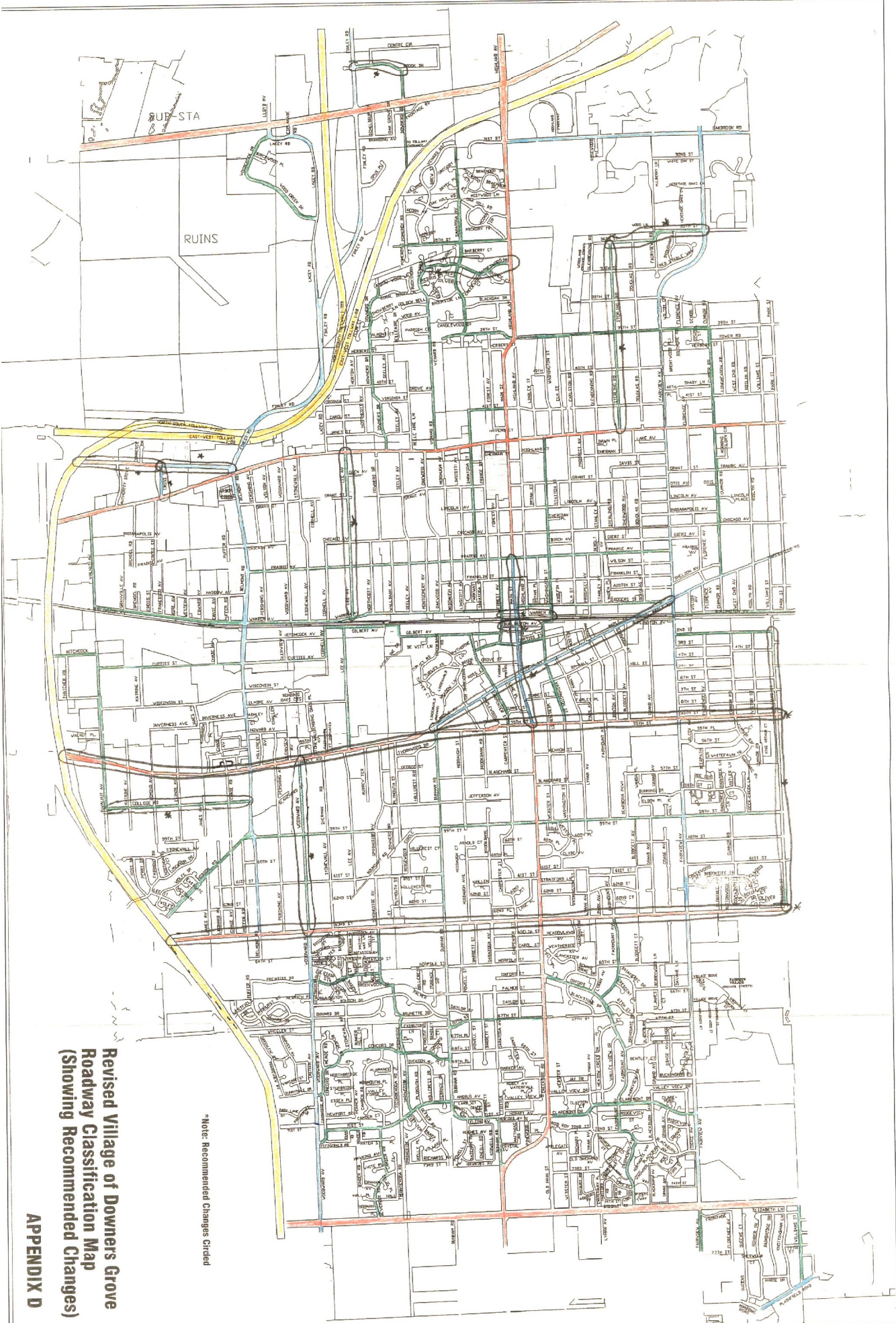
Sorted by Classification, then by Upper Limit of 24-Hour Volumes

Current Classification	Roadway	Limits		24-Hr Volume	
		From	To	From	To
Freeway/Tollway	I-88	I-355	HIGHLAND AVE	152,000	167,000
Freeway/Tollway	I-355	75TH ST	BUTTERFIELD ROAD	104,000	126,000
Major Arterial	IL ROUTE 56 (BUTTERFIELD RD)	IL ROUTE 53	HIGHLAND AVE	41,800	53,900
Major Arterial	U.S. ROUTE 34 (OGDEN AVE)	WALNUT AVE	WILLIAMS ST	36,000	39,300
Major Arterial	75TH ST	DEVERAUX ROAD	WILLIAMS ST	31,200	37,800
Major Arterial	MAIN ST	LEMONT RD	39TH ST	13,100	24,600
Major Arterial	HIGHLAND AVE	39TH ST	BUTTERFIELD ROAD	11,100	24,600
Major Arterial	LEMONT RD	75TH ST	MAIN ST	23,800	23,800
Minor Arterial	63RD ST	JANES AVE	FAIRVIEW AVE	24,900	25,700
Minor Arterial	FINLEY RD	OGDEN AVE	BROOK DR	17,100	22,100
Minor Arterial	BELMONT RD	63RD ST	OGDEN AVE	18,400	19,600
Minor Arterial	WOODWARD AVE	75TH ST	63RD ST	19,500	19,500
Minor Arterial	MAPLE AVE	I-355	DUNHAM RD	19,400	19,500
Minor Arterial	FAIRVIEW AVE	75TH ST	39TH ST	13,400	17,300
Minor Arterial	55TH ST	DUNHAM RD	WILLIAMS ST	13,700	15,400
Minor Arterial	31ST ST	HIGHLAND AVE	NORMANDY AVE	14,700	14,700
Minor Arterial	PLAINFIELD RD	MANNING RD	WILLIAMS ST	14,600	14,600
Minor Arterial	MAPLE AVE	FAIRVIEW AVE	CUMNOR RD	10,900	10,900
Minor Arterial	LACEY RD	FINLEY RD	BUTTERFIELD ROAD	N/A	N/A
Collector	MAPLE AVE	DUNHAM RD	FAIRVIEW AVE	6500	10300
Collector	WALNUT AVE	59TH ST	HITCHCOCK AVE	1200	10000
Collector	DOWNERS DR	I-88	BROOK DR	8500	9000
Collector	WASHINGTON ST	55TH ST	OGDEN AVE	2800	8800
Collector	CURTISS ST	CARPENTER ST	WASHINGTON ST	2800	8800
Collector	DUNHAM RD	LEMONT RD	55TH ST	2900	8400
Collector	FOREST AVE	CURTISS ST	FRANKLIN ST	5700	7800
Collector	CURTISS ST	WALNUT AVE	CORNELL AVE	870	7100
Collector	PRAIRIE AVE	BELMONT RD	FAIRVIEW AVE	2600	6700
Collector	CARPENTER ST	55TH ST	GILBERT AVE	3000	6600
Collector	39TH ST	SARATOGA AVE	CUMNOR RD	1600	6600
Collector	SARATOGA AVE	PRAIRIE AVE	41ST ST	2400	5800
Collector	59TH ST	DUNHAM RD	WILLIAMS ST	1500	5600
Collector	WARREN AVE	BELMONT RD	WASHINGTON ST	2000	4700
Collector	GILBERT AVE	CORNELL AVE	FOREST AVE	1800	4400
Collector	FAIRMOUNT AVE	75TH ST	63RD ST	980	4100
Collector	BURLINGTON AVE	FOREST AVE	WASHINGTON ST	2800	3900
Collector	71ST ST	CAMBRIDGE RD	DUNHAM RD	2500	3900
Collector	CLAREMONT DR	MAIN ST	FAIRVIEW AVE	2000	3900
Collector	FRANKLIN ST	FOREST AVE	MAIN ST	3500	3500
Collector	HITCHCOCK AVE	I-355	WALNUT AVE	2700	3100
Collector	2ND ST	FAIRVIEW AVE	WILLIAMS ST	3000	3000
Collector	ROGERS ST	MAIN ST	MAPLE AVE	2100	3000
Collector	41ST ST	SARATOGA AVE	MAIN ST	1800	2700
Collector	OXFORD ST	MAIN ST	FAIRMOUNT AVE	1800	2500
Collector	CUMNOR RD	MAPLE AVE/NAPERVILLE RD	39TH ST	1400	2400
Collector	35TH ST	POMEROY CT	HIGHLAND AVE	500	2400
Collector	DOWNERS DR	OGDEN AVE	ARROWWOOD LN	870	2300
Collector	CONCORD DR	WOODWARD AVE	DUNHAM RD	1100	2200
Collector	VENARD RD	OGDEN AVE	BARNESWOOD DR	1800	2100
Collector	DEVEREUX RD	75TH ST	CAMDEN RD	1900	1900
Collector	BRUNETTE DR	SPRINGSIDE RD	63RD ST	700	1900
Collector	BURLINGTON AVE	FAIRVIEW AVE	PARK ST	1800	1800
Collector	BURLINGTON AVE	WALNUT AVE	BELMONT RD	840	1600
Collector	67TH ST	DUNHAM RD	MAIN ST	1500	1500
Collector	CORNELL AVE	CURTISS ST	GILBERT AVE	850	1500
Collector	WALNUT AVE	BURLINGTON AVE	OGDEN AVE	1400	1400
Collector	SARATOGA AVE	39TH ST	VENARD RD	430	1400
Collector	CAMDEN RD	DEVERAUX RD	71ST ST	1300	1300
Collector	68TH ST	FAIRMOUNT AVE	FAIRVIEW AVE	1300	1300
Collector	PRENTISS DR	WOODWARD AVE	SPRINGSIDE AVE	1000	1000
Collector	LEE AVE	MAPLE AVE	GILBERT AVE	850	890
Collector	SPRINGSIDE AVE	71ST ST	BRUNETTE DR	760	850
Collector	WOODCREEK DR	LACEY RD	LACEY RD	N/A	N/A
Collector	59TH ST	WALNUT AVE	LEE AVE	N/A	N/A
Collector	HOBSON RD	LEE ST	59TH ST	N/A	N/A
Collector	CAMBRIDGE RD	WOODWARD AVE	71ST ST	N/A	N/A
Collector	FAIRVIEW AVE	75TH ST	77TH ST	N/A	N/A
Local	CROSS ST	OGDEN AVE	WARRENVILLE RD	10900	10900
Local	BUTTERFIELD FRONTAGE	DOWNERS DR	EAST END	7700	7700
Local	GOOD SAM HOSP DR	HIGHLAND AVE	GOOD SAM HOSP	3300	5500
Local	OPUS PL	FINLEY RD	CUL DE SAC	5400	5400
Local	BROOK DR	FINLEY RD	CENTRE CIRCLE	5300	5300
Local	FOREST AVE	FRANKLIN ST	PRAIRIE AVE	2900	4400
Local	NORFOLK ST	TERRACE DR	DUNHAM RD	4200	4200
Local	BUTTERFIELD FRONTAGE	OAK GROVE RD	DOWNERS DR	3900	3900
Local	BROOK DR	DOWNERS DR	CENTRE CIRCLE	3900	3900
Local	BRANDING AVE	FINLEY RD	SCHELDRUP DR	3800	3800
Local	WISCONSIN ST	WALNUT AVE	BELMONT RD	2900	3400
Local	FAIRMOUNT AVE	59TH ST	N END	3000	3000
Local	31ST ST	CUL-DE-SAC	HIGHLAND AVE	2800	2800
Local	FOREST AVE	41ST ST	HERBERT ST	2200	2200
Local	ESPLANADE RD	LACEY RD	BUTTERFIELD ROAD	2100	2100
Local	BARNESWOOD DR	HOLLY CT	HIGHLAND AVE	2100	2100
Local	BURLINGTON AVE	WASHINGTON ST	MUNICIPAL PROPERTY	2100	2100
Local	HADDOW AVE	PUFFER AVE	BELMONT RD	2000	2000
Local	All Others			<2000	

**Note:**

24-hour volumes taken from Village data. They may not include all segments, therefore some portions may be higher or lower than shown. Volumes shown were collected between 1993 and 2003.





Revised Village of Downers Grove  
Roadway Classification Map  
(Showing Recommended Changes)

APPENDIX D

Note: Recommended Changes Circled

**FILE NO. PC-07-07** A petition seeking an update to the Village Roadway Classification portion of the Future Land Use Map; Village of Downers Grove, Petitioner/Owner

Mr. Latinovic, Village Planner, explained the Village's Roadway Classification Map is a portion of the Future Land Use Map, and the road classifications identify the functions of the roads and their industry standards. All existing roads are classified based on the traffic volume capacity into locals, collectors, or arterials, reflecting lower traffic volumes to higher traffic volumes. The Roadway Classification Map is used by traffic consultants and engineers to determine traffic service, traffic controls, and roadway improvements. Because the Village has experienced traffic growth in the past 10 years and the Roadway Classification map has not been updated, the Village contracted with Civiltech Engineering Inc. (CEI) to complete a full roadway system evaluation to determine which roadways can remain as currently designated and which roadways need to be revised to reflect their function. Details followed on what the study covered. The result from the engineers indicated that a majority of the current Roadway Classification Map was an accurate representation of traffic use in the Village and only minor changes needed to be made.

Per staff, the Village's Roadway Classification Map modifications were presented to the Parking and Traffic Commission on February 9, 2005. On April 13, 2005, the Parking and Traffic Commission reviewed and recommended approval of the changes. The following are proposed changes including the revisions made by the Parking and Traffic Commission on April 13, 2005. The attached Roadway Classification Map has been updated to reflect the proposed changes.

<b>Street Name and Limits</b>	<b>Existing Classification</b>	<b>Proposed Classification</b>
Maple Avenue, Dunham Road to Fairview Avenue	Collector	Minor Arterial
Barneswood Dr, Venard Road to Highland Avenue	Local	Collector
Walnut Avenue, Maple Avenue to College Road	Local	Collector
Lee Avenue, Warren Avenue to Ogden Avenue	Local	Collector
Brook Drive, Downers Drive to Finley Road	Local	Collector
Glendenning Road, Ogden Avenue to 39 <sup>th</sup> Street	Local	Collector

Staff believes the proposed changes are consistent with the Village's Future Land Use Map and the Village's planning documents. Staff believes no adverse impact on existing development or trend of development or land uses around those developments will take place. Staff recommended approval of the changes to the Roadway Classification Map.

Mr. Dorin Fera, Traffic Manager for the Village, explained much of the data is used by staff not only for maintenance purposes, but also for traffic control, analyzing intersections, and long-range planning. As to whether differences existed going from the local category to the collector category, Mr. Fera advised there was not much change except for enhanced signing, narrowing of intersections, and better snow plowing maintenance. Mr. Fera indicated the goal was to match the current conditions with what the map reflected. He pointed out some of the roads, such as Cross Street, were under DuPage County's control. He further pointed out different qualifications for various categorized streets sometimes overlapped when comparing traffic volumes to the National standards. Mr. Fera was pleased with the update.

Questions followed on the status of Lee Street, Walnut near College Avenue, and the possibility of having a controlled intersection at Lee and Ogden.

Per Mr. Waechtler's question regarding if changes to any category could cause the widening of a roadway, Mr. Fera stated the capacity of the roadway would have to be reviewed with consideration for a number of factors including features of the road, traffic needs, schools nearby, etc. Mr. Fera believed updating the map every ten years was a positive.

Mr. Fera further explained the Village was experiencing more traffic access on Township roads and nearby Village traffic.

As to the changes affecting truck traffic, Mr. Fera could not respond except to say that the Village was creating a truck route map for the Illinois Department of Transportation. He intended to target the North, South, East and West truck routes that were County routes.

Mr. O'Brien stated the update was representing what was occurring on the Village's roadways today, and staff was reviewing the Map in reference to the land uses that were proposed around the streets.

Mr. Millette, Asst. Director of Public Works, reiterated the same points as Mr. Fera stating the changes did not affect the Federal funding for the roads. As to getting a traffic signal at Lee and Ogden, he said it would help the case in getting one but did not guarantee one.

Chairman Jirik asked for clarification of staff's maps and asked that staff just include the two maps (Future Land Use Map and the Roadway Classification Map) when going before the Village Council. Mr. O'Brien stated once the changes were made, the two maps would be the same.

**WITH RESPECT TO FILE NO. PC-07-07, MR. WAECHTLER MOVED THAT THE PLAN COMMISSION MAKE A POSITIVE RECOMMENDATION TO THE VILLAGE COUNCIL UPDATING THE VILLAGE ROADWAY CLASSIFICATION PORTION OF THE FUTURE LAND USE MAP. SECONDED BY MR. COZZO.**

**ROLL CALL:**

**AYE: MR. WAECHTLER, MR. COZZO, MR. BEGGS, MR. MATEJCZYK, MRS. RABATAH, CHAIRMAN JIRIK**

**NAY: NONE**

**MOTION CARRIED. VOTE: 6-0**