VILLAGE OF DOWNERS GROVE
Report for the Village
4/8/2025

SUBJECT:	SUBMITTED BY:
Guiding DG: Comprehensive Plan and Related Projects – Motion to Adopt the Active Transporation Plan	Stan Popovich, AICP Director of Community Development

SYNOPSIS

A motion has been drafted to adopt the Active Transportation Plan.

STRATEGIC PLAN ALIGNMENT

Updating the Comprehensive Plan and preparing the Streetscapes, Active Transportation and Environmental Sustainability Plans are Priority Action Items in the 2023-25 Long Range Plan.

FISCAL IMPACT

N/A

RECOMMENDATION

The Village Council should adopt the Guiding DG Active Transportation Plan per the unanimous recommendation of the Transportation and Parking Commission (TaP). The TaP considered the active transportation plan at their March 26 meeting and recommended approval of the plan.

BACKGROUND

In December 2023, the Village began work on the four Guiding DG Plans:

- Comprehensive Plan
- Active Transportation Plan
- Environmental Sustainability Plan
- Streetscapes Plan

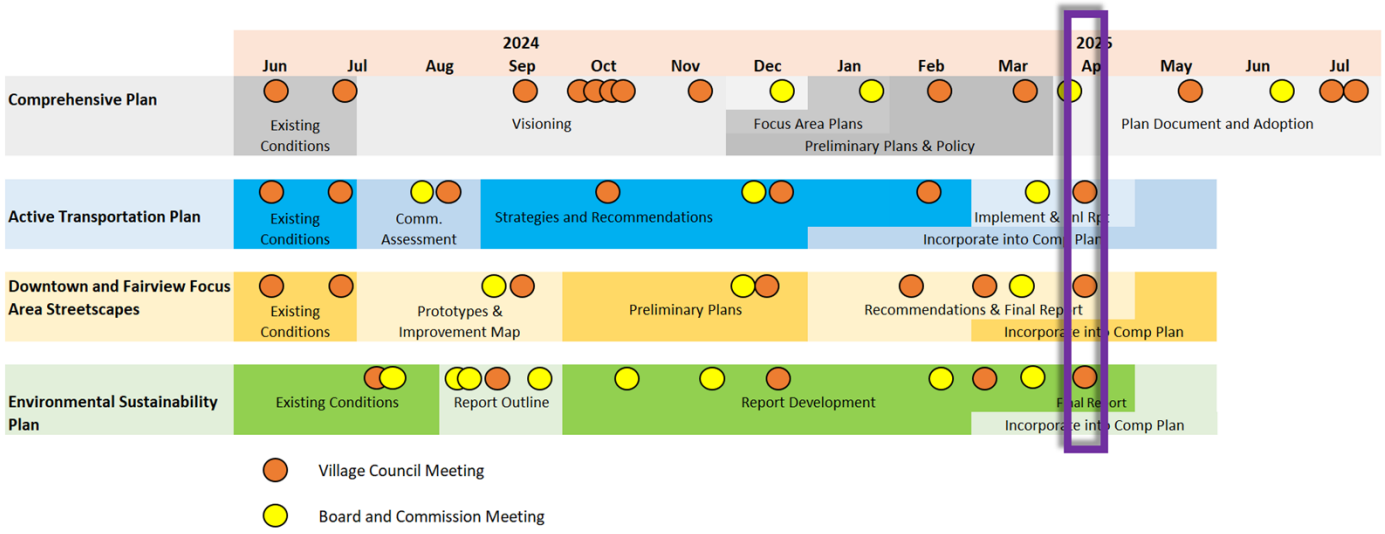
The development of these plans included extensive public engagement, including a community wide kick-off meeting, stakeholder interviews, surveys, open houses, pop-ups, workshops and public meetings before the Village Council, Planning and Zoning Commission, Transportation and Parking Commission, Environmental Concerns Commission and the Historic Preservation and Design Review Board. These engagement efforts led to extensive public comment and input into each of these plans.

The Village and our Guiding DG Active Transportation consultant, Baxter & Woodman, will present the final Active Transportation Plan for Village Council adoption. The plan was developed through a combination of public engagement, Village Council workshops and content review, and content reviews and

revisions led by the Transportation and Parking Commission. Below is a summary of the major project deliverables and points of engagement that contributed to the content of the TaP:

	Public Engagement	Transportation & Parking Comm.	Village Council
Introduction			March 2, 2024
Community Open House	April 4, 2024		
Community Survey	Apr - Aug, 2024		
Initiation Workshop		May 8, 2024	
Existing Conditions Memorandum			July 9, 2024
Policy Directives and Trade-off Workshop	August 15, 2024	August 14, 2024	
Assessment and Analysis			August 20, 2024
Active Transportation Survey	Aug – Oct, 2024		
Policy Survey Results			October 15, 2024
What's Possible Assessment			Dec. 17, 2024
Preferred Active Transportation Plan option			February 11, 2025
Final Draft Active Transportation Plan		March 26, 2025	

Schedule



ATTACHMENTS

Guiding DG Active Transportation Plan
Transportation and Parking Commission Draft Minutes – March 26, 2025

Village of Downers Grove

ACTIVE TRANSPORTATION PLAN

DRAFT | April 2, 2025

GUIDING DG

Guiding DG encompasses a collection of four plans, including a:

COMPREHENSIVE PLAN

ACTIVE TRANSPORTATION PLAN

STREETSCAPES PLAN

ENVIRONMENTAL SUSTAINABILITY PLAN

ACKNOWLEDGMENTS

VILLAGE COUNCIL

- Robert T. Barnett, Mayor
- Greg Hose, Commissioner
- Leslie Sadowski-Fugitt, Commissioner
- Chris Gilmartin, Commissioner
- Danny Glover, Commissioner
- Martin T. Tully, Commissioner
- Michael Davenport, Commissioner

TRANSPORTATION AND PARKING COMMISSION

- Matthew Novak, Chair
- Alek Gasiel
- James McDonough
- Elaine McKenzie
- Tera O'Malley
- Jeremy Shiliga

VILLAGE STAFF

- Stan Popovich, AICP, Community Development Director
- Scott Vasko, PE, Director of Engineering
- Emily Ericson, AICP, Transportation Manager
- Stephanie Graves, PE, Engineering Manager
- David Fieldman, Village Manager
- Mike Baker, Deputy Village Manager
- Enza Petrarca, Village Attorney

HOUSEAL LAVIGNE

With assistance from:

All Together. BAXTER & WOODMAN Consulting Engineers HITCHCOCK DESIGN GROUP GZA

Village of DOWNERS GROVE FOUNDED IN 1832

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GUIDING DG
PLANNING THE FUTURE OF DOWNERS GROVE

INTRODUCTION

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PURPOSE

The purpose of the *Guiding DG* Active Transportation Plan update is to continue the development and improvement of non-vehicular transportation infrastructure, to ensure safety, access, connectivity, and longevity. The previous bicycle and pedestrian-related master plans, conducted in 2000 and 2013, have helped the Village establish a network of existing bicycle routes, bicycle lanes, and sidewalk facilities infrastructure. This Plan builds-off of the Village's past achievements through the strategic development of additional active transportation infrastructure, the facilities of which are designed to safely accommodate users of "micromobility" devices, a term which describes both human- or electric-powered transportation devices, and includes bicycles, tricycles, wheelchairs, scooters, seated scooters, hoverboards, skateboards. This document will serve as the guiding framework through which Village leaders make future decisions, policy changes, infrastructure improvements, and strategic investments.

WHAT IS AN ACTIVE TRANSPORTATION PLAN?

An Active Transportation Plan (ATP) is a document meant to inform and guide future decisions regarding infrastructure and safety investments. The goal is to identify locations and ways to improve residents' access to and the use of bicycle, pedestrian, and other active transportation infrastructure. An ATP typically uses a series of quantitative and qualitative assessments to form the basis of analysis and future recommendations. Quantitative assessments include mapping analysis, data analysis, and community survey feedback that can be numerically quantified (i.e., crash data, number of trips, number of crossings, or number of survey responses). Qualitative assessments include a review of conditions/quality of facilities, focus group discussions, and community open house feedback. The assessments inform strategies and recommendations for improving access and connectivity to existing facilities. The resulting recommendations can include proposed facility expansions, design guidance, policy revision and development, partnership development, funding mechanisms, and implementation methods.

Key Terminology

Community
When the term community is used in this plan, it describes people and organizations. This includes residents, businesses and their employees, and other community organizations

Downers Grove
When the term Downers Grove is used, it describes the geography of the community and properties located within the municipal boundaries

Village
The term Village will be used to describe the Village of Downers Grove as the corporate authority and municipal organization

PLAN STRUCTURE

The ATP summarizes the findings of the Existing Conditions Memorandum (ECM) regarding existing conditions and assessments of important network characteristics. This informs specific and implementable recommendations for network access, connectivity, and safety improvements.

The first chapter introduces the ATP's purpose, provides community demographic data, and a general overview of the types of bicycle and pedestrian related facilities and infrastructure available. The Existing Conditions chapter provides an overview of existing facilities, transportation infrastructure, and summaries of Village programs and infrastructure design requirements.

The Community Assessments chapter provides the mapping analysis and public engagement findings which are the main catalysts for the recommendations. A review of the key findings of community open houses and stakeholder meetings are provided, as well as findings from the online community survey. Multiple mapping assessments are conducted, including an origin-destination analysis, barriers and connectivity analysis, resources analysis, access to parks and schools, an equity analysis, and a review of regional public transit (Pace) and commuter rail (Metra) systems. Findings from this chapter provide the basis, in part, for the Plan's strategies and recommendations.

The Plan's strategies and recommendations summarize key active transportation related facility improvements. This includes improvements to intersections and crossings, new pedestrian and bicycle facilities, enhanced trail connectivity, wayfinding, and directional signage improvements. The Implementation chapter categorizes recommendations and actions according to implementation types and identifies the entities responsible for administering these actions. Proposed implementation of strategies and recommendations are also prioritized according to timeframe.

Public Engagement

Community feedback is a critical piece of any transportation planning process, as the community uses the infrastructure the most and best understands the local existing challenges. The ATP, in tandem with the Village's *Guiding DG* plans, includes multiple methods of public engagement, as summarized in the Community Assessments chapter. Engagement events and methods employed include multiple community open house events with activity boards, focus group meetings, an online community survey, and participation at community events. Opportunities for public input took place throughout each phase of the planning process and allowed the public to be the main driving force behind the strategies and recommendations provided. For a complete summary of public engagement activities, go to the Demand-Based Assessment section in Chapter Three, Community Assessments.

Downers Grove Community Kick-off Event

THE BENEFITS OF ACTIVE TRANSPORTATION

Bicycle and pedestrian facilities, such as sidewalks, trails, and bicycle lanes, provide numerous benefits for Village residents. Most people desire residential areas that are within walking distance to amenities, such as parks, commercial/retail centers, and community gathering spaces. People also desire safety, comfort, and attractive spaces within their towns, all of which are enhanced by improving bicycle and pedestrian infrastructure. Designing infrastructure that caters to all forms of transportation efficiently and comfortably, benefits everyone, regardless of how someone chooses to travel.

Increased reliance on active transportation reduces the cost of vehicle expenses such as gasoline, vehicle maintenance, and insurance. Enhanced walkability and bike-ability increases the viability and values of property value within neighborhoods and commercial areas. Active transportation reduces the number of vehicles and traffic on the road, which can potentially reduce unproductive time wasted sitting in vehicular traffic. Active transportation provides opportunities for "trail-oriented development," and increases potential job opportunities for Village residents.

Planning and investment into active transportation infrastructure reduces the amount of pedestrian and cyclist-related injuries and deaths; and improves health benefits through exercise and activity, which can result in decreases in diabetes, dementia, cancers, joint pain, and other health related issues exacerbated by immobility. Mental health is improved through reductions in traffic-related mental stress, access to green space, and physical exercise. Active transportation can reduce crime-related activities due to increased "eyes on the street," street liveliness, improved lighting, and the provision of youth activities and youth mobility. Active transportation can provide safe connections to schools, community centers, churches, and other everyday social spaces.

Emerging trends

Options for personal transportation and the infrastructure to accommodate users is constantly changing and evolving. New forms of mobility are less expensive, more active and need less space to accommodate.

Electric bikes (E-Bikes) and electric scooters (E-Scooters) allow for easier pedaling and less human effort. These electrified modes of transportation accommodate short-term users, reduce noise and air pollution, and can be easier for the elderly and families to use.

Ride-sharing, ride-hailing, and 15-minute parking accommodate taxi-style trips and deliveries. Spurred by companies like Uber and Doordash, dedicated ride-hailing lines have popped-up at transport hubs, and 15-minute parking spaces have been created to accommodate deliveries and delivery drivers.

The COVID-19 Pandemic has changed the way many people view open spaces, walkability, transportation, and employment. During times of quarantine people desired relatively secluded outdoor spaces close to their homes. With the influx of people working from home, there is an increased need for mobility options that connect people's homes directly to grocery stores, restaurants, and work-hubs.

Fox Valley Bikeshare station in Montgomery

Source: Village of Montgomery, Illinois

15-minute parking

Source: Baxter & Woodman

Food delivery in Lakeview

Source: Block Club Chicago

ECONOMIC BENEFITS

- Increased property values
- Enhanced retail sales
- Increased job opportunities
- Reduced vehicle-related expenses

ENVIRONMENTAL BENEFITS

- Reduced Greenhouse Gas (GHG) emissions and improved air quality
- Decreased noise
- Improved visual character

SOCIAL BENEFITS

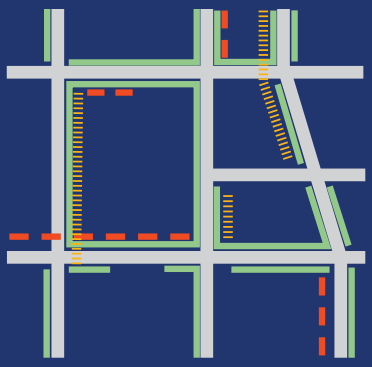
- Improved health and well-being
- Reduced crime due to increased "eyes of the street"
- Improved social connections
- Decreased traffic-related injuries

A "Network" of Facilities

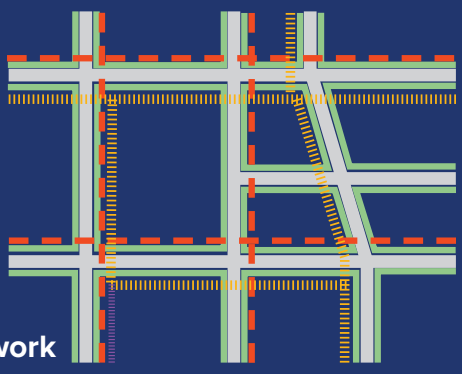
Similar to a "network of roadways," a "network of active transportation facilities" works in much the same way. To be considered a "network," facilities must be interconnected and provide multiple route options for users, as depicted in Village B, below. Facilities must not dead-end or stop abruptly and must have smooth and understandable transitions from each alignment to another. Routes should be legible and relatively straight, reducing the number of turns. Signage, design standards, and laws must also be consistent between facilities, so that there is little to no confusion. Lastly, a network typically has a wide geographic coverage, connecting multiple types of locations such as residential areas, shopping, places of employment, and parklands.

Washington Street at Wacker Drive in Chicago

Source: John Greenfield StreetsBlogChicago



Village A: Not a Network



Village B: Complete Network

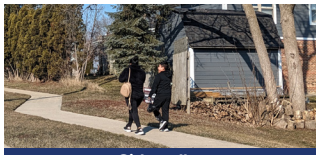
TYPES OF FACILITIES

To facilitate safe and efficient movement of cyclists and pedestrians, several facilities, infrastructure, and signage solutions should be used. Each solution is not exclusive and may be used in tandem with other devices to achieve the end goal of transportation improvement. Since many of the solutions may not be feasible or may not be appropriate in every context, a context sensitive solutions approach should be adopted. Context sensitivity accrues when the desired end goals of accommodating users are identified first to decide what infrastructure should be placed where and how. For example, in a walkable downtown context, wide roadways may not be appropriate, but wider sidewalks may be required to accommodate the higher number of pedestrians.

For detailed descriptions of each facility type listed below, refer to the Existing Conditions Technical Memorandum.

PEDESTRIAN AND BICYCLE FACILITIES

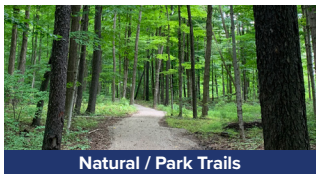
Pedestrian and Bicycle facilities include sidewalks, shared-use paths, and recreational trails, which includes grid connector paths.



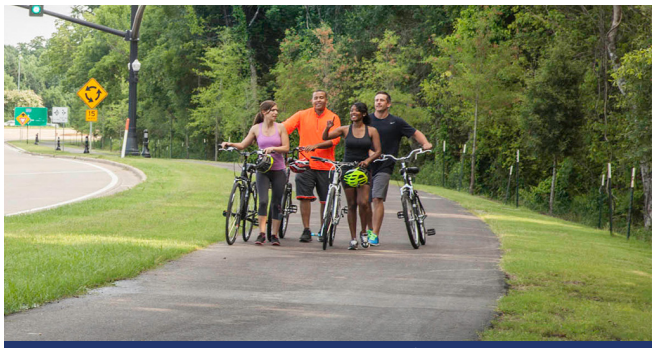
Sidewalks

Recreational Trails

Grid-Connector Paths



Natural / Park Trails



Shared-Use Paths / Trails

BICYCLE FACILITIES

Bicycle facilities include bicycle routes, sharrow routes, buffered bicycle lanes, protected and unprotected bicycle lanes, grade-separated lanes, and cycle tracks.

Bicycle Routes

Sharrow Markings

Bicycle Lanes

Buffered Bicycle Lanes

Protected Bicycle Lanes

Grade-Separated Lanes

Cycle Tracks

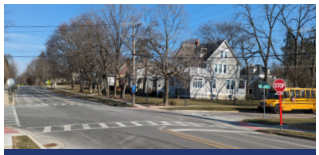
NOTE: All pictures that have not been sourced were taken by Baxter & Woodman

CROSSINGS

Pedestrian facilities include crosswalks, mid-block crossings, safety / refuge islands, bulb-outs / curb extensions, hybrid / flashing beacons, and bicycle signal lights.

INFRASTRUCTURE AND FURNISHINGS

Additional bicycle- and pedestrian-related infrastructure and furnishings include bus shelters, train shelters, benches, maps and wayfinding signage, lighting, bike racks, and repair stations, bicycle signage, electric charging stations, and pedestrian crossing signage.


Crosswalks


Mid-block Crossings


Bus / Train Shelters


Benches / Seating


Safety / Refuge Islands

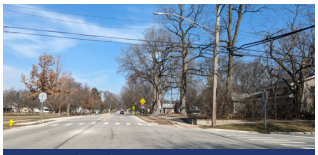

Bulb-out / Curb Extension


Bike Racks and Repair Stations


Maps / Wayfinding


Raised Crosswalks


Hybrid / Flashing Beacons


Lighting / Streetlamps


Bicycle Route / Lane Sign

Ped-Advanced Signals


Bicycle Signal Lights

Bicycle Directional Sign

Pedestrian Crossing Sign

TYPES OF USER GROUPS

Not all cyclists and pedestrians are alike. Each person uses sidewalks and bicycle lanes or routes for different purposes, whether it's for casual recreation, to access public transportation, to get to school, or go to the grocery store. Each user type may choose different routes or use specific types of facilities based on their desired destination or intended use. Recreational users typically use lower capacity and higher comfort facilities such as sidewalks and trails, while the everyday cyclist may use bicycle lanes and roadways to reach their destination. The end goal for a successful network of transportation facilities is to move people comfortably and safely, and provide facilities that all types of users, from inexperienced to experienced, want to use.

CONFIDENCE AND COMFORT

A user's level of confidence and comfort typically determines their behavior. The goal is to make everyone feel confident and comfortable while using active transportation facilities. This is achieved through user education and the design and aesthetics of facilities.

Source: Chicago Tribune

Source: Curbed Chicago

Source: Meet Chicago Northwest

WALKERS AND RUNNERS

Walkers and runners are more often the average resident who walks or runs for recreational or casual purposes. Typically, there is no end destination in mind and off-street facilities such as sidewalks and trails are used. Walkers and runners typically travel less than five miles per trip closer to their home or place or work.

MICROMOBILITY USERS

Micromobility users employ non-motorized mobility devices such as skateboards, bicycles and scooters (and their electric counterparts), rollerblades, and hoverboards. Almost everyone has used a form of micromobility for recreation or to reach a destination. Users of all ages ride on trails, sidewalks, and bicycle lanes within urban or suburban contexts, to reach destinations within a five-mile distance.

THE CASUAL RECREATIONAL CYCLIST

The casual cyclist may ride a bike on the weekends, or before and/or after work, typically for recreational purposes. The casual cyclist may only feel comfortable on low-traffic residential streets, recreational trails, and in public parks.

First and Last Mile

"First and last mile" refers to the initial or final route or mode required to get to a desired destination. For example, a commuter who uses Metra commuter train service not only uses the station facility and train line, but also utilizes the sidewalks, bicycle lanes, or roadways after arriving or departing the Metra station. This is what is referred to as a "first and last mile consideration." Community leaders need to consistently assess how to efficiently and safely connect residents to major transportation hubs such as bus stations or train stations. Each form of public or active transportation cannot leave a user at a dead-end or without a means to reach their destination. First and last mile solutions may include the addition of a bikeshare program at a train station, scooter rentals at convention centers or tourist hubs, or adding a bus stop at a train station.

Main Street Station

Source: Baxter and Woodman

Source: RBK

THE E-BIKE CYCLIST

Electric bikes, or E-Bikes, are electric motor-powered bicycles which allow for easy to minimal pedaling, making steep slopes and hot days not seem as challenging. E-Bikes cater towards young professionals, people with children, the elderly, and those looking to make frequent, short one- to five-mile trips. Typically, E-Bikes have a battery charge range of 20-40 miles, which is satisfactory for reaching a Metra station or grocery store.

Source: Active Transportation Alliance

THE EVERYDAY CYCLIST

The everyday cyclist is typically confident using a wide range of facilities at different comfort levels. The everyday cyclist is someone who opts to use a bike instead of vehicle for short trips of less than a few miles to get to work, day care, or the grocery store. The bicycle is an integral piece of personal freedom, provides economic stability, and mobility for these users.

Source: Do312

THE SPORT CYCLIST AND RUNNER

The sport cyclist and sport runner typically have the most confidence riding or running next to fast moving vehicles or in busy areas. The sport cyclist or runner is more likely to use the shoulder of non-designated bicycle roadways and has a higher tolerance for risk perception. Sport users typically want long, uninterrupted routes to travel significant distances in both urban and rural contexts.

GENERAL LEVEL OF CONFIDENCE

DOWNERS GROVE TODAY

Today, Downers Grove is known throughout the region for its high quality of life and Downtown. Downers Grove's historic housing stock, abundant tree canopy, and attractive Downtown and Main Street attracts residents and visitors alike. Many residents of Downers Grove commute to work using the regional Metra passenger rail system and may live in one of several new, mixed-use residential developments in the Downtown District. Downers Grove is recognized as one of the most active walking and cycling communities in the Chicagoland region, which is only bolstered by its historic gridded streets, Downers Grove Park District, and local cycling groups. The 50,247 residents of Downers Grove are also served by the Pace suburban bus system, which was established in 1984, and connects residents to Joliet and the Fairview Plaza Park and Ride to the Downtown Metra Station. In addition, the local Downers Grove Park District manages more than 600 acres of parkland and natural areas providing the majority of residents recreation within a comfortable walking distance of their homes. Downers Grove is also located within five miles of many major regional forest preserves, parklands, and natural areas along the DuPage River, Salt Creek, and Des Plaines River.

TRANSPORTATION DEMOGRAPHICS

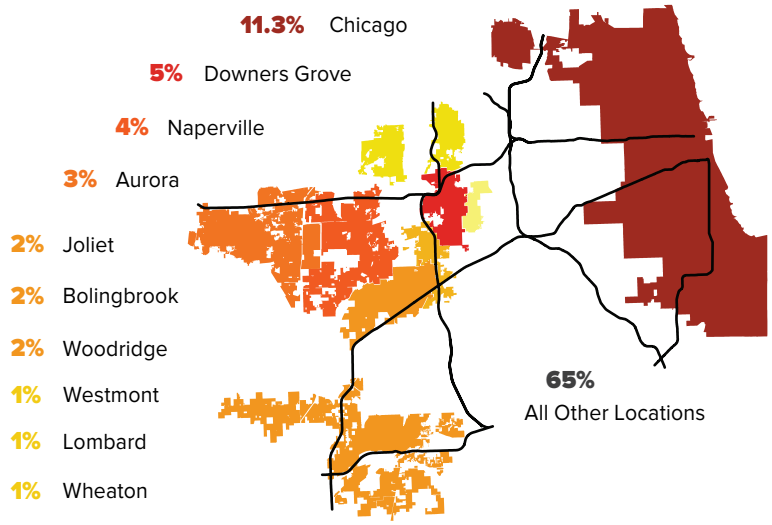
Comparing U.S. Census data from 2010 to 2022, residents of Downers Grove were more likely to work from home and less likely to drive a personal vehicle to work in 2022. Notably, public transportation, cycling, and walking as modes to work have declined slightly, potentially due to workers opting to work from home. Travel times to work have remained unchanged over the past decade. The number of households with no vehicle and households with disabilities have declined slightly but still account for around two percent of households and eight percent of residents.

Transportation Statistics

	2010 Downers Grove	*2022 Downers Grove*
Transportation to Work		
Personal Vehicle or Carpool	79%	67%
Public Transportation	11%	9%
Walking	2.5%	2.1%
Cycling	0.6%	0.1%
Work From Home and Other	7%	21%
Travel Time To Work		
0 - 20 minutes	37%	38%
20 - 45 minutes	42%	41%
Over 45 minutes	21%	21%
Households with no Vehicle	1,047	911
Households with Disabilities	4,049	3,930

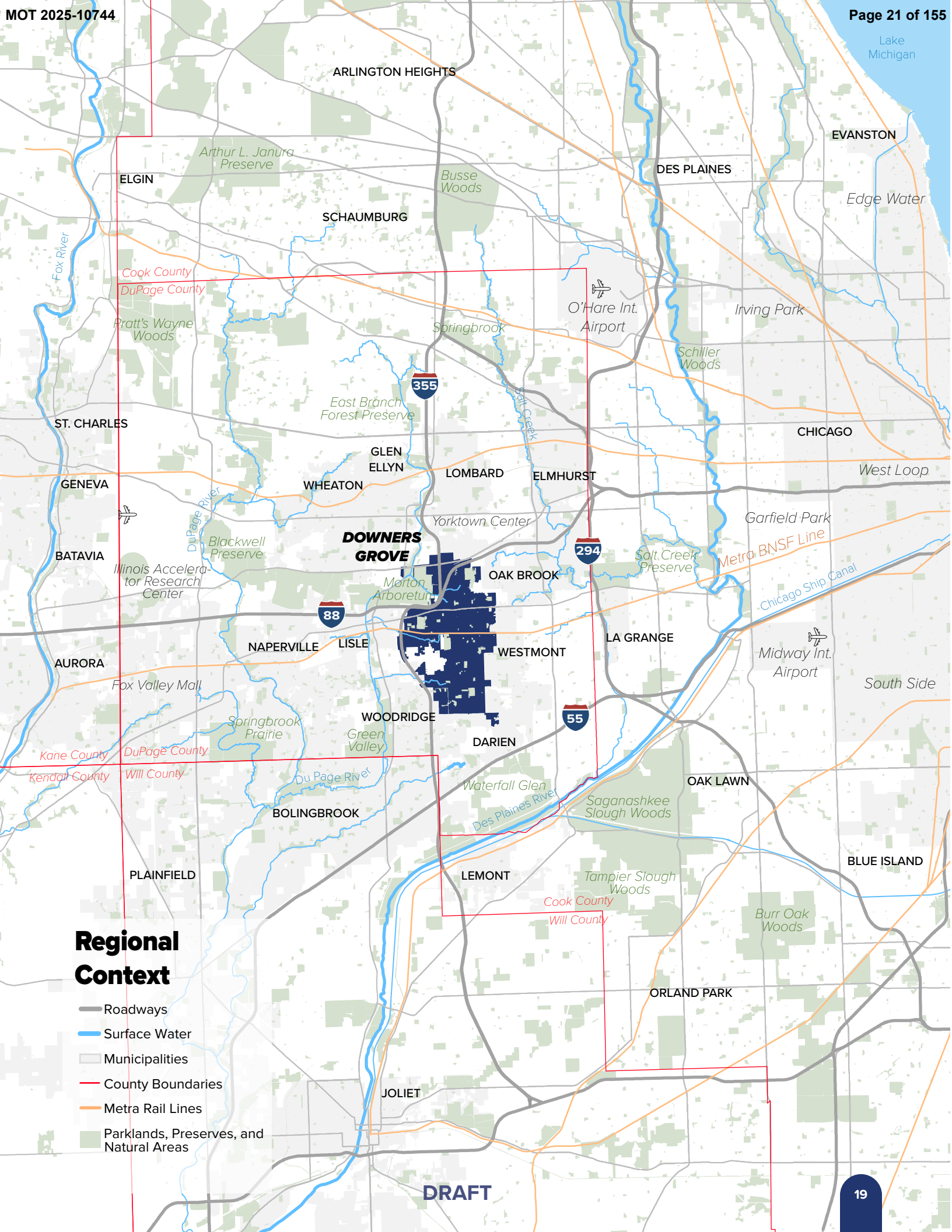
Source: 2010 and 2022 ACS 5-Year Estimates

Resident Location of Work



Resident Location of Work, above, does not include those who "work from home" Between 2010 and 2022 there was a 200% increase change in people who said they "work from home"

Source: 2022 ACS 5-Year Estimates



Regional Context

- Roadways
- Surface Water
- Municipalities
- County Boundaries
- Metra Rail Lines
- Parklands, Preserves, and Natural Areas

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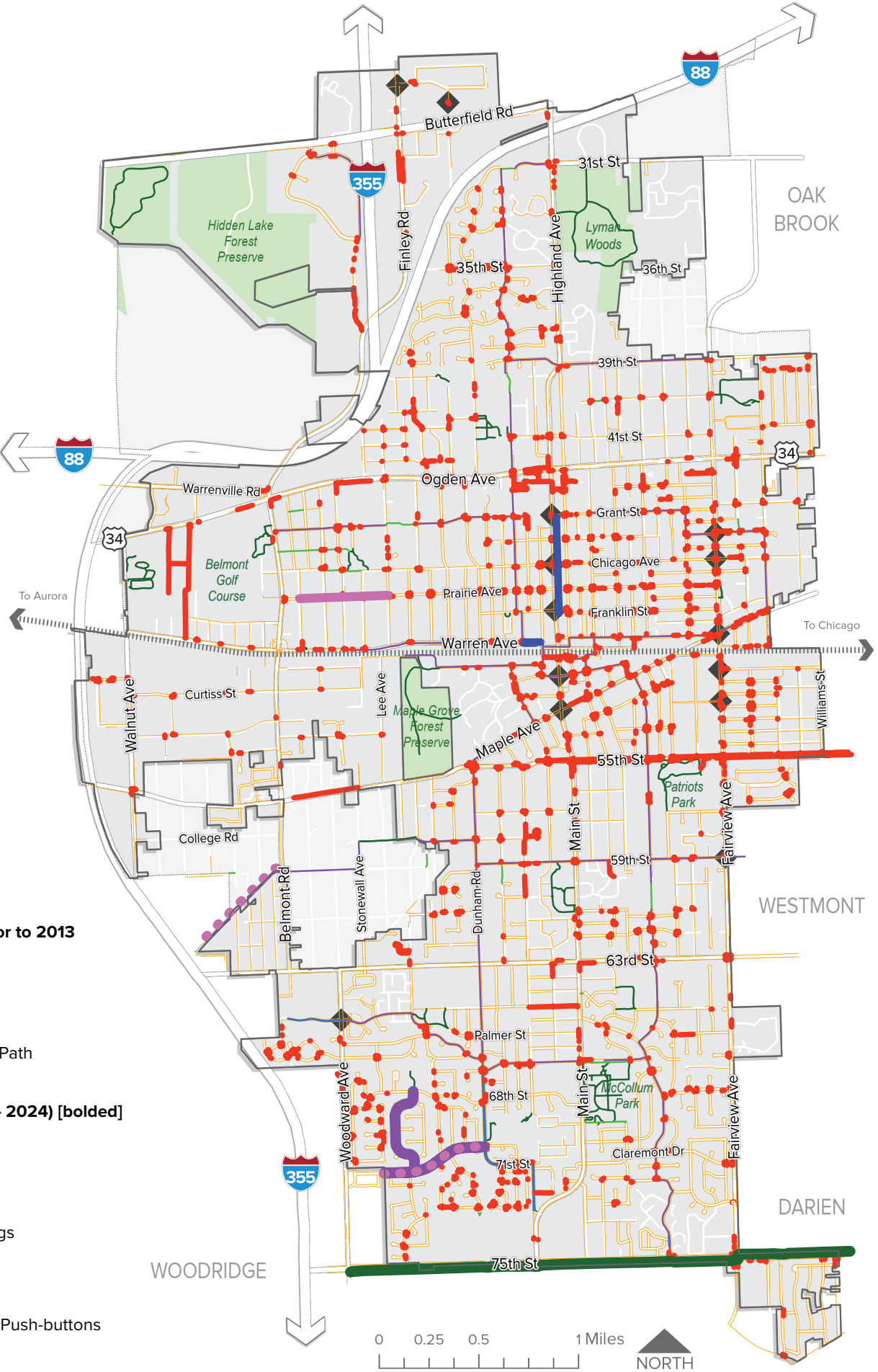
ACCOMPLISHMENTS SINCE THE 2013 PLAN

The following bicycle and pedestrian improvements have been implemented since the 2013 Bicycle and Pedestrian Plan:

- 10 New Neighborhood Traffic and Safety Studies
- 1 Village update of the Americans with Disabilities Act (ADA) Transition Plan
- 40 New Pedestrian Crossing Signs
- 1 New Mid-block Pedestrian Refuge
- 400+ New Crosswalk Curb Ramps
- 140 New or Restriped Crosswalks
- 10 Intersection Push-button Signal Upgrades
- 1.66 Miles of New Trails (DuPage County)
- 0.4 Miles of New Sharrow Routes
- 0.13 Miles of New Bicycle Lanes
- 1.04 Miles of New Bicycle Routes
- 20.9 Miles of New / Replaced Sidewalks

The Village, the DuPage County Division of Transportation (DuDOT) and the Illinois Department of Transportation (IDOT) have reconstructed, updated, or added multiple trail, bicycle, and pedestrian facilities over the past decade. Over the last several years, the Village has reconstructed many ADA (Americans with Disabilities Act of 1990) compliant ramps and crossings. Additionally, from 2012 to 2020, DuPage County expanded the Southern DuPage County Trail along 75th Street. Overall, the bicycle network of dedicated lanes, bicycle routes, and sharrows expanded by 1.57 miles (expanding the system by 6.5 percent of the previous 22.4 miles).

Concord Square Park
Source: Baxter and Woodman



New Facilities

Existing Facilities Prior to 2013

- Bicycle Route
- Bicycle Lane
- Trail
- Grid Connector Path
- Sidewalks

New Facilities (2013 - 2024) [bolded]

- Bicycle Route
- Bicycle Lane
- Sharrow Route
- Sharrow Markings
- Trail
- Sidewalks
- Signal Crossing Push-buttons

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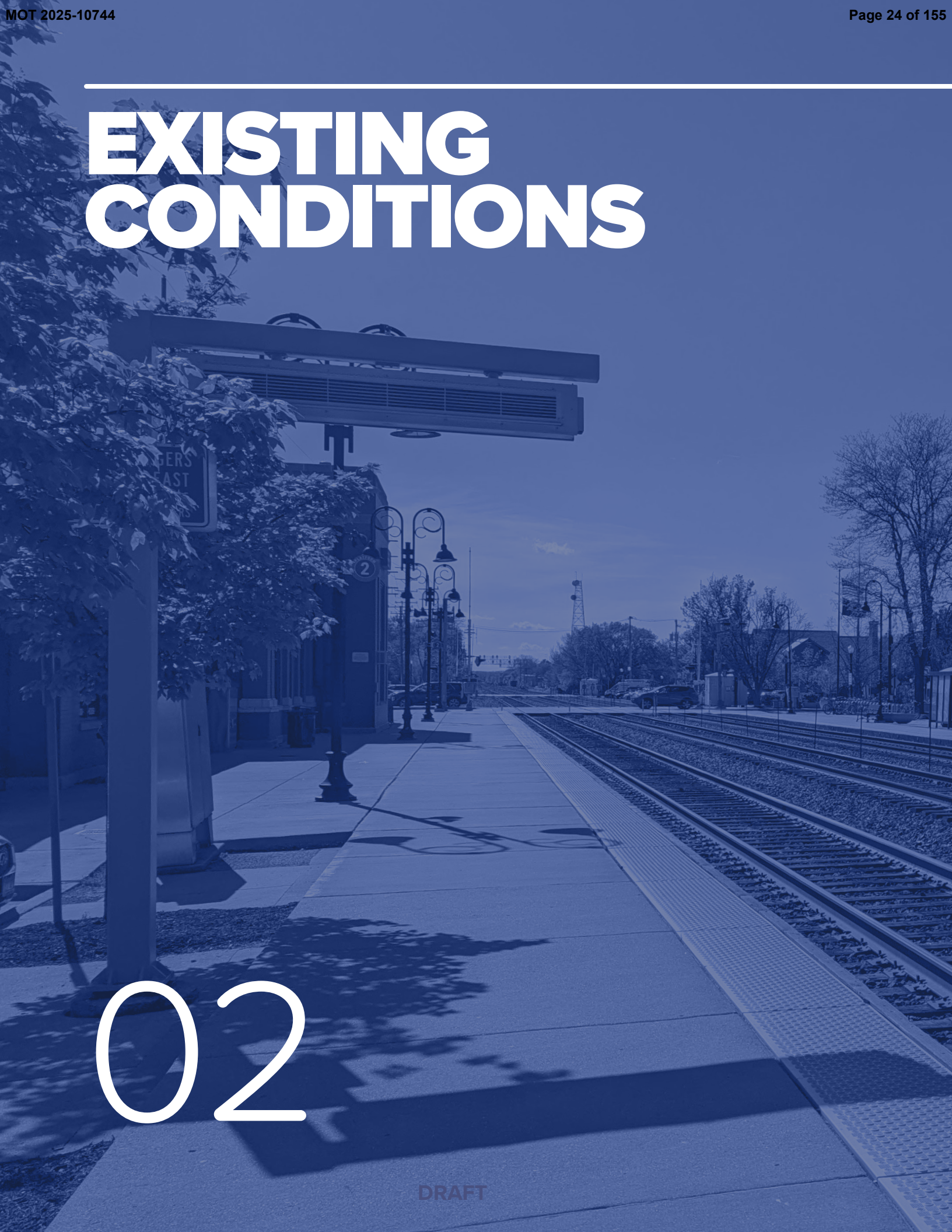
EXISTING CONDITIONS



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INTRODUCTION

Chapter 2.0, Exiting Conditions, summarizes existing active transportation-related conditions, including regulations, infrastructure, existing plans, and transportation systems. A summary of each condition assessed is described below.

REGULATORY ENVIRONMENT

The table below depicts the regulations, standards, requirements, and laws regarding bicycle and pedestrian facilities and activities. The table highlights whether there are regulations in place; the degree to which amendments may be required to advance the objectives of this Plan; and whether the Village defers to a higher authority's regulation, such as the Illinois Department of Transportation (IDOT) or Federal standards. For further information regarding specific policy statements and regulations, refer to the Existing Conditions Technical Memorandum.

Thoroughfare Authorities: Many of the Village's thoroughfares and intersection signals are owned and operated by different entities including the DuPage County Division of Transportation, IDOT, and Illinois Tollway Authority.

Regulatory Signage: Illinois, DuPage County, and the Village adhere to the Federal regulations regarding the use, placement, and type of thoroughfare signage along trails and streets.

Snow Removal / Maintenance: Residents and business owners in Downers Grove are not required to remove snow from public sidewalks adjacent to their property. Snow cannot be deposited on any street, sidewalk, or right-of-way in a manner which impedes normal pedestrian or vehicular traffic. The Village also clears sidewalks in the downtown business district, in areas near the Fairview train station, and areas near the Belmont train station.

Micromobility: Section 5/11 of the Illinois Statutes Chapter 625 highlights regulations for non-highway vehicles including electric bicycles, electric scooters, golf carts, and skateboards. DuPage County and the Village adhere to these state standards.

Yielding and Stopping: Cyclists and vehicles are required to stop for pedestrians. In the Village, cyclists are required to come to a complete stop at stop signs and traffic devices signaling red.

Parking: Vehicles cannot park within 20 feet of a crosswalk (unless otherwise marked) or within 30 feet of any flashing beacon, stop light, or traffic control signal. Bicycles and scooters (including electric types) cannot be parked or tied to posts, signage, and trees, and cannot block a vehicle or pedestrian's path. The Village does not have any regulations restricting the parking of vehicles within or physical blocking of designated bicycle lanes or shared-use paths.

Regulatory Environment	IDOT	Dupage County	Downers Grove
Definitions of Bicycle Lane, Bicycle Route, Trail, Sidewalk, and Crosswalk	✓	✗	✗
Bicycle Facility Design Standards	✓	✓	✗
Sidewalk Facility Design Standards	✓	✓	✓
Trail / Shared-Use Path Facility Design Standards	✓	✓	✗
Where Cyclists are Permitted to Ride	✓	✓	✓
Distracted Cycling Regulations	✓	✗	✗
Cyclist and Vehicle Yielding / Stopping	✓	✗	✓
Cyclist and Vehicle Hand / Turning Signals	✓	✗	✗
E-Bike Regulations	○	○	○
E-Scooter Regulations	✗	○	○
Helmet Requirements	✗	✗	✗
Bicycle and E-Bike Bell, Light, Brake, and Reflector Requirements	✓	✗	✓
E-Scooter Light, Brake, and Reflector Requirements	✓	✗	✗
Bicycle Trailer / Child Seat Requirements	✓	✗	✗
Pedestrian Yielding and Stopping Requirements	✓	✗	✓
Bicycle Inspection and Registration	✗	✗	✓
E-Bike Inspection and Regulation	✗	✗	✗
E-Scooter Inspection and Regulation	✗	✗	✗
E-Bike and E-Scooter Speed Limits	✓	✗	✗
Vehicle Parking Restrictions	✓	✓	✓
Micromobility Parking Restrictions	✗	✗	✓

✓ Regulations are in place
○ Regulations are vague or not comprehensive
✗ Regulations are not in place

REGULATORY ENVIRONMENT: KEY TAKEAWAYS

Safety: State, county, and local thoroughfare and transportation planning initiatives revolve around one topic: safety. Specifically, entities involved in thoroughfare planning, such as IDOT, DuPage County, and the Village have implemented safety policies or plans, such as Safe Streets for All, Complete Streets, or ADA Transition Plans, which are aimed at improving the pedestrian and cyclist experience.

Planning Efforts: DuPage County trail and sidewalk network plans propose improvements and updates to curb ramp and crosswalk facilities at signalized County-operated intersections. The Chicago Metropolitan Agency for Planning (CMAP) provides multiple funding programs for counties, local municipalities, and public transportation agencies which aim to reduce thoroughfare injuries and promote non-vehicular forms of transportation. The Village has developed multiple neighborhood traffic studies, the primarily aim of which is to reduce speeding, improve user safety, and encourage non-vehicular modes of transportation.

Policies: The Village has several policies, including Safe Routes to Schools, which aim to create a safer cycling and walking environment.

Regulations: The Village lacks stated regulations regarding E-Bikes and E-Scooters, and defaults to County and State regulations. There are currently no regulations related to blocking or impeding movement along bicycle facilities and trails.

Designations: The Village is a designated Tree City USA municipality, but lacks a Bicycle Friendly Community designation, similar to neighboring municipalities.

Funding: There are limited opportunities to receive dedicated funds for bicycle and pedestrian improvements, partially due to the Village's lack of having a safety action plan (which this ATP will now fulfill) and limited State funding programs. The Village should work to enact further designations and policies to become more competitive for funding opportunities.

THOROUGHFARES

As a historic railroad suburb, Downers Grove is well-connected to nearby villages and cities by way of east-west railroad links and historic state routes which predate the interstate highway system. The villages of Westmont, Clarendon Hills, and Hinsdale are all connected to central Downers Grove with a system of gridded streets, creating a network of easily walkable urban downtowns and centers. The major Chicago region suburbs of Naperville and Aurora are located west of Downers Grove along 75th Street, Maple Avenue, Ogden Avenue, and I-88. Municipalities north of Downers Grove, including Wheaton, Glen Ellyn, and Lombard, are somewhat distant from Downers Grove's population centers and are separated by major interstates and state routes. Municipalities south of Downers Grove, including Darien and Woodridge, are interwoven with residential developments in south Downers Grove, and share the 75th Street commercial shopping corridor. Downers Grove has the most thoroughfare connections with Lisle, Westmont, and Oakbrook to the east and west.

Principal North-South Connectors

Thoroughfare Name	Authority
Interstate 355 (Tollway)	Illinois Tollway
Finley Rd. / Belmont Rd. / Woodward Ave.	DuPage Co. / D.G.
Highland Ave. / Main St. / Lemont Rd.	DuPage Co. / D.G.
Fairview Ave. / DuPage Co. Road 25	DuPage Co. / D.G.

Principal East-West Connectors

Thoroughfare Name	Authority
Interstate 88 (Tollway)	Illinois Tollway
State Route 56 / Butterfield Rd.	IDOT
U.S. 34 / Ogden Ave.	DuPage Co. / IDOT
Maple Ave. / 55th St.	DuPage Co.
63rd St.	DuPage Co.
75th St.	DuPage Co.

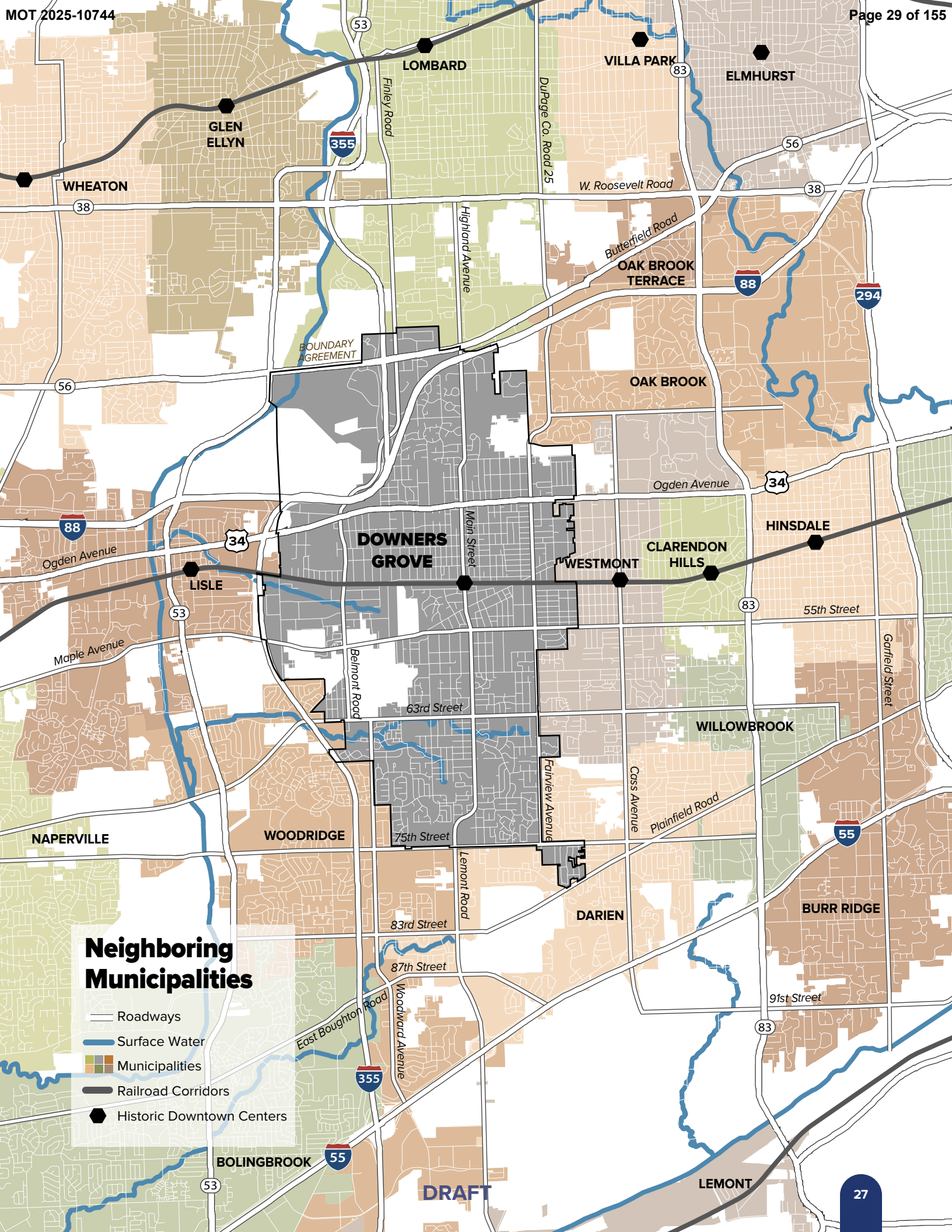
Maple Avenue 55th Street at Belmont Road, Source: Baxter & Woodman

REGIONAL CONNECTORS

Numerous east-west thoroughfares and a limited number of north-south thoroughfares link Downers Grove to neighboring municipalities and the wider region. Due to Downers Grove's orientation, a limited number of north-to-south thoroughfares extend through the Village. Additionally, the majority of major corridors running through Downers Grove are the responsibility of the County and State.

BOUNDARY AGREEMENT

A significant portion of Downers Grove is adjacent to unincorporated residential areas in DuPage County. Boundary agreements between the Village and neighboring municipalities have dictated where the Village has the legal right to plan thoroughfares, utilities infrastructure, sidewalks, and trails.


LOMBARD
VILLA PARK
ELMHURST
GLEN ELLYN
WHEATON
Finley Road
DuPage Co. Road 25
W. Roosevelt Road
Highland Avenue
Butterfield Road
OAK BROOK TERRACE
BOUNDARY AGREEMENT
OAK BROOK
Ogden Avenue
DOWNERS GROVE
Main Street
WESTMONT
CLARENDON HILLS
HINSDALE
LISLE
Maple Avenue
Belmont Road
55th Street
Garfield Street
63rd Street
WILLOWBROOK
Fairview Avenue
Cass Avenue
Plainfield Road
NAPERVILLE
WOODRIDGE
75th Street
Lemont Road
DARIEN
BURR RIDGE
83rd Street
87th Street
91st Street
East Boughton Road
Woodward Avenue
BOLINGBROOK
LEMONT
Neighboring Municipalities
Roadways
Surface Water
Municipalities
Railroad Corridors
Historic Downtown Centers
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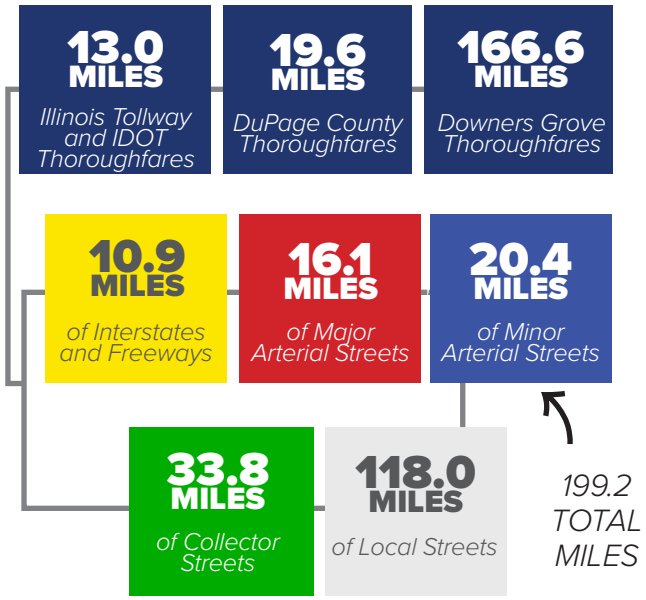
199.2 TOTAL ROADWAY MILES



Interstates and Freeways *Right-of-Way: No set standard*
Pavement Widths: No set standard

Major and Minor Arterial Streets *Right-of-Way: 100-foot minimum*
Pavement Widths: 60-foot minimum

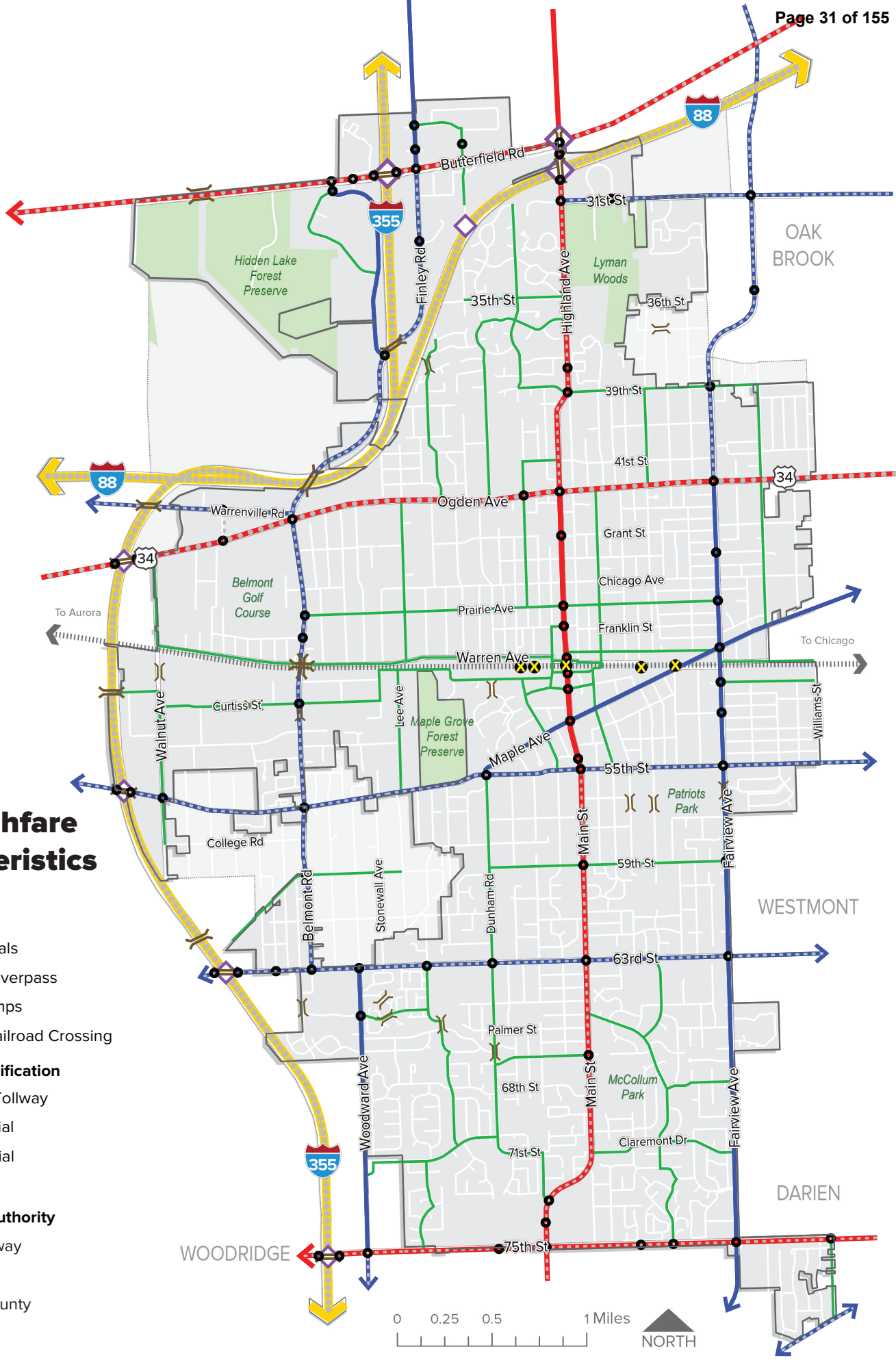
Collector Streets *Right-of-Way: 80-foot minimum*
Pavement Widths: 36-foot minimum

Local Streets *Right-of-Way: 66-foot minimum*
Pavement Widths: 28-foot minimum

Note: Box colors correspond with the Thoroughfare Characteristics Map

FUNCTIONAL CLASSIFICATIONS

Thoroughfare functional classifications are a means of standardizing thoroughfare designs and facility types by categorizing thoroughfares based on their capacity, pavement width, and intended use, or function. The Village has four classifications and standards outlined in the Village Municipal Code, and as further described by DuDOT, and IDOT; and include Interstates, Arterial Streets, Collector Streets, and Local Streets.



Thoroughfare Characteristics

Infrastructure

- Traffic Signals
- Bridge or Overpass
- Access Ramps
- At-grade Railroad Crossing

Functional Flassification

- Freeway / Tollway
- Major Arterial
- Minor Arterial
- Collector

Thoroughfare Authority

- Illinois Tollway
- IDOT
- DuPage County

DAILY TRAFFIC

The map on the following page depicts the annual average daily traffic (AADT) counts on thoroughfares in Downers Grove and depict the most heavily trafficked thoroughfares and intersections.

Thoroughfares with the largest amount of daily traffic are those operated by IDOT, Illinois Tollway, and DuDOT, and include I-88, I-355, 75th Street, and Ogden Avenue. The busiest thoroughfares often run in an east to west direction, which can pose safety and mobility barriers for those crossing north to south, particularly across Ogden Avenue, Butterfield Road, 63rd Street, and 75th Street. Notably, portions of Main Street and Fairview Avenue experience daily traffic between 5,000 and 10,000 vehicles. These segments of thoroughfares are bounded by historic homes, narrow thoroughfare pavement widths, and local retail, the context and character of these areas would likely preclude the addition of active transportation infrastructure, without creating safety concerns for cyclists and pedestrians.

Additionally, many public facilities, such as schools and parks, are located along heavily-trafficked corridors which could limit the potential to walk or cycle to these sites and could be a safety issue for school students and their guardians.

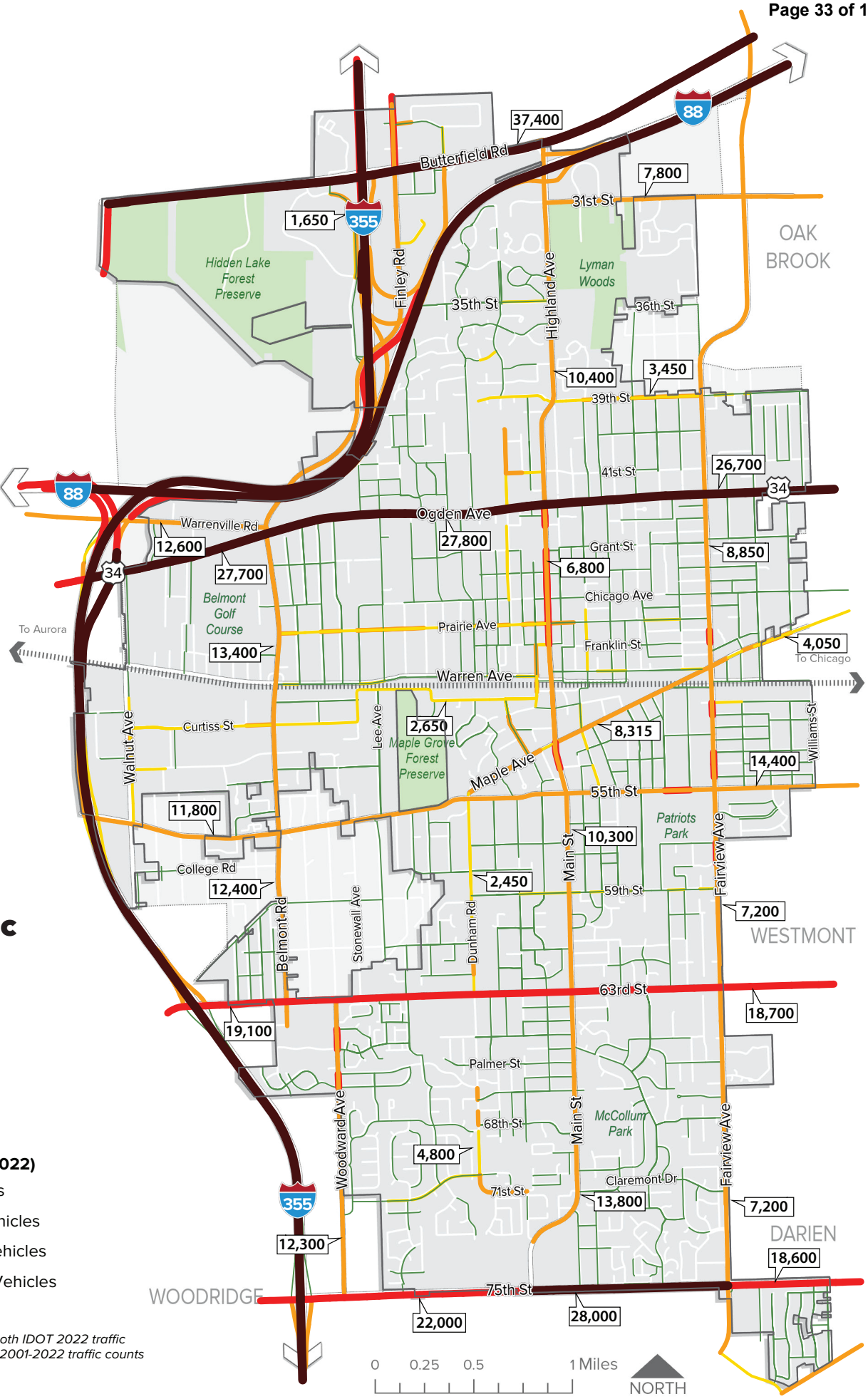
Thoroughfares operated by Downers Grove with the highest AADT:

#1 Woodward Avenue
#2 Main Street (between Ogden Avenue and 55th Street)
#3 Fairview Avenue
#4 Maple Avenue (between 55th Street and Cumnor Road)
#5 Dunham Road

Public-oriented facilities and places located along thoroughfares with the highest AADT:

#1 Downers Grove South High School (63rd Street)
#2 Indian Trail Elementary School (63rd Street)
#3 Herrick Middle School (Ogden Avenue)
#4 Downers Grove North High School (Main Street)
#5 Morton Arboretum (Finley Road / Butterfield Road)
#6 McCollum Park (Main Street)
#7 Maple Grove Park / Patriots Park (55th Street)
#8 Advocate Good Samaritan Hospital (Highland Avenue)

Annual Average Daily Traffic



AADT (Daily-Traffic 2022)

- 0 - 2,500 Vehicles
- 2,500 - 5,000 Vehicles
- 5,000 - 15,000 Vehicles
- 15,000 - 25,000 Vehicles
- 25,000+ Vehicles

Note that the map depicts both IDOT 2022 traffic counts and Downers Grove 2001-2022 traffic counts

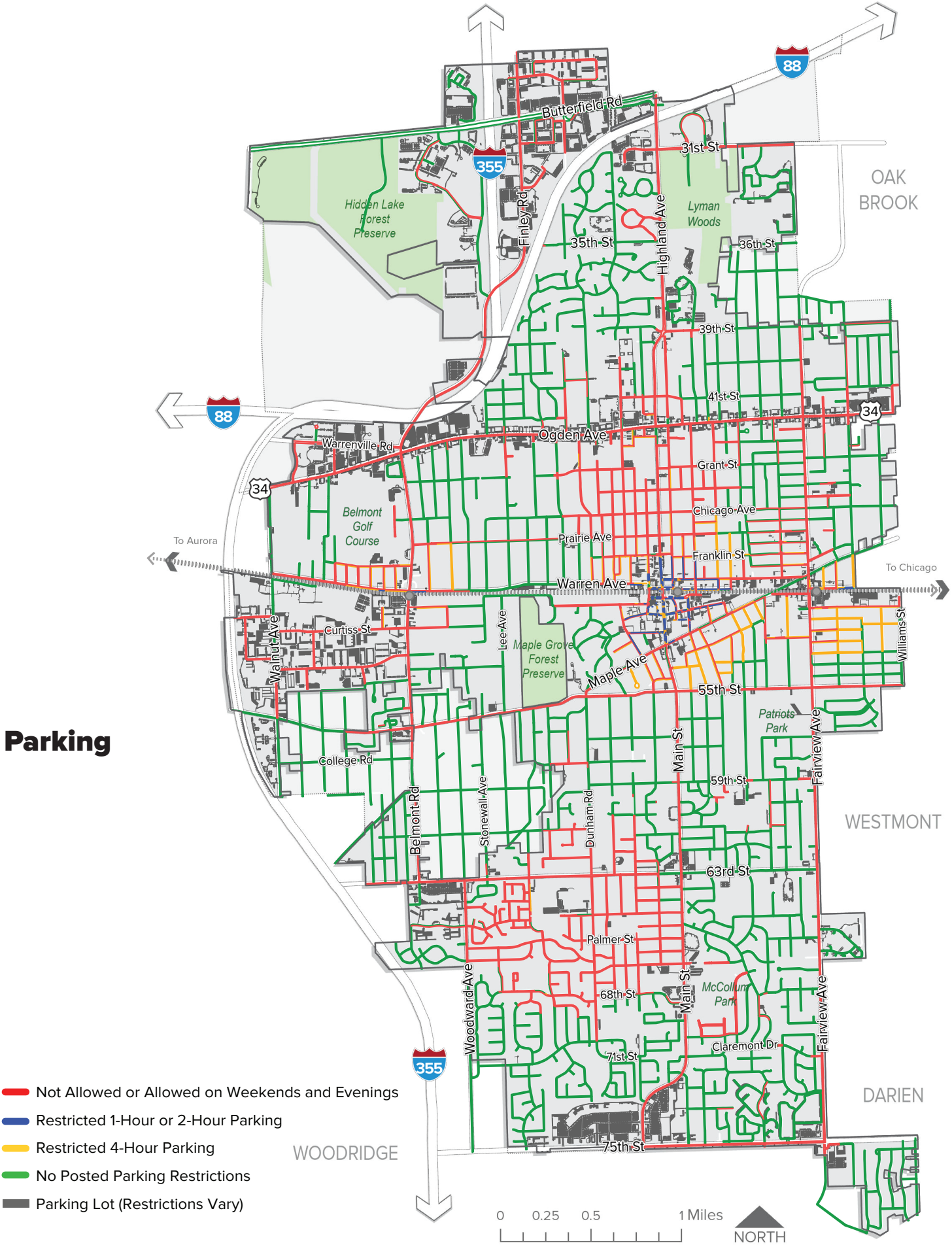
ON-STREET PARKING AND RIGHT-OF-WAY RESTRICTIONS

The Village regulates on-street parking depending on the thoroughfare classification and adjacent land uses. Streets lined with primarily residential land uses typically allow for on-street parallel parking, but not necessarily overnight parking. Streets within Downtown only allow for 15-minute or two-hour on-street parking, unless otherwise stated. The majority of thoroughfares classified as major and minor arterial routes do not allow on-street parking as these are typically curb-edged, high-speed, and heavily trafficked corridors. The right-of-way of most thoroughfares includes existing above-ground and below-ground services like on-street parking, thoroughfare pavement, curbs, drainage channels, utility poles, telecommunication lines, sidewalks, and street trees.

Challenges

Due to central Downers Grove's historic street grid, historic highways, and modified grid / curvilinear street network, rights-of-way are typically narrow (when compared to neighboring communities with newer streets). Generally, rights of-way are observed to be near or at complete build-out with limited space for thoroughfare, sidewalk, or utility expansion. For example, Fairview Avenue has a full right-of-way of 66 feet, with 45 feet used for driving lanes and curb and gutter, six to 10 feet of utility and buffer strips, and 10 feet of sidewalks. This leaves little to no room for altering or expanding the existing sidewalks, curbs, and thoroughfare design to accommodate bicycle facilities. In addition, the allowance of on-street parking can affect visibility and safety for vehicles, pedestrians, and cyclists. Lastly, topographic relief, such as hills and curved streets, create blind spots for vehicles heading over the crest of a hill or around a parked car. Topographic relief and limited opportunities for expansion of facilities within the existing right-of-way can make cycling or walking difficult or even dangerous, particularly for youth and those with mobility challenges.

Parking



- Not Allowed or Allowed on Weekends and Evenings
- Restricted 1-Hour or 2-Hour Parking
- Restricted 4-Hour Parking
- No Posted Parking Restrictions
- Parking Lot (Restrictions Vary)

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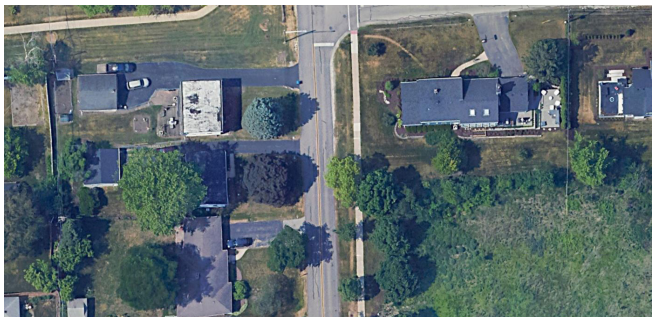
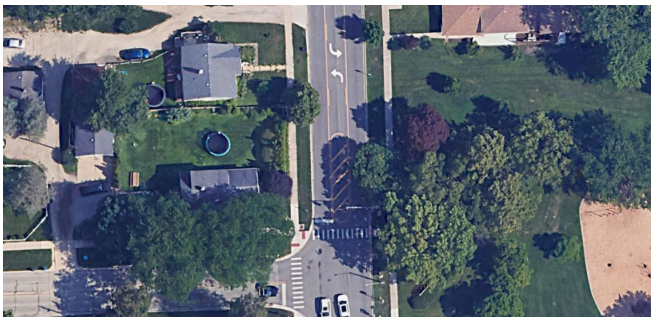
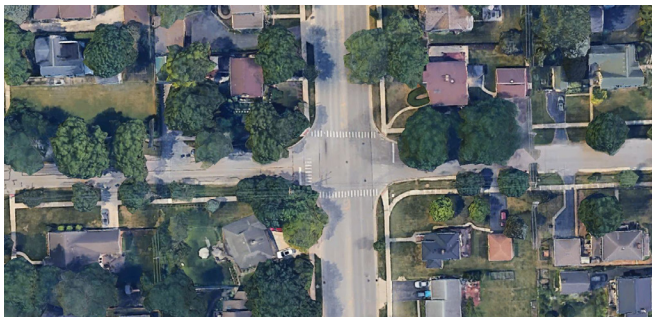
Street with on-street parking



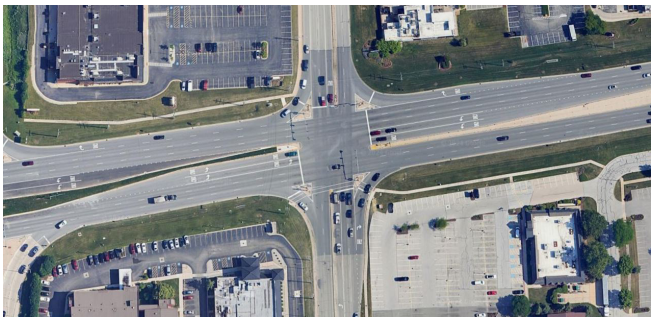
Street without on-street parking



Major Arterial Corridor



Butterfield Road / IL 56 Corridor



VILLAGE LAND USE

LAND USE CONSIDERATIONS

General land use trends and distinct areas of the Village can be reviewed on the map to the right. The northern portion of the Village, along Butterfield Road and Finley Road, is primarily comprised of office park and big-box retail development. The large commercial properties along Butterfield Road creates significant distance between existing residential properties and the neighboring Villages of Glen Ellyn and Lombard. The southern portions of the Village contain commercial areas, such as The Grove Shopping Center and Downers Park Plaza, but generally consist of residential properties similar to neighboring Woodridge and Darien. The center of Downers Grove is comprised of residential land uses with scattered parklands and public institutions, including schools and libraries. Notably, the far western portion of Downers Grove, adjacent to Lisle, is comprised of light industrial, office park, and warehousing land uses, which could limit potential trips between the two villages by way of walking or cycling. Lastly, multi-family housing, mostly apartments and townhomes, are clustered throughout the community along major thoroughfares such as Belmont Road, Main Street, and central Fairview Avenue near the train station.

Flood Plains and Parks

Downers Grove was established along Saint Joseph Creek, a minor tributary of the East Branch DuPage River and the Des Plaines River to the west. Downers Grove is also home to the headwaters of multiple smaller tributaries of the East Branch DuPage River and Salt Creek. Tributary headwaters are located near many local parks, including Lyman Woods, O'Brien Park, and Walter B. Carroll Park.

Community Nodes

A community node is a location or corridor with a concentration of destinations, such as employment centers, shopping areas, and entertainment venues. Community nodes include:

Downtown: Downtown Downers Grove is centrally located within the Village and contains the Village's public library, historic Central Business District (CBD), several five to six-story apartment complexes, and a Metra station.

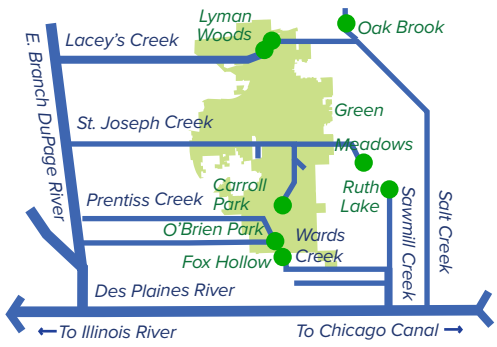
Ogden: Ogden Avenue (U.S. 34) is the major retail corridor for residents north of the BNSF tracks. Parcels adjacent to Ogden Avenue include automotive sales shops, multiple restaurants, and three full-service grocery stores.

Butterfield: Butterfield Road (IL-56) is a major regional commercial corridor and features Finley Square Shopping Center and multiple mid-rise commercial office buildings. It also serves as a connection to other regional shopping centers, such as Yorktown Center and Oak Brook Center.

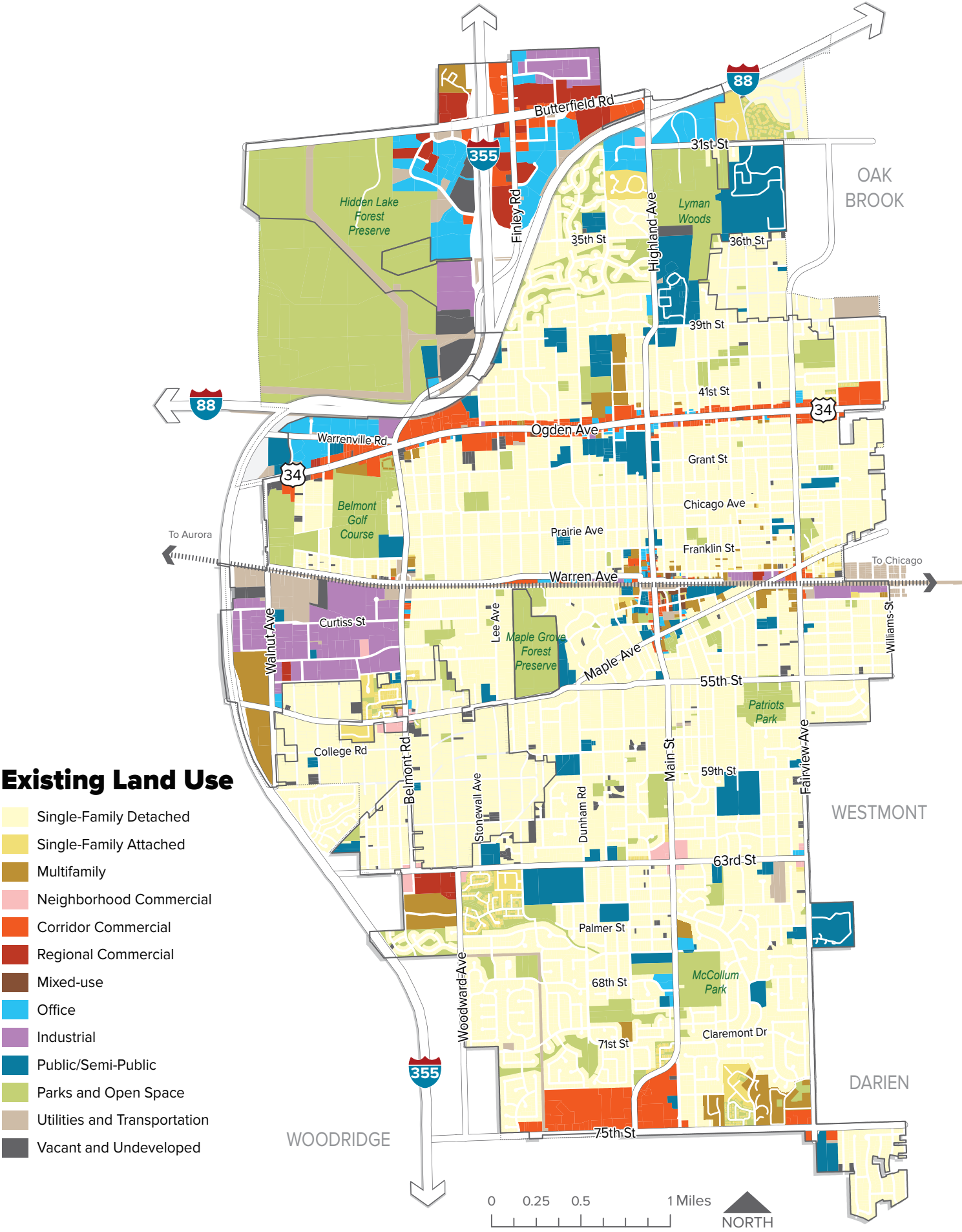
Esplanade: Esplanade, along Woodcreek Drive at Lacey Road, is a major mid-rise commercial office area with office towers, hotels, medical facilities, and the Lakes at Lacey event venue.

75th At Lemont: 75th Street at Lemont Road is where major shopping centers, including The Grove Shopping Center and Downers Park Plaza, are located which serve southern Downers Grove.

Downers Grove River System



Gilbert Park Trail, Source: Baxter & Woodman


Existing Land Use
Single-Family Detached
Single-Family Attached
Multifamily
Neighborhood Commercial
Corridor Commercial
Regional Commercial
Mixed-use
Office
Industrial
Public/Semi-Public
Parks and Open Space
Utilities and Transportation
Vacant and Undeveloped
Butterfield Rd
88
355
31st St
OAK BROOK
Hidden Lake Forest Preserve
Finley Rd
35th St
Highland Ave
Lyman Woods
36th St
39th St
41st St
34
Ogden Ave
Warrenville Rd
Grant St
Chicago Ave
Belmont Golf Course
Prairie Ave
Franklin St
To Aurora
To Chicago
Warren Ave
Curtiss St
Walnut Ave
Lee Ave
Maple Grove Forest Preserve
Maple Ave
Williams St
55th St
Patriots Park
College Rd
Belmont Rd
Stonewall Ave
Dunham Rd
Main St
59th St
Fairview Ave
WESTMONT
63rd St
Palmer St
Woodward Ave
68th St
McCollum Park
Claremont Dr
71st St
DARIEN
WOODRIDGE
75th St
0 0.25 0.5 1 Miles
NORTH

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PUBLIC TRANSPORTATION

PACE BUS SERVICE

Pace is a regional Chicago-based bus service operated by Pace Suburban Bus, a private transportation operator. The bus network services locations as far away as Calumet City, Joliet, Elburn, Cicero, Woodstock, and Waukegan. Downers Grove is serviced by three routes, one of which, Route 834, stops at the Main Street Metra Train Station. Route 834 connects the entirety of northern and southern Downers Grove from Yorktown Center Mall to Woodgrove Festival Shopping Center. Route 715 connects Midwestern University to nearby Westmont Station. Route 732 connects Yorktown Center Mall to Naperville. Notably, there is no service directly linking Downtown Downers Grove to Downtown Lisle or Westmont.

In 2021, Pace discontinued Route 465, which provided limited access to Belmont Station and office / business land uses along Lacey Road. In March 2024, Pace introduced paratransit services, through their Rideshare Access Program, which operates an on-call bus service for people with disabilities. Front loading bicycle racks (two bike maximum) is also now offered on fixed Pace bus routes. This allows for riders to use their bike to arrive and depart bus stop locations, thus providing first and last mile accommodations.

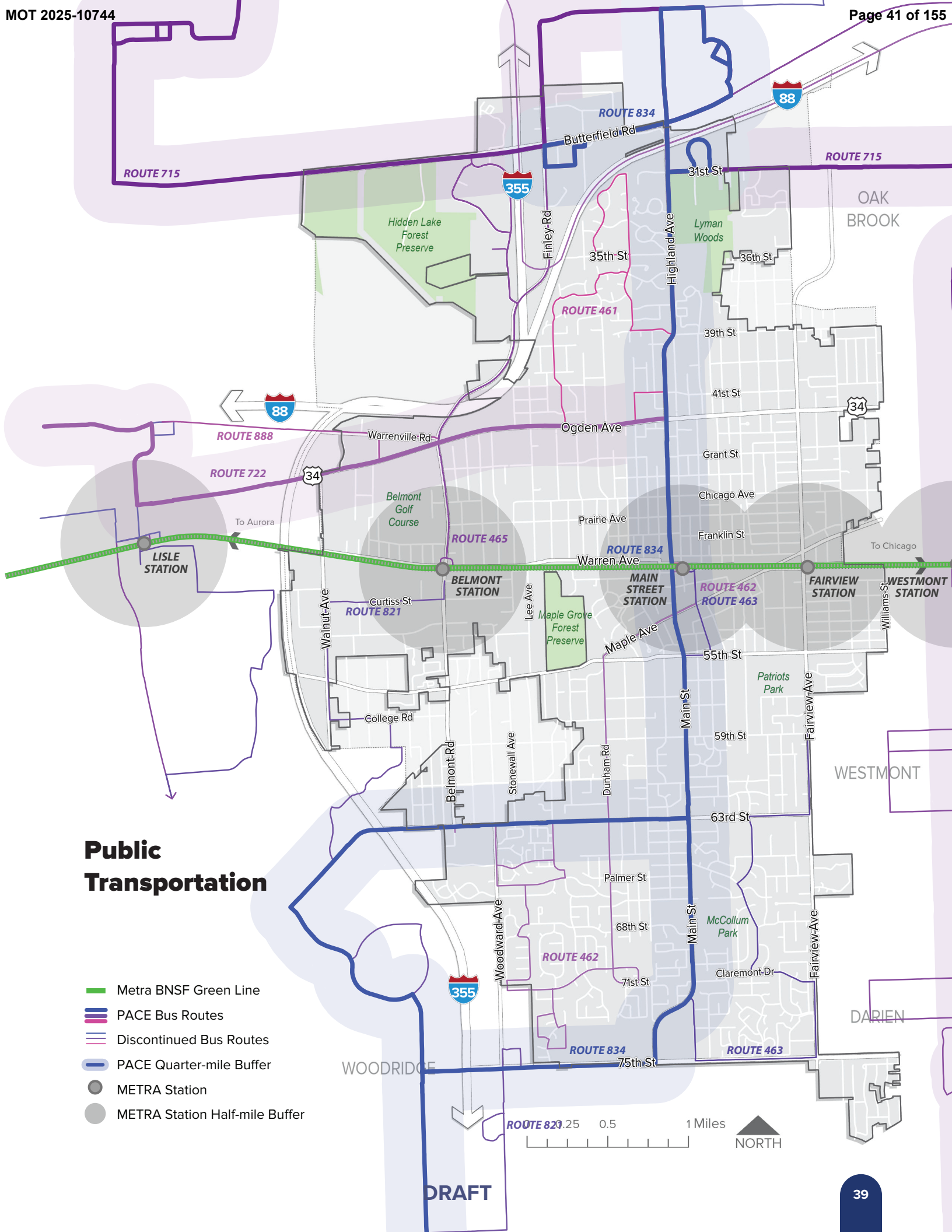
METRA TRAIN SERVICE

Downers Grove is serviced Metra and BNSF. There are three Metra train stations along Warren Avenue and Burlington Avenue. Metra service runs from Chicago's Union Station to Downtown Aurora, and connects Downers Grove to Naperville, Lisle, Westmont, and other communities along Ogden Avenue. Please refer to the Existing Conditions Memorandum for ridership numbers.

A 2019 Origin-Destination Survey report was completed by Metra to highlight the transportation modes each rider used to reach each Metra station. Approximately half of all trips to stations were in a personal vehicle (driving alone or carpooling). Also, riders were more likely to walk to Main Street Train Station and Fairview Train Station (40 percent and 23 percent, respectively), compared to the Belmont Train Station, where only eight percent of riders walked. At all Downers Grove stations, only one to three percent of riders arrived or departed on a bicycle.

PARKING LOTS

The Village regularly conducts parking lot vehicle counts at Downtown parking lots, Metra Train Station parking lots, and parking lots associated with public facilities. Based on parking counts from years 2021 to 2024, and including the 21 parking lots and five levels of parking within the Downtown parking garage, the average lot is 52 percent filled on any given day.



Public Transportation

- Metra BNSF Green Line
- PACE Bus Routes
- Discontinued Bus Routes
- PACE Quarter-mile Buffer
- METRA Station
- METRA Station Half-mile Buffer

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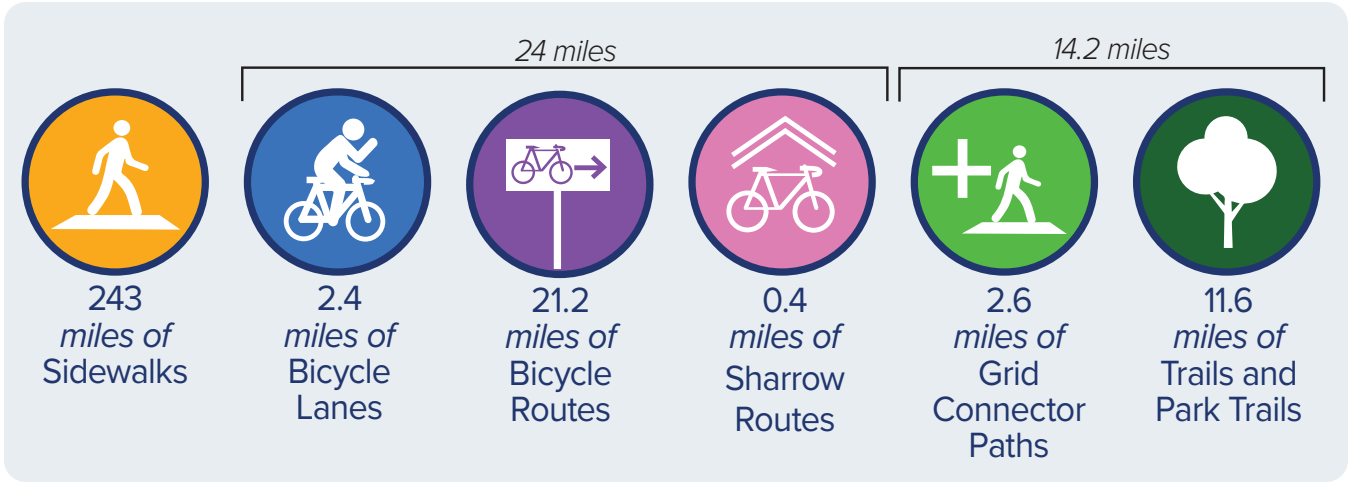
Downtown crosswalks and mid-block signage

Bicycle route at Bolson Drive and Springside Avenue

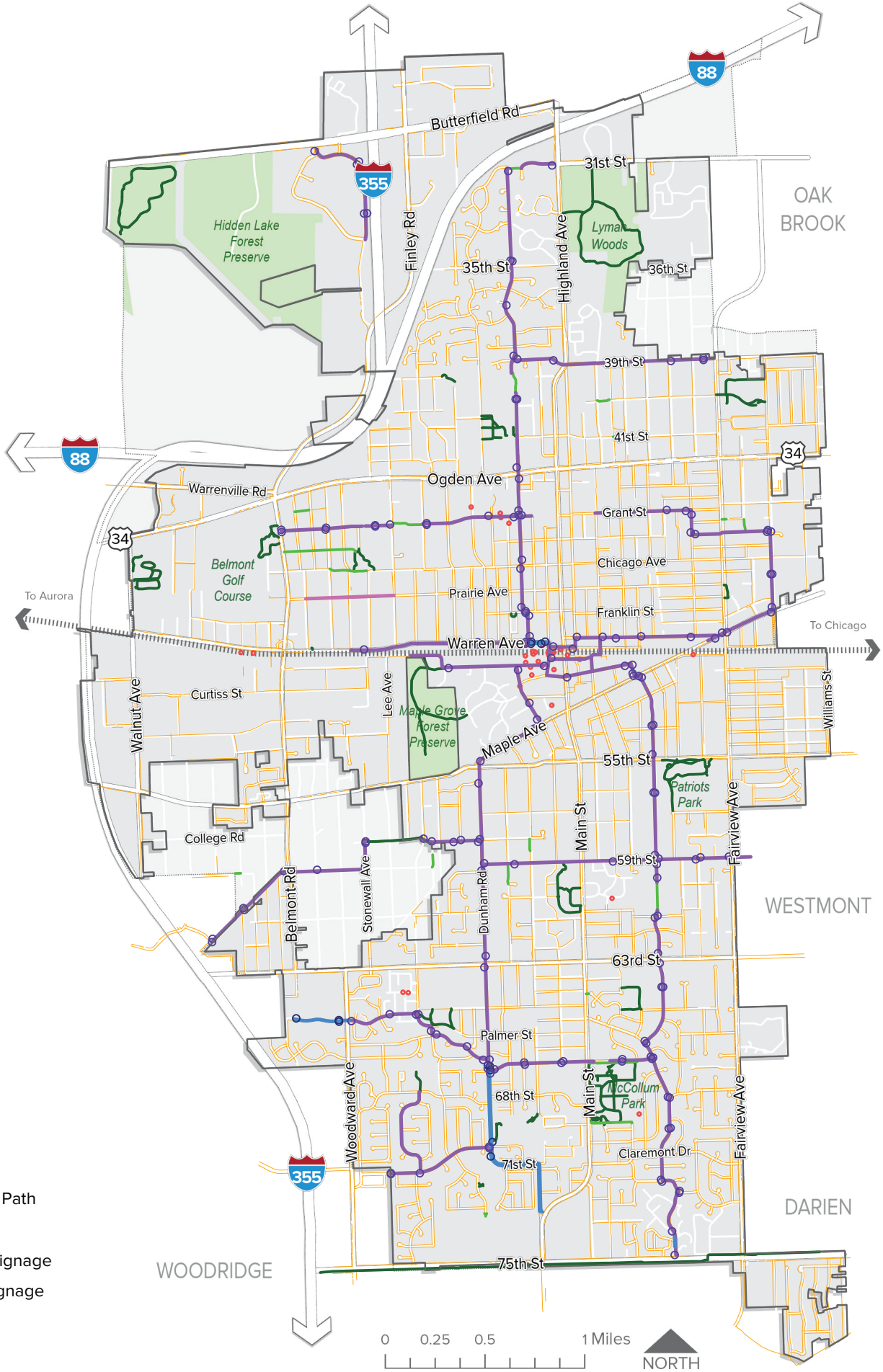
EXISTING FACILITIES INVENTORY

THE NETWORK

The Village's existing active transportation network consists of trails, bicycle, and sidewalk facilities. The Village's bicycle network is comprised primarily of bicycle routes with limited segments of dedicated bicycle lanes. The Village does not currently have protected bicycle lanes (bollards, curb, or other barriers) or designated off-street shared-use paths.



Existing Facilities



- Bicycle Route
- Bicycle Lane
- Sharrow Route
- Trail
- Grid Connector Path
- Sidewalks
- Bicycle Route Signage
- Bicycle Lane Signage
- Bicycle Rack

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Bicycle route with sharrows and parking on 71st Street

Bicycle route street curb and visibility at Dunham Road

Hobson Road bicycle route

Downtown, Curtiss Street, bike route and sidewalks

Bike Routes

Route Coverage

Bicycle routes in the Village are typically along collector thoroughfares which are adjacent to residential areas. Two primary bicycle routes run north-south along Fairmount Avenue and Dunham Road / Saratoga Avenue. Six bicycle routes run along east-west corridors, including Prentiss Drive / 67th Street, 59th Street, Gilbert Avenue / Curtiss Street, Warren Avenue / Rogers Street, Grant Street, and 39th Street. North-south connectivity is reliant on Downtown thoroughfares, as the only two railroad crossings are at Main Street and Washington Street. Bicycle routes are not located in proximity to residents south of 75th Street; or to residents along Fairview Avenue, near the Fairview Train Station; or to residents near Belmont Prairie. Bicycle routes do not connect to business centers along Butterfield Road east of I-355.

Interconnectivity

Bicycle routes are generally interconnected with limited occurrences of “dead-end” facilities. The Grant Street bicycle route has a missing segment near Main Street and Downers Grove North High School; and the route along Lacey Road ends north of Finley Road.

Signage

While signage is typically found at the beginning and the end of designated bicycle routes, there is rarely signage within the middle of the routes. The distance between “bicycle route” signage is inconsistent, leaving large sections of thoroughfare, particularly along Warren Avenue, 59th Street, and in Downtown, without any indication of bicycle route directions. Directional signage (with arrows pointing to destinations) is most prevalent along Fairmount Avenue, while other sections of bicycle routes lack any directional signage pointed to schools or parks. Signage is also inconsistent regarding which side of the road the signs face, leaving large distances where signage is only facing in one direction. Existing signage also lacks arrows indicating all directions of travel when two or more bicycle routes intersect, particularly in Downtown and along Saratoga Avenue.

Safety

Several bicycle routes cross busy thoroughfares at unprotected intersections, such as at 55th and 63rd Streets at Fairmount Avenue. In addition, parked vehicles along bicycle routes may cause visibility and safety issues between cyclists and moving vehicles. Although most signalized intersections include pedestrian crossing signals and crosswalks, bicycle route users do not have a safe way to cross at intersections if they do not wait in a driving lane, especially when a cyclist is making a left turn.

Warren Avenue bicycle lane

Dunham Road buffered on-street bicycle lane at O'Brien Park

Sharrows on Carpenter Street

Southern DuPage County Regional Trail Crossing

Sharrow Routes

Sharrow Coverage

Sharrow markings are painted arrows and bicycle icons on the street pavement indicating a cyclist's right to use the road and the full lane width. Bicycle Sharrow Routes currently exist along Prairie Avenue, 71st Street, Carpenter Street and Dunham Road.

Southern DuPage County Regional Trail, 75th Street

Southern DuPage County Regional Trail, Jefferson Avenue

Southern DuPage County Regional Trail, Fairview Avenue

Powers Park trail and sidewalk at Prentiss Drive

Bike Lanes

Lane Coverage

On-street bicycle lanes in the Village are four- to five-feet wide, are located on both sides of the street, with travel lanes mostly adjacent to the curb edge, and follow the direction of vehicular travel. Existing bicycle lanes do not provide connections between destinations as they are generally limited in length, so riders then have to use sidewalks or bicycle route facilities for a majority of their trip.

Safety

Because existing bicycle lanes are typically unbuffered (and unprotected), a cyclist may run into an opening car door along Warren Avenue and Prentiss Drive's parallel parking. The bicycle lane along Dunham Road, at O'Brien Park, is also adjacent to parallel parking, but includes a four-foot, striped buffer between parking spaces and the bicycle lane.

Signage

Bicycle lane signage is in place at the start and end of each segment of bicycle lane, with the exception of the short, 300-foot-long segment on the west side of Fairmount Avenue, and on the south end of the Dunham Road bicycle route at Lemont Road.

Recreational Trails

Trail Coverage

Trails are found throughout Downers Grove mainly near public parks and public schools. Existing trails typically connect park facilities within a single park and do not extend much farther than school or park properties. Notably, residents along southern Fairmount Avenue, Janet Street, and central Downers Grove do not have trail facilities within a quarter-mile distance.

Interconnectivity

Unlike neighboring municipalities, the Village does not have any trails which cover long distances or connect multiple neighborhoods or parks. Residents must be reliant on the sidewalk and bicycle route network to access trail facilities.

Safety

Existing trails vary in width, which can create safety issues when multiple users are present. Particularly at Downers Grove North Baseball Field, Patriots Park, and Maple Grove Forest Preserve, the narrow and curving trails can make it very difficult for cyclists and pedestrians to pass each other safely. In addition, trails not located at or near public parks lack water fountains, bicycle repair stands, benches, or locational signage, which can create unsafe or uncomfortable conditions depending on the users age, the time of day, weather conditions, or other emergency situations.

Signage

Signage, maps, and wayfinding does not exist along most trails, including DuPage County trails within Downers Grove. This may make it more difficult for users to find and reach their destinations or know what connections to destinations the trails provide.

Typical sidewalk conditions

New ADA compliant crossings

New sidewalks along Cross Street

Sidewalks and hills along Lee Avenue and Gilbert Avenue

Patriots Park unprotected and unsignalized crossings at 55th Street and parallel sidewalks

Typical intersection crosswalks, Belmont at Hobson Road

Sidewalks

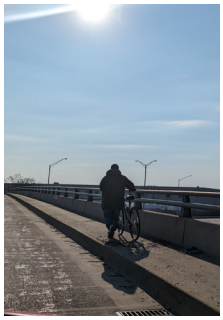
Sidewalk Coverage and Interconnectivity

Sidewalks exist on over 95 percent of Village thoroughfares, on at least one side of the road. Every major segment of existing sidewalk is connected to another section of sidewalk or a trail, meaning almost every resident has sidewalk access to the rest of Downers Grove. Notably, residential areas within the Village's planning jurisdiction, but outside of the municipal boundaries, typically lack sidewalk access and feature open ditch drainage, which can make pedestrian mobility dangerous or impossible. There are a few neighborhoods which do not have sidewalks, such as Denburn Woods, and private condominium communities.

Sidewalks in Downers Grove are typically five-feet wide, particularly in residential and commercial areas. Sidewalks in the Downtown range from six- to 12-feet in width and also include plantings and streetscape furnishings and elements.

Major thoroughfares tend to have the most sidewalk gaps and least sidewalk connectivity. Large portions of Ogden Avenue, unincorporated portions of Maple Avenue, and Butterfield Road, all of which are outside of Village jurisdiction, do not have sidewalks, and as a result, potentially limit access to employment hubs and retail centers.

Finley Avenue sidewalks



Belmont Road sidewalks near station

Maple Avenue sidewalks

Typical sidewalk and crossing conditions at Ogden Avenue

Bridge along Belmont Avenue

Rail crossing conditions at Maple Avenue

Debris and buckling on Warren Avenue

Condition and Barriers

Common observations made of the sidewalk network's condition typically include the slope of the sidewalks and buckling pavement. There are many instances where, potentially due to winter weather freeze and thaws, sidewalk panels buckle and become uneven, which can present problems for those using personal mobility devices. Additionally, the hills and topography of the Village can cause sidewalks to slope up or down beyond a five percent maximum slope allowed within the 1990 Americans with Disabilities Act (ADA) design requirements.

In addition, where a sidewalk crosses over a bridge, adjacent to a thoroughfare or under an interstate overpass, the sidewalks are either too narrow or do not exist. For example, the Gilbert Street bridge at Maple Grove and the Finley Road I-88 overpass sidewalks are only four-feet wide, placing pedestrians very close to moving vehicles, and not allowing multiple users to pass each other. Lastly, railroad crossings are typically uneven as they must cross multiple rail grooves and padding. Notably, the railroad crossing at Maple Avenue has extreme grade slopes, narrow rights of way, and no existing sidewalk crossing.

Crosswalks at Maple Avenue and Dunham Road

School crossing guard and students at Prairie Avenue and Belmont Road crosswalk

Crosswalks and Safety

At almost every intersection, at least two ADA-compliant crossing ramps are provided, which connect sidewalk segments. Crosswalk striping typically is only painted at signalized intersections or major crossing points and not on low-capacity residential streets. Different crosswalk striping patterns have been observed at intersections, potentially leading to confusion, or a lack of visibility for users of the crosswalks. In addition, special measures have been implemented at schools and parks which typically have painted crosswalks at all crossing points leading to the school or park.

2013 BICYCLE AND PEDESTRIAN PLAN - REVIEW

FACILITY RECOMMENDATIONS

The 2013 Bicycle and Pedestrian Plan (2013 Plan), proposed multiple bicycle facility types and intersection improvements. The 2013 Plan proposed three types of facilities, including marked routes, shared routes, and signed routes. The signed routes are similar to the existing Bicycle Routes, while marked routes are similar to existing Sharrow Routes or Bicycle Lanes. The 2013 Plan also proposed Road Diets, where four travel lanes would be decreased to two travel lanes, a middle left turn lane, and buffered bicycle lanes on both sides of the thoroughfare. The proposed bicycle lanes are proposed to be bicycle-only lanes, either buffered or not buffered. In addition, several intersection improvements were proposed. The 2013 Plan did not include major sidewalk recommendations beyond completing short gaps in the network near intersections. Implementation of the 2013 Plan was limited due a variety of reasons, including recommendations on thoroughfares not within the Village's jurisdiction, the lack of resident input and concern, and right-of-way limitations which lead to trade-off discussions concerning proposed impacts to parking, parkway trees, and vehicle travel lanes. Right-of-way limitations identified in 2013 are still present today.

TRANSPORTATION AND EXISTING FACILITIES: KEY TAKEAWAYS

- The Village has several major four- to eight-lane thoroughfares which run in an east-west direction, with numerous two- to four-lane thoroughfares running north to south. The primary spines connecting the community include Belmont Road, Lemont Road / Main Street / Highland Avenue, and Fairview Avenue.
- Corridors with the highest amount of daily traffic include Butterfield Road, Ogden Avenue, 63rd Street, and 75th Street.
- Shopping and employment hubs center around the Downtown, 75th Street, Ogden Avenue, and north of I-88.
- The Village is served by three Metra stations. The Main Street Train Station is also serviced by Pace bus route 834. The BNSF rail corridor only provides six crossing opportunities, only one of which is not at-grade.
- DuPage County Division of Transportation (DuDOT) or the Illinois Department of Transportation (IDOT) maintains and operates most major thoroughfares in the Village. The Village maintains portions of Main Street (in Downtown), Woodward Avenue, Maple Avenue, and Fairview Avenue.
- The majority of collector and local classified thoroughfares allow for on-street parallel parking, particularly along residential streets.
- I-88 and I-355 provide a rough northern and western boundary for the Village's population centers. Sidewalks and safe crossings are provided only at a few interstate overpasses or underpasses.
- The majority of the Village's active transportation network consists of sidewalks and bicycle routes. Very limited disconnected segments of dedicated bicycle lanes exist and are unprotected and unbuffered. Major off-street trails are confined to parklands or pedestrian grid connector paths.
- The existing network of bicycle routes meet in Downtown, and connect northern and southern Downers Grove.
- Signage, maps, bicycle racks, and directional arrow signs are limited or incomplete along bicycle routes and trails, which could lead to user confusion.
- The sidewalk network is typically in fair condition but has many gaps along major corridors such as Ogden Avenue and the unincorporated portions of Maple Avenue. Pavement buckling and slopes may also be a mobility barrier.

EXISTING CONDITIONS: ISSUES AND OPPORTUNITIES

ISSUES

Limited Rights-of-way

Thoroughfare rights-of-way (ROWs) are at, or near full build-out. Thoroughfare lanes, some degree of on-street parking, open ditch drainage, street light standards, utilities, sidewalks, and street trees are typical elements within all thoroughfare rights-of-way, nearly comprising the full right-of-way width, edge-to-edge in most cases. This can make it difficult to increase user capacity (adding vehicle lanes), improve or widen sidewalks, or add dedicated on-street protected bicycle facilities. Solutions will likely require a series of trade-offs, or compromises, to address typical conditions such as avoiding street trees, retaining on-street parking, maintaining existing drainage infrastructure, and retaining green space if pedestrian and bicycle facilities are to be improved efficiently and with the community's buy-in. The limitations in the existing ROWs noted in this report were present when the 2013 Plan was prepared.

Major Thoroughfare Crossings

Major and minor arterial thoroughfares (such as Highland Avenue, Belmont Avenue, Ogden Avenue, 63rd Street, and 75th Street) tend to be locations where vehicles exceed posted speed limits, making pedestrians feel unsafe crossing at existing crosswalks and intersections. These thoroughfares also tend to be locations where there are gaps in pedestrian facilities, which limits access to adjacent retail and shopping. Many major thoroughfares and thoroughfare crossings in Downers Grove are maintained by IDOT or DuDOT, which will require additional collaboration and inter-governmental coordination to implement improvements. In addition, existing crosswalks on these thoroughfares tend to be wide, crossing at least five lanes of traffic, with no pedestrian refuge median or pedestrian advanced signals.

Lack of Bicycle-only Facilities

The lack of dedicated and / or protected bicycle facilities means that users are placed in potential conflict with vehicles. This can decrease overall user safety and the feeling of comfort. This also means that cyclists are navigating signalized intersections with vehicles, riding parallel to passing vehicles, and avoiding on-street parked vehicles.

OPPORTUNITIES

Add Off-street Facilities

The addition of off-street facilities could increase user safety and comfort. Developing off-street shared-use paths along existing bicycle routes and major thoroughfares can help decrease potential user conflicts and safety concerns. Wide shared-use paths, potentially with pavement striping user delineation, could also provide safer, more efficient pedestrian mobility where dedicated bicycle lanes or off-street recreational trails are not feasible to construct.

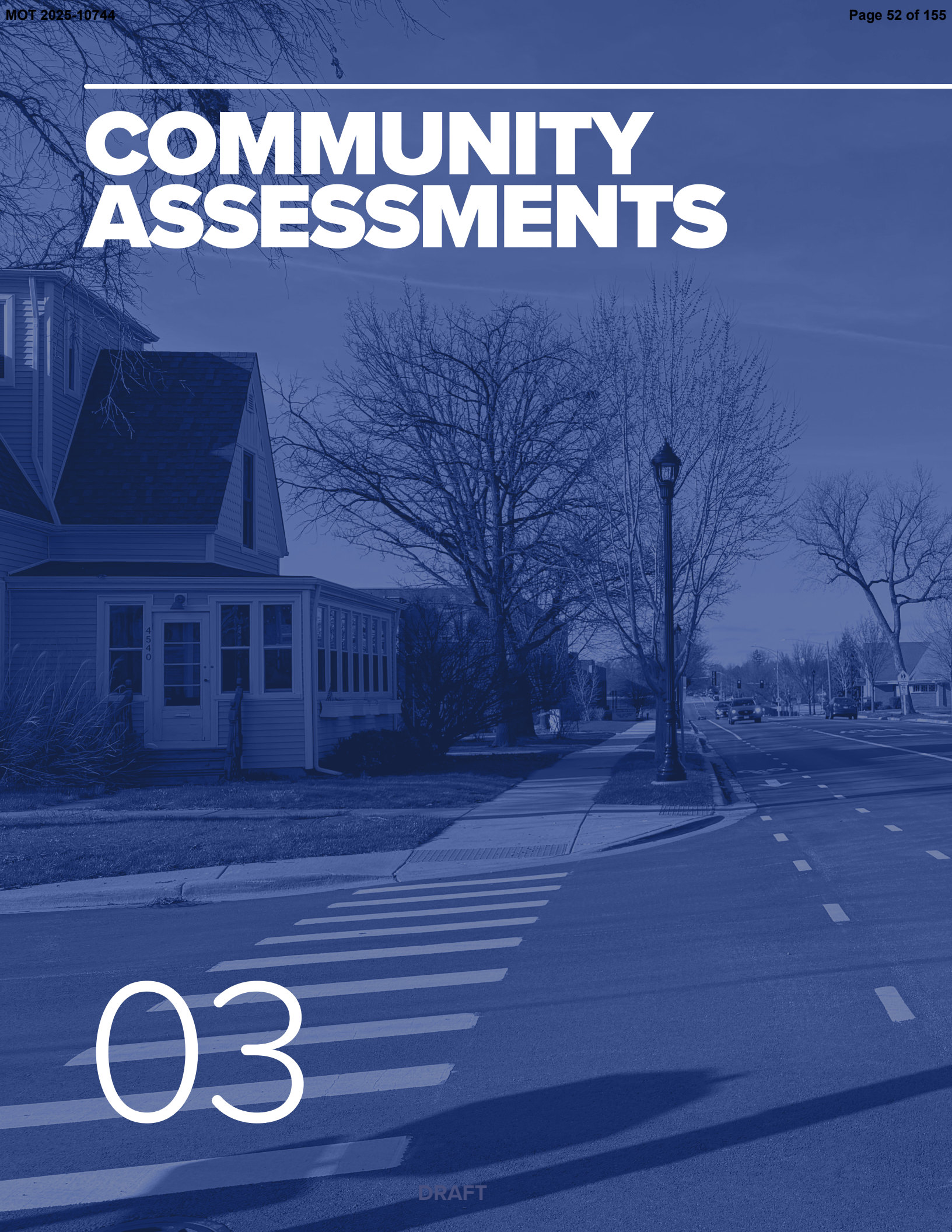
Increase Safety at Crosswalks

Additional crossing features at existing Village, IDOT, and DuDOT intersections and unsignalized crossings could improve safety. Improvements could include pedestrian refuges, pedestrian-push button activated rapid-flashing beacons, bicycle crosswalks parallel to pedestrian crosswalks, and improved visibility of crosswalk striping. Improvements can make the most impact particularly near existing destinations, such as parks, schools, and shopping centers, based on existing conditions analysis and community feedback.

Increase Connectivity to Destinations and the Region

Connectivity between places of employment, public parks, Downtown, Metra stations, residential areas, and regional trails and neighboring communities could be improved. Connectivity between existing sidewalks and bicycle routes provide most residents with nearby access to pedestrian and bicycle facilities, although there are still gaps in the network. Areas of Downers Grove which lack proper bicycle and sidewalk facility connections include, Downers Drive, shopping and employment centers along Butterfield Road, Fairview Avenue near Fairview Station, and residential areas near the 75th Street and Fairview Avenue intersection. Connections to neighboring communities are limited, particularly connections to Lisle, Woodridge, Westmont, and Lombard. Interstate crossings, major thoroughfares, and a lack of sidewalks are major barriers preventing safe connections to regional trails and parks, including the Prairie Path, Southern DuPage Regional Trail, Centennial Trail, Waterfall Glen, and the Morton Arboretum.

COMMUNITY ASSESSMENTS



03

INTRODUCTION

The Community Assessments chapter uses several analyses and assessments to help identify direct community needs, formulate program goals, and guide future facility alignments. The assessments covered within this chapter include:

- **Demand-based Assessment** - summarizes of all public engagement activities conducted throughout the drafting of this Plan
- **Origin-Destination Assessment** - analyzes the proximity and accessibility of residential areas to multiple destinations
- **Equity Assessment** - identifies the predominant locations of vulnerable populations
- **Barriers to Connectivity Assessment** - identifies several conditions and barriers that either prevent or impede the use of micromobility devices on transportation corridors
- **Gap Analysis** - identifies corridors and right-of-way segments where facilities do not already exist, but if constructed, could connect multiple existing facilities and destinations
- **"What's Possible" Assessment** - analyzes each corridor and thoroughfare within Downers Grove to identify what active transportation facility types may be constructed along each segment

For more detail and information included in each of the Community Assessments, reference the Existing Conditions Memorandum document.

DEMAND-BASED ASSESSMENT

The Demand-based Assessment summarizes the extent of public engagement activities, and provides a documented summary of the community's opinions, views, and desired bicycle and pedestrian infrastructure. The assessment includes the results of an online community survey, a community kick-off open house event, three visioning workshops, multiple meetings with the Village Council and Transportation and Parking Commission, meetings with the Downers Grove Bicycle Club, and a series of focus group meetings - all of which were part of the input and feedback process. A summary of each public engagement opportunity is provided in the following sections below.

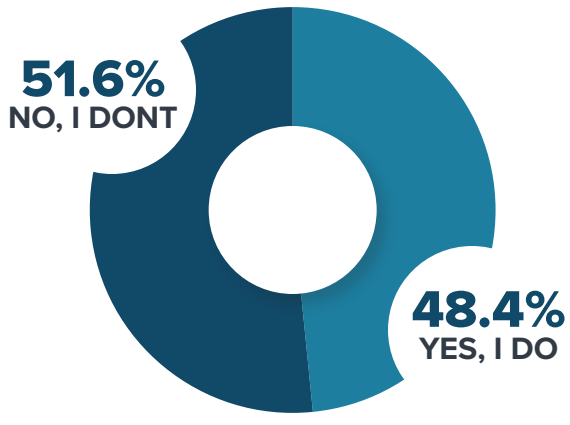
ONLINE COMMUNITY SURVEY

Existing Use of the Bike Network: Key Takeaways

Survey results found that over 52 percent of respondents do not use the existing bicycle network in Downers Grove. 51.6 percent of respondents state that they do not use the existing lanes and routes. 24.5 percent of respondents use bicycle routes and lanes at least once a week, while 18.9 use the routes and lanes only a couple times a month. 18.3 percent of respondents use the routes and lanes once or twice a year. 5.2 percent of respondents use bicycle lanes and routes as an everyday aspect of their life for recreation and/or to get to work.

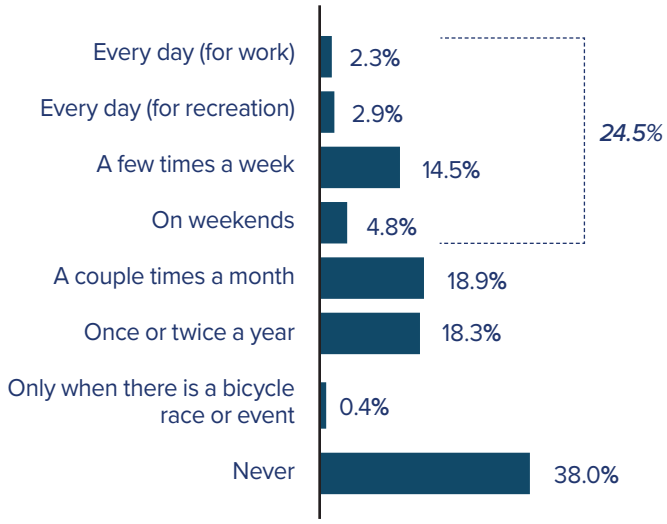
Q: Do you currently use the community's bicycle lanes and bicycle routes?

Just under half of survey respondents stated that they use the existing Village bicycle lanes and routes.



Q: How often do you use the community's network of bicycle routes and bicycle lanes?

24.5 percent of respondents use bicycle routes and lanes at least once a week, while 18.9 use the routes and lanes only a couple times a month. 18.3 percent of respondents use the routes and lanes once or twice a year.



Existing Use of the Active Transportation Network: Key Takeaways

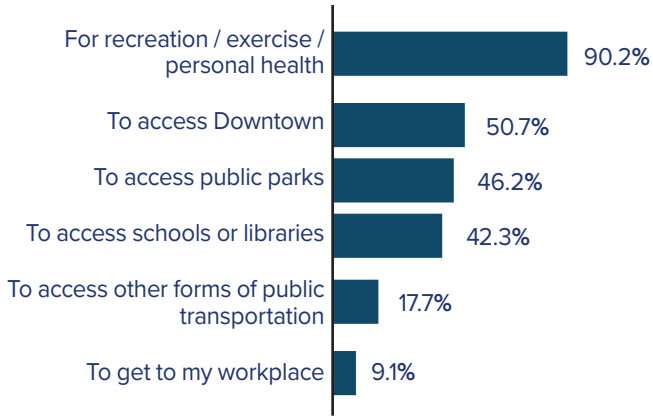
17.7 percent of respondents use active transportation facilities to reach public transit connections, such as Pace buses and Metra rail stations. Respondents tend to find access to destinations as the determining factor regarding whether they enjoy walking and cycling in Downers Grove. Respondents enjoy the connections to Downtown, parks, and retail centers, and the existing connectivity of the overall sidewalk network. Around one-third of respondents enjoy the shade provided by the Village's forest canopy.

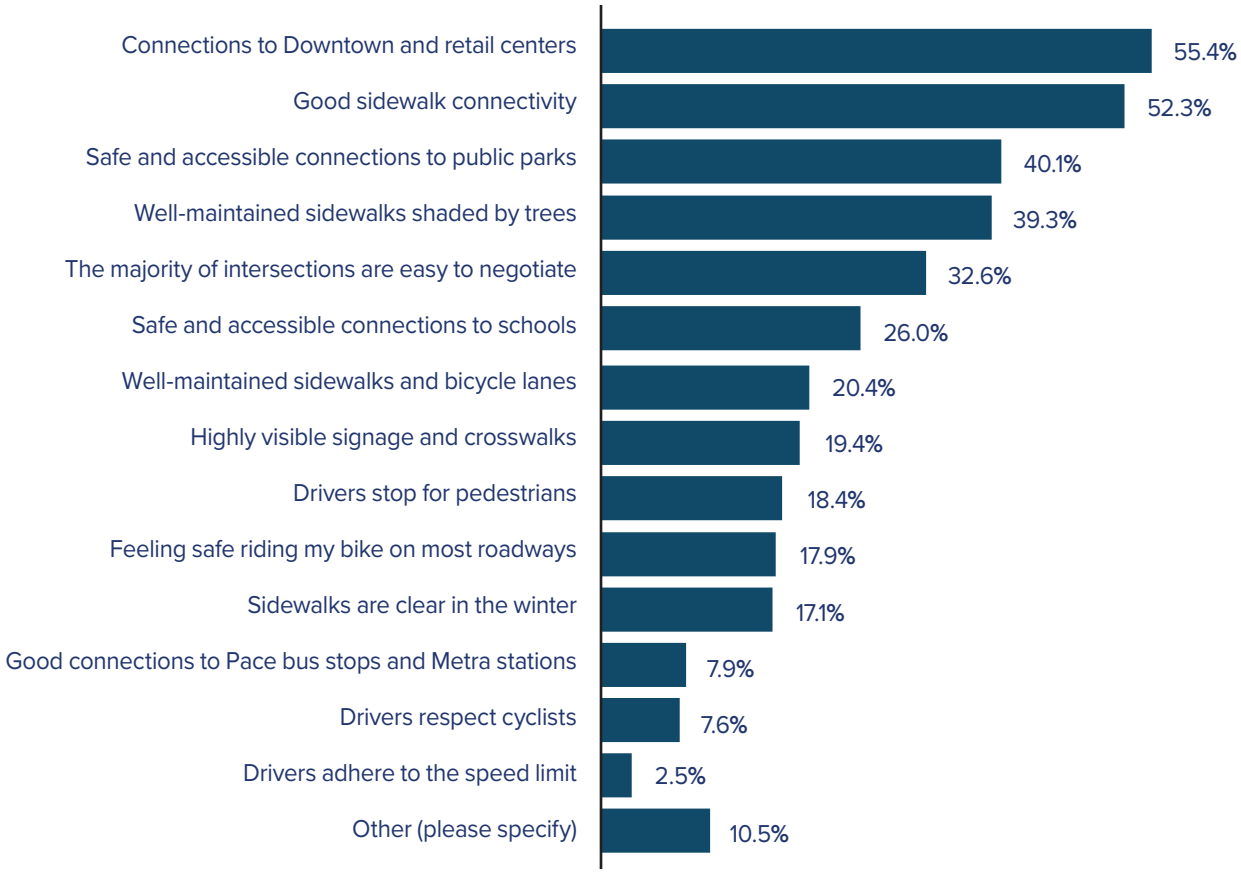
Q: Why do you use the community's network of sidewalks and bicycle facilities? (select all that apply)

The majority of respondents use active transportation facilities for recreational / exercise purposes. Around half of respondents use active transportation facilities to reach community destinations such as Downtown, parks, and schools.

Q: What do you find enjoyable about walking and cycling in Downers Grove? (select all that apply)

Respondents tend to find access to destinations as the main factor regarding their enjoyment of walking and cycling in Downers Grove.



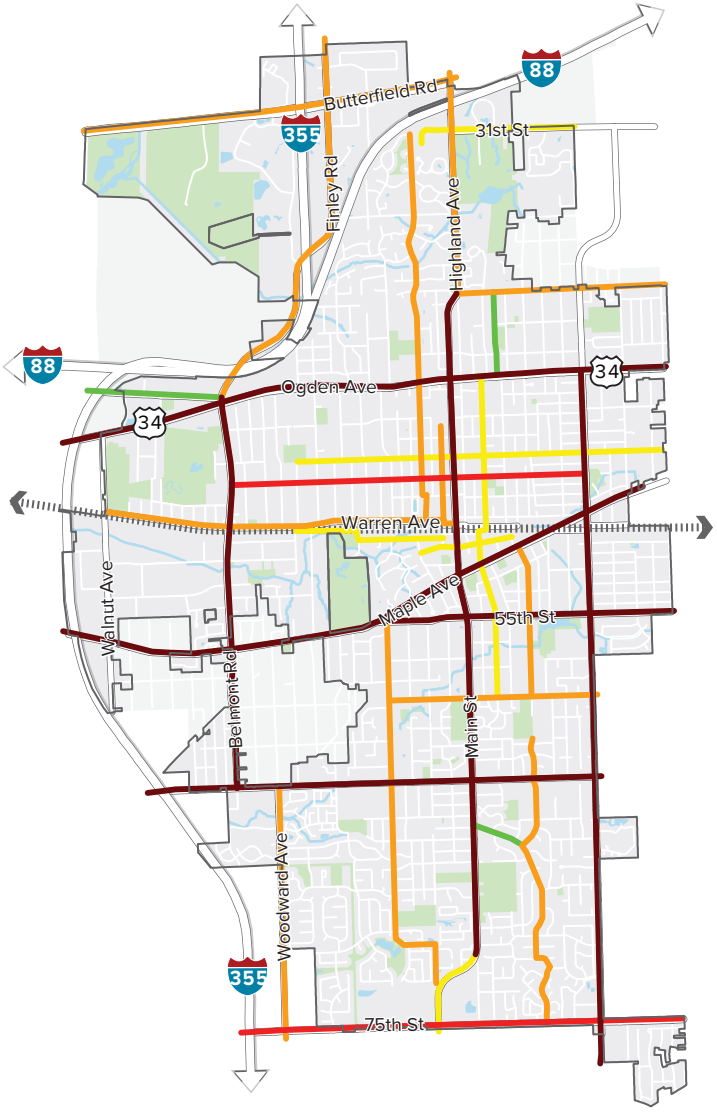


Barriers and Roadway Safety: Key Takeaways

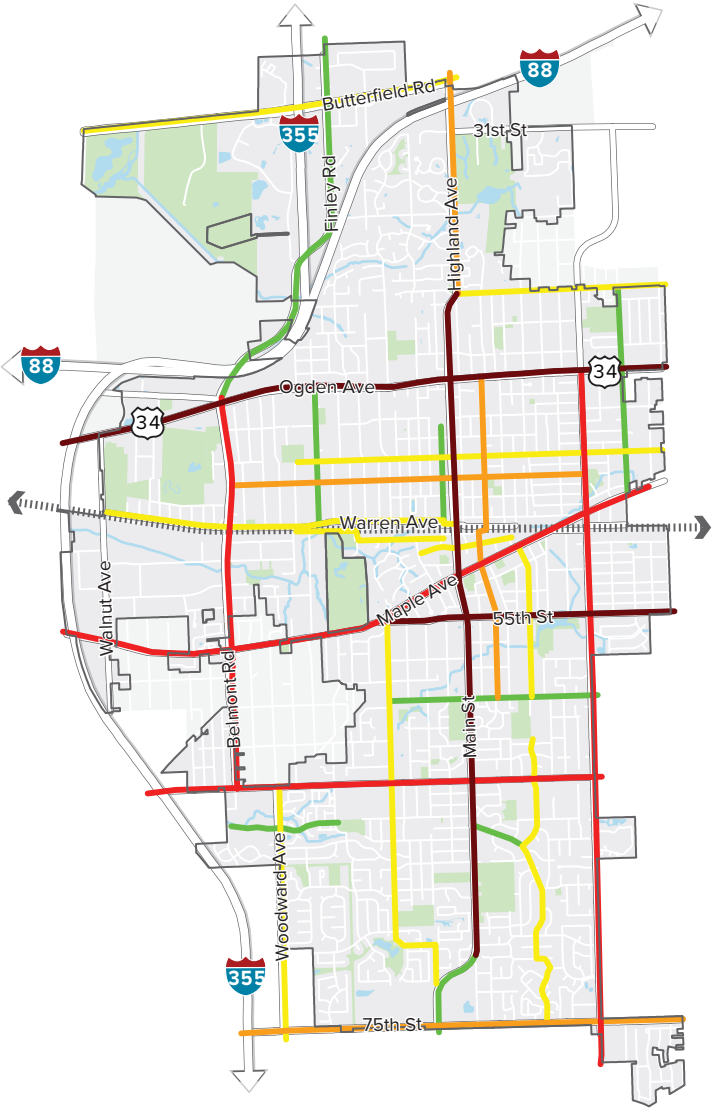
When survey respondents were asked to identify roadways that feel unsafe when cycling, Maple Avenue, 55th Street, Ogden Avenue, and Main Street were mentioned the most. Contributing factors mentioned the most include fast vehicle speeds, wide intersections, and a lack of protected or safe active transportation facilities.

The top three barriers noted by respondents are safety and vehicle-related issues. Half of survey respondents do not feel safe due to speeding vehicles, a lack of protection from vehicles, or crossing major intersections and roadways. Around one-third of respondents noted a lack of snow and ice clearing, as well as poor conditions and gaps in the network as major barriers. Around 20 percent of respondents noted infrastructure-related barriers, including a lack of safe crosswalks, limited street lighting, and a lack of crosswalks or push-button signals. Barriers to mobility that were identified the least by survey respondents include, a lack of signage, maps, and shade; as well as other personal discretions, including no interest, personal mobility limitations, and a lack of facilities close to their home. Respondents who chose the 'Other' category, mainly noted barriers such as a lack of connections to Downtown and regional trails, the poor condition of sidewalks and curb-cut ramps, distracted and aggressive driving, and a lack of both vehicles and cyclists following the 'rules of the road'.

What roadways do you not feel comfortable riding your bicycle?



What roadways do you not feel comfortable walking?



Mentioned Once

Mentioned 2 to 5 Times

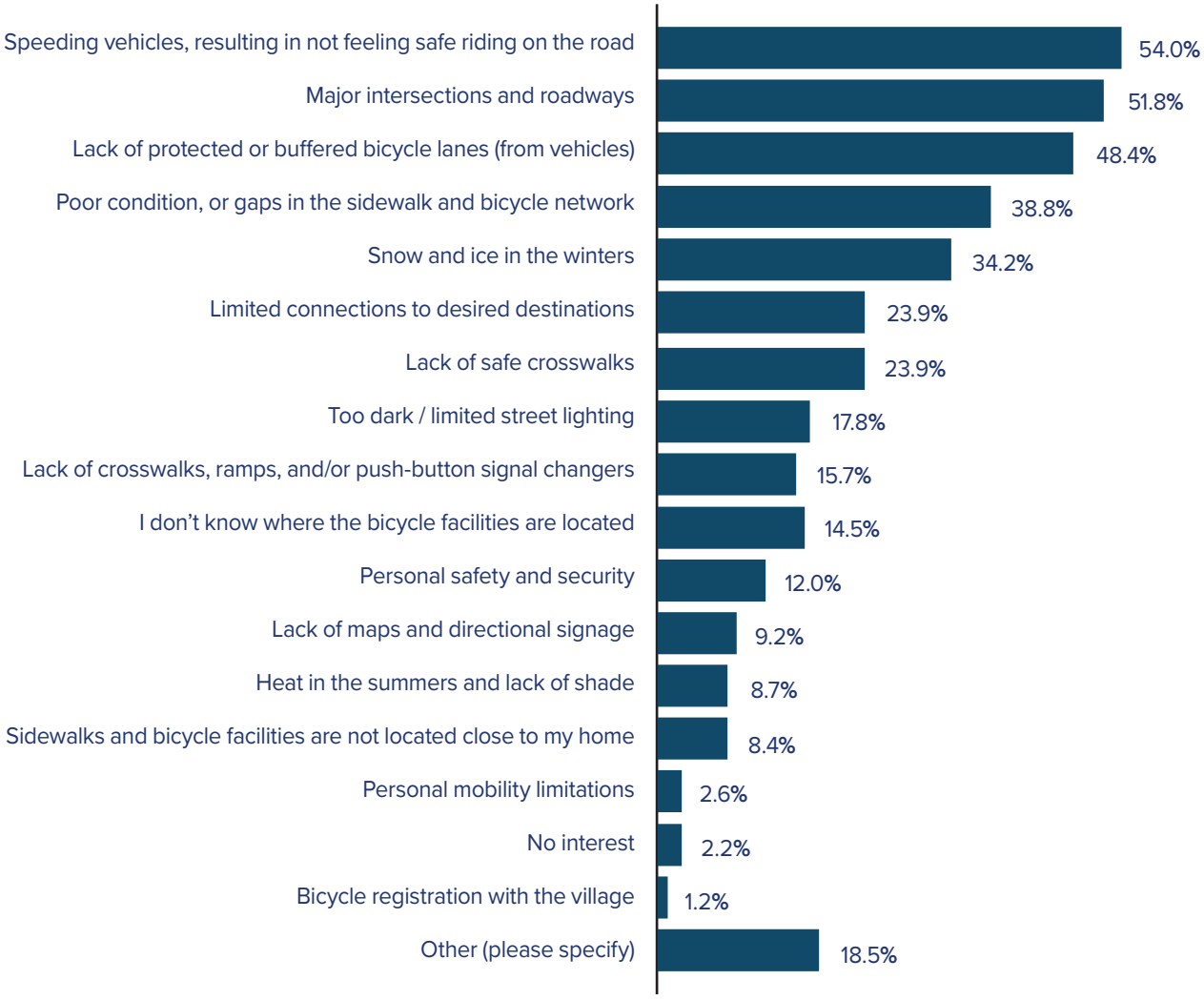
Mentined 6 to 15

Mentioned 16 to 30 Times

Mentioned more than 30 Times

Q: What do you feel are the major barriers to walking and cycling in Downers Grove? (select all that apply)

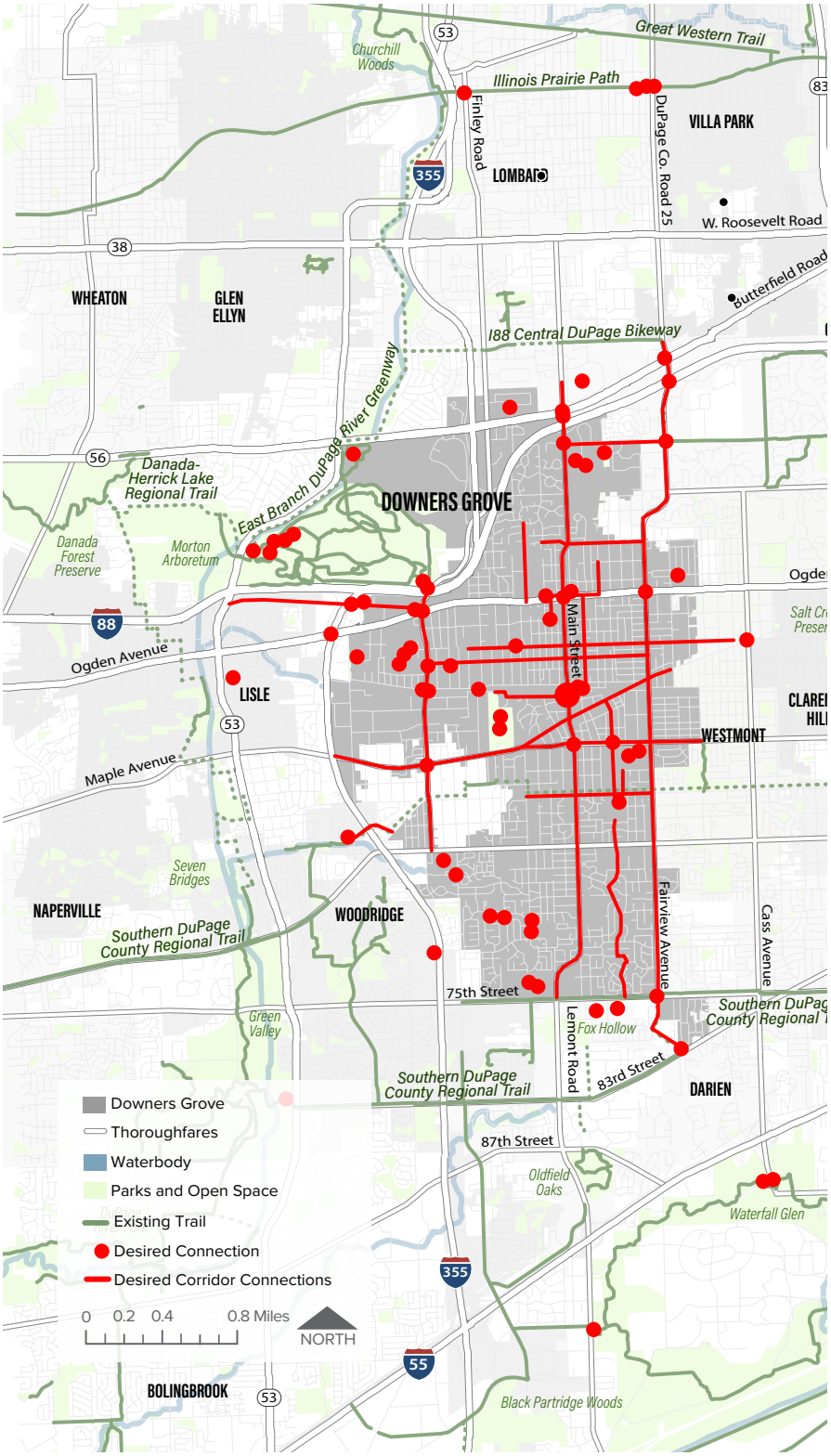
Respondents were asked to identify the major barriers to walking and cycling in Downers Grove. The top three barriers noted by respondents are safety and vehicle-related issues. Half of survey respondents do not feel safe due to speeding vehicles, a lack of protection from vehicles, or crossing major intersections and roadways.



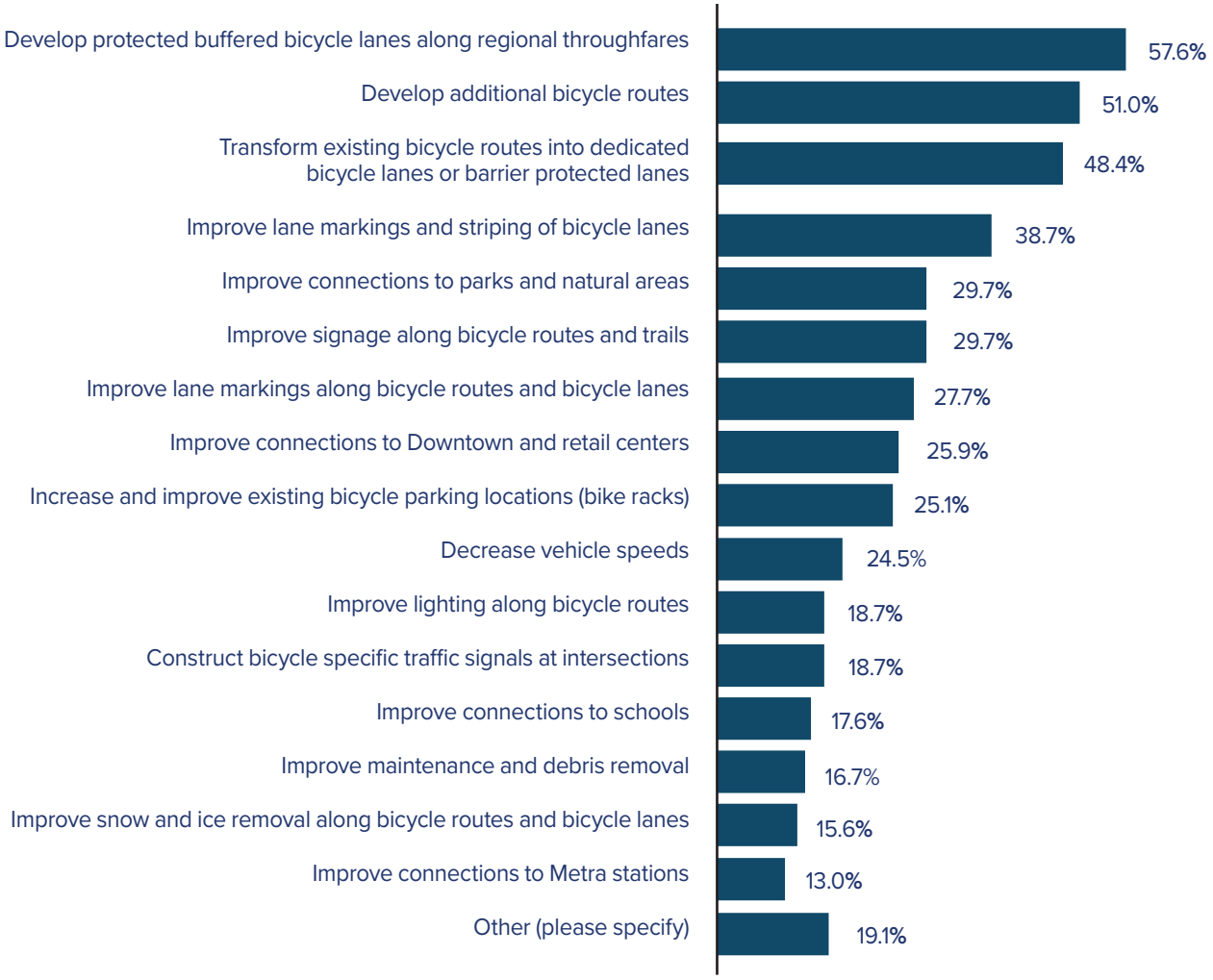
Opportunities for Improvement: Key Takeaways

Respondents were asked what specific roadways and locations they wish were better connected with active transportation facilities. Thoroughfares noted by respondents mainly include roads which connect directly to Downtown, east-west corridors which connect to Belmont Road, and adjacent municipalities. Respondents also noted several local and arterial thoroughfares, such as Prairie Avenue, Fairview Avenue, Warrenville Road, and Chicago Avenue, as locations where improved active transportation facilities are desired.

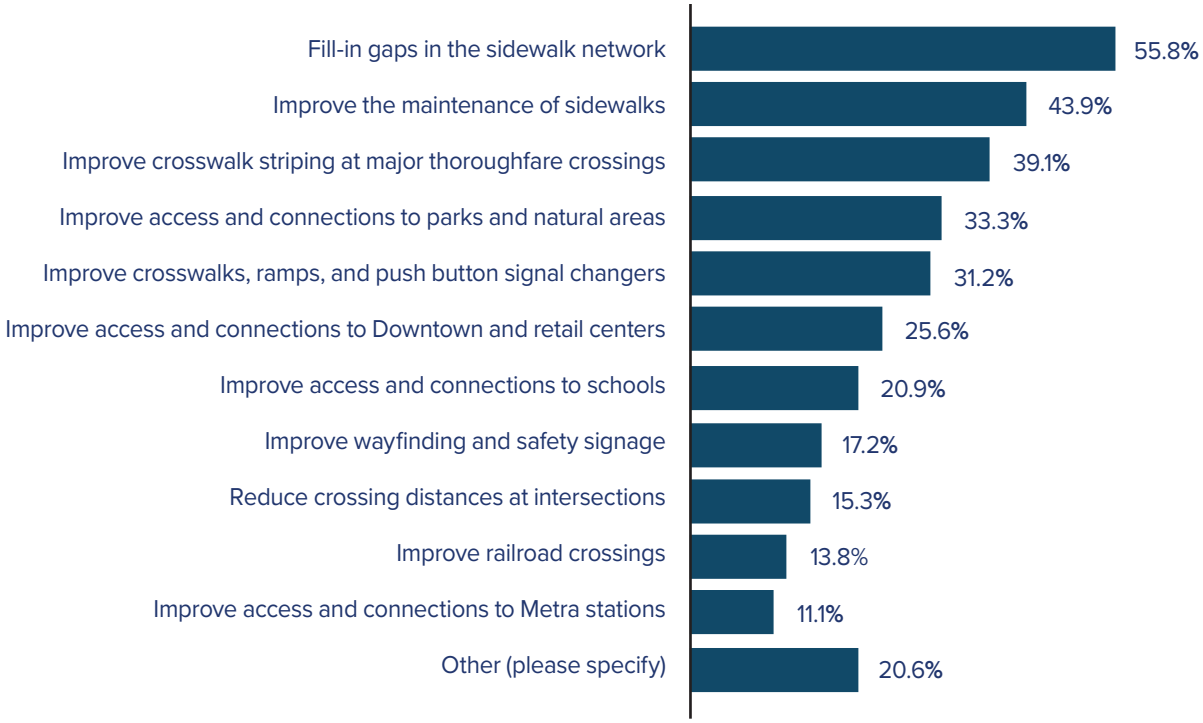
Specific locations respondents noted the need for better connections, including, the Downtown, regional parks, such as Maple Grove, Morton Arboretum, and Waterfall Glen; and regional trail systems, such as bicycle trails located in Oak Brook, the Illinois Prairie Path, and trails along the East Branch of the DuPage River (although these tend to be confined to parks along the river). Respondents also noted I-88 and I-355 as barriers to access, citing the lack of sidewalks, safe crossings, and fast-moving vehicles. In addition, many respondents noted a general lack of access and connectivity to roadways and locations west of Lee Avenue and north of Burlington Avenue, such as Belmont Prairie, Warrenville Road, Belmont Golf Club, and the Downers Grove Recreation Center.



Respondents were asked to select the top five actions the Village could take to improve bicycle-related facilities. The first and third top actions chosen by respondents involve developing protected and buffered bicycle facilities. Respondents also noted a need for improved lane markings and improved signage along bicycle routes and bicycle lanes. Of the improved community connection options provided, respondents most want to see connections to parks, Downtown, and retail centers, as opposed to connections to schools and Metra stations. Maintenance improvements were deemed the least important, and included debris removal, snow clearing, and ice removal. Overall, respondents want to see protected bicycle facilities and an expansion of the existing system with more connections to community destinations. Actions commonly mentioned in the 'Other' category include a separation of cyclist and pedestrian spaces, additional enforcement of cyclist and vehicle operational laws, and an overabundance of street signage.



Similar to the previous question, respondents were asked to select their top five actions the Village could implement to improve sidewalk-related facilities. At least one-quarter of all respondents ranked improved access and connections to parks, natural areas, Downtown, and retail centers within their top five priorities. Over a third of respondents picked maintenance and fixing infrastructure gaps as their top priorities. These included filling sidewalk gaps, improving crosswalk striping, and improving pedestrian push button signals, ramps, and crosswalks. Options chosen the least include improved signage, improved railroad crossings, and improved access to Metra stations. Actions commonly mentioned in the 'Other' category include improving snow and ice removal, wider sidewalks, and reducing conflicts or unsafe interactions between cyclists and pedestrians.



COMMUNITY KICKOFF EVENT (OPEN HOUSE)

Feedback from the April 4th, 2024, Community Kickoff Event was provided through a series of interactive sticky note and sticky dot board activities and an open comment table map. The main goal of the Kickoff Event was to understand what issues the community feels are the most important and what barriers prevent safe and comfortable walking and cycling in Downers Grove.

Overall, participants identified the two biggest barriers preventing safe walking and cycling in Downers Grove as:

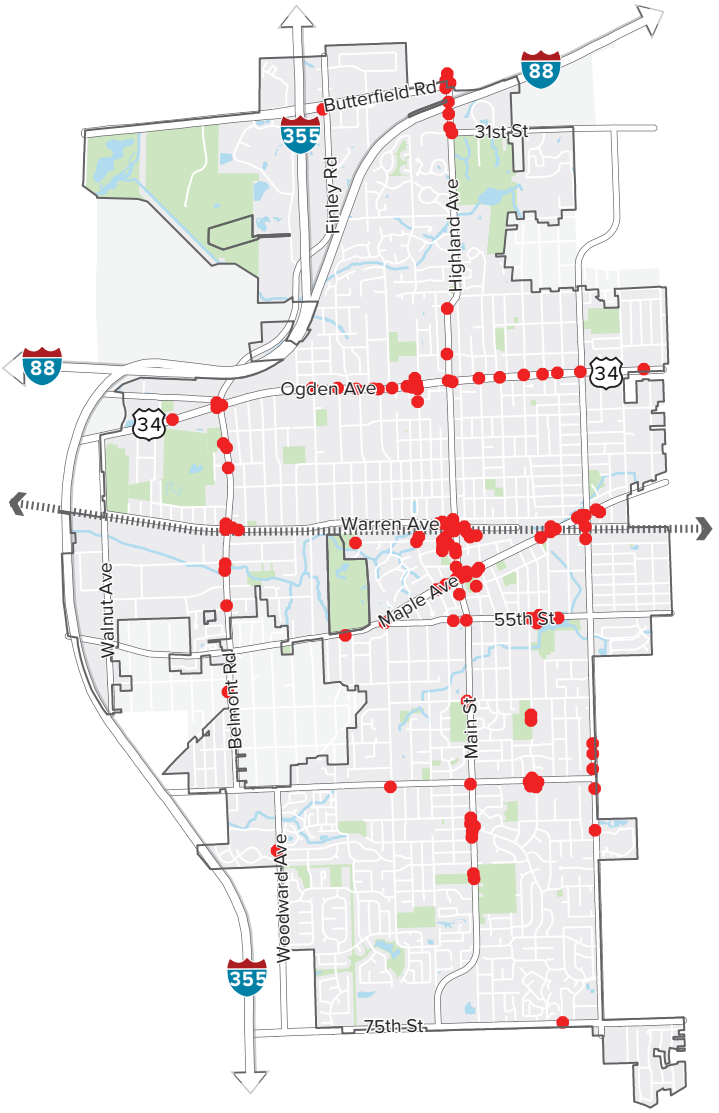
1. Busy and wide thoroughfares preventing safe crossing and cycling opportunities
2. The limited amount of off-street and protected bicycle facilities discourages them to ride their bicycles more often

Attendees also noted a lack of snow clearing, gaps in the bicycle and sidewalk network, limited connections to regional trails, and a lack of street lighting at night as major barriers.

Participants indicated that they want to see more shared-use paths, dedicated bicycle lanes with protected barriers (such as bollards, curbs, or plantings), and more sidewalk connectivity. Participants indicated that they would like to see sidewalks, bicycle lanes, and trails that connect to key destinations such as parks, schools, and Downtown.

Open Comment Map Activity

Participants were asked to mark up a table-top map with any comments they feel are relevant to the ATP, including unsafe areas, opportunities, infrastructure changes, and other access-related opinions. The majority of responses identified unsafe intersections and thoroughfares, opportunities for trails and bicycle connections, and sidewalk improvement opportunities. Notably, attendees want to see improved sidewalk facilities along Ogden Avenue and 31st Street and improved or new bicycle facilities along Dunham Road, Fairview Avenue, Rogers Street, and Gilbert Avenue. Trail connection opportunities included connecting north Downers Grove to other recreational facilities such as the Morton Arboretum and Prairie Path Trail.



FOCUS GROUPS

Focus groups were held with multiple community organizations and entities who have a vested interest in bicycle and sidewalk infrastructure within Downers Grove. Key challenges and issues noted by the focus group attendees included limited right-of-way, a lack of protection for bicycles, and busy thoroughfares limiting pedestrian and cyclist travel across Downers Grove.

The top needs and desires noted by Focus Group attendees included safer and more visible crosswalks, snow plow maintenance on bicycle routes and sidewalks, a need for wider trails and shared-use paths, and connections to regional trails, forest preserves, and neighboring municipalities.

VILLAGE COUNCIL AND THE TRANSPORTATION AND PARKING COMMISSION

Four meetings were held with the Village Council and the Transportation and Parking Commission (TaP). Two meetings were open format discussions with display boards depicting public feedback to date, focus group feedback, and existing conditions assumptions. The main outcomes of these meetings were a set of provisional guiding principles and desired outcomes of the ATP.

The Village Council mentioned multiple ways the ATP could be improved compared to the 2013 Bicycle and Pedestrian Plan, including a clearer vision of what facilities are feasible within the Village, a set of specific community-driven policies to help address continuing community concerns, clear implementation strategies, and a defined way to address major intersections and crossings. In addition, Village Council and TaP noted the key barriers and challenges the Village is facing include balancing the needs of cyclists, pedestrians, and vehicle users, and creating attractive and safe facilities without changing or detracting from existing neighborhood characteristics.

VISIONING WORKSHOPS

A series of three visioning workshops were conducted the week of July 22nd, 2024, for all *Guiding DG* plans. In addition, a separate policy directives planning workshop was held on August 15th, 2024, specifically for the ATP.

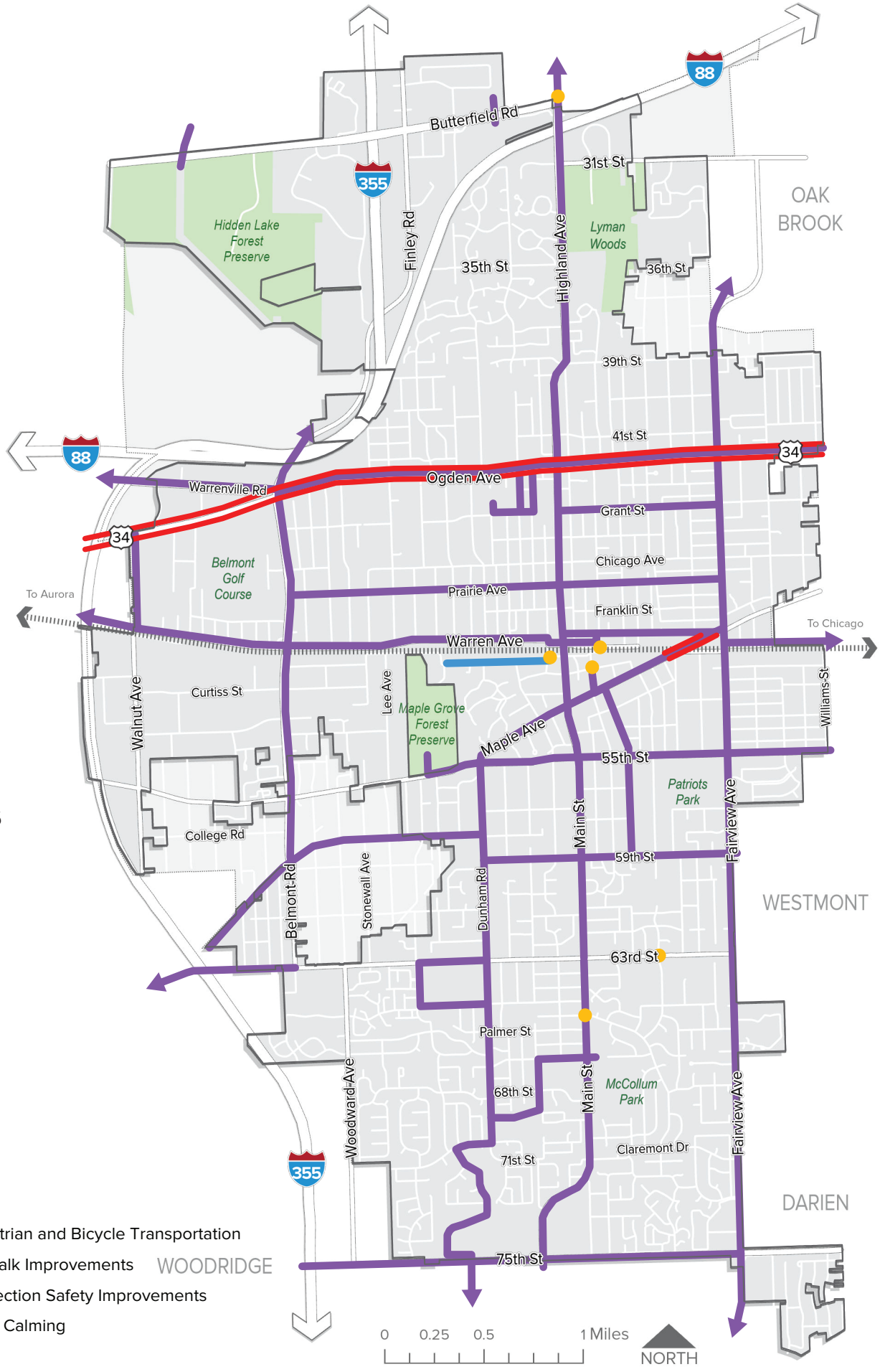
Key issues and challenges mentioned by attendees include the need for safer intersection and railroad crossings, improved connections to Downtown and neighboring municipalities, a need for sidewalk connectivity along major corridors, improved maintenance of sidewalks and roadway striping, and increased safety measures while utilizing Village facilities.

Key opportunities mentioned by attendees included improved connections to parks, schools, Metra train stations, and regional trails, improved intersection crossing safety methods, better north to south connectivity, and better connectivity along and leading to Ogden Avenue, 75th Street, and other major corridors with retail and shopping opportunities.

Map Activity

The Visioning Workshop Responses map depicts an aggregation of all mapping exercises from each group that participated in the three Visioning Workshops. The map only includes pedestrian- and cyclist-related comments regarding issues, or proposed improvements. Participants identified major thoroughfares as needing the most pedestrian and cyclist improvements; particularly noting desired connections to regional trails, local parks, and school safety / access improvements. Participants also identified several intersections needing crosswalk improvements, such as at Oxford Street and Main Street and the Washington Street - BNSF line crossing. In addition, participants identified needed sidewalk improvements when crossing the BNSF line at Maple Avenue, and along Ogden Avenue.

Visioning Workshop Responses



- Needed Pedestrian and Bicycle Transportation
- Needed Sidewalk Improvements
- Needed Intersection Safety Improvements
- Needed Traffic Calming

ORIGIN-DESTINATION ASSESSMENT

The Origin-Destination Assessment is intended to identify high-demand locations and concentrations of places where people want to go to. Destinations include locations the average resident may journey to on a daily basis, such as schools, parks, the grocery store, Metra stations, entertainment venues, and places of employment. Origin locations include residential neighborhoods and subdivisions (depicted in grey on the facing map page), as well as multi-unit or attached housing and assisted-living / retirement communities. The objective of the Origin-Destination Assessment is to identify corridors or routes which connect the most points of origin with the greatest aggregation of destinations. Pedestrian and bicycle improvements along these corridors may have the highest impact on the average resident.

ORIGINS

Single-family residential areas are found throughout Downers Grove and typically include multiple access points to collector and arterial corridors, which provide travel route options to reach key destinations. To further identify high-demand residential areas, from where the most residents may be departing to reach destinations, attached and multi-unit residential areas are identified. Downers Grove has five main clusters of multi-unit housing complexes, which include:

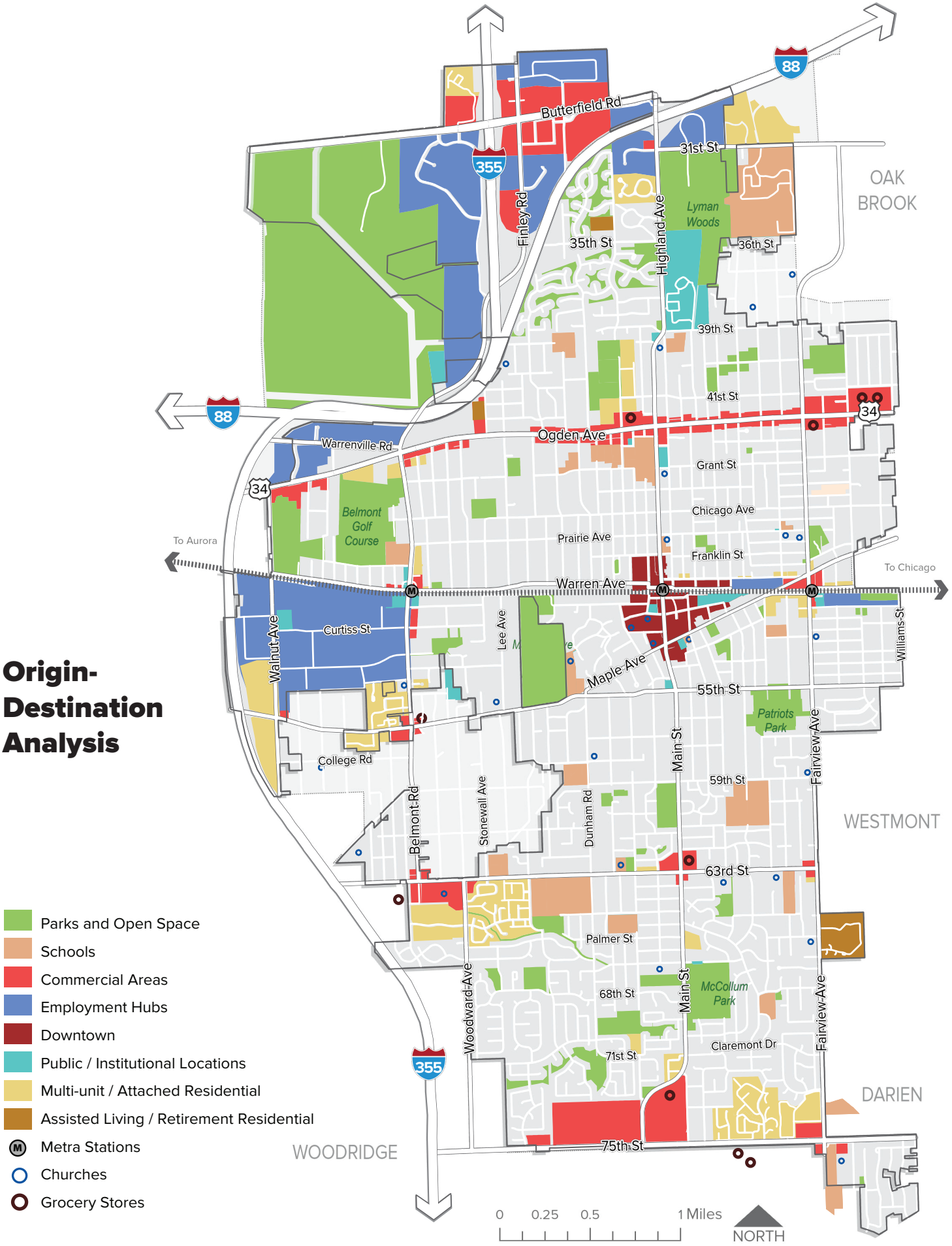
1. Downtown (surrounding Main Street Train Station)
2. Areas surrounding Fairview Train Station
3. Western Maple Avenue (between I-355 and Belmont Road)
4. Woodward Avenue at Prentiss Drive (surrounding Meadowbrook Plaza and Downers Grove South High School)
5. 75th Street at Fairview (surrounding Fairview Plaza and Westwood Park)

DESTINATIONS

Destinations are scattered throughout Downers Grove but are typically concentrated along major thoroughfares in the far north, west, and south. Major employment centers are concentrated north of I-88, west of Belmont Road, and along North Highland Avenue at Midwestern University and Advocate Good Samaritan Hospital. Retail centers are located primarily along Ogden Avenue and at the intersections of major thoroughfares. Major destination clusters include:

1. Downtown (surrounding Main Street Train Station)
2. Areas surrounding Fairview Train Station
3. Butterfield Road, full east-west extent
4. West of Belmont Road (surrounding Curtiss Street and Warrenville Road)
5. Ogden Avenue (between Lee Avenue and Roslyn Road)
6. 75th Street (between Woodward Avenue and Fairview Avenue)
7. Schools and Parks

Origin-Destination Analysis



- Parks and Open Space
- Schools
- Commercial Areas
- Employment Hubs
- Downtown
- Public / Institutional Locations
- Multi-unit / Attached Residential
- Assisted Living / Retirement Residential
- Metra Stations
- Churches
- Grocery Stores

CONNECTIONS AND CORRIDORS

Locations where origins and destinations are adjacent or along the same corridor are likely high-demand routes for residents. For example, the proximity of multi-unit residential complexes along Prentiss Drive to Meadowbrook Shopping Center and the Target Department Store (in Woodridge) may warrant improvements for residents to access groceries. Another example may be the proximity of apartment units to Midwestern University, where there is warrant for safe travel and access across 31st Street. A list of corridors identified as connecting the greatest number of origin and destination locations are included below; however, these may not be appropriate corridors for advocating increased active transportation due to the high average annual daily traffic counts (AADT), level of service (LOS), and narrow right-of-way width. Corridors connecting the most major destinations include:

1. 75th Street (between Woodward Avenue and Fairview Avenue)
2. 63rd Street (between Belmont Road and Fairview Avenue)
3. Ogden Avenue (between Belmont Road and Roslyn Road)
4. Belmont Road (between Maple Avenue and Butterfield Road)
5. Maple Avenue (Between Springside Ave. to Cumnor Road)

USER TRENDS

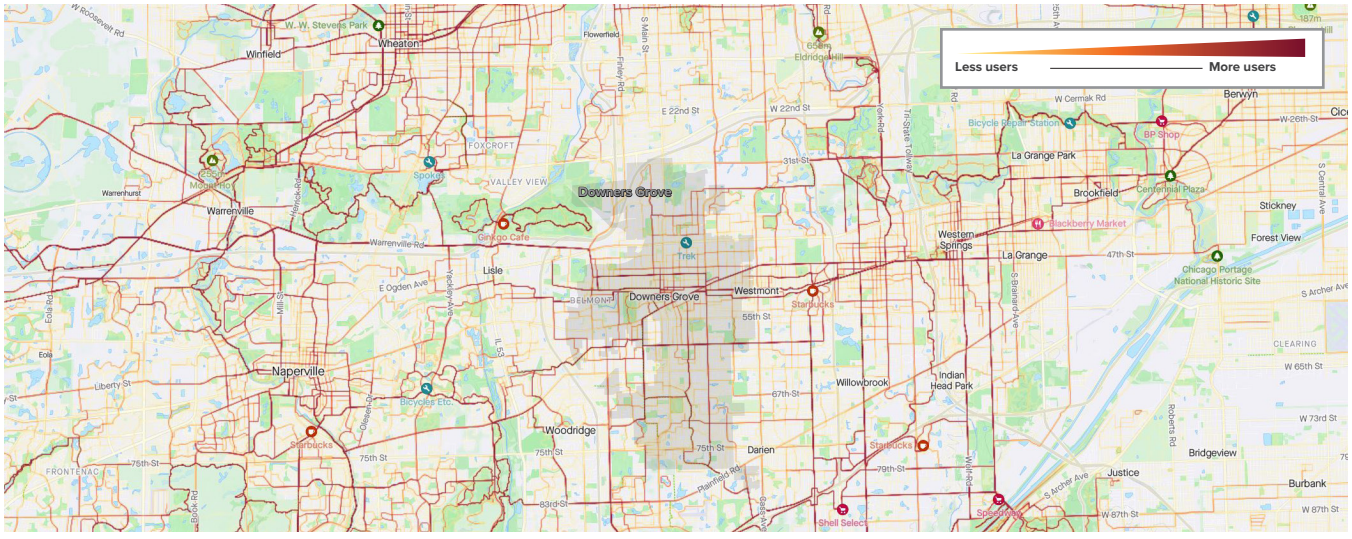
The STRAVA data depicted helps to identify existing corridors users take to reach destinations and neighboring communities.

Cycling Routes

Routes which receive the greatest use by cyclists tend to be recreational trails and major two to four lane thoroughfares. Popular routes in and out of Downers Grove include Warrenville Road, Hitchcock Avenue, and Hobson Road / 59th Street to the west, Fairview Avenue / Manning Road and Woodward Avenue to the south, and 59th Street, Maple Avenue, and 2nd Street to the east. Notably, limited cycling traffic heads north, over I-88.

Additional observations include the following:

- The area of Downers Grove with the greatest overall cyclist activity is Downtown and areas directly adjacent to Downtown
- Cyclists north of Maple Avenue tend to travel in an east to west direction, while cyclists south of Maple Avenue tend to travel north to south
- Minor arterial and collector streets tend to be used more than major collector or local streets
- In North Downers Grove, little to no foot traffic is observed crossing I-88 and I-355
- The most utilized corridors with connections to neighboring municipalities include Hobson Road, 71st Street, Fairview Avenue, Warrenville Road, Hitchcock Avenue, and 59th Street



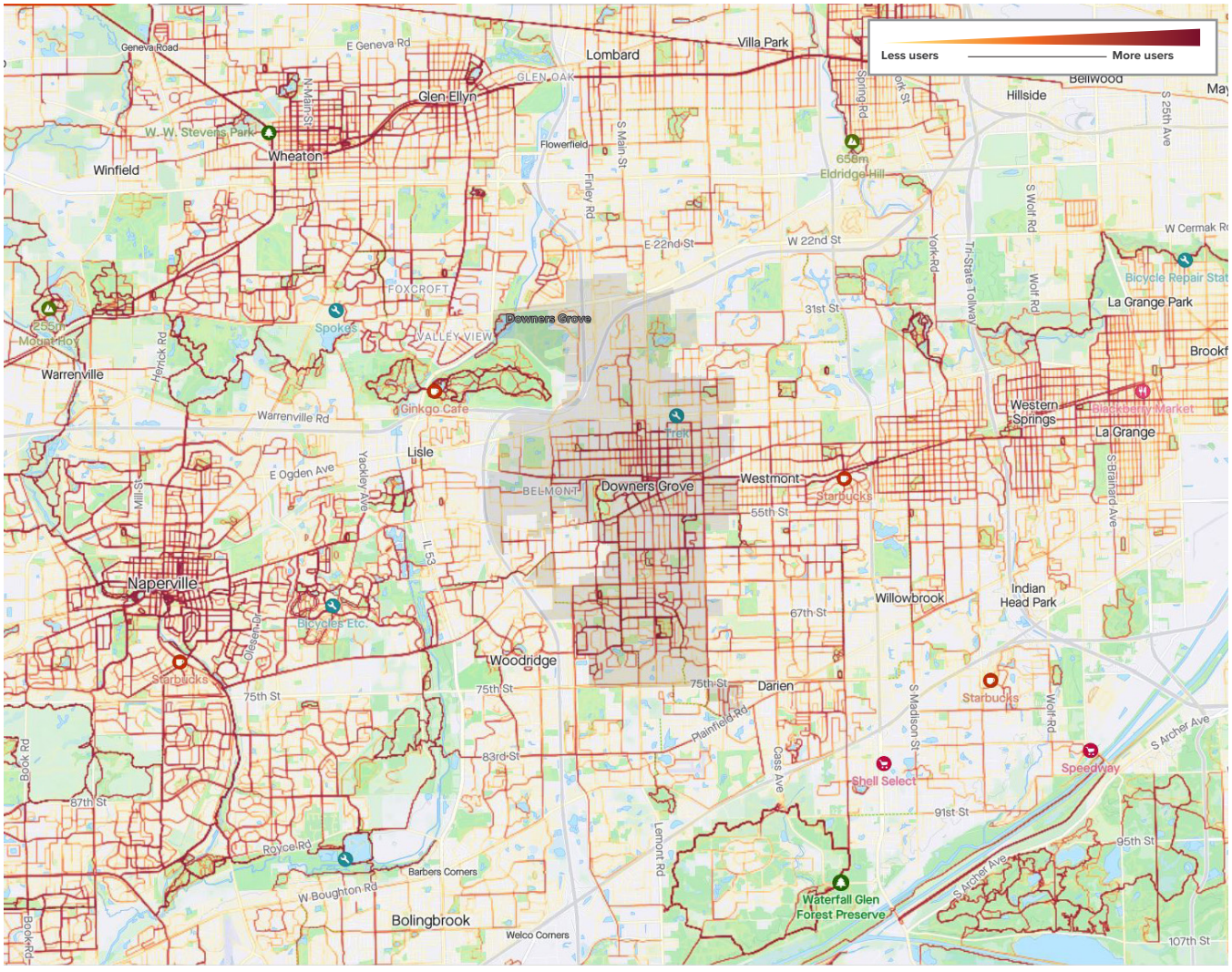
Cycling Routes 2023-2024, Source: STRAVA

Foot Traffic Routes

Compared to cycling routes, walking, running, and jogging routes are much more geographically clustered and dense. Three specific walking zones can be identified: Naperville, Downers Grove / La Grange, and Weaton / Glen Ellyn. Each of these zones is separated by the I-88 and I-355 tollways. The Walking Routes map illustrates that central and southern Downers Grove has more pedestrian activity when compared to areas north of Ogden Avenue. In addition, walking routes tend to connect Downers Grove and Westmont more so than Downers Grove and Woodridge, most likely due to I-355.

Additional observations include the following:

- The area of Downers Grove with the greatest overall pedestrian activity is in Downtown and areas directly adjacent to Downtown, particularly directly north of Main Street Train Station
- Many park trails and pedestrian grid-connectors are visible on the map such as at Maple Grove, Patriots Park, and McCollum Park, indicating a high-level of park trail use, either by park visitors or by through traffic
- Popular foot traffic routes include Saratoga Avenue, 59th Street, 67th Street, Grant Street, Chicago Avenue, Main Street, and Burlington Avenue
- Limited foot traffic crosses 75th Street, I-88, I-355, Highland Avenue, and a majority of intersections at Ogden Avenue.



Foot Traffic Routes 2023-2024, Source: STRAVA

EQUITY ASSESSMENT

An Equity Assessment combines demographic and socioeconomic data to identify areas of "vulnerable" populations. Vulnerable populations, such as low-income, people ages 65 or older, residents with health risks, and cost burdened populations (households spending more than 30 percent of their household income on housing-related costs), may have a higher demand for pedestrian and cycling facilities, as many may not have access to an automobile, and/or may not be able to drive.

As depicted in the map to the right, vulnerable population areas identified tend to be located in the far north and far south of Downers Grove bordering other municipalities. Additionally, the map depicts existing sidewalks and bicycle facilities (bicycle lanes, sharrows, and bicycle routes). There is little to no geographic correlation between the vulnerability metrics described above and the location or service of pedestrian and bicycle facilities. The vulnerable populations and existing facility services are detailed on the following pages.

POPULATION DENSITY

While population density is not directly a factor contributing to a vulnerable population, population density does provide an indication of the number of residents affected by the metrics detailed in the following sections. Areas with population densities of over 1,000 people per square mile tend to be locations with a large number of multi-unit residential complexes or attached single-family housing. These areas include Downtown and multiple areas south of 63rd Street, including portions of Falling Waters, Farmingdale, Oak Trace, and Prentiss Creek apartments. Areas with the highest population density are generally serviced by at least one bicycle facility. Prentiss Drive is serviced by bicycle lanes. Farmingdale is serviced by a bicycle route. Oak Trace, along Fairview Avenue, is not served by bicycle facilities. Downtown is serviced by multiple bicycle routes. In addition, sidewalks are connected to and within all areas of Downers Grove with a population density of 1,000 people per square mile.

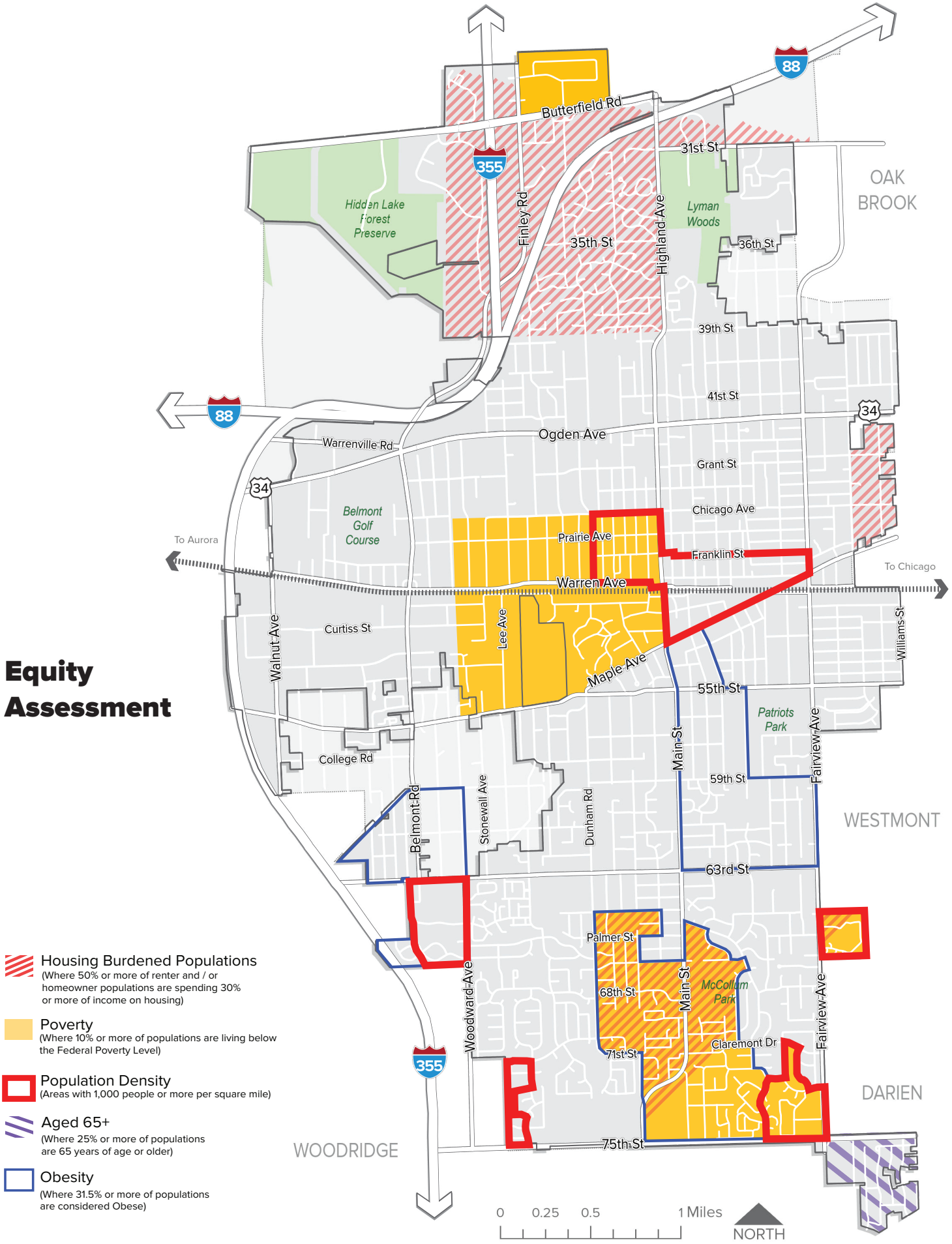
POVERTY

Areas of Downers Grove with more than 10 percent of the population living in poverty also includes areas surrounding southern Main Street and areas in central Downers Grove, surrounding Maple Grove Forest Preserve. The federal poverty level in 2023, as defined by the U.S. Department of Health and Human Services, was $14,580 for an individual, $19,720 for a family of two, and $30,000 for a family of four. Sidewalks connect to the majority of households living in poverty, with the exception of residents directly northwest and west of Maple Grove Park, which have sidewalks on only one of the street. Bicycle facilities connect households in poverty primarily to Downtown with facilities heading to the east and to the west.

AGED 65+

Older populations in Downers Grove tend to live north of 39th Street and south of 75th Street. Several retirement communities and assisted living facilities are scattered throughout the community, but contain high concentrations of residents over the age of 65. Sidewalk connectivity for residential zones which include populations over the age of 65 ranks from fair to poor. Residents south of 75th Street, while connected by sidewalks to Darien and Downers Grove have to cross 75th Street to access Village facilities. In addition, residents north of 39th Street and east of Highland Avenue have limited to no sidewalks connecting residential streets to major thoroughfares, which further limits connections to Lyman Woods and Advocate Good Samaritan Hospital. Bicycle routes are provided along Saratoga Avenue and 39th Street, but do not connect to residents along 31st Street. In addition, residents south of 75th Street do not have access to a Downers Grove designated bicycle route or bicycle lane, but do have a connection to a short segment of bicycle lanes in Darien.

Equity Assessment



COST BURDENED

Cost burdened populations are located north of 39th Street and along southern Main Street surrounding O'Brien Park, McCollum Park, and 75th Street. Notably, senior/ retirement centers and apartment complexes constitute major portions of the areas where populations are cost burdened, including Saratoga Grove, Mistwood Apartments, Oak Trace Retirement Community, along Fairview Avenue, and Farmingdale and Falling Waters at 75th Street. Geographically, cost burdened populations are well-served by sidewalks, with the exception of sidewalks internal to private apartment developments. Bicycle facilities connect populations along Saratoga Avenue, Dunham Road, and Fairmount Avenue. Populations north of Midwestern University or along Ogden Avenue are not served by connected sidewalks or bicycle facilities.

OBESITY

The prevalence of obesity has a direct correlation with a population's overall health and wellbeing. Access to walking and cycling facilities is one way to help improve a community's health. Areas of Downers Grove which have higher rates of obesity, when compared to Downers Grove's average of 31.5 percent, tend to also be locations with a high population density and higher rates of poverty. The four areas with a higher obesity prevalence than Downers Grove's average are located south of Maple Avenue. Sidewalk connectivity is generally well-provided to these populations, with the exception of populations along Belmont Road which are only connected to the sidewalk network by way of Belmont Road and 63rd Street. Bicycle routes are provided in all identified zones, with the exception of the Oak Trace Retirement Community.

BARRIERS ASSESSMENT

A Barriers Assessment was conducted to help identify natural and built features or locations which limit connectivity or usability of pedestrian and cycling facilities. Typically, the higher concentration of barriers indicate the less walkable or bikeable an area is. Overall, barriers, as described in detail below, tend to be vehicular-based such as major thoroughfares, bridges, and highly trafficked intersections, and the BNSF train line.

Barriers To Connectivity Assessment

- Interstate / Tollway
- Thoroughfare 35+ mph
- High-Crash Location
- Signalized Intersections
- Tollway Access Ramps
- Bridges
- At-Grade Railroad Crossings
- Locations where a high-number of STRAVA user data crosses an identified barrier
- Retaining Wall
- Limited Right-Of-Way
- Topography / Vegetation Limitations
- Overhead Utilities, Mailboxes, and Trash Pick-up

DRAFT

Bridge crossing conditions at Maple Avenue and I-355

Bridge crossing conditions at Warrenville Road and I-355

TOLLWAY CORRIDORS ANALYSIS

Tollways and Interstates tend to create major barriers for pedestrians and cyclists. Due to the controlled access nature of the roadways, I-88 and I-355 only provide a few locations to cross under or over the thoroughfares heading north of Downers Grove, there are only two tollway crossings at Belmont Road and Highland Avenue. I-355, to the west, provides more crossing opportunities to reach Lisle and Woodridge. Particularly, lower speed local thoroughfares, including Hitchcock Avenue, Hobson Road / Jackson Drive, and 71st Street provide crossings which do not include major signalized intersections. Residents looking to reach regional parks and trails to the north and west, such as Morton Arboretum, Prairie Path, and East Branch DuPage River Trails must cross major interstates.

HIGH-SPEED CORRIDORS ANALYSIS

For the purpose of this assessment, a high-speed corridor includes any thoroughfare with a posted speed limit of 35 miles per hour or higher. These roadways are typically four or more lanes wide or at least 45 feet wide, curb to curb, and can pose a safety risk for pedestrians and cyclists using or crossing the corridor. As depicted in the User Trends maps, high speed corridors experience a lower amount of cycling and walking. Thoroughfares oriented east to west pose greater mobility barriers for pedestrians and cyclists compared to north to south corridors, based on vehicle speed, traffic volume, and thoroughfare right-of-way width. Concentrations of high-speed corridors observed include:

1. 63rd Street at Meadowbrook Shopping Center
2. Warrenville Road at Finley Road
3. Butterfield Road at Lacey Road and Finley Road
4. Highland Avenue at 31st and Butterfield Road

In addition, several schools and parks are located adjacent to high-speed corridors. These include, but are not limited to, Downers Grove South and North High Schools, McCollum Park, Henry Puffer Elementary School, Patriots Park, Lyman Woods, and Ebersold Park.

Lastly, Central Downers Grove, surrounding Downtown, has limited to no high-speed corridors, which provides safer access and fewer barriers to access Downtown. Despite having intermittent signalized intersections with crosswalks, Ogden Avenue may limit access to Downtown from the north, and 55th Street may limit access from the south, due to the length of the crosswalks (in excess of 65 linear feet; such as at the intersection of 55th Street and Main Street) and the time it takes to cross the thoroughfares (both real and perceived).

Finley Road at Butterfield Road facing northeast

Existing Fairview Avenue mid-block crossing near Westwood Park

MAJOR INTERSECTIONS ANALYSIS

Major intersections, as noted throughout the public engagement process, are considered the major barrier limiting bicycle and pedestrian use and connectivity in the Village. The sections below provide key findings and summaries of factors contributing to intersection crossing difficulties.

Crossing Distances

There are multiple thoroughfares which provide crosswalks at signalized intersections. While providing crosswalks is a step towards increased walkability and bikeability of an area, if the crosswalks are not designed with safety in mind, it could place users in unsafe conditions. The main observation with intersections is the large distances users have to cross, or in other words, long crosswalks. Typical issues arise when crosswalks are too long, and do not provide enough time to cross; low visibility for pedestrians and cyclists, conflicts with left and right turning traffic; all of which can provide an unsafe feeling of exposure to moving vehicles. Pedestrian refuges and mid-block crossings are ways to make crossing distances shorter and reduce conflicts between pedestrians and turning vehicles. Pedestrian refuge islands allow users to pay attention to one direction of moving traffic at a time and reduces the amount of time users are within the roadway (not protected by curbs).

Intersections with the greatest crosswalk crossing distances for pedestrians and cyclists include:

1. 75th Street (110 to 125-foot crosswalks)
2. Finley Road (95 to 75-foot crosswalks)
3. Highland Avenue (90-foot crosswalks)
4. Belmont Road (90-foot crosswalks)
5. Dunham Road (70 to 90-foot crosswalks)
6. Ogden Avenue (70 to 90-foot crosswalks)
7. Maple Avenue (75-foot crosswalks)
8. Lacey Road (70-foot crosswalks)
9. 31st Street (70-foot crosswalks)
10. 55th Street (65-foot crosswalks)
11. Fairview Avenue (50 to 60-foot crosswalks)

Another consideration is the distances between intersections. A thoroughfare should provide multiple crossing opportunities that are conveniently close enough to each other so that users do not try to cross a thoroughfare at a non-designated crossing.

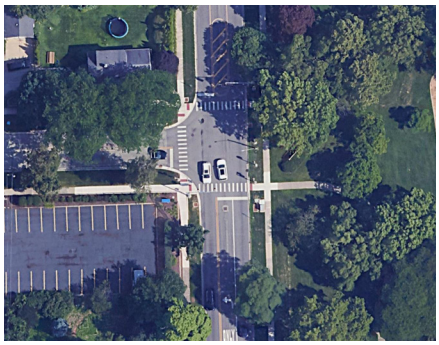
Thoroughfares with the largest distance between crosswalks / pedestrian crossings include:

1. Ogden Avenue from Belmont to Saratoga (6,450 feet)
2. Lemont Road / Main Street From 75th to 67th (5,860 feet)
3. Maple Avenue from Belmont to Dunham (5,150 feet)
4. Highland Avenue from 31st to Good Samaritan Hospital (4,580 feet)
5. Ogden Avenue from Main to Fairview (4,225 feet)

Required routes to reach the entrance of Maple Grove Park for residents south of Maple Avenue

Example of newly painted piano key with double-bar crosswalks at Maple Avenue and Washington Street

75th Street crosswalks



Piano key crosswalks at Fairview Avenue and Prairie Avenue

Continental / Double-bar crosswalks at Fairview Avenue and Maple Avenue

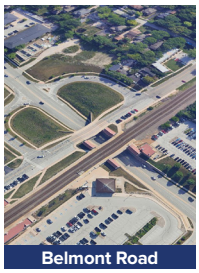
Piano key crosswalks at Fairview Avenue and Prairie Avenue

Crosswalk Striping

For the majority of intersections, particularly along major thoroughfares, the pattern of crosswalk striping is either inconsistent or does not connect all street corners. Utilizing the same striping type throughout the Village will consistently indicate to vehicular drivers where a pedestrian or cyclist may be crossing, thus increasing the safety and visibility of thoroughfares and intersections.

Intersections lacking crosswalks on all four sides and/or without ADA pedestrian access/accommodations include:

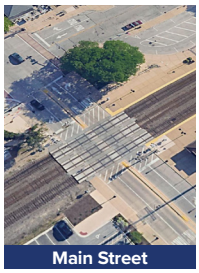
1. 63rd Street at I-355
2. Maple Avenue at I-355
3. Ogden Avenue at I-355
4. Butterfield Road intersections (from Lacey Road to Highland Avenue)
5. Main Street at 31st Street
6. Main Street at 67th Street
7. Dunham Road at Lemont Road
8. Walnut Avenue at Belmont Road
9. Fairview Avenue at 2nd Street
10. Saratoga Avenue at 35th Street
11. Ogden Avenue at Belmont Road
12. Fairview Avenue at Lincon Avenue


Belmont Road


Washington Street


Forest Avenue


Maple Avenue


Main Street


Fairview Avenue

Railroad Crossings

There are six railroad crossings in Downers Grove, all of which are along the BNSF rail line; and are roughly between Warren Avenue and Gilbert Street. One crossing is grade-separated, and features an underpass at Belmont Road. Five railroad crossings are at-grade with signal barriers.

Key observations at each railroad crossing:

Belmont Road

- Lighting may not be sufficient under the bridge
- Pedestrian crossings at the access ramps connecting to Warren Avenue may be too wide

Forest Avenue

- Crossing pavements at the rails may be uneven, limiting pedestrian mobility
- Crossing is mostly adequate

Main Street

- Crossing pavements at the rails may be uneven, limiting pedestrian mobility
- Gateway signage and decorative lighting may improve aesthetics in the Downtown

Washington Street

- To reduce the chances of back-ups due to train crossings, consider access management of the southern access drive to the apartments along Burlington Avenue
- Crossing is adequate, includes updated facilities, and includes dedicated pedestrian automatic crossing arms

Maple Avenue

- Sidewalks need replacement
- Vegetative overgrowth and steep grades limits visibility and potential pedestrian access

Fairview Avenue

- Utilities block the pedestrian crossings on both sides of the street
- Pavements are uneven and need replacement
- Curb ramps need to be added and replaced due to age at Burlington Avenue and 2nd Street leading to the crossing
- Improve pedestrian access to Fairview Station from the railroad crossing

A narrow bridge next to 40 mile per hour traffic at Highland Avenue and 35th Street

Narrow Finley Road sidewalk and bridge, facing south towards I-355

Underpass conditions at Jackson Drive and I-355 leading into Downers Grove. There is minimal lighting and pavement is damaged due to run-off

Underpass conditions at Hitchcock Avenue and I-355. There are no continuous sidewalks or bridge lighting. Utilities are adjacent to the road edge and debris was observed along the pavement edge.

Bridges and Underpasses Analysis

Bridges and underpasses can present specific barriers for pedestrians and cyclists as the infrastructure provided tends to be narrow or incomplete, lacks lighting, is adjacent to noisy thoroughfares, or receives limited maintenance and clearing of debris and rubble.

Bridges and Underpasses which may require improvements are:

- Finley Road overpass of I-355 may need widening to accommodate bicycles and pedestrians.
- Interstate underpasses at Ogden Avenue and Butterfield Road do not include sidewalks.
- The I-355 underpass at Hitchcock Avenue lacks lighting, often has debris build-up along the sides of the road.
- The bridge at Fairview Avenue at Saint Joseph Creek may be too narrow for pedestrians and bicycles to pass each other.

39th Street bicycle route connection near Oak Brook

Existing bicycle route connection between Downers Grove and Darien at Fairview Avenue and Manning Road

GAP ANALYSIS

A Gap Analysis identifies areas where infrastructure may be expanded to improve facility connectivity. The Gap Analysis identifies locations where active transportation infrastructure dead ends; where infrastructure could connect to help create looped connectivity, or locations that may only require a short segment of new infrastructure to connect two existing segments.

GAPS IN THE VILLAGE BICYCLE NETWORK

There are multiple locations where bicycle routes and bicycle lanes end abruptly. Connecting these dead-ends can help the Village develop a network with circulation and multiple loops / route options, without ever leaving a designated pedestrian or cyclist facility.

Key findings

- Dead-end facilities at Belmont Road limit north-south connectivity in western Downers Grove.
- Maple Avenue, between 55th Street and Fairview Avenue has multiple gaps not identified as bicycle routes.
- Facilities along 71st Street do not connect to nearby facilities and destinations such as Concord Square Park, Sunnydale Park, the Prentiss bicycle lanes, Meadowbrook Shopping Center, and Downers Grove South High School.
- Dunham Road bicycle lane does not continue to the Southern DuPage County Trail and The Grove Shopping Center.
- There is not a continuous pedestrian or bicycle facility connecting to the entry of Midwestern University and Lyman Woods.
- Providing additional facilities in western Downers Grove, bordering Lisle, could provide safe access to Belmont Prairie, Ellsworth Business Park, and connect to multi-unit housing along Walnut Avenue.

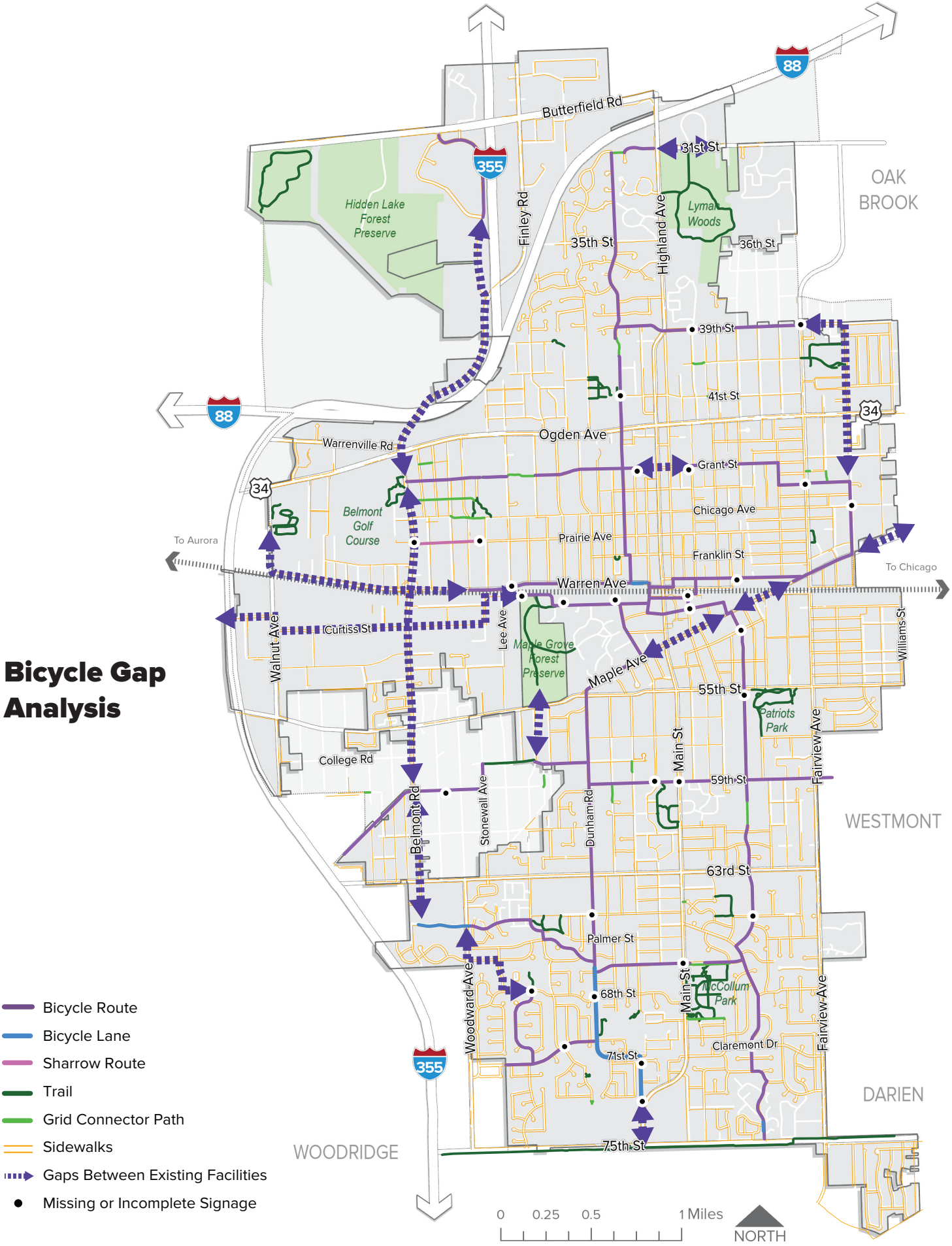
GAPS BETWEEN MUNICIPAL BICYCLE NETWORKS

The Village's network of pedestrian and cyclist facilities should not only provide circulation within Downers Grove but also provide connectivity to neighboring municipalities and regional trails. As depicted on the map on the next page, the majority of the regional system consists of bicycle routes and off-street recreational trails. The Village has the opportunity to provide additional connections to the Southern DuPage County Trail, Illinois Prairie Path, Downtown Lisle and Westmont, and access to the East Branch DuPage River Greenway and the Morton Arboretum.

Key facility connection opportunities

- Lisle Connections: Main Street, Reidy Road, and Hitchcock Avenue facilities would connect Downtown Lisle to Downtown Downers Grove.
- Woodridge Connections: Improvement to 71st Street, Woodward Avenue, and Hobson Road would improve connections to central Woodridge and the East Branch DuPage River.
- Darien Connections: Opportunities to reach the Southern DuPage County Trail, Waterfall Glen, Oldfield Oaks, and the West Des Plaines River Path could be developed with safer 75th Street crossings.
- Westmont Connections: The 59th Street bicycle route could be transformed into an off-street facility to encourage connections between Downtown regions.
- Clarendon Hills and northern Westmont Connections: Extending the bicycle facilities along 2nd Street/ Williams could improve connections to Fairview Train Station and Downtowns of both villages.
- Oak Brook Connections: Facilities along 31st Street could connect to Salt Creek, Oak Brook trails, and Midwestern University.
- Lombard Connections: Safer crossings and facilities at Highland Avenue and Finley road could improve connections to the I-88 Central DuPage Bikeway, Morton Arboretum, and Illinois Prairie Path.

Bicycle Gap Analysis



- Bicycle Route
- Bicycle Lane
- Sharrow Route
- Trail
- Grid Connector Path
- Sidewalks
- Gaps Between Existing Facilities
- Missing or Incomplete Signage

DRAFT

SIDEWALK NETWORK GAPS

The Village's network of sidewalks includes sidewalks on at least one side of nearly all thoroughfares. Approximately 75.48 percent of Downers Grove's network of sidewalks is fully built-out, meaning there are sidewalks on both sides of all thoroughfares. Notably, there are pockets of residential areas within the unincorporated portions of DuPage County, adjacent to Downers Grove, which do not have any sidewalk access. These areas include portions of 59th Street, College Road, and 37th Street. Barriers to constructing sidewalks in these locations may include lower population densities, topography, and the prevalence of open ditch drainage systems, and a lack of curb and gutters. Sidewalk gaps along major thoroughfares primarily exist within unincorporated portions of Downers Grove or along thoroughfares shared with neighboring municipalities. At bridges and overpasses, sidewalk gaps are most notable on 63rd Street, Maple Avenue, Hitchcock Road, Warrenville Road, and Highland Avenue, where the thoroughfares cross I-355 and I-88.

Reconstructing the existing disconnected pavement between Saratoga Avenue and 31st Street would provide access to Midwestern University and Lyman Woods

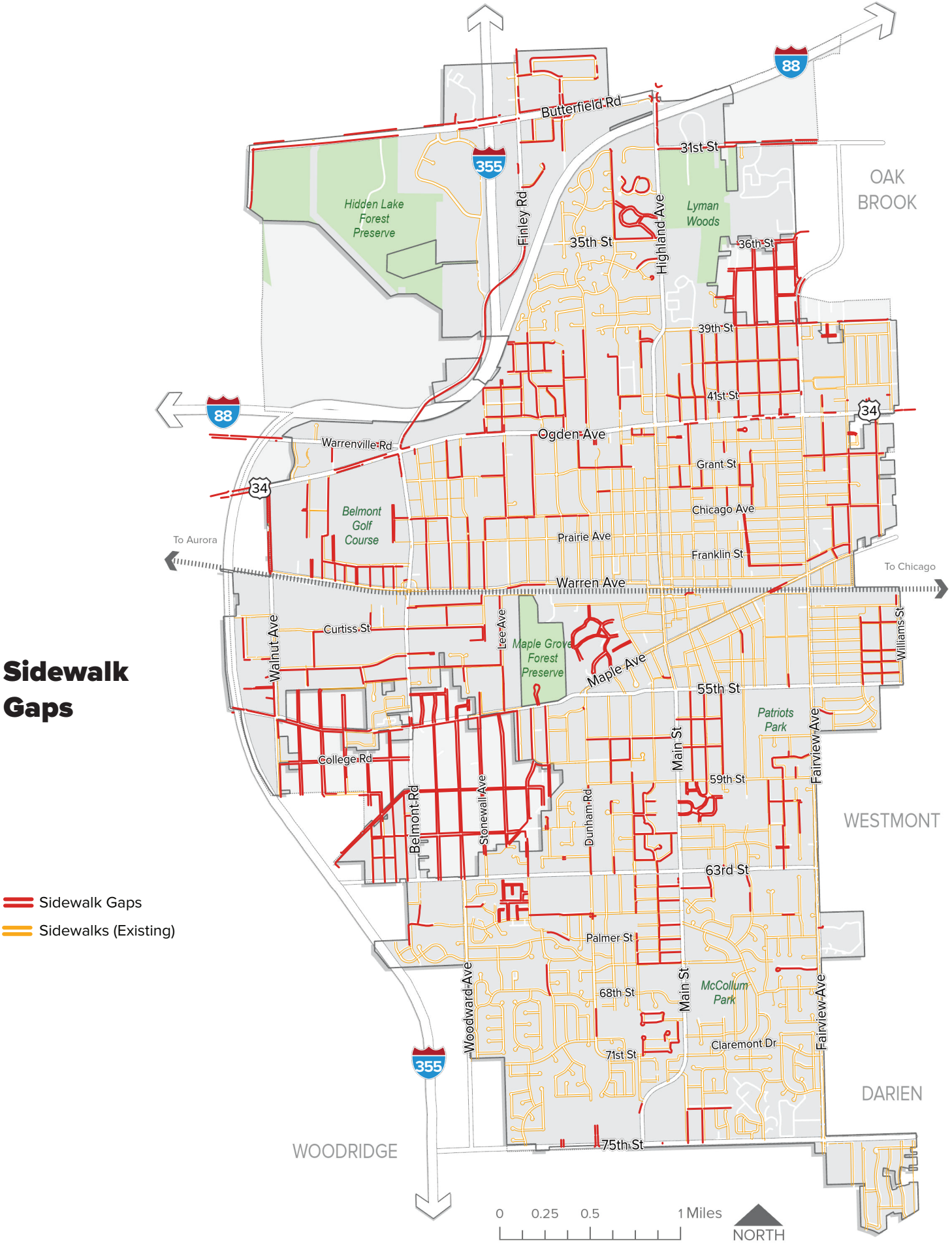
Often in Downers Grove, trash cans and mail boxes are placed or located within the sidewalk path, limiting mobility

Locations without sidewalks along Maple Avenue have foot paths worn-down by pedestrians; illustrating a need for facilities

243.0
miles of
Sidewalks

65.9
Miles of
Sidewalks Gaps

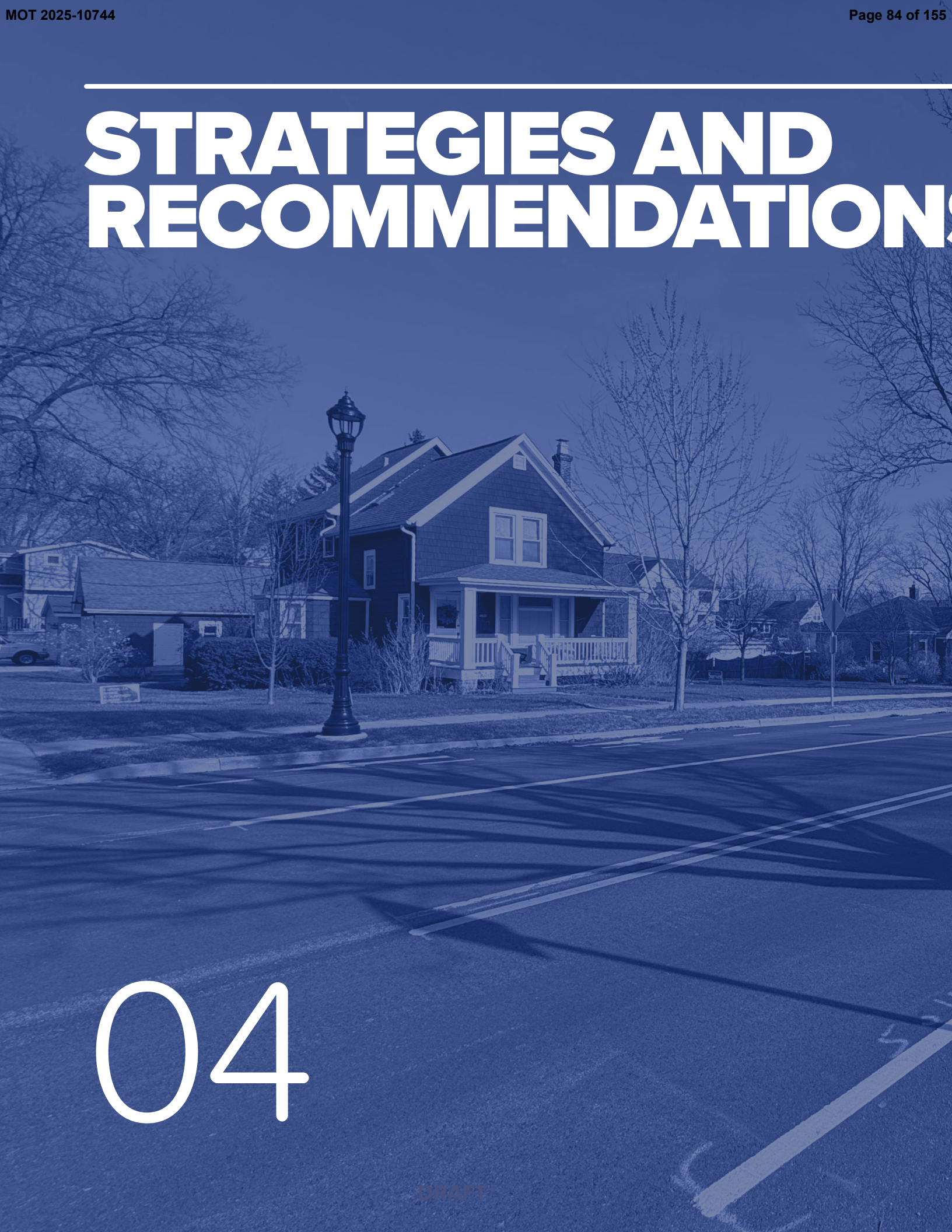
Sidewalk Gaps



Sidewalk Gaps

Sidewalks (Existing)

STRATEGIES AND RECOMMENDATIONS



04

s


TO Downtown
SPEED LIMIT 25
NEIGHBORHOOD WATCH
THIS SIDE STREET

INTRODUCTION

The ATP is intended to provide guidance and direction for implementing a network of accessible, connected, and safe micromobility facilities within the municipal boundaries of the Village, with connections to existing and proposed facilities within DuPage County and beyond. As defined in Chapter 1.0, Introduction, the term, "micromobility," is synonymous with active transportation, and includes human- or electric-powered bicycles, tricycles, wheelchairs, scooters, seated scooters, hoverboards, skateboards, skates, and other similar devices[1].

As described in the previous chapters of this Plan, retrofitting a network of active transportation facilities within the rights-of-way of existing transportation corridors within a largely built-out environment is an ambitious undertaking, and will require using multiple types of facilities, both on-street and off-street, as characterized in Chapter 1.0, Introduction, and more specifically described within Goal 2.0 of this chapter. Because the transportation corridors within Downers Grove are owned and operated by multiple jurisdictions, the Village will need to build enduring partnerships with other governmental agencies to implement the recommendations of the Plan, including DuPage County Division of Transportation (DuDOT), the Illinois Department of Transportation (IDOT), and the Illinois State Toll Highway Authority.

As will be discussed, engendering an active transportation culture within Downers Grove may benefit from the participation of multiple non-governmental organizations. Examples include the Active Transportation Alliance, League of American Bicyclists, Downers Grove Walking Club, and Downers Grove Bicycle Club. These organizations can provide valuable assistance in educating the public (both motorists and cyclists) on the rules of the road and promote safe, multi-modal transportation etiquette which can include events focused on getting people into the saddle of a bicycle and to experience walking and rolling in and around Downers Grove. Importantly, building an active transportation culture is going to require the creation of an environment of patience and understanding across all mobility choices. This includes fostering the growing walkability movement, which focuses on getting places without the need for an automobile. Incentives and enhanced regulations will be required to implement the provisions of this Plan.

Through engagement and discussions with the community and Village Council, this plan should enable a pedestrian first culture, which is focused on advancing principles and policies that ensure the implementation of a safe, accessible, and interwoven network of active transportation infrastructure. "Pedestrian first" means safe access to and along principal corridors for all users. The culture prioritizes connectivity and accessibility, and competing interests are balanced. Pedestrian first does not mean pedestrian only.

Two fundamental goals provide a general framework for the proposed policies, strategies and recommendations outlined within this chapter. The goals are intentionally broad as many of the strategies identified are intended to advance both. The key to encouraging active transportation and getting people to feel comfortable about sharing the road with vehicles will require the coordinated implementation of a multi-faceted, mutually reinforcing set of community-driven policies[2]. The first goal is focused on implementing a network of accessible, connected, and safe active transportation facilities. The second goal is focused on encouraging the development of an active transportation culture within Downers Grove. The objectives state the desired outcomes of the goals, while the strategies outline how to achieve the objectives and overall goals. For a multi-modal transportation network to work in Downers Grove, both goals are critical to achieve.

1 Southern California Association of Governments, 2022. Active Transportation. Los Angeles, CA. https://scag.ca.gov/active- transportation

2 Pucher, J. C Buehler, R., 2008. Making Cycling Irresistible: Lessons from The Netherlands, Denmark and Germany. Transport Reviews. 28(4), 495–528. https://www.tandfonline.com/doi/abs/10.1080/01441640701806612

COMMUNITY VISION

A pedestrian-first culture is focused on advancing community-driven principles and policies to ensure the implementation of a safe, accessible, and interwoven network of active transportation infrastructure – the facilities of which have become integral elements within the Community's social tapestry and way of life.

GUIDING PRINCIPLES

The following principles have informed the development of this plan's strategic perspectives and action-oriented recommendations:

1

ACCESSIBILITY

The ease and ability for a potential user to reach their desired facility from their point of origin; Ensuring that residents and potential users have convenient and equitable access to active transportation facilities enables them to choose which mode of travel best fits their travel purpose and lifestyle.

2

CONNECTIVITY

The compatibility between different modes of transportation, including the overall geographic coverage of facilities, and how well each facility or route connects with others. For example, a bicycle lane should not stand alone and should be connected to other bicycle lanes, recreational trails, and sidewalks.

3

SAFETY

"The condition of being protected from risk or injury." Transportation safety performance measures include, 1) "core measures," which relate to safety goals and resulting facilities improvements established as part of a planning process; quantifiably measured through reductions in crashes, injuries, and fatalities; 2) "behavioral measures," which link specific safety activities / outcomes by assessing whether the activities influenced behavior; i.e., the relationship of safety belt use to vehicle speed; and 3) "activity measures," which document safety program implementation and track actions taken by law enforcement, courts, media, education, and others to reduce crashes, injuries, and fatalities[3].

4

AESTHETICS

Transportation facilities should be visually pleasing to view and enjoyable to use. The design and character of facilities should enable them to seamlessly fit within the existing context of a neighborhood or community.

INTENTIONALITY

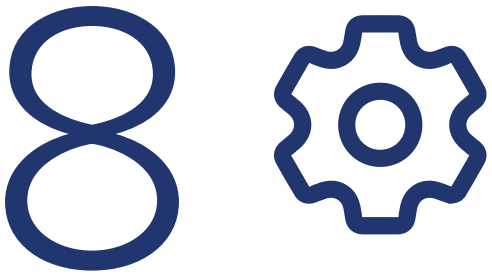
The fact or quality of doing something with purpose or intent. For example, the planning for, maintenance of, and funding for active transportation facilities should be undertaken with intentionality aimed at implementing community-driven policies; reducing delays between approval and construction, and ensuring that meetings and discussions have intended and meaningful outcomes.

IMPLEMENTABILITY

Proposed transportation improvement plans and related projects must be realistic in scope and realizable. Proven and standardized solutions and assessment methodologies should be continually utilized to help address community-wide challenges and balance completing needs.

LONGEVITY

Longevity refers to the enduring qualities of the Village's active transportation infrastructure; including maintenance and operational needs and costs; the implementation of policies and approaches that transcend changes in Village leadership; and the degree to which facilities contribute to overall community and environmental resilience and sustainability goals.



PERFORMANCE

The implementation of proposed active transportation facilities improvements achieves community-driven outcomes and expectations.

3 Semler, C., A. Vest, K. Kingsley, S. Mah, W. Kittelson, C. Sundstrom, and K. Brookshire, March 2016. Guidebook for Developing Pedestrian and Bicycle Performance Measures. FHWA-HEP-16-037. https://www.pedbikeinfo.org/cms/downloads/pm_guidebook.pdf

GOAL 1.0

A network of accessible, connected, and safe active transportation facilities are used throughout the year

For active transportation networks to be successful, interventions, including policies, regulations, and infrastructure, must simultaneously occur at a variety of spatial scales. At the macroscale, land use policies and zoning ordinances should encourage increased densities and a mix of land uses so that the daily destinations where people live, work, learn, shop, and play, are within walking and bicycling distance. Equitable integration of transportation and land use policies are those that support the development of accessible, efficient, affordable, and safe alternatives to car travel; connect all people to employment and other opportunities that can improve quality of life and economic well-being; and engage all segments of a community in planning processes, particularly those who have historically been most disenfranchised.

At the mesoscale (middle scale), adopting policies that support multimodal transportation can ensure that transportation corridors are context sensitive and designed to accommodate the needs of multiple users. While the Village adopted a resolution to implement Safe Routes to School initiatives two decades ago, and again in 2021, this should continue to be evaluated to ensure that children can walk or bike to school safely. Providing multimodal options will reduce traffic congestion and can help lower transportation costs incurred by families and school districts.

At the microscale, active transportation networks must provide functional and inviting design details that contribute to a shared sense of place and make people want to travel on foot or by bicycle. Microscale improvements can include building orientation and access; bicycle racks at schools and businesses; and benches, lighting, and street trees. Enhanced safety countermeasures must be employed, such as providing pedestrian refuges, increasing pedestrian crossing times, and narrowing roadway widths at signalized intersections. At all scales of intervention, it is paramount to ensure that policies are equitable and consider the needs of the more disenfranchised members of the community[4].

Active Transportation Equity

Transportation policies and practices in the United States have a long history of prioritizing the automobile to the detriment of other travel modes and the people that rely on these modes to meet their everyday needs. Active transportation investments can help address these disparities by enabling safer and more comfortable use of affordable transportation options. Active transportation equity can be described as the equitable distribution of active transportation costs and benefits across space and between social groups. For an active transportation network to be equitable, Village-wide performance measures such as facility accessibility, connectivity, and safety should be considered. Long-term and ongoing maintenance to ensure the quality of active transportation facilities is a critical element to transportation equity[5].

4 American Heart Association. Creating Built Environments that Expand Active Transportation and Active Living Across the United States: A Policy Statement of the American Heart Association. https://www.policyresearch@heart.org

5 Damaske, Theresa, et al., 2024. Guide for Maintaining Active Transportation Infrastructure for Enhanced Safety. FHWA Report number: FHWA-SA-23-005. https://highways.dot.gov/sites/fhwa.dot.gov/files/2024- 10/Guide_for_Maintaining_Active_Transportation_FHWA-SA-23-005_0.pdf

OBJECTIVE 1.1

Expand and improve the existing network of active transportation facilities within Downers Grove to connect residential areas with parks, schools, commercial/retail areas, and other destinations

Use multiple facility types, including sharrow routes, bicycle lanes, and shared-use paths, as described within *Table 1, Facility Types*, to connect locations across Downers Grove and the wider region. Overall, sharrow routes and other on-street bike lanes should be implemented on streets with low traffic volumes and vehicle speeds, while off-grade facilities should be implemented within the rights-of-way of thoroughfares with faster vehicle speeds and higher traffic volumes. Facilities described within *Table 1, Facility Types,* and this Chapter represent the minimum width dimensions which can accommodate each facility type. This is due to Downers Grove's right-of-way limitations and near complete build-out of a majority of existing rights-of- way. Table 1 only includes facility types recommended in the Active Transportation Plan.

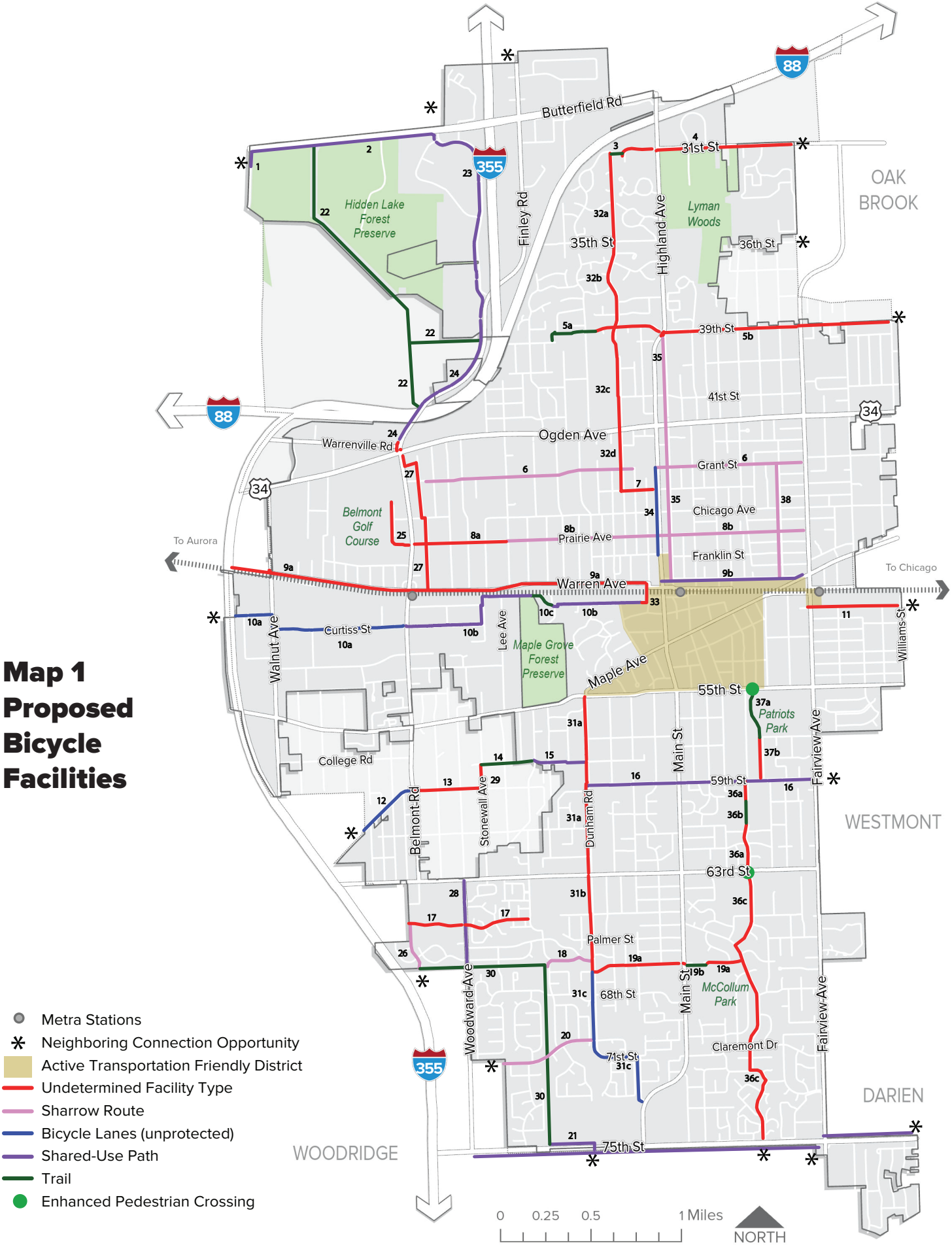
Map 1, Proposed Bicycle Facilities (following page), depicts priority alignments for active transportation improvements that should be implemented over the next 20 years. This proposed facilities improvement program aims to provide active transportation facilities and connections along major thoroughfares connecting multiple destinations. If all alignments depicted on *Map 1, Proposed Bicycle Facilities*, are implemented, Downers Grove will have accessible, connected, and safe bicycle connections across the Village (both east-west and north-south); into Downtown and Fairview via the proposed Active Transportation Friendly District; new trail and shared-use path connections to Lyman Woods Forest Preserve and the Morton Arboretum; connections into neighboring municipalities; improved connections from neighborhoods to schools, parks, and commercial/retail shopping nodes; and sidewalks on at least one side of the majority of the Village's streets.

For several of the proposed facility alignments the specific type of facility remains to be determined. Alternative facility types were summarized within the What's Possible Assessment, specifically, on the What's Possible Assessment Complete map. All facilities should be designed to fit within the existing character of the community. Facilities should be visually attractive, safe and easy to use, and improve overall mobility for residents of all ages and abilities. In most cases, the facilities recommended represent the minimum width standards in an effort to mitigate any impacts to existing drainage, street trees, and other elements within a thoroughfare's right-of-way. Consistent with NACTO's Design for All Ages and Abilities guidelines[6], the Village should consider the widest facility types possible to accommodate all user needs and limit user conflicts (when passing or traveling different speeds). In addition, the Village should consider additional infrastructural opportunities to increase user comfort, clarity, and access.

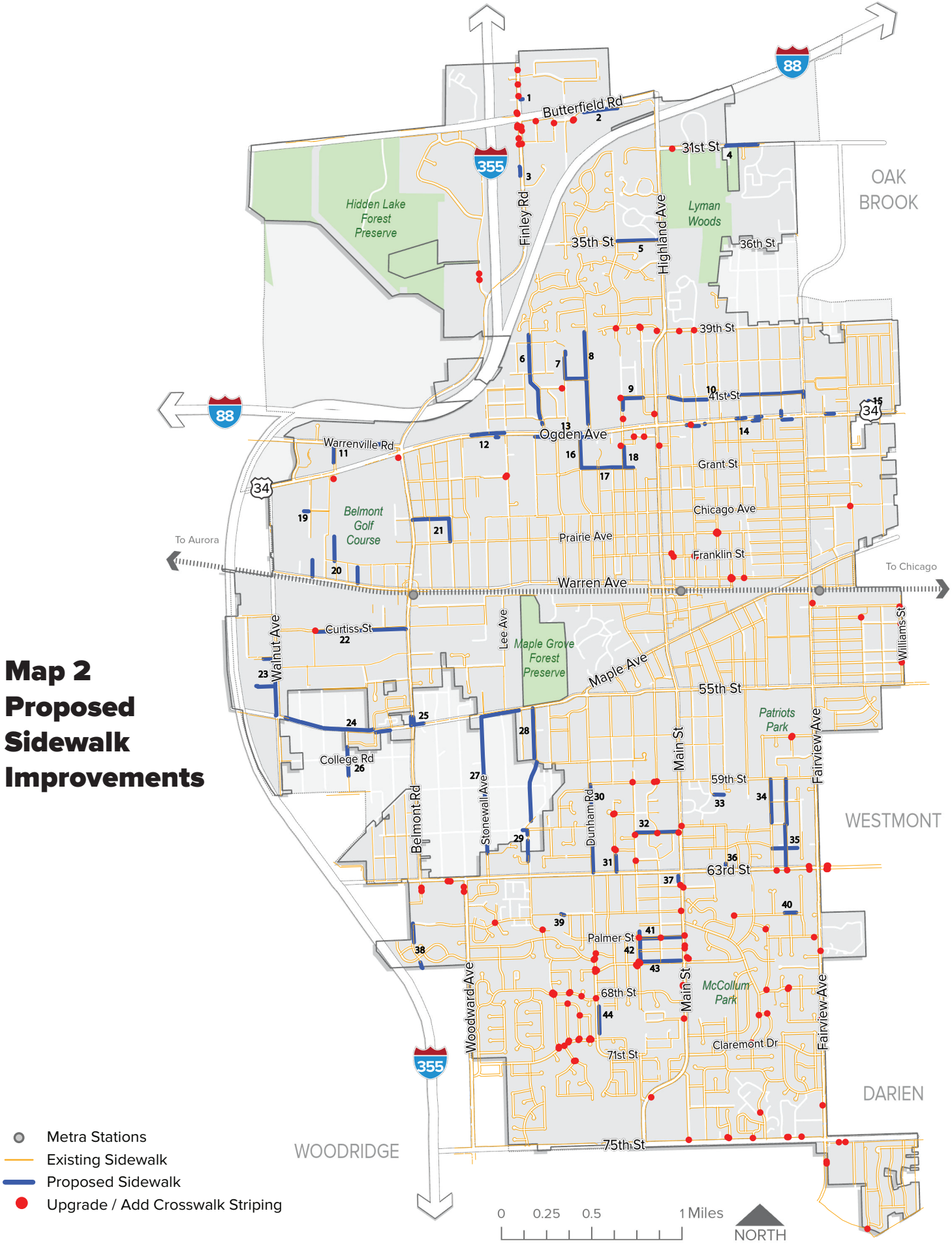
Map 2, Proposed Sidewalk Improvements, depicts priority alignments for sidewalk and curb ramp improvements that should be implemented over the next 20 years. This proposed facilities improvement program aims to provide sidewalks on at least one-side of all streets within the Village, excluding three minor historic neighborhoods in which sidewalk construction would significantly alter existing neighborhood character and vegetation. This map includes curb ramp and crosswalk striping reconstruction recommendations.

6 NACTO, December 2017. Designing for All Ages & Abilities: Contextual Guidance for High-Comfort Bicycle Facilities. https://nacto.org/wp-content/uploads/NACTO_Designing-for-All-Ages-Abilities.pdfgov/files/2024- 10/Guide_for_Maintaining_Active_Transportation_FHWA-SA-23-005_0.pdf

Map 1 Proposed Bicycle Facilities



Map 2 Proposed Sidewalk Improvements



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Strategy 1.1.1

Develop a palette of implementable active transportation facilities

As depicted in *Table 1, Facility Types*, the active transportation network proposed within this Plan include sharrow routes, shared-use paths (one-way and two-way), on-street bike lanes, sidewalks, and off-street recreational trails. Descriptions of each facility type are provided below:

Table 1, Facility Types

	Pedestrian Use	Cyclist Use	Micromobility Use	Off-Street	On-Street (at-grade)	Thoroughfare AADT and Speed	Width	Buffer Width	Protection Types	Striping Types	Pavement Types
Sidewalks	X	X	X	X		Faster, Mod., Slower	5-6 ft	None	Landscape Buffered Curb	Crosswalks	Brushed Concrete
Sharrow Routes		X	X		X	Slower	10-15 ft	None	None	Sharrow markings	Asphalt, Brushed Concrete
Bike Lane		X	X		X	Slower	4-8 ft	None	None	Bicycle Pavement Markings, Bicycle Crossings, Intersection Bike Boxes	Asphalt, Brushed Concrete
Shared-Use Path	X	X	X	X		Faster, Mod., Slower	8-10 ft	None	Landscape Buffered Curb	Bicycle Pavement Markings, Bicycle Crossings, Intersection Bike Boxes, Crosswalks	Asphalt
One-Way Shared-Use Path	X	X	X	X		Faster, Mod., Slower	8 ft	None	Landscape Buffered Curb	Directional Arrows, Bicycle Pavement Markings, Fastlane delineation, Bicycle Crossings, Intersection Bike Boxes, Crosswalks	Asphalt
Recreational Trail	X	X	X	X		None	10-15 ft	None	Landscape Buffered Curb	Bicycle Pavement Markings, Fastlane delineation, Crosswalks	Asphalt, Decomposed Granite

Note: For more information about the potential locations for the proposed facility types, please refer to the *What's Possible Complete Map*, in the *What's Possible Assessment Technical Memorandum*.

1. Sharrow Routes

According to the National Association of City Transportation Officials (NACTO), Shared Lane Markings (SLMs), or "sharrows," are road markings used to indicate a shared lane environment for bicycles and automobiles. Among other benefits, sharrows reinforce the legitimacy of bicycle traffic on the street, recommend proper bicyclist positioning, and may be configured to offer directional and wayfinding guidance[7]. The benefits of sharrows include:

- Alerting motor vehicle drivers to the potential presence of cyclists
- Alerting road users of the lateral position cyclists are expected to occupy within the travel lane
- Indicating a proper path for cyclists through difficult or potentially hazardous situations, such as railroad tracks
- Advertising the presence of bikeway routes to all users
- Providing a wayfinding element along bike routes
- Increasing the distance between cyclists and parked cars, whenever possible
- Encouraging safe passing by motorists
- Requiring no additional street space, and reduces the incidence of sidewalk riding
- Reducing the incidence of wrong-way cycling

Sharrow routes are recommended within the Plan to direct bicyclists along often circuitous routes, and strengthen connections in the proposed bicycle network, particularly along corridors that cannot accommodate other bicycle or shared-use facilities due to:

- Concerns about existing corridor character
- Lack of thoroughfare right-of-way width
- Presence of on-street parking, and/or street trees

Sharrow routes should be located on the streets shown in *Map 1, Proposed Facilities.* Sharrow routes work best when at least one side of the street is free from parked cars and topography is relatively flat, which helps to reduce blind spots between vehicles and cyclists. Proposed enhanced regulations for administering and enforcing sharrow routes may include the following:

- Enhanced maintenance practices (e.g., street sweeping, snow removal)
- Reduced speed limits
- Increased fines for speeding
- Improved street lighting
- Additional street markings at the beginnings and endings of all streets designated as Sharrow Routes
- Additional or adapted directional and wayfinding signage, as well as safety / enforcement signage
- Converting all existing Bicycle Routes to Sharrow Routes.

2. Bike Lanes

Bicycle lanes should be at least four-feet wide, follow the direction of traffic, and should always include an opposing directional bicycle lane on the other side of the thoroughfare. Gutter seams, drainage inlets, and utility covers should be flush with the surface of the bike lane, and oriented to prevent conflicts with bicycle tires. Since cyclists usually tend to ride a distance of 32-40 inches from a curb face, it is very important that the pavement surface in this zone be smooth and free of structures. Drain inlets and utility covers that extend into this area may cause cyclists to swerve, and have the effect of reducing the usable width of the lane. Where these structures exist, the bike lane width may need to be adjusted accordingly. Utility cover surfaces should also be scarified/abraded to reduce slipping in inclement weather.

7 NACTO, April 2011. Urban Bikeway Design Guide. National Association of City Transportation Officials. https://nacto.org/wpcontent/uploads/NACTO_UrbanBikeway_DesignGuide_MRez.pdf

3. Shared-use Path

A shared-use path functions as a combination of an off-street recreational trail and a widened sidewalk; and is programmed to be used by pedestrians and a variety of micromobility devices. A bi-directional shared-use path should be at least 10 feet wide, in order to reduce conflicts between various modes of travel. Where constraints exist, eight feet of width is acceptable, as per AASHTO recommendations. If pavement width allows, a fast lane pavement marking can be added to the left side of the path to indicate a passing lane, or a lane to be strictly used by cyclists only. Shared-use paths are often used where on-street facilities (bicycle lanes or sharrow routes) are not feasible.

4. Trails

Off-street recreational trails are typically 10- to 15-foot-wide facilities which are typically located outside of a thoroughfare's right-of-way, within a park, utilities easement, or drainage corridor. Recreational trails are very similar to shared-use paths, but are more so utilized for passive recreation or to connect greater distances with typically less conflict points or intersections.

5. Sidewalks

Sidewalks are four- to six-foot-wide facilities, intended for pedestrian use. Sidewalks primarily serve to connect all parcels of land within a municipality, and serve to facilitate walking. Sidewalks cater to a low demand of pedestrian traffic, and are predominantly used in residential areas to connect to schools, parks, and other local destinations.

Strategy 1.1.2

Where possible, design active transportation facilities to accommodate All Ages and Abilities (AAA)

With more vulnerable road users on Downers Grove's streets and demand for biking coming from a broader cross-section of society, the need for facilities designed to accommodate all ages and abilities (AAA), and safe facilities for pedestrians and bicyclists is more important than ever. In cities around the world, crowding on trails and in bikeways is a growing challenge, and the speed differential between users is amplifying the need for wider facilities. Establish AAA bikeways as the norm on major streets and to ensure shared use path/trail standards deliver generous trails that will serve a wide range of users[8].

OBJECTIVE 1.2

Focus on making Thoroughfare Intersections safer and more pedestrian-friendly

As described in Chapter 2.0, Existing Conditions, and voiced by residents during this Plan's public engagement events, major intersections within Downers Grove, operated by both DuPage County Division of Transportation (DuDOT), the Illinois Department of Transportation (IDOT) and the Village have been found to be major barriers to connectivity. Residents have noted feeling unsafe at the intersections due to excessive vehicle speeds, wide crossing distances, and a lack of pedestrian protection. Proposed crossing improvements aim to reduce crossing distances for pedestrians, calm speeding vehicles, and provide more confidence and clarity for pedestrians when crossing.

Strategy 1.2.1

Implement intersection safety improvements throughout the Village

Map 3, Proposed Intersection and Crossings Improvements (following page), summarizes several electronic and hardscape safety techniques that could be employed at pedestrian crossings located at signalized and non-signalized intersections. Electronic safety techniques utilized could include pedestrian activated rapid flashing beacons, speed monitors, extending the crossing signal timing, and replacement of existing pedestrian activated crossing signals. Hardscape improvements could include pedestrian refuge islands, bulb-outs/curb extensions, turning radii reductions of curbs, crosswalk improvements, roadway narrowing, and other traffic calming measures. Facilities depicted in *Map 3, Proposed Intersection and Crossings Improvements*, is not an extensive representation of what is possible at all intersections. Proposed facilities focus on crossings noted by residents throughout the public engagement process and at crossings designated for active transportation facilities.

Intersections and crossing improvements recommended in this plan prioritize crossings which were mentioned most throughout the public engagement process and assessed as major barriers to the function of existing facilities. Intersections and crossing improvements included in the What's Possible Appendix depicts a broader list of intersection improvement possibilities that should be considered during roadway repaving, reconstruction, or other improvements within transportation corridor rights-of-way.

Strategy 1.2.2

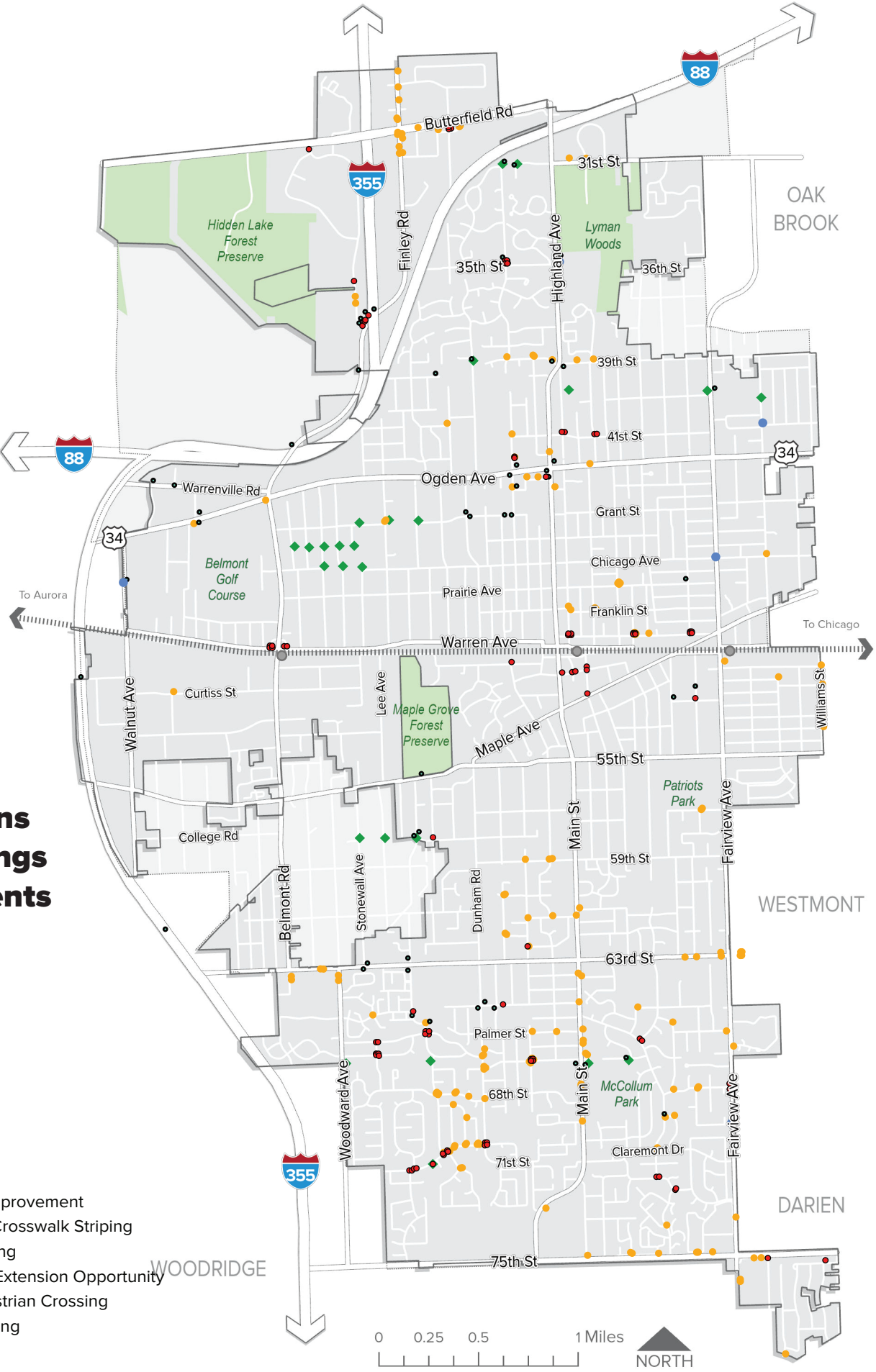
Implement uniform standards for crosswalk striping

In addition to policy and infrastructure improvements that slow speed, there need to be safe places to walk and bike and cross the street, especially multi-lane arterial thoroughfares. The Village should require and install the same high-visibility crosswalk roadway striping at all signalized intersections, trail crossings, school and park crossings. The standardized crosswalk must be continental, also known as piano key. Crosswalk striping must adhere to or exceed County and State standards. Ensure that crosswalk striping conventions include signage and other prominent vertical notification elements to ensure that crosswalks are readily visible for motorists. Select locations may feature branded crosswalks.

An example of a piano key crosswalk
Source: CMAP

8 Toole Design, December 13, 2023. 8 Tips for Embracing the E-bike Era. https://tooledesign.com/insights/2023/12/8-tips-for- embracing-the-e-bike-era/

Map 3 Proposed Intersections and Crossings Improvements



- Metra Stations
- Trail Crossing Improvement
- Upgrade / Add Crosswalk Striping
- Additional Lighting
- Bulb-out / Curb Extension Opportunity
- Enhanced Pedestrian Crossing
- Mid-block Crossing

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OBJECTIVE 1.3

Create a designated Active Transportation Friendly District with appropriate amenities

Strategy 1.3.1

Designate the Village's Downtown, Fairview and connection area, as an Active Transportation Friendly District

The Village is promoting Downtown and Fairview as pedestrian-friendly commercial/retail districts. The intensity of commercial development and concentration of outdoor dining facilities, however, is not conducive to implementing active transportation facilities beyond what currently exists. Therefore, the Village should consider promoting Downtown, Fairview, and the connection area as a multi-modal, Active Transportation Friendly District (ATFD), where pedestrians, cyclists, and those operating motor vehicles all respect one another and utilize the same thoroughfares.

Lakeview, Illinois establishes a Bicycle Friendly Business District (BFBD)

As a result of coordination between the Active Transportation Alliance, a non-profit transportation advocacy group, and the Lakeview Chamber of Commerce, Chicago's Lakeview Neighborhood established BFBD. As part of the program, businesses provide discounts (e.g., 10 to 15 percent off an order), or a free drink with meal purchase, when a cyclist brings in their helmet. In return, the Chamber of Commerce helps participating businesses with the permit process for bike parking, though not necessarily with the funding. Additionally, the Lakeview Chamber of Commerce sponsors a one-month long media campaign to promote the BFBD. Prizes are provided to those who post on social media about the BFBD. The media campaigns have succeeded in helping brand the neighborhood as sustainable and bike friendly. The partnership between the Chamber of Commerce and the Active Transportation Alliance has strengthened the outreach to businesses in the area. In addition, the partnership with a transportation advocacy group has created a focus on bike safety education and biking guides[10].

Strategy 1.3.2

Integrate bicycle facilities with public transit

Annually or bi-annually, ensure that the adequate number of bicycle parking spaces (bicycle racks) are located at each Metra station. Work with Pace (suburban buses) to install bicycle racks at heavily utilized Pace bus stops.

Strategy 1.3.3

Develop a comprehensive wayfinding system for pedestrians and cyclists

Wayfinding is a set of tools and systems that help people navigate their physical space. Wayfinding encompasses all the systems, both big and small, along with all the types of informational signs and directional signs that help guide people through a physical space. It can be as simple as a static facility map that helps people locate their desired destination. A wayfinding system may consist of signage, maps, information kiosks, software programs, and other elements, which in aggregate, provide the following benefits:

- Guides cyclists to their destinations
- Highlights high comfort routes and key connections
- Increases awareness of the active transportation network
- Encourages ridership by making people aware of possible destinations[9]

9 Martens, Brina. 2025. What is wayfinding and why is it important? OfficeSpace. https://www.officespacesoftware.com/blog/what-is-wayfinding/

10 LiveMove, 2015. Case Studies: Bicycle Friendly Business Districts. https://bikeleague.org/wp-content/uploads/2023/02/BikeFriendlyBusinessDistrictFinalReport.pdf

OBJECTIVE 1.4

Expand the Village's standards and regulatory provisions to include the recommended policies and regulations pertaining to operating micromobility devices on existing and proposed facilities, as outlined within this Plan, to ensure a safer active transportation experience for residents and visitors alike

Strategy 1.4.1

Design and operate streets for users of all ages and abilities

The Village should consistently design and operate the entire roadway with all users in mind, including cyclists, public transportation vehicles and riders, and pedestrians. This will enable users of all ages and abilities to safely move along and across Village streets. This does not mean that every road has a separate facility to each mode, rather that all modes are considered when designing facilities.

Strategy 1.4.2

Manage vehicular speeds

Slowing speeds is a key component to reducing deaths and injuries resulting from crashes, for people of all ages, but particularly for children. Municipalities whose objective is to increase children walking and biking on a regular basis must focus on reducing vehicular speeds where children and youth walk and bike.

Strategy 1.4.3

Implement traffic calming regulations and infrastructure in areas of concentrated pedestrian activity

Traffic calming is a road design strategy that promotes attentive and responsible driving. It uses sensory-rich environments to reduce vehicle speeds and foster safe habits among all road users. Traffic calming design forces drivers to pay attention to their overall driving environment to determine their driving behavior. Factors such as road conditions, obstructions, sight distance, and the presence of pedestrians can seriously impact road safety. Traffic calming strategies are used to create environments where the most convenient driving behaviors are also the safest.

Modified streetscapes can help achieve a range of community goals, both functional and aesthetic, for the benefit of all street users. Traffic calming is especially valuable in areas with high pedestrian activity, such as crowded downtown streets, commercial districts, mixed-use spaces, recreational streets/boulevards, and areas surrounding transportation hubs.

When implemented effectively, traffic calming provides many positive outcomes, including:

- Safer streets for pedestrians and cyclists
- Reduced traffic noise
- Increased local economic activity
- Increased universal access
- City beautification and revitalization

Traffic calming strategies include adjusting lane width, as well as using traffic circles (roundabouts), medians, and diverters. Bollards also play a significant role in each of these traffic calming initiatives by improving their overall effectiveness. Many recommendations provided in the *Guiding DG* Streetscapes Plan will help to increase traffic calming in the pedestrian heavy areas near Downtown and Fairview.

Strategy 1.4.4

Amend Municipal Code to be consistent with all recommendations included in the Active Transportation Plan

The municipal code must reflect recommendations upon adoption by the Village Council. Once adopted, staff must work to ensure that the regulations outlined in the municipal code are consistent with the recommendations of this plan.

Strategy: 1.4.5

Establish enforceable regulations for electric micromobility devices (E-Bikes and E-Scooters)

With the growing popularity of E-Bikes and E-Scooters, riders need to stay informed about the prevailing regulations that govern their use. In Illinois, E-Bike owners must comply with specific registration requirements to operate their vehicles legally. The registration process ensures adherence to safety standards and facilitates identification in case of accidents or other incidents.

Typical local regulations manage the use of E-Bikes and E-Scooters in public spaces and parks. E-Bike riding on multi-use trails depends on local laws as well. The Village must amend the municipal code to provide clear regulations for e-bike and e-scooter users and for the Village's enforcement team.

Strategy 1.4.6

Continue to enforce cyclist safety laws

Laws that protect cyclists, such as mandatory helmet laws, safe passing regulations, and strict enforcement of traffic rules, contribute to a safer cycling environment.

Seattle's lowered traffic speeds successfully reduces vehicular crashes

In 2016, the City of Seattle made a big commitment to reducing vehicular crashes, and reduced the citywide default speed form 25 to 20 mph on non-arterials, and arterials from 30 to 25 mph. They also increased the number of speed limit signs, and found that the combination of reducing speed limits and increasing the number of speed limit signs resulted in a 22 percent reduction in crashes and a 54 percent reduction in drivers traveling 40+ mph[11].

Micromobility Trends

According to the North American Bikeshare and Scootershare Association (NABSA),

- The number of e-bikes increased by 71 percent, from 2021 to 2022; and the number of e-scooters grew by 28 percent.
- E-bikes are ridden further than pedal bikes, with an average trip distance of 1.9 miles, compared to 1.4 miles for conventional pedal bikes.
- E-bikes were ridden approximately 56 percent more than pedal bikes in systems that have both
- E-scooter recoded 10 million more trips in 2022 compared to 2021.
- In 2023, 82 percent of shared micromobility systems included e-devices and 64 percent of shared micromobility trips were taken on e-devices.
- 37 percent of shared micromobility trips replace a car trip. In 2023, shared micromobility trips offset approximately 81 million pounds of CO2 emissions by replacing auto trips[12].

11 Marchetti, L., K. March, and N. Pullen-Seufert, 2023. Seattle Models Strategies for Equitable Advancing Safe Walking and Biking for Youth. https://www.pedbikeinfo.org/cms/downloads/PBIC_Seattle%20case%20study.pdf

12 Hilscher, David. December 04, 2017. A Comprehensive Guide to Traffic Calming: How to create safer streets and encourage responsible driving. Reliance Foundry Traffic Management Blog: https://www.reliance-foundry.com/blog/traffic-calming- bollards

OBJECTIVE 1.5

Maintain the active transportation facilities so that they remain usable throughout the year

Active transportation facilities require maintenance, similar to highway and roadway facilities, to ensure safe and dependable access. Neglected active transportation facilities may be rendered completely unusable by people with disabilities and for those without disabilities, can be uncomfortable, and discourage use. As the Village gradually implements the active transportation facilities identified within this plan it will be very important for the Village to incrementally expand and prioritize maintenance operations to ensure that the facilities are usable 365 days per year.

For the purposes of this report, "maintenance" is defined as inspecting, preserving, repairing, and restoring an active transportation facility and keeping it in condition for safe, convenient, and accessible use. Maintenance includes repairing surface defects and changes in level (e.g., heaving) as well as debris, and vegetation removal (U.S. DOT, September 2024). Active transportation facilities require maintenance, similar to highway and roadway facilities, to ensure safe and dependable access. Neglected active transportation facilities may be rendered completely unusable by people with disabilities and for those without disabilities, can be uncomfortable, and discourage use[13]. A smooth, paved, well-maintained surface is best for safe micromobility operations as studies have shown a significant portion of injuries from micromobility device use were due to adverse surface features and infrastructure, and not related to conflicts or collisions with pedestrians, bicyclists, or motor vehicles[14].

Strategy 1.5.1

Ensure that active transportation facilities are designed to reduce the impact of snow, ice, and debris accumulation to increase usability and decrease required maintenance

Design recommendations/considerations should include:

- Sloping pavements to ensure snow and debris accumulation begins along facility edges and not within principal facility throughways.
- Ensuring sidewalks, shared-use paths, and off-street facilities are elevated slightly above adjacent areas to allow for sufficient drainage.
- Creating buffer strips between facilities, either on-street or off-street, that can be used for snowplow depositing.

Strategy 1.5.2

Install bicycle repair stations and E-Bike/E-Scooter charging stations at Metra Train Stations, parks, and other popular community destinations

To encourage the use of micromobility devices to reach the destinations outlined within Chapter 3.0's Origin – Destination Assessment, partner with allied agencies and private sector entities to locate and implement the requisite infrastructure to support active transportation; in particular, sheltered bicycle parking and repair stations, and E-Bike / E-Scooter charging stations.

13 Semler, Conor, et al., 2016. Guidebook for Developing Pedestrian & Bicycle Performance Measures. FHWA. Report Number: FHWA-HEP-16-037. https://transportation.org/active/wp-content/uploads/sites/7/2023/01/pm_guidebook-min.pdf).

14 U.S. DOT, September 2024. Guide for Maintaining Active Transportation Infrastructure for Enhanced Safety. FHWA-SA-23-005 https://highways.dot.gov/sites/fhwa.dot.gov/files/2024-10/Guide_for_Maintaining_Active_Transportation_FHWA-SA-23- 005_0.pdf

GOAL 2.0

The Village is known for and celebrates its active transportation culture

Developing an active transportation culture involves creating safe and convenient ways for people to walk, bike, or roll around their town. The objectives that further define and structure this goal focus on how to engender active transportation into the social culture of those who reside in Downers Grove, both cyclists and non-cyclists alike. This includes strategies pertaining to how to best promote active transportation as a viable and safe mobility option, for all residents. Importantly, people need to be educated on the rules of the road, which pertains to motor vehicle operators as well as cyclists and pedestrians. People need to learn to be respectful of each other and appreciate the fact that roads are paid for and built for multiple user groups who utilize a variety of multimodal transportation options.

OBJECTIVE 2.1

Promote the Village as a Bicycle Friendly Village

Active transportation, such as walking, cycling, or using public transit, can provide many benefits for individuals and communities, such as improving health, reducing greenhouse gas emissions, and enhancing livability. However, promoting active transportation requires careful planning and design to overcome barriers and challenges, such as safety, convenience, and accessibility.

As outlined in Chapter 1.0, Introduction, the benefits associated with active transportation are numerous and include:

- Reductions in traffic congestion and Greenhouse Gas (GHG) emissions.
- Enhanced health outcomes, including reductions in obesity, high blood pressure, and heart disease.

Frame active transportation solutions to illustrate how they help address multiple issues, including health, climate change mitigation, equity, enhanced quality of life and improved economic well-being. Connecting proposed active transportation improvements with issues that resonate with Village residents helps sustain and deepen commitments.

Strategy 2.1.1

Pursue certification as a Bicycle Friendly Community

The League of American Bicyclists' Bicycle Friendly Community Campaign is an awards program that recognizes municipalities that actively support cycling. A Bicycle-Friendly Community provides safe accommodation for cycling and encourages its residents to bike for utilitarian transportation as well as recreation. According to the organization, encouraging bicycling is a simple way towards improving public health. With more people cycling, communities experience reduced traffic demand, improved air quality, and greater physical fitness. In addition, bicycle-friendly towns are often seen as places with a high quality of life. This can translate into enhanced economic prosperity for a community's residents through increased property values, business growth, and increased tourism[15].

Strategy 2.1.2

Promote Bicycle Culture in Workplaces – Create a Bicycle Friendly Workplace Program

Strengthening the bicycle culture in workplaces can encourage employees to cycle to work. The objective of this approach is to increase productivity within the workforce and create a cycling culture. It allows people who have never used a bike to give it a try, as well as motivating regular cyclists to urge their coworkers to join. Workplaces can encourage a bicycle culture by providing convenient facilities such nearby bicycle parking, shower and locker rooms, and free use of a bike repair shop on the company's premises.

Creating a cycling culture at workplaces can enhance people's physical and mental health and well-being. Encouraging employees to cycle to work, as opposed to single-occupancy vehicle trips, will reduce the impact of traffic congestion and associated air and noise pollution. Further, bike-friendly companies provide their employees with more options outside of the typical commute, potentially saving their workforce time through avoiding traffic and money spent on gas and parking. Creating a bike-friendly workplace improves the commuting experience and inspires followers who may not have explored it previously to cycle to work.

Employers can create an incentive scheme for their staff that compensates them for the number of miles they ride or the number of days they bike to work each week. Incentives might be monetary, such as giving workers a modest payment for each day they ride their bikes to work, or they could be in the form of bicycle and bike gear subsidies[16].

The League of American Bicyclists' Bicycle Friendly Business® (BFB) Program is based on the belief that bikes are good for businesses, employees, and the community. BFBs are recognized for their efforts through an award system based on five essential elements to being bicycle friendly: Engineering, Education, Encouragement, Enforcement, Evaluation and Planning, and Equity, Accessibility and Inclusion.

Strategy 2.1.3

Encourage active commuting in Downers Grove to places of employment and to schools

Consider enacting collaborative programs for promoting and incentivizing active transportation trips within and through Downers Grove. Consider working with Metra, local hotels, Midwestern University, Downtown Downers Grove Management Corporation, and the Chamber360 (Downers Grove Area Chamber of Commerce and Industry) to provide vouchers, free Metra rides, brochures/maps, mobility packages, and other means of promoting non-vehicular transportation. Programs can be hotel and visitor-based, to promote tourism and local attractions; or locally-based, to promote local destinations, events, parks, and continued bicycle facility use.

Strategy 2.1.4

Schedule community bike rides

Partner with the Downers Grove Bicycle Club *(https://www.downersgrovebicycleclub.org/)* to schedule bike rides throughout Downers Grove. Community bike-rides are already held regularly by the Bicycle Club, but the program could be expanded to include Village-sponsored bicycle rides open to the public regardless of Club registration. Scheduled community bicycle rides could be designed around a particular theme, such as Downers Grove's history and architecture; a tour of the Village's parks, a tour of specimen trees, or as a "bike-ride with the Mayor" event. Community bike rides sponsored by the Downers Grove Bicycle Club include Memorial Day Weekend, Labor Day Weekend, and the Ride of Silence. Additional community bike rides throughout the State of Illinois are listed in Ride Illinois' 2024 Ride Guide, which can be downloaded at this link: https://rideillinois.org/events/ride-guide/

How Bike Friendly is the Village?

The Danish urban design firm, Copenhagenize, publishes annual bicycle friendliness rankings of cities around the world, based on important features and elements identified by a cross-section of citizens who live within and represent places where cycling is already a major feature of urban planning and transportation. The top 10 features are listed below, along with key questions that the Village should ask itself to test the effectiveness of their actions in advancing the provisions of this Plan[17].

- **Cycling Advocacy.** How highly is a city's bicycle advocacy regarded and is it influential to other municipalities?
- **Bicycle Culture.** Is the bike used by everyday citizens or is it just used for delivery and by marginalized people?
- **Bicycle Infrastructure and Facilities.** Are bike lanes just painted lines next to moving cars or are they physically separated from traffic? Are there ample bike parking places on streets and adjacent to transit stops? Can bikes be freely taken on buses and trains?
- **Bicycle Share Program.** Does the Village have a comprehensive and well-used bike share program?
- **Bicycle Modal Share and Increase Since 2013.** How many people are regularly using bikes as opposed to other types of transportation?
- **Perception of Safety.** Do people in a given neighborhood feel that bicycle riding is safe where they live?
- **Politics and Urban Planning.** Does the city prioritize walking and cycling as a viable form of transportation? What is the overall political climate?
- **Social Acceptance.** How do drivers and the public in general view bicycle riders?
- **Traffic Calming.** Are speed limits and automobile lanes being reduced so that pedestrians and cyclists feel safe?
- **Gender Split.** Is it just young men who are cycling or do women ride bikes as well?

15 League of American Bicyclists. About BFC. https://www.bicyclefriendlycommunity.org/about.html

16 Momentum Staff, June 20, 2023. 10 Steps to Build a Successful Bicycle Program for Your Company. Momentum Magazine https://momentummag.com/build-bike-friendly-business/

17 Berggren, Christopher C., 2024. Top 10 Features of Bike-Friendly Cities. SmartCitiesDive. https://www.smartcitiesdive.com/ex/sustainablecitiescollective/top-10-features-bike-friendly-cities/1068961/

Strategy 2.1.5

Develop a comprehensive, multi-media public information campaign

Communicate, using available printed and social media options, including the Village's official website, the value of active transportation as an important component of national mobility. Underscore the themes of accessibility, equity, sustainability, health, and economic vitality.

Strategy 2.1.6

Continue to actively engage the community in promoting an active transportation culture

Public engagement is all about listening to the concerns of the community regarding what they believe to be the root problems with the Village's transportation infrastructure, from a pedestrian's perspective (e.g., speeding vehicles, unsafe crossings, etc.), and their ideas regarding how to create accessible, connected, and safe active transportation routes and enhanced infrastructure. Work with the Downers Grove Bike Club to mobilize community members to actively engage decision-makers, showcasing the importance of pedestrian safety and the need for infrastructure improvements.

Bike-Friendly Communities

What makes a city bike-friendly? Ken McLeod, policy director with the League of American Bicyclists, points to the "Five E's":

- Engineering, or the infrastructure that supports cycling, such as well-connected bicycle lanes.
- Equity and accessibility, such as bike-sharing programs.
- Education about safe cycling.
- Encouragement to get people cycling, such as bike-themed events.
- Evaluation and planning to develop seamless bike networks.

"Ideally, in great bike-friendly cities, biking is normal," McLeod said. "People from all demographics use bikes to safely get to school or work or to run errands." City plans for bicycling, or more broadly, plans for active transportation — that is, using human energy, primarily walking and bicycling, to get around — are becoming more common, says Rebecca Davies, City Ratings Program Director with People for Bikes. "If cities don't have those plans in place, then when funding becomes available, you're not ready to take advantage of it," she said[18].

18 Kroll, Karen, 2023. Building a bike-friendly city. SmartCitiesDive, October 02, 2023. https://www.smartcitiesdive.com/news/building-bike-friendly-city/695249/

OBJECTIVE 2.2

Provide opportunities through which to educate the community, both motorists and cyclists, on the benefits of active transportation, and the rules of the road

Education on pedestrian and cyclist safety is a critical component in promoting active transportation. Equipping individuals with the knowledge and skills to navigate streets safely is essential before promoting walking and biking. Enhance educational programs to teach pedestrians and cyclists safe practices, empowering them to navigate streets confidently.

Strategy 2.2.1

Promote public awareness campaigns that underscore the benefits of walking and cycling

Public awareness campaigns that highlight the benefits of walking and cycling, address misconceptions, and showcase cycling as a viable transportation option can drive cultural change and increase walking and cycling rates. Public education should underscore the environmental impact of active transportation, the health and wellbeing of users, and active transportation's role in alleviating traffic congestion. Public promotion campaigns can include periodic one-page information sheets, demonstration videos posted on the Village's website, a police/transportation safety tent at Village events, or QR-code campaigns.

Strategy 2.2.2

Encourage bicycle riding education programs in Downers Grove's schools

Encouraging cycling through school programs and initiatives helps instill a cycling culture in the younger generation and promotes safe biking habits starting at an early age.

- Bicycle education can be taught as part of a school's standard physical education program and/or at after-school care programs.
- Enhance the District's Safety Town program to include pedestrian and bicycle safety lessons focused on active transportation facilities implemented as part of this Plan.
- A bike-bus is another means through which to promote and educate safe bicycle riding practices. Similar to a typical school bus, a bike bus is where a school advocate rides a bicycle along a scheduled morning and evening route, and "picks-up/drops- off" children who are also cycling to and from school. As the route continues, more and more children are added to the "back of the bus."
- Partner with Ride Illinois to make bicycle safety, education, and promotional materials readily available online and at select Village facilities. In particular, make sure hardcopies of Ride Illinois' BikeSafetyQuiz for children (ages 4 to 6, and ages 7 to 12), adults, and motorists are available. For more information, refer to *https://rideillinois.org/safety/request-materials/.*
- Provide municipal and state bicycle safety laws to individuals when they purchase a bicycle from a local dealership; and when they register their bicycle with the Police Department.

Strategy 2.2.3

Educate the community and elected / appointed officials on the use, regulation, and enforcement of micromobility devices

As the use of micromobility devices, particularly e-bikes and e-scooters, continues to increase in popularity; the regulations pertaining to their use in the public realm continues to evolve. It is very important that the public remains informed about the conduct and practices expected from those agencies tasked with administering and enforcing the laws governing their use. The Village's Transportation Manager should be tasked with the responsibility of remaining abreast of the ever-changing regulatory environment in Illinois, and provide regular briefings to the Village's Transportation and Parking Commission, as well as the Village Council and Police Department.

OBJECTIVE 2.3

Continue to strengthen and build enduring partnerships with those agencies and organizations that have a stake in administering the Village's transportation system

The facility improvements summarized within Goal 1.0 will take many years to implement and will require the capital and other resources from a variety of agencies whose responsibility is to administer, operate, and maintain many of the transportation corridors that run through the Village. To fully implement the provisions of this Plan will require cultivating enduring partnerships with local, regional, and national entities.

Strategy 2.3.1

Pursue active transportation funding through the Chicago Metropolitan Agency for Planning's (CMAP) Transportation Improvement Program

As described on their website (*cmap.illinois.gov*), the Chicago Metropolitan Agency for Planning (CMAP) is responsible for administering the Transportation Improvement Program (TIP) for northeastern Illinois. The TIP is the region's agenda of multi-modal surface transportation projects. It includes all federally funded projects and regionally significant, non-federally funded projects selected for implementation in the next five years[19].

TIP projects may be funded through a variety of federal, state, local, and other fund sources, including these federal programs directly managed by CMAP: Carbon Reduction Program (CRP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Program (STP), and Transportation Alternatives Program (TAP). CMAP programs these funds and hosts a call for regional projects every two years. In the interim years, CMAP programs local STP projects in collaboration with the Chicago Department of Transportation and the region's eleven subregional Councils of Mayors.

19 Chicago Metropolitan Agency for Planning (CMAP) website: https://cmap.illinois.gov/funding-assistance/transportation- improvement-program/

Strategy 2.3.2

Pursue partnerships through which to connect Village active transportation facilities with existing and proposed facilities in neighboring jurisdictions and throughout the region

Partner with the Illinois Department of Transportation (IDOT), DuPage County Division of Transportation (DuDOT), the Downers Grove Park District, and neighboring municipalities (including Woodridge, Westmont, Darien, Lisle, Lombard, and Oak Brook) to facilitate the implementation of the bicycle and pedestrian improvements recommended within this Plan, particularly along transportation corridors that are outside the jurisdiction of the Village.

Strategy 2.3.3

Pursue federal funding through the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) Grant program, and other federal funding opportunities

As described on the U.S. DOT's website, the Infrastructure Investment and Jobs Act (IIJA) established the Safe Streets and Roads for All (SS4A) discretionary program with $5 billion in appropriated funds to be utilized over five years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. As of the drafting of this Plan, almost $2 billion is still available for future funding rounds. This is but one of multiple federal funding programs focused on improving multi-modal transportation safety, as further described in Chapter 5.0, Implementation.

IMPLEMENTATION

05

INTRODUCTION

Plans should not merely exist as binders on a shelf; they are collaborative works involving many contributors and guide various aspects of municipal development. This chapter emphasizes using the ATP frequently for policy, planning, regulatory, and capital decisions, making it a valuable reference. The Plan should function as a "living document," adaptable to ongoing changes and regularly referenced for community decision-making. Key planning considerations, goals, and strategies must be revisited periodically to ensure clear and reliable direction for public investments in pedestrian and bicycle infrastructure.

Implementation requires commitment from elected and appointed officials, staff, residents, business owners, institutions, foundations, other levels of government, and organizations. This chapter outlines specific roles, responsibilities, and methods to execute recommendations from Chapter 4.0. It also stresses adopting procedures for ongoing monitoring of performance measures, reporting successes, addressing difficulties, and identifying new opportunities and challenges. Regular evaluations and updates will maintain the Plan's relevance and credibility as a policy guide.

Why is this implementation section important for the Village?

- Emphasizes the importance of not only creating a plan, but translating it into real action, and tangible, beneficial results.
- Adds a short-term strategic perspective to what is otherwise intended as a guide to Downers Grove's long-term enhancement over the next 20 years.
- Includes an Implementation Action Plan for the Village and other plan implementation partners (Action Leaders) to focus on during the next several years after plan adoption.
- Underscores the need to keep the Plan fresh and relevant through annual review and reporting procedures and periodic updates.
- Advocates ongoing community engagement as the Plan is implemented.

IMPLEMENTATION PRINCIPLES

The following principles should provide guidance in the implementation of the Plan's recommended strategies, initiatives and actions:

FLEXIBLE APPROACH

Adopt a flexible implementation strategy, allowing for alternative facility improvements as new information emerges. The Plan encourages adaptive assessment, testing, and monitoring to stay current with changing conditions. This also allows for the Plan to evolve and consider a full range of facility options as needed.

RESPONSIBLE USE OF FISCAL RESOURCES

Ensure efficient and effective use of financial resources by seeking to align capital project design and construction to achieve economies of scope and scale.

STAKEHOLDER INVOLVEMENT

Maintain public outreach and engagement throughout implementation and future amendments to the Plan, ensuring continuous stakeholder input.

INTERGOVERNMENTAL COOPERATION

Facilitate intergovernmental cooperation agreements with DuPage County Division of Transportation (DuDOT) and Illinois Department of Transportation (IDOT) to establish consistent policies for transportation improvements within the Village.

ACCOUNTABILITY

The Village is accountable for the Plan's administration and implementation. Regular reporting on progress towards goals and objectives ensures transparency and trust in the process.

PLAN INFLUENCE

Simply setting out an implementation framework in this chapter is not enough to ensure that the recommendations of this Plan will be successfully implemented, and the community's vision and goals ultimately achieved. The policies and action priorities in this Plan should be consulted frequently and should be widely used by decision-makers as a basis for judgments regarding:

- The timing and availability of infrastructure improvements.
- Expansion of public facilities, services and programs
- Annual capital budgeting.
- potential redrafting and amendments to the Village's Municipal Code.
- Intergovernmental coordination and agreements
- Operations, capital improvements, and programming related to specific Village departments.

There are seven general methods for evaluating and prioritizing plan implementation:

1. **Policy-based Decisions**: Transportation and development decisions should align with the strategies and recommendations of the ATP. While the Plan provides a framework for prioritizing improvements, infrastructure investment decisions remain at the Village Council's discretion.
2. **Land Development Regulations and Engineering Standards**: Regulations (e.g., Municipal Code) and engineering standards should ensure that active transportation facilities reflect the Village's planning objectives, and balance quality development outcomes with economic factors without delaying appropriate new development or redevelopment.
3. **Coordination and Partnerships**: Some initiatives may require coordination, intergovernmental agreements, or funding from other public entities or levels of government. The role of private and non-profit partners, committees, commissions, and organizations is crucial for successful and sustainable implementation.
4. **Special Projects, Programs, and Initiatives**: These may include adjusting existing Village programs, entering into interlocal agreements, expanding public participation, providing education and training, and other special projects.
5. **Specific Plans and Studies:** Additional planning work at a finer detail level is needed for some areas. Implementation will likely require further planning, detailed design, and development of construction documentation and specifications.
6. **Formulation of New Policies:** As new development or redevelopment plans arise, Village staff, advisory boards, the Transportation and Parking Commission, and Village Council should consider the Plan's guiding principles and policies. Prioritization of programs and projects should heavily influence future decisions to achieve the community vision.
7. **Community Investment Programming:** the Village's Community Investment Program (CIP) is a multi-year plan identifying budgeted capital projects, such as infrastructure, facilities, and major equipment. Prioritizing proposed capital improvements should align with the Plan's directives. A CIP boosts accountability by detailing project costs and phases, which is crucial when relying on external grants or coordinating with other entities.

PROJECT PRIORITIZATION

The ATP outlines various potential projects for near-term, mid-term, and long-term implementation. Specialized plans and studies may also identify needs and priorities in areas like economic development, transportation, utilities infrastructure, parks and trails, housing, and community facilities. Because some projects represent essential "needs," others are more "wants," which underscores the importance of establishing criteria to help prioritize which projects to advance first. Fundamental criteria for project selection includes the degree to which the facility is:

A. Accessible - from key points of origin (i.e., neighborhoods and higher-density residential areas);
B. Connected – there are logical beginning and end points, and connections to other facilities that will enable the user to ultimately reach the desired destination; and
C. Safe – the facility enhances the user's level of safety, while traveling from the point of origin to the intended destination. All projects proposed within this Plan are intended to meet these minimum criteria.

Secondary criteria used for project selection should consider the geographic context of the Village and region. At minimum, it is important that initial projects provide accessible, connected, and safe routes across the Village in an east-west direction and north-south direction. Because the Village is predominantly north-south orientation, it would be advantageous to consider a southern east-west route, a central east-west route, and a northern east-west route. Implementing these "spine routes" will then provide additional rationale for implementing secondary routes which connect to the spine routes, which results in the beginnings of a network of active transportation facilities. Additional project selection criteria for consideration should include:

D. Regional Connectivity – Providing facility connections to trails systems outside of the Village
E. Multi-Modal Integration - Connections to other modes of public transportation (i.e., Metra train stations and Pace transit stops)
F. First-last Mile Connections - Facility connections from public transit stops to places like employment centers
G. Safe Access to Downtown - Connections to the proposed Active Transportation Friendly District (ATFD)
H. Existing Route Enhancements - Improvements to popular corridors that are already being used for active transportation, to increase access, connectivity, and safety

Additional prioritization criteria include those that build momentum within the community and illustrate fiscal responsibility and resourcefulness, such as:

I. Straightforward projects that build momentum and show early results.

J. Projects with favorable cost/benefit ratios. Project improvements that could be added to this category would include existing/planned thoroughfare reconstruction and drainage projects in the Village's CIP, DuPage County Division of Transportation's (DuDOT) CIP (i.e., Warrenville Road/Bridge reconstruction from State Route 53 to Finley), and the Illinois Department of Transportation's (IDOT) CIP (i.e., Butterfield Road Corridor Study).

K. Visible outcomes that demonstrate meaningful use of public funds, often favored by elected officials.

L. Interim steps toward long-term objectives, breaking down complex projects into manageable parts, which may be implemented in conjunction with other infrastructure improvements.

M. Projects with obvious funding sources that can be implemented quickly, sometimes moving up the priority list due to new grant opportunities.

As depicted in the *Table 1, Bicycle Facility Prioritization*, the above-mentioned criteria were used to evaluate and prioritize the proposed facilities improvements identified on the *Proposed Bicycle Facilities Map* (within Chapter 4.0, Strategies and Recommendations, on page 90). Order-of-magnitude costs were included from *Table 1, Proposed Bicycle Facilities*: *Costs.* The first 10 facilities should be considered high priorities.

Project Prioritization: Questions to Consider

Municipal Finance Administration (International City Managers Association, 1962), suggests answering the following questions when starting project prioritization[20].

- ☐ How is the candidate project related to the progress of the entire community?
- ☐ Is the project part of a larger program or objective, and how are they interrelated?
- ☐ How many stakeholders will benefit from the project? How many will be harmed or inconvenienced if the project does not happen?
- ☐ How will the project add value to the surrounding area?
- ☐ Will the project lead to more efficient performance of a Village service? Will it reduce or increase the ongoing costs of a service or facility?

20 Institute for Training in Municipal Administration, 1962. Municipal Finance Administration, 6th Edition. Pub. for the International City Managers' Association. Municipal Management Series. Chicago

As depicted in the *Table 1, Bicycle Facility Prioritization*, the above-mentioned criteria were used to evaluate and prioritize the proposed facilities improvements identified on *Map 1, Proposed Bicycle Facilities* (within Chapter 4.0, Strategies and Recommendations). Order-of-magnitude costs were included from *Table 2, Proposed Bicycle Facilities: Costs*. The first 10 facilities should be considered high priorities.

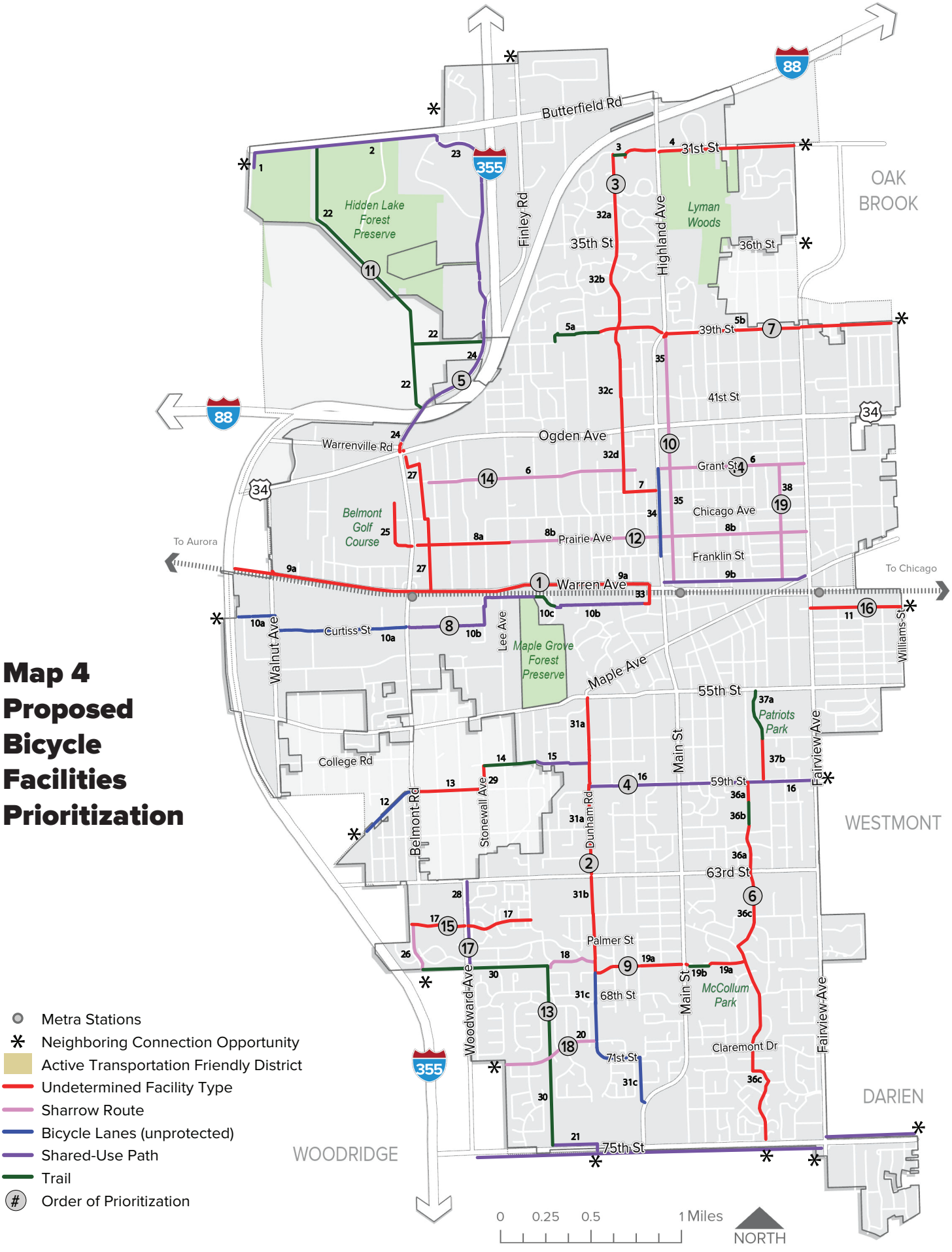
Table 1, Bicycle Facility Prioritization

No.	Route Description	Prioritization Criteria													Cost (1)
		A	B	C	D	E	F	G	H	I	J	K	L	M	
1	Veterans Memorial Tollway (I-355) to Fairview Avenue via Burlington Avenue, Warren Avenue (9a) Forest Avenue, and Rogers Street (9b)	x	x	x		x	x	x	x	x	x	x	x	x	$3,589,200
2	Dunham Road to ATFD via Lemont Road / Main Street to Maple Avenue (31c-a)	x	x	x				x	x	x		x	x	x	$1,399,350
3	ATFD to Midwestern University via Main Street (34), Lincoln Street (7), Saratoga Avenue (32d-a), 31st Connect (3), and 31st Street (4)	x	x	x	x	x	x	x	x	x		x	x	x	$1,582,200
4	Woodridge to Westmont via Hobson Road., 59th Street (12, 13), Springside Avenue (29), Jefferson Avenue (14, 15), Dunham Road (31a), and 59th Street (16)	x	x	x	x				x	x		x	x	x	$2,376,900
5	Warren Avenue to Butterfield Road (2, 1) via Pershing Avenue (27), Grant Street (24), Belmont Road, Finley Road (24) and Lacey Road (23)	x	x	x	x	x	x		x	x	x	x	x	x	$3,650,000
6	75th Street to ATFD via Fairmount Avenue, 72nd Street, Fairmount Avenue (36c-a), 59th Street (16), and Dearborn Parkway (37b-a)	x	x	x	x			x	x	x		x	x	x	$929,700
7	Bell Aire Elementary School to Oakbrook via trail (5a) to 39th Street (5b)	x	x	x	x					x		x	x	x	$1,628,100
8	Lisle to ATFD via Hitchcock Avenue (10a), Walnut Avenue, Curtiss Street (10a-b), Cornell Avenue, and Gilbert Avenue (10b-c, 10b, 33)	x	x	x	x	x	x	x	x	x		x	x	x	$1,6231,450
9	Woodridge to Fairmount via Concord Easement (30), Springside Avenue (18), Brunette Drive (18), Bolson Drive (18), Dunham Road (31b), 67th Street (19a), McCollum Park Trail (19b), and 67th Street (19a)	x	x	x	x					x	x	x	x	x	$736,900
10	Rogers Street to 39th Street via Highland Avenue (35)	x	x	x		x	x	x	x	x	x	x	x	x	$301,400
11	Morton Arboretum Trail from Lacey Road to Butterfield Road (22)	x	x	x						x	x	x	x	x	$2,152,500
12	Belmont Golf Course to Fairview Avenue via Puffer Road to Prairie Avenue (8a-b)	x	x	x					x	x	x	x	x	x	$810,900
13	Concord Easement (30) to 75th Street (21)	x	x	x	x					x	x	x	x	x	$1,386,000
14	Pershing Avenue to Downers Grove North H. S. via Grant Street (6) and Downers Grove North H. S. to Fairview Avenue (6)	x	x	x				x			x	x	x	x	$441,400
15	Concord Easement to Ruth K. Powers Park via Puffer Road (26) and Prentiss Drive (17)	x	x	x	x						x	x	x	x	$22,300
16	Fairview Avenue to Westmont via 2nd Street (11)	x	x	x	x	x	x	x				x	x	x	$107,900
17	Concord Easement to 63rd Street via Woodward Avenue (28)	x	x	x								x	x	x	$491,000
18	Woodridge to Dunham Road via 71st Street (20)	x	x	x	x						x	x	x	x	$118,200
19	Rogers Street to Grant Street via Douglas Road (38)	x	x	x		x	x	x		x	x	x	x	x	$139,900

Note 1:

- In the case where there are optional facilities costs, the higher cost was used.
- All estimated costs include a 25 percent contingency.

Map 4 Proposed Bicycle Facilities Prioritization



- Metra Stations
- Neighboring Connection Opportunity
- Active Transportation Friendly District
- Undetermined Facility Type
- Sharrow Route
- Bicycle Lanes (unprotected)
- Shared-Use Path
- Trail
- (#) Order of Prioritization

IMPLEMENTATION ACTION PLAN

Table 2, Active Transportation Implementation Action Plan, provides a starting point for determining immediate, near-term, and long-term task priorities. This first step toward Plan implementation should align with the Village's annual budget process, Community Investment Program (CIP) preparation, and departmental work planning.

Near-term action priorities should be revisited annually by Village officials and staff to recognize accomplishments, address areas needing further attention, and adjust priorities based on changing circumstances and emerging needs. Early implementation of certain items may be expedited by grant opportunities, mandates, or partner eagerness, while high-priority items may face delays due to budget constraints, lack of a lead entity, or community readiness.

Progress on Year 1-3 items should be the focus of the first annual review and report a year after Plan adoption. The entire action agenda list in Table 5—and all other action items throughout the Plan—should be revisited annually to determine if additional items are ready for the next near-term action timeframe and to set priorities.

Table 2, Active Transportation Implementation Action Plan, details priority action items, their general time frames, responsible parties (Action Leaders), and level of effort for implementation. Strategies are categorized into:

1. **Capital Projects -** Most capital projects will require additional feasibility analysis, construction documentation, specifications, and detailed cost estimates. Properly budgeting for these projects is essential for plan implementation, and prioritization should reflect the Plan's direction and priorities.
2. **Policies and Programs -** Policies guide day-to-day activities and strategic decisions, capturing basic philosophies and standard procedures. Programs involve routine activities and special projects by Village departments and staff. Implementing the ATP may require initiating or adjusting policies and programs, expanding community outreach, or providing specialized training to achieve priority objectives effectively.
3. **Regulation and Standards -** Land development regulations and engineering standards are crucial for plan implementation, ensuring that development reflects the Village's planning objectives. These codes should promote quality development outcomes while considering economic factors and not delaying appropriate new development or redevelopment consistent with Plan principles.
4. **Partnerships and Coordination -** Some initiatives require coordination, intergovernmental agreements, or funding from other public entities or levels of government. The role of private and non-profit partners is vital for advancing the community's action agenda through cooperative efforts, volunteer activities, in-kind services, and public/private financing of improvements.
5. **More Targeted Planning -** Certain areas require more detailed study and planning to qualify for external funding opportunities. These studies involve targeted planning at a finer detail level than what occurred within the ATP, such as utility master plans and cost of growth assessments. Some parts of the Plan will be implemented after additional planning or special studies to clarify next steps and associated costs.

Action Leaders include:

- CMAP - Chicago Metropolitan Agency for Planning
- DGBC - Downers Grove Bicycle Club
- DGPD - Downers Grove Park District
- DTMC - Downtown Downers Grove Management Corp.
- DuDOT - DuPage County Division of Transportation
- IDOT - Illinois Department of Transportation
- ITRA - Illinois Toll Road Authority
- MWU - Midwestern University
- MA - Morton Arboretum
- NMUN - Neighboring Municipalities (Oak Brook, Lombard, Lisle, Woodridge, Darien, Westmont)
- PACE - Pace Suburban Bus
- RTA - Metra (Commuter Rail Division of the Regional Transportation Authority)
- SD99/58 - Downers Grove Schools Districts 99 and 58

Table 2, Active Transportation Implementation Action Plan

low level of effort
●○○○○

medium level of effort
●●●○○

high level of effort
●●●●●

The Basis Behind the 'Level of Effort':
Strategies which do not involve outside entities, beyond Downers Grove, and/or strategies which are a one-time designation or action are identified as a low level of effort.
Strategies which may involve outside local entities, more thorough planning, a change to Village code and policy, and/or involve educational efforts are identified as a moderate level of effort.
Strategies which involve multiple outside county and state entities, additional planning, design, and construction documentation, and/or a change to existing infrastructure and features within the right-of-way are identified as a high level of effort.

#	Action	Timeframe: Ongoing	Year 1-3	Year 3-10	Year 10+	Action Type: Capital Projects	Policy and Programs	Regulations and Standards	Partnerships and Coordination	More Targeted Planning	Action Leaders	Level of Effort
GOAL 1: A network of accessible, connected, and safe active transportation facilities are used throughout the year.												
Objective 1.1: Expand and improve the existing network of active transportation facilities within Downers Grove to connect residential areas with parks, schools, commercial/retail areas, and other destinations.												
Strategy 1.1.1	Develop a palette of implementable active transportation facilities. (see the Bicycle Facilities Implementation Action Table and Map)	X				X	X	X	X	X	DGPD, DuDOT, IDOT, ITRA, NMUN, SD99-58	●●●●●
Strategy 1.1.2	Where possible, design active transportation facilities to accommodate All Ages and Abilities (AAA).	X					X	X		X	DGPD, DuDOT, IDOT, NMUN, SD99-58	●●●●
Objective 1.2: Focus on making Thoroughfare Intersections safer and more pedestrian-friendly.												
Strategy 1.2.1	Implement intersection safety improvements throughout the Village. (see the Intersections and Crossings Improvements Map)	X				X	X	X	X	X	DGPD, DuDOT, IDOT, IRTA, NMUN, SD99-58	●●●●●
Strategy 1.2.2	Establish uniform standards for crosswalk striping.		X					X		X	DuDOT	●
Objective 1.3: Provide incentives, financial and other, to stimulate active transportation in the Village.												
Strategy 1.3.1	Designate the Village's Downtown, Fairview and connection area, as an Active Transportation Friendly District.		X				X	X	X	X	DTMC	●●
Strategy 1.3.2	Provide E-Bike and E-Scooter parking and charging stations at Metra Train Stations, parks, and other popular community destinations.	X				X				X	DTMC, DGPD, RTA, SD99-58	●●●
Strategy 1.3.3	Integrate bicycle facilities with public transit.	X				X			X		DTMC, RTA, PACE	●●
Strategy 1.3.4	Develop a comprehensive wayfinding system for pedestrians and cyclists.			X			X			X	DGPD, DuDOT, IDOT	●●●

#	Action	Timeframe				Action Type					Action Leaders	Level of Effort
		Ongoing	Year 1-3	Year 3-10	Year 10+	Capital Projects	Policy and Programs	Regulations and Standards	Partnerships and Coordination	More Targeted Planning		
Objective 1.4: Expand the Village's standards and regulatory provisions to include the recommended policies and regulations....												
Strategy 1.4.1	Consider adopting a Multi-Modal Transportation or Complete Streets policy.			X			X				DuDOT, IDOT, CMAP	●●
Strategy 1.4.2	Manage vehicular speeds.	X							X		DuDOT, IDOT	●●
Strategy 1.4.3	Implement traffic calming regulations and infrastructure in areas of concentrated pedestrian activity.	X						X		X	DuDOT, IDOT, SD99-58	●●●
Strategy 1.4.4	Amend the Downers Grove Bicycle Code (Chapter 6 of the Municipal Code of Downers Grove) to be consistent with all recommendations included in the Active Transportation Plan.		X					X			DuDOT	●
Strategy 1.4.5	Establish enforceable regulations for electric micromobility devices (E-Bikes and E-Scooters)		X					X			DuDOT	●●
Strategy 1.4.6	Continue to enforce cyclist safety laws.	X					X		X		DuDOT, IDOT	●●
Strategy 1.4.7	Employ, where possible, the FHWA's proven safety countermeasures.	X							X	X	DuDOT, IDOT, CMAP, ITRA	●
Objective 1.5: Develop an enhanced maintenance program to ensure active transportation facilities remain useable throughout the year.												
Strategy 1.5.1	Ensure that active transportation facilities are designed to reduce the impact of snow, ice, and debris accumulation to increase usability and decrease required maintenance.	X				X	X	X		X	DuDOT, DTMC, IDOT, CMAP, ITRA, RTA, SD99-58	●●●

Table 2, Active Transportation Implementation Action Plan

#	Action	Timeframe: Ongoing	Year 1-3	Year 3-10	Year 10+	Action Type: Capital Projects	Policy and Programs	Regulations and Standards	Partnerships and Coordination	More Targeted Planning	Action Leaders	Level of Effort
GOAL 2: The Village is known for and celebrates its active transportation culture.												
Objective 2.1: Promote Downers Grove as a Bicycle Friendly Village.												
Strategy 2.1.1	Pursue certification as a Bicycle Friendly Community.			X			X				DuDOT, DGPD, DTMC	●
Strategy 2.1.2	Promote Bicycle Culture in Workplaces – Create a Bicycle Friendly Workplace Program.			X			X				DuDOT, DTMC, RTA	●●
Strategy 2.1.3	Encourage active commuting in Downers Grove to places of employment and to schools.	X	X				X				DuDOT, DTMC, RTA, SD99-58	●●
Strategy 2.1.4	Schedule community bike rides.		X				X		X		DGBC, DTMC	●●●
Strategy 2.1.5	Develop a comprehensive, multi-media public information campaign.		X				X				DGBC, DTMC	●●●
Strategy 2.1.6	Continue to actively engage the community in promoting an active transportation culture.	X							X	X	DGBC, DTMC, SD99-58	●●●
Objective 2.2: Provide opportunities through which to educate the community, both motorists and cyclists, on the benefits of active transportation, and the rules of the road.												
Strategy 2.2.1	Promote public awareness campaigns that underscore the benefits of walking and cycling.	X					X		X	X	DGBC, DTMC, SD99-58	●●●
Strategy 2.2.2	Encourage bicycle riding education programs in Downers Grove's schools.	X					X		X	X	DGBC, DTMC, SD99-58	●●●
Strategy 2.2.3	Educate the community and elected / appointed officials on the use, regulation, and enforcement of micromobility devices.	X					X		X	X	DGBC, DTMC, SD99-58	●●●

#	Action	Timeframe: Ongoing	Timeframe: Year 1-3	Timeframe: Year 3-10	Timeframe: Year 10+	Action Type: Capital Projects	Action Type: Policy and Programs	Action Type: Regulations and Standards	Action Type: Partnerships and Coordination	Action Type: More Targeted Planning	Action Leaders	Level of Effort
Objective 2.3: Partnerships and Coordination: Continue to strengthen and build enduring partnerships with those agencies and organizations that have a stake in administering the Village's transportation system.												
Strategy 2.3.1	Pursue active transportation funding through the Chicago Metropolitan Agency for Planning's (CMAP) Transportation Improvement Program.	X							X	X	CMAP, DGPD, DGDT, DuDOT, IDOT, TRA, NMUN, SD99-58	●●●●
Strategy 2.3.2	Pursue partnerships through which to connect Village active transportation facilities with existing and proposed facilities in neighboring jurisdictions and throughout the region.	X							X	X	CMAP, DGPD, DGDT, DuDOT, IDOT, TRA, NMUN, SD99-58	●●●●
Strategy 2.3.3	Pursue federal funding through the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) Grant program.	X							X	X	CMAP, DGPD, DGDT, DuDOT, IDOT, TRA, NMUN, SD99-58	●●●●

PROJECT COST

Table 3, Proposed Bicycle Facilities: Costs, identifies order-of-magnitude costs associated with the proposed bicycle facilities depicted on the *Proposed Bicycle Facilities Map*, in Chapter 4.0, Strategies and Recommendations. Costs for the "Undetermined Facility Type" include the alternative facility types identified within the "What's Possible Complete" Map within the What's Possible Assessment. Assessment. Two costs are provided for Sharrow Route-related improvements, the first cost is for thoroughfare markings, and the second cost is for street lighting, placed 150 ft. on center, staggered.

Table 4, Proposed Sidewalk Facilities: Costs, identifies order-of-magnitude costs associated with the proposed sidewalk improvements within the Village's jurisdiction, as depicted on the *Proposed Sidewalk Improvements Map*, in Chapter 4.0, Strategies and Recommendations.

Table 5, Proposed Intersections Improvements: Costs, identifies order-of-magnitude costs associated with the proposed intersection improvements within the Village's jurisdiction, as depicted on the *Map 3, Proposed Intersection and Crossings Improvements*, in Chapter 4.0, Strategies and Recommendations.

The costs provided within these tables are based, in part, on costs provided by the Village. With each facility type line item cost an additional 25 percent contingency was included to account for unforeseen costs, as labor and material expenses may vary over time.

Project Funding

As outlined within *Table 2, Active Transportation Implementation Action Plan*, while several facility improvements (projects) are ready to be implemented immediately, others will require additional planning and design, resulting in construction documents and specifications which may be competitively advertised for construction proposals. Some projects are largely outside of the Village's jurisdiction and will require cultivating partnerships with neighboring municipalities and other agencies. The more ambitious and extensive projects will require funding beyond what the Village currently has budgeted for transportation-related improvements.

Funding Opportunities

When implementing the ATP, the Village should actively pursue funding through federal, state, and local, public, private, and quasi-public programs; several of which are identified in *Table 6, Funding Programs*.

Community Investment Program

Several proposed facilities, particularly sidewalk and intersection improvements, may be incrementally implemented while the Village is undergoing scheduled thoroughfare maintenance and reconstruction projects identified within the Village's Community Investment Program (CIP).

DEFINITION OF ROLES

The Village Council, as elected officials, should lead Plan implementation by setting priorities, timeframes, milestones, and budgets. They must ensure effective coordination among groups responsible for executing the Plan's strategies, in conjunction with the Village Manager and Transportation Manager.

VILLAGE COUNCIL

The Village Council will lead in:

- Acting as the Plan's champion
- Adopting the Plan and amendments after recommendations from the Transportation and Parking Commission and/or Village staff
- Confirming implementation priorities and timeframes as recommended by Village staff
- Approving necessary funding commitments
- Offering final approval of projects and their costs during the budget process, ensuring consistency with the Plan
- Providing policy direction to the Transportation and Parking Commission, other boards, and Village staff

TRANSPORTATION AND PARKING COMMISSION

The Transportation and Parking Commission will lead in:

- Facilitating public meetings to discuss new community issues and needs
- Periodically obtaining public input to keep the Plan updated through various outreach methods
- Ensuring recommendations to the Village Council reflect Plan goals, priorities, and strategies

VILLAGE STAFF

Village Staff will lead in:

- Managing day-to-day Plan implementation
- Supporting and executing CIP efforts
- Conducting studies and developing additional plans
- Reviewing applications for consistency with the *Guiding DG* Comprehensive Plan
- Negotiating intergovernmental and development agreements
- Administering collaborative programs and maintaining communication with private, public, and non-profit partners
- Keeping an inventory of potential plan amendments for annual and periodic review and updates

Table 3, Proposed Bicycle Facilities: Costs

Action Leaders Abbreviations:

CMAP	Chicago Metropolitan Agency for Planning
DGBC	Downers Grove Bicycle Club
DGPD	Downers Grove Park District
SD99-58	Downers Grove Schools Districts 99 and 58
DTMC	Downtown Downers Grove Management Corp.
DuDOT	DuPage County Division of Transportation
IDOT	Illinois Department of Transportation
ITRA	Illinois Toll Road Authority
RTA	Metra (Commuter Rail Division of the Regional Transportation Authority)
MWU	Midwestern University
MA	The Morton Arboretum
NMUN	Neighboring Municipalities (Oak Brook, Lombard, Lisle, Woodridge, Darien, Westmont)

#	Alignment	From	To	Coordination	Type	Length (l.f.)	Unit Cost
1	Highway 53	Morton Arb.	Butterfield	DuDOT, IDOT	Shared-Use Path	1,168	$125 /l.f.
2	Butterfield Rd.	Highway 53	Lacey	DuDOT, IDOT	Shared-Use Path	5,280	$125 /l.f.
3	31st Connect	Saratoga	31st		Trail	342	$125 /l.f.
4	31st St.	31st Connect	V. of Oak Brook	DuDOT, DGPD, MWU	Undetermined	5,005	$125 /l.f.
5a	Belle Aire Elem.	Herbert	39th	SD99-58	Trail	1,408	$125 /l.f.
5b	39th St.	39th at Venard	N Washington	DuDOT, SD99-58	Undetermined	8,660	(a) $125 /l.f. - (b) $50 p/Shw.
6	Grant St.	Pershing	Fairview	SD99-58	Sharrow	10,507	$50 p/Shw.
7	Lincoln St.	Saratoga	Main	SD99-58	Undetermined	980	$50 p/Shw.
8a	Prairie Ave.	Belmont	Lee		Undetermined	2,730	$50 p/Shw.
8b	Prairie Ave.	Lee	Fairview	DGPD, SD99-58	Sharrow	8.712	$50 p/Shw.
9a	Warren-Burlington	I-355	Forest	DGPD, RTA, IDOT, ITRA, NMUN	Undetermined	16,950	(a) $5 / l.f.- (b) $125 /l.f. - (c) $50 p/Shw.
9b	Rogers St.	Main	Fairview	DTMC	Shared-Use Path	4,275	$125 /l.f.
10a	Hitchcock-Curtiss	I-355	Belmont	IDOT, ITRA, DuDOT	Bike Lanes	10,880	$5 /l.f.
10b	Curtiss-Gilbert	Belmont	Carpenter	DTMC, DuDOT, DGPD, NMUN	Shared-Use Path	6,430	$125 /l.f.
10c	Maple Grove Park	Gilbert	Jacqueline	DGPD	Trail	920	$125 /l.f.
11	2nd St.	Fairview	V. of Westmont		Undetermined	2,575	(a) $5 / l.f.- (b) $50 p/Shw.
12	Hobson	V. of Woodridge	Belmont	DuDOT, NMUN	Bike Lanes	3,740	$5 /l.f.
13	59th St.	Belmont	Sherman	DuDOT	Undetermined	2,054	$125 /l.f.
14	S. DuP Co. Trail	Sherman	Springside	DuDOT	Trail	1,520	$125 /l.f.
15	Jefferson Ave.	Springside	Dunham	DuDOT, SD99-58	Shared-Use Path	1,584	$125 /l.f.
16	59th St	Dunham	Fairview	DuDOT, DGPD, SD99-58	Shared-Use Path	6,547	$125 /l.f.
17	Prentiss Dr.	Puffer	Springside		Undetermined	3,570	$5 / l.f.
18	Brunette-Bolson	Springside	Dunham		Sharrow	1,478	$50 p/Shw.
19a	67th St.	Dunham	Fairmount	DGPD	Undetermined	3,164	$125 /l.f.
19b	McCollum Connect	67th	F. Station East	DGPD	Trail	1,240	$125 /l.f.
20	71st St.	V. of Woodridge	Dunham		Sharrow	2,803	$50 p/Shw.

General Notes

1. Bicycle lane lengths and costs include striping on both sides of the street.
2. Sharrow markings are calculated at $50.00 per unit, accounting for actual number of street crossings.
3. Costs include an added 25-percent contingency for signage and other associated infrastructure.

	Determined Facility Type Costs		Undetermined Facility Type Costs						
			Bike Lanes (buffered)		Shared-Use Path		Sharrows (markings, with lighting)		
	Cost	Cost +25%	Cost	Cost +25%	Cost	Cost +25%	Cost	Cost +25%	Total Costs
	$182,000	$227,500							$227,500
	$825,000	$1,031,200							$1,031,200
	$53,000	$66,200							$66,200
					$625,600	$782,000			$782,000
	$220,000	$275,000							$275,000
					(a) $1,082,500	(a) $1,353,100	(b) $289,200	(b) $361,500	$1,353,100
	$353,100	$441,400							$441,400
							$33,000	$41,200	$41,200
							$91,900	$114,900	$114,900
	$293,000	$366,000							$366,000
			(a) $84,750	(a) $105,900	(b) $2,118,800	(b) $2,648,400	(c) $566,800	(c) $708,500	$2,648,400
	$668,000	$835,000							$835,000
	$136,000	$170,000							$170,000
	$1,005,000	$1,256,250							$1,256,250
	$144,0000	$180,000							$180,000
			(a) $12,900	(a) $16,100			(b) $86,300	(b) $107,900	$107,900
	$46,800	$58,400							$58,400
					$256,800	$320,900			$320,900
	$237,500	$296,900							$296,900
	$247,500	$309,400							$309,400
	$1,023,000	$1,278,800							$1,278,800
			$17,800	$22,300					$22,300
	$49,800	$62,200							$62,200
					$395,500	$494,400			$494,400
	$194,000	$242,500							$242,500
	$94,500	$118,200							$118,200

#	Alignment	From	To	Coordination	Type	Length (l.f.)	Unit Cost
21	75th St. North	Pipe Easement	Dunham	DuDOT	Shared-Use Path	1,320	$125 /l.f.
22	Morton Easement	Butterfield	Finley	DGPD, MA	Trail	11,023	$125 /l.f.
23	Lacey Rd.	Butterfield	Finley		Shared-Use Path	5,914	$125 /l.f.
24	Finley Rd.	Lacey	Warrenville	DuDOT, IDOT, ITRA, DGPD	Shared-Use Path	5,270	$125 /l.f.
25	Belmont Golf	Rec. Center	Belmont	DGPD, SD99-58	Undetermined	2,112	$125 /l.f.
26	Puffer Rd.	Prentiss	Pipe Easement	DuDOT, NMUN	Sharrow	1,341	$50 p/Shw.
27	Pershing Connect	Warrenville	Warren	DuDOT, IDOT	Undetermined	4,936	$50 p/Shw.
28	Woodward	63rd	V. of Woodridge	NMUN	Shared-Use Path	2,513	$125 /l.f.
29	Sherman-Stonewall	59th	S. DuP Co. Trail	DuDOT	Undetermined	720	$125 /l.f.
30	Pipe Easement	Puffer	75th	DuDOT, DGPD, NMUN	Trail	8,870	$125 /l.f.
31a	Dunham Rd.	55th	63rd	DTMC, DuDOT, SD99-58	Undetermined	5,163	$125 /l.f.
31b	Dunham Rd.	63rd	67th	DuDOT, SD99-58	Undetermined	2,793	$125 /l.f.
31c	Dunham-Lemont	67th	Lemont-Main	DGPD	Bike Lanes	10,000	$5 /l.f.
32a	Saratoga Ave.	31st Connect	35th		Undetermined	2,587	$50 p/Shw.
32b	Saratoga Ave.	35th	N. Baseball Field		Undetermined	2,919	$50 p/Shw.
32c	Saratoga Ave.	N. Baseball Field	41st	DGPD	Undetermined	1,716	$125 /l.f.
32d	Saratoga Ave.	41st	Lincoln	DuDOT, IDOT, DGPD	Undetermined	2,745	$50 p/Shw.
33	Forest Ave.	Warren	Gilbert	DTMC, RTA	Undetermined	592	$50 p/Shw.
34	Main St.	Grant	Franklin	SD99-58	Bike Lanes	5,046	$5 /l.f.
35	Highland Ave.	39th	Rogers	DuDOT, DTDG, DGPD	Sharrow	7,180	$50 p/Shw.
36a	Fairmount Ave.	59th	63rd	DuDOT, SD99-58	Undetermined	1,932	$50 p/Shw.
36b	O'Neill Middle	Milnes Park	61st	SD99-58	Trail	737	$125 /l.f.
36c	Fairmount Ave.	63rd	75th	DuDOT	Undetermined	8,765	$50 p/Shw.
37a	Patriots Park	55th	57th	DuDOT, DGPD	Trail	1,457	$125 /l.f.
37b	Dearborn Pkwy.	57th	59th		Undetermined	1,267	$50 p/Shw.
38	Douglas Rd.	Grant	Rogers		Sharrow	3,331	$50 p/Shw.
						208,068	

	Determined Facility Type Costs		Undetermined Facility Type Costs						
			Bike Lanes (buffered)		Shared-Use Path		Sharrows (markings, with lighting)		
	Cost	Cost +25%	Cost	Cost +25%	Cost	Cost +25%	Cost	Cost +25%	Total Costs
	$206,000	$257,500							$257,500
	$1,722,000	$2,152,500							$2,152,500
	$924,000	$1,155,000							$1,155,000
	$823,000	$1,028,800							$1,028,800
					$264,000	$330,000			$330,000
	$45,200	$56,500							$56,500
							$166,000	$207,500	$207,500
	$393,000	$491,000							$491,000
					$90,000	$112,500			$112,500
	$1,109,000	$1,386,000							$1,386,000
					$645,400	$806,700			$806,700
					$349,100	$436,400			$436,400
	$125,000	$156,250							$156,250
							$87,000	$108,800	$108,800
							$97,600	$122,000	$122,000
					$214,500	$268,100			$268,100
							$92,100	$115,100	$115,100
							$20,100	$25,200	$25,200
	$63,000	$78,800							$78,800
	$241,000	$301,400							$301,400
							$64,700	$80,900	$80,900
	$115,000	$143,800							$143,800
							$293,700	$367,000	$367,000
	$228,000	$285,000							$285,000
							$42,400	$53,000	$53,000
	$111,900	$139,900							$139,900
	$11,878,100	**$14,847,625**	**$115,475**	**$144,343**	**$6,042,125**	**$7,552,656**	**$1,930,866**	**$2,413,583**	**$23,765,600**

Table 4, Proposed Sidewalk Facilities: Costs

Action Leaders Abbreviations:

CMAP	Chicago Metropolitan Agency for Planning
DGBC	Downers Grove Bicycle Club
DGPD	Downers Grove Park District
SD99-58	Downers Grove Schools Districts 99 and 58
DTMC	Downtown Downers Grove Management Corp.
DuDOT	DuPage County Division of Transportation
IDOT	Illinois Department of Transportation
ITRA	Illinois Toll Road Authority
RTA	Metra (Commuter Rail Division of the Regional Transportation Authority)
MWU	Midwestern University
MA	The Morton Arboretum
NMUN	Neighboring Municipalities (Oak Brook, Lombard, Lisle, Woodridge, Darien, Westmont)

#	Alignment	From	To	Coordination	Length (l.f.)	Cost	Cost +25%
1	Downers Shopping at Finley	Finley Rd.	Shopping Entry	DuDOT, IDOT	140	$7,000	$8,750
2	Butterfield Road	Hooters	Red Roof Inn	DuDOT, IDOT	928	$46,400	$58,000
3	Finley Road	American Select Suites	LA Fitness	DuDOT	275	$13,750	$17,188
4	31st Street	Fairfield Ave.	Ave. Latour	DuDOT	900	$45,000	$56,250
5	35th Street	Saratoga Ave.	Highland Ave.	SD99-58	1,250	$62,500	$78,125
6	Downers Drive	Almond Ct.	Janet St.	DuDOT, SD99-58	2,690	$134,500	$168,125
7	Belle Aire Lane / Drove Avenue	Belle Aire Elem.	Venard Rd.	SD99-58	1,405	$70,250	$87,813
8	Venard Road	4232 Venard	39th St. Trail	SD99-58, DGPD	2,680	$134,000	$167,500
9	Saratoga Avenue / 41st Street	Jewel-Osco	Forest Ave.	DGPD	891	$44,550	$55,688
10	41st Street	Highland Ave.	Fairview Ave.	DGPD	3,603	$180,150	$225,188
11	Cross Street / Warrenville Road	Ogden Avenue	Finley Road	DuDOT	1,960	$98,000	$122,500
12	Ogden Avenue	1850 Ogden	Lee St.	DuDOT, IDOT	1,310	$65,500	$81,875
13	Ogden Avenue	Downers Dr.	Venard Rd.	DuDOT, IDOT, SD99-58	1,230	$61,500	$76,875
14	Ogden Avenue	Washington St.	Cumnor Rd.	DuDOT, IDOT	2,160	$108,000	$135,000
15	Shopping Center at Cumnor	Ogden Ave.	Shopping Entry	DuDOT, IDOT	230	$11,500	$14,375
16	Oakwood Avenue	Ogden Ave.	Grant St.	SD99-58	960	$48,000	$60,000
17	Grant Street	Oakwood Ave.	Prince St.	SD99-58	1,480	$74,000	$92,500
18	Saratoga Avenue	Grant Street	Sherman St.	SD99-58	655	$32,750	$40,938
19	Indianapolis Ave.	Drendel Rd.	Belmont Prairie	DGPD	250	$12,500	$15,625
20	Drendel Road / Francisco Avenue / Western Avenue	N/A	N/A	DGPD	2,620	$131,000	$163,750
21	Chicago Avenue / Woodward Avenue	Belmont Rd.	Prairie Ave.		1,750	$87,500	$109,375
22	Curtiss Street	Katrine Ave.	Belmont Rd.		2,650	$132,500	$165,625
23	Walnut Place / Walnut Avenue / Thatcher Road	N/A	N/A	DuDOT	2,530	$126,500	$158,125
24	Maple Avenue	Walnut Ave.	Chase Ave.	DuDOT	2,750	$137,500	$171,875
25	Belmont and Maple NE+NW	N/A	N/A	DuDOT	730	$36,500	$45,625
26	Elinor Avenue	Durand Dr.	5715 Elinor		950	$47,500	$59,375
27	Stonewall Avenue / Maple Avenue	Aubrey Trrc.	Indian Trail Elem.	DuDOT, DGPD	5,050	$252,500	$315,625
28	Springside Avenue	Maple Ave.	Boundary Rd.	DuDOT, DGPD	3,275	$163,750	$204,688
29	Springside Avenue	61st St.	Brian Grant Ct.	DuDOT	880	$44,000	$55,000

#	Alignment	From	To	Coordination	Length (l.f.)	Cost	Cost +25%
30	Dunham Road	59th St.	63rd St.	SD99-58, DGPD, DuDOT	2,575	$128,750	$160,938
31	Middaugh Avenue	62nd St.	63rd St.		535	$26,750	$33,438
32	61st Street	Brookbank Rd.	Main St.	DGPD	1,250	$62,500	$78,125
33	60th Place	Washington St.	Lyman Ave.	SD99-58	500	$25,000	$31,250
34	Blodgett Avenue	59th St.	61st St.	SD99-58	1,260	$63,000	$78,750
35	Grand Avenue / 62nd Street	N/A	N/A	DuDOT	3,460	$173,000	$216,250
36	Lyman Avenue	6218 Lyman	63rd St.	DuDOT	147	$7,350	$9,188
37	Main Street	63rd St.	Adelia St.	DuDOT	140	$7,000	$8,750
38	Puffer Road	Prentiss Dr.	Concord Easement	NMUN	790	$39,500	$49,375
39	Norfolk Street	Powers Park	1501 Hillcrest	SD99-58, DGPD	103	$5,150	$6,438
40	65th Street	520 65th	6436 Davane	SD99-58	330	$16,500	$20,625
41	Palmer Street	Main St.	Saratoga Ave.	SD99-58, DGPD	1,250	$62,500	$78,125
42	Saratoga Avenue	Palmer St.	67th St.	SD99-58, DGPD	675	$33,750	$42,188
43	67th Street	Saratoga Ave.	Main St.		1,250	$62,500	$78,125
44	Dunham Road	O'Brien Park	6847 Dunham	DGPD	765	$38,250	$47,813
					63,212	**$3,160,600**	**$3,950,750**

Note: Shaded rows (coordination, lengths, and costs, represent alignments which are fully outside or partially outside of the Village's jurisdiction

Table 5, Proposed Intersections Improvements: Costs

Improvement Types	Unit Cost	Number of Improvements Proposed	Cost	Cost +25%
Upgrade / Add Crosswalk Striping	$2,000 / EA	169	$338,000	$422,500
Additional Lighting	$5,000 / EA	56	$280,000	$350,000
Bulb-out / Curb Extension	$16,000 / EA	91	$1,456,000	$1,820,000
Enhanced Pedestrian Crossing	$70,000 / EA	2	$140,000	$175,000
Trail Crossing Improvement	$9,000 / EA	25	$225,000	$281,250
Mid-block Crossing	$65,000 / EA	5	$325,000	$406,250
		348	**$2,764,000**	**$3,455,00**

Table 6, Funding Programs (Pedestrian and Bicycle Funding Opportunities - U.S. Department of Tansportation Highway, Transit, and Safety Funds)

Abbreviations:

ATIIP Active Transportation Infrastructure Investment Program
BRI Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act
CRP DCarbon Reduction Program
CMAQ Congestion Mitigation and Air Quality Improvement Program
RHCP Railway-Highway Crossings (Section 130) Program
NHPP National Highway Performance Program
PROT Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation
STBG Surface Transportation Block Grant Program
TAP Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program)
RTP Recreational Trails Program

Activity or Project Type	ATIIP	BRI	CRP	CMAQ
Access enhancements to public transportation (benches, bus pads, lighting, shade)	X	-	X	X
Americans with Disabilities Act (ADA)/504 Self Evaluation / Transition Plan development and updates	X	-	X	-
ADA compliance retrofits; removal of accessibility barriers	X	X	X	-
Bicycle plans	X	-	X	-
Bicycle helmets (project or training related)	X	-		-
Bicycle helmets (safety promotion)	X	-		-
Bicycle lanes on road (on street)	X	-	X	X
Bicycle parking	X	-	X	X
Bicycle racks on transit	X	-	X	X
Bicycle repair station (air pump, simple tools, electric outlets)	X	-	X	-
Bicycle share (capital and equipment including charging stations and outlets; not operations)	X	-	X	X
Bicycle storage or service centers (e.g. at transit hubs) including charging stations and outlets; not operations	X	-	X	X
Bridges / overcrossings for pedestrians and/or bicyclists	X	X	X	X
Bus stop enhancements (ADA compliance, benches, lighting, shelters, shade)	X	-	X	X
Charging stations for electric bicycles and scooters	X	-	X	X
Coordinator positions: State/local (CMAQ/STBG limited)	X	-	-	X
Community Capacity Building (develop organizational skills and processes)	X	-	-	-
Crosswalks for pedestrians, pedestrian refuge islands (new or retrofit)	X	-	X	X
Curb ramps	X	X	X	X
Counting equipment	X	-	-	-
Data collection and monitoring for pedestrians and/or bicyclists	X	-	X	-
Demonstration projects (temporary pedestrian and bicycle projects)	X	-	-	-
Emergency and evacuation routes for pedestrians and/or bicyclists	X	-	X	-
Encouragement and education activities related to safe access for bicyclists and pedestrians	X	-	X	X
Equipment: specialized equipment for maintaining pedestrian and bicycle facilities (sweepers, miniplows)	X	-	X	X
Historic preservation (pedestrian, bicycle, transit facilities)	X	-	X	X
Landscaping, streetscaping (pedestrian/bicycle route; transit access); related amenities (benches, lighting, shade, trees, water); usually part of larger project	X	-	X	X
Lighting (pedestrian and bicyclist scale with pedestrian/bicyclist project)	X	-	X	X
Maps (for pedestrians and/or bicyclists)	X	-	X	X
Micromobility projects, including scootershare (capital and equipment, including vehicles, charging stations and outlets; not operations)	X	-	X	X
Paved shoulders for pedestrian and/or bicyclist use	X	X	X	X
Pedestrian Plans	X	-	X	-

SRTS Safe Routes to School Program
PLAN Statewide Planning and Research (SPR) or Metropolitan Planning funds (FHWA + FTA funding)
NSBP National Scenic Byways Program
INFRA Infrastructure for Rebuilding America Discretionary Grant Program
RAISE Rebuilding American Infrastructure with Sustainability and Equity
SSS4A Safe Streets and Roads for All
Thrive Thriving Communities Program
TIFTA Trransit and transit-oriented development projects
402 State and Community Safety Grants Program
405 National Priority Safety Program

Federal Highway Administration										OST Grant				NHTSA	
HSIP	RHCP	NHPP	PROT	STBG	TAP	RTP	SRTS	PLAN	NSBP	INFRA	RAISE	SS4A	Thrive	402	405
-	-	X	X	X	X	-	-	-	X	X	X	X	-	-	-
-	-	-	-	X	X	X	-	X	-	-	-	X	X	-	-
-	-	X	X	X	X	X	X	-	X	X	X	X	-	-	-
-	-	-	X	X	X	-	X	X	-	-	-	X	-	-	-
X	-	-	-	X	X	-	X	-	-	-	-	-	-	X	-
X	-	-	-	X	X	-	X	-	-	-	-	-	-	-	-
X	X	X	X	X	X	-	X	-	X	X	X	X	-	-	-
-	-	X		X	X	X	X	-	X	X	X	X	-	-	-
-	-	-	-	X	X	-	-	-	-	-	X	X	-	-	-
-	-	X	-	X	X	-	-	-	-	-	X	X	-	-	-
-	-	-	-	X	X	-	-	-	-	X	X	X	-	-	-
-	-	X	X	X	X	-	-	-	-	-	X	X	-	-	-
X	X	X	X	X	X	X	X	-	-	X	X	X	-	-	-
-	-	-	-	X	X	-	-	-	X	X	X	X	-	-	-
-	-	-	-	X	X	X		-	-	-	-	X	-	-	-
-	-	-	-	X	X	-	X	-	-	-	-	X	-	-	-
-	-	-	-	X	X	-	-	X	-	-	-	X	X	-	-
X	X	X	-	X	X	X	X	-	X	X	X	X	-	-	-
X	X	X	-	X	X	X	X	-	X	X	X	X	-	-	-
X	X	X	-	X	X	X	X	X	-	X		X	-	-	-
X	X	X	-	X	X	X	X	X	-	X	X	X	-	-	-
X	X	-	-	X	X	X	X	-	-	-	-	X	-	-	-
-	-	X	X	X	X	X	X	-	-	X	X	X	-	-	-
X	X	-	-	X	X	X	X	X	-	-	-	X	-	-	-
-	-	-	-	X	X	X	-	-	-	-	-	X	-	-	-
-	-	-	-	X	X	-	-	-	X	-	X	X	-	-	-
-	-	X	X	X	X	-	-	-	-	X	X	X	-	-	-
X	X	X	X	X	X	X	X	-	X	X	X	X	-	-	-
-	-	-	-	X	X	-	X	X	X	-	-	X	X	-	-
-	-	-	-	X	X	-	-	-	-	-	X	X	-	-	-
X	X	X	X	X	X	-	X		X	X	X	X	-	-	-
-	-	-	X	X	X	-	X	X	-	-	X	X	-	-	-

Activity or Project Type	ATIIP	BRI	CRP	CMAQ
Public education and awareness programs to inform motorists and nonmotorized road users on nonmotorized road user safety	X	-		
Public involvement to inform decisionmaking	X	X	X	X
Rail at-grade crossings	X	-	X	-
Recreational trails	X	-	-	-
Resilience improvements to pedestrian and bicycle facilities or to protect or enhance use	X	X	X	X
Resurfacing, restoration, and rehabilitation for pedestrian and bicycle facilities, including preventive maintenance and bridge retrofits	X	X	X	X
Road Diets (pedestrian and bicycle portions)	X	-	X	X
Road Safety Assessment for pedestrians and bicyclists	X	-	-	-
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike traffic safety laws	X	-	-	-
Safety education positions	-	-	-	-
Safety enforcement (including police patrols)	-	-	-	-
Safety program technical assessment (for peds/bicyclists)	X	-	-	-
Separated bicycle lanes	X	X	X	X
Shared use paths, transportation trails, rail-trails, rails-with-trails	X	-	X	X
Sidewalks (new, rehabilitation, or retrofit)	X	X	X	X
Signs, signals, signal improvements (including accessible pedestrian signals). See Cross-cutting notes.	X	-	X	X
Signing for pedestrian or bicycle routes	X	-	X	X
Spot improvement programs (programs of small projects to enhance pedestrian and	X	-	X	X
Stormwater mitigation related to pedestrian and bicycle project impacts	X	-	-	-
Technical Assistance (see Cross-cutting notes)	X	-	-	X
Traffic calming	X	-	X	-
Trail bridges	X	-	X	X
Trail construction and maintenance equipment; specialized equipment for trail safety education and trail assessments	X	-	X	-

Federal Highway Administration										OST Grant				NHTSA	
HSIP	RHCP	NHPP	PROT	STBG	TAP	RTP	SRTS	PLAN	NSBP	INFRA	RAISE	SS4A	Thrive	402	405
X	-	-	-	X	X	-	X	-	-	-	-	X	-	X	X
X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
X	X	X	X	X	X	X	X	-	-	X	X	X	-	-	-
-	-	X	X	X	X	X	-	-	X	-	X	X	-	-	-
-	-	X	X	X	X	X	X	X	X	X	X	X	-	-	-
X	X	X	X	X	X	X	X	-	-	X	X	X	-	-	-
X	-	-	X	X	X	-	X	-	-	-	X	X	-	-	-
X	X	-	-	X	X	-	-	X	-	X	-	X	X	-	-
X	-	-	-	X	X	-	X	X	-	X	-	X	-	X	X
X	-	-	-	X	X	-	X	-	-	X	-	X	-	X	-
X	-	-	-	X	X	-	X	-	-	X	-	X	X	X	X
X	-	-	-	X	X	-	X	X	-	X	-	-	-	X	
X	X	X	X	X	X	-	X	-	X	X	X	X	-	-	-
X	X	X	X	X	X	X	X	-	X	X	X	X	-	-	-
X	X	X	X	X	X	X	X	-	X	X	X	X	-	-	-
X	X	X	X	X	X	-	X	-	X	X	X	X	-	-	-
X	X	X	X	X	X	-	X	-	X	X	X	X	-	-	-
X	X	X	X	X	X	X	X	-	-	X	X	X	-	-	-
X	X	X	X	X	X	X	X	-	-	X	X	X	-	-	-
X	-	-	-	X	X	X	X	X	-	-	-	X	X	-	-
X	-	X	X	X	-	-	X	-	-	X	X	X	-	-	-
X	X	X	X	X	X	X	-	-	-	X	X	X	-	-	-
-	-	-	-	X	X	X	-	-	-	-	-	-	-	-	-

Cross-Cutting Notes:

This table indicates likely eligibility for pedestrian, bicycle, and micromobility activities and projects under U.S. Department of Transportation surface transportation funding programs. Activities and projects must meet program eligibility requirements. See notes and links to program information below. Although the primary focus of this table is stand-alone activities and projects, programs can also fund pedestrian and bicycle facilities as part of larger projects. Project sponsors are encouraged to consider Complete Streets and Networks that routinely integrate the safety, accessibility, equity, and convenience of walking and bicycling into surface transportation projects. The Federal-aid eligibility of the pedestrian and bicycle elements are considered under the eligibility criteria applicable to the larger highway project. Pedestrian and bicycle activities also may be characterized as environmental mitigation for larger highway projects, especially in response to impacts to a Section 4(f) property or work zone safety, mobility, and accessibility impacts on bicyclists and pedestrians.

- See FHWA's Policy on Using Bipartisan Infrastructure Law Resources to Build a Better America.
- See FHWA Bicycle and Pedestrian Planning, Program, and Project Development (Guidance), Publications, Pedestrian and Bicyclist Safety, and Bicycle transportation and pedestrian walkways statute at 23 U.S.C. 217. • Bicycle Project Purpose: 23 U.S.C. 217(i) requires that bicycle facilities "be principally for transportation, rather than recreation, purposes". However, 23 U.S.C. 133(b)(7) and 133(h) authorize recreational trails under STBG and TAP, therefore, 23 U.S.C. 217(i) does not apply to trail projects (including for bicycle use) using STBG or TAP funds. Section 217(i) applies to bicycle facilities other than trail-related projects, and section 217(i) applies to bicycle facilities using other programs (NHPP, HSIP, CMAQ). The transportation requirement under section 217(i) only applies to bicycle projects, not to any other trail use or transportation mode.
- Demonstration projects may include temporary installations to determine if a longer-term project is feasible.
- Signs, signals, signal improvements includes ensuring accessibility for persons with disabilities. See Accessible Pedestrian Signals. See also Proven Safety Countermeasures, such as Bicycle Lanes, Crosswalk Visibility Enhancements, Leading Pedestrian Interval signals, Lighting, Medians and Pedestrian Refuge Islands, Pedestrian Hybrid Beacons, Rectangular Rapid Flashing Beacons, and Walkways.
- Technical Assistance includes assisting local agencies and other potential grantees to identify pedestrian and bicycle safety and infrastructure issues, and to help them develop and implement successful projects. Technical assistance may be authorized under a program or sometimes as a limited portion of a program. See FHWA links to Technical Assistance and Local Support.
- The DOT Navigator is a resource to help communities understand the best ways to apply for grants, and to plan for and deliver transformative infrastructure projects and services.
- Aspects of DOT initiatives may be eligible as individual projects. Activities above may benefit safe, comfortable, multimodal networks; environmental justice; and equity.
- Occasional DOT or agency incentive grants may be available for specific research or technical assistance purposes.
- Operation costs: In general, ongoing and routine operation costs (such as ongoing costs for bike sharing or scooter sharing) are not eligible unless specified within program legislation. See links to program guidance for more information.

Non-Federal Matching:

Most Federal transportation financial assistance programs require a non-Federal match, which means a portion of the project cost will not be reimbursed or paid with Federal funds (unless otherwise authorized by Federal statute). This amount, typically stated as a percentage of the total project cost, is referred to as the non-Federal share. The non-Federal share requirement may be provided as cash in the form of direct contributions from State budgets, financial contributions from municipal or county governments, or funding from private sector partners or stakeholders; or third party in-kind, in the form of non-cash contributions such as donated services, property, or equipment. A few programs have provisions to allow the use of other Federal funds to satisfy the non Federal share. Resources exist to support applicants in identifying matching funds. The DOT Navigator includes a guide to understanding non-Federal match requirements. FHWA released a memorandum on non-Federal matching requirements in 2019. The Coordinating Council on Access and Mobility (CCAM) has a Federal Fund Braiding Guide to provide information on matching funds.

Program-Specific Notes

DOT funding programs have specific requirements that activities and projects must meet. Eligibility must be determined on a case-by-case basis.

Federal Highway Administration (FHWA) Programs

- ATIIP [https://www.fhwa.dot.gov/environment/bicycle_pedestrian/atiip/]: Subject to appropriations. Projects costing at least $15,000,000 to develop or complete active transportation networks and spines, or at least $100,000 to plan or design for active transportation networks and spines.
- BRI [https://www.fhwa.dot.gov/bridge/bripro.cfm]: BFP, (IIJA, Div. J, title VIII, para. (1)), BIP (23 U.S.C. 124), BRR (Department of Transportation Appropriations Act, 2022): For specific highway bridge projects and highway bridge projects that will replace or rehabilitate a bridge; project must consider pedestrian and bicycle access as part of the project and costs related to their inclusion are eligible under these programs.
- CRP [https://www.fhwa.dot.gov/environment/crp/]: Projects should support the reduction of carbon dioxide emissions from on-road highway sources.
- CMAQ [https://www.fhwa.dot.gov/environment/air_quality/cmaq/]: Projects must demonstrate emissions reduction and benefit air quality. See the CMAQ guidance for a list of projects that may be eligible for CMAQ funds. CMAQ funds may be used for shared use paths, but not for trails that are primarily for recreational use.
- HSIP [https://highways.dot.gov/safety/hsip]: Projects must be consistent with a State's Strategic Highway Safety Plan and (1) correct or improve a hazardous road location or feature, or (2) address a highway safety problem. Certain noninfrastructure safety projects can also be funded using HSIP funds as specified safety projects. See also Proven Safety Countermeasures.
- RHCP [https://highways.dot.gov/safety/hsip/xings/railway-highway-crossing-program-overview]: Projects at all public railroad crossings including roadways, bike trails, and pedestrian paths.
- NHPP [https://www.fhwa.dot.gov/specialfunding/nhpp/]: Projects must benefit National Highway System (NHS) corridors and must be located on land adjacent to any highway on the National Highway System (23 U.S.C. 217(b)).
- PROTECT [https://www.fhwa.dot.gov/environment/protect/]: Funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related. With certain exceptions, the focus must be on supporting the incremental cost of making assets more resilient.
- STBG [https://www.fhwa.dot.gov/specialfunding/stp/]: Broad eligibility for pedestrian, bicycle, and micromobility projects under 23 U.S.C. 206, 208, and 217). Activities marked "$SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade. Nonconstruction projects related to safe access for bicyclists and pedestrians (such as bicycle and pedestrian education) are eligible under STBG (23 U.S.C. 217(a)).

- TAP [https://www.fhwa.dot.gov/environment/transportation_alternatives/]: Broad eligibility for pedestrian, bicycle, and micromobility projects. Activities marked "$SRTS" means eligible only as an SRTS project benefiting schools for kindergarten through 12th grade. Also eligible under STBG.
- RTP [https://www.fhwa.dot.gov/environment/recreational_trails/]: Projects for trails and trailside and trailhead facilities for any recreational trail use. RTP projects are eligible under TA Set-Aside and STBG.
- SRTS [https://www.fhwa.dot.gov/environment/safe_routes_to_school/]: Projects for any SRTS activity. FY 2012 was the last year for dedicated - funds, but funds are available until expended. SRTS projects are eligible under TA Set-Aside and STBG.
- PLAN [https://www.fhwa.dot.gov/planning/]: Funds must be used for planning purposes, for example: Maps: System maps and GIS; Safety education and awareness: for transportation safety planning; Safety program technical assessment: for transportation safety planning; Training: bicycle and pedestrian system planning training. Transportation planning associated with activities would be eligible, SPR and PL funds are not available for project implementation or construction.
- NSBP [https://www.fhwa.dot.gov/hep/scenic_byways/]: Discretionary program subject to annual appropriations. Projects must directly benefit and be located on or near an eligible designated scenic byway.

Office of the Secretary of Transportation (OST) Grant Programs

- INFRA: Funds projects that improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate freight bottlenecks and improve critical freight movements.
- RAISE [https://www.transportation.gov/BUILDgrants]: Funds capital and planning grants to help communities build transportation projects that have significant local or regional impact and improve safety and equity.
- SS4A [https://www.transportation.gov/grants/SS4A]: Discretionary program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Projects must be identified in a comprehensive safety action plan.
- Thrive [https://www.transportation.gov/grants/thriving-communities] (Department of Transportation Appropriations Act, 2022): Technical assistance, planning, and capacity-building support in selected communities.

National Highway Traffic Safety Administration (NHTSA) Programs

- NHTSA 402 [https://www.nhtsa.gov/highway-safety-grants-program]: Project activity must be included in the State's Annual Grant Application. See: https://www.nhtsa.gov/highway-safety-grants-program/highway-safety-plans-annual-reports-grant-applications. NHTSA 402 - Public Participation and Engagement (Involvement) to inform the State Highway Safety Office's decision-making must be paid from Section 402 Planning & Administration Funds
- NHTSA 405 [https://www.nhtsa.gov/highway-safety-grants-program]: Funds are subject to eligibility, application, and award. Project activity must be included in the State's Annual Grant Application. The Bipartisan Infrastructure Law expanded the eligible use of funds for a Section 405 Nonmotorized Safety grant beginning in FY 2024. See 23 U.S.C. 1300.26. For prior year grant awards, FAST Act eligible uses remain in place.
- Project agreements involving safety education, or any other positions must specify hours of eligible activity required to perform the project.

Federal Transit Administration (FTA) Programs

- FTA [https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307]: Multimodal projects funded with FTA transit funds must provide access to transit. See Bicycles and Transit Fact Sheet, Flex Funding for Transit Access, and the FTA Final Policy Statement on the Eligibility of Pedestrian and Bicycle Improvements Under Federal Transit Law.
- Formula fund programs such as the Urbanized Area Formula Grants and the Non-Urbanized Area Formula Grants may support bicycle improvements as Transit Enhancements, including bicycle and pedestrian access, historic preservation of transportation facilities, bus shelters, landscaping and scenic beautification, and public art, etc.
- Bicycle infrastructure plans and projects must be within a 3-mile radius of a transit stop or station. If more than 3 miles, within a distance that people could be expected to safely and conveniently bike to the particular stop or station. o Pedestrian infrastructure plans and projects must be within a ½ mile radius of a transit stop or station. If more than ½ mile, within a distance that people could be expected to safely and conveniently walk to the particular stop or station. o FTA funds cannot be used to purchase bicycles for bike share systems.
- FTA AoPP: Provides funds to entities that are eligible recipients or subrecipients under 49 U.S.C. 5307, 49 U.S.C. 5310, or 49 U.S.C. 5311 that are located in, and will assist Areas of Persistent Poverty or Historically Disadvantaged Communities ((Further Consolidated Appropriations Act, 2020 (Pub. L. 116-94); Consolidated Appropriations Act, 2021 (Pub. L. 116-260)). AoPP funds multimodal planning, engineering, and technical studies, or financial planning to improve transit services, facilities, and access in areas experiencing long-term economic distress. Only funds planning and related activities; capital project funding and purchases are not eligible. Funding last authorized in 2021; however, there is potential for additional future funding.
- FTA TOD [https://www.transit.dot.gov/TOD]: Provides planning grants to support community efforts to improve safe access to public transportation, services, and facilities, including for pedestrians and cyclists. The grants help organizations plan for transportation projects that connect communities and improve access to transit and affordable housing. Only funds planning activities: capital project funding and purchases are not eligible.

References:

Pedestrian and Bicycle Funding Opportunities: U.S. Department of Transportation Highway, Transit, and Safety Funds (December 20, 2024) *https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/funding_opportunities.pdf*

MONITORING THE PLAN

A successful active transportation plan requires ongoing use and updates, with an effective monitoring program that includes periodic checkups and tracking of implementation progress indicators. Given the 10 to 20-year horizon and the need to adapt to changing conditions, flexibility is essential. Questions about the Plan's efficacy may arise, such as:

- Are actions consistent with the Plan's policy guidance?
- Has significant progress been made toward the Plan's goals and objectives?
- Have data and trends shifted since the Plan's drafting, such as increased demand for pedestrian facilities?

Monitoring mechanisms include:

- **Baseline Data:** Establish baselines for each indicator, noting the date, data source, and update methods. Use recognized data sources like the U.S. Census or GIS-based data
- **Data Book:** Begin with a data inventory, trend analysis, and community audit. Update data every three to five years to verify trend relevance

PLAN AMENDMENT PROCESS

Active transportation plans must be regularly updated to stay current with changing conditions and needs. The ATP is designed to be flexible, allowing adjustments over time due to shifts in political, economic, physical, technological, and social conditions. As the community evolves, new issues will emerge, and some action statements may become outdated while new solutions arise. To ensure the Plan remains relevant and reflects community goals, it must be revisited regularly.

BENCHMARKING PROGRESS

An important method for promoting enhanced active transportation and the recommendations of this Plan is to monitor and evaluate the outcomes regarding what has been implemented. Performance measures (metrics) provide an opportunity to evaluate and track how transportation investments support the vision, goals, and objectives for walking and cycling outlined in the Plan. By establishing performance measures, agencies demonstrate their commitment to stakeholders, partner agencies, and the general public to support walking and cycling as an integral part of the multimodal transportation system.

Key steps in performance management are to decide what to measure in order to capture the current state of the system, to set targets to improve those measures, and to use the measures to evaluate and quantify the effects of proposed projects and policies. Moreover, these should be reported and communicated to the relevant audiences, such as users, partners, funders, or policymakers, to demonstrate the benefits and impacts of active transportation. By monitoring and evaluating the outcomes, one can assess the effectiveness and efficiency of implementation strategies, and identify the areas for improvement and innovation.

Performance measures may include the following:

1. Crashes

- Number of crashes prior to project implementation and after
- Rate of crashes (crashes per volume of users) over a designated period of time, separated into mode and/or severity

2. Crossing Opportunity

The distance between designated pedestrian and bicycle crossing locations.

3. Facility Maintenance

Review of physical condition

4. Miles of Pedestrian/Bicycle Facilities

Total distance in miles of all active transportation facilities, separated by mode type when necessary

5. Pedestrian Space

The measurement or proportion of public right of way dedicated to pedestrian activities: sidewalks, plazas, median refuges, crosswalks

6. Population Served by Walk/Bike/Transit

Number of households/persons within a designated distance (quarter or half mile buffer) of a connected sidewalk, active transportation facility, or transit line

7. Transportation Disadvantaged Population Served

The proportion of low income, minority, senior, and disabled populations with access to pedestrian, bicycle and transit infrastructure and services.

Annual Progress Report

Village staff should prepare an annual progress report. This ensures consistent feedback and identifies needed modifications for the bi-annual minor plan amendment process. Monitoring consistency between the Plan and Village regulations is essential. The report should highlight:

- Significant actions and accomplishments, including the status of major tasks in the Active Transportation Plan
- Obstacles or problems in Plan implementation
- Proposed content amendments from the year
- Recommendations for actions, programs, and procedures for the coming year, including projects for the Village's CIP, other funded programs/projects, and priority coordination needs with public and private partners
- Performance measure update

BI-ANNUAL AMENDMENT PROCESS

Plan amendments should occur at least every two years, allowing for concurrent consideration of proposed changes to understand cumulative effects. Factors to consider include:

- Consistency with Plan goals and action strategies.
- Effects on infrastructure provision (water, wastewater, drainage, transportation).
- Effects on the Village's ability to provide, fund, and maintain services.
- Effects on environmentally sensitive and natural areas.
- Contribution to the community's overall direction and character, as captured in the Plan's vision and goals and reflected in ongoing public input.

FIVE-YEAR UPDATE/ EVALUATION AND APPRAISAL REPORT

An evaluation and appraisal report should be prepared every five years by the Village. This report assesses the existing plan's success in achieving community goals, identifies successes and shortcomings, and recommends modifications based on changes over the past five years. The report reviews baseline conditions, trends, and growth indicators, and evaluates implementation potential and obstacles. It results in an updated Active Transportation Plan with updated goals and strategies.

The report should include:

1. Summary of major actions and interim plan amendments over the last five years
2. Summary of performance metrics
3. Major community issues and how they have changed
4. Changes in assumptions, trends, and base data, including growth rates, demographic shifts, and Village-wide attitudes
   - Shifts in demographics and other growth trends
   - Village-wide attitudes, and whether apparent shifts, if significant, necessitate amendments to the stated goals or action strategies of the Plan
   - Other changes in political, social, economic, technological, or environmental conditions that indicate a need for plan amendments

5. The Plan's ability to support progress toward community goals, including:
   - Reviewing and revising individual sections and statements
   - Resolving conflicts between goals and action strategies
   - Reviewing priority actions and highlighting major accomplishments
   - Re-evaluating timeframes for implementing major actions based on changing conditions
   - Reviewing and altering implementation task assignments as needed
   - Assessing changes in laws, procedures, and missions that impact goal achievement and suggesting revisions in strategies or priorities

ONGOING COMMUNITY OUTREACH AND ENGAGEMENT

All review processes and updates of the ATP should emphasize ongoing public input and engagement. During plan development, the Village sponsored various venues and opportunities for public involvement, including a community survey, open house, listening sessions with special interest groups, and a policy directives workshop.

APPENDIX: "WHAT'S POSSIBLE" ASSESSMENT

06

METHODOLOGY

PURPOSE OF THE "WHAT'S POSSIBLE" ASSESSMENT

- The following "What's Possible" Assessment (WPA) is intended to identify potential active transportation facility improvements within the rights-of-way of Village, DuPage County (DuDOT), and State of Illinois (IDOT) transportation corridors, including:
- potential sidewalk improvements
- traffic calming solutions
- on-street bicycle lanes
- cycle-tracks
- sharrow routes (bicycle routes)
- off-street shared-use paths and recreational trails
- pedestrian improvements to thoroughfare intersections

Existing conditions and considerations that may impact existing community character if bicycle and pedestrian facilities are constructed, include:

- the loss of street trees
- adjustments and reductions to on-street parking (including partial / complete removal)
- utilities relocation, including:
  - street lighting
  - additions of curb and gutter improvements
  - replacing open ditch drainage facilities with subsurface drainage culverts
- travel lane modifications (e.g., lane widening, narrowing, striping, and/or removal)
- changes to neighborhood character

The previously mentioned "constraints" further underscore the potential misperception that "anything is possible;" when, in fact, there are significant challenges and limitations regarding where pedestrian facility improvements can be implemented within a network of largely built-out transportation corridors with minimal right-of-way widths. The outcome of the WPA is a series of maps which depict the potential to construct alternative facility typologies along principal north-south and east-west corridors; and accompanying table which further notes physical constraints, consequences, and/or modifications required to construct each proposed facility type. While this exercise is important to understand what could be built under optimal conditions, it serves as a document to inform the ATP and does not constitute the official active transportation network recommendation as laid out in preceding chapters. The Findings and Intersections and Crossings sections below only apply to the "What's Possible Assessment."

For a complete summary of the "What's Possible Assessment," reference the What's Possible Assessment Technical Memorandum.

"What's Possible" Complete

- Metra Stations
- Neighboring Connection
- Impact: Tree +/or Utility Removal
- Impact: On-Street Parking
- Impact: Curb, Gutter, Ditch
- Impact: Lane Removal
- Proposed Downtown Bike-Friendly Zone
- Proposed Shared-Use Path
- Proposed One-Way Shared-Use Path
- Proposed Bicycle Lane (Unprotected)
- Proposed Bicycle Lane (Protected + Buffered)
- Proposed Cycle Track
- Proposed Sharrow Route
- Proposed Trail and Grid Connector Path
- Trail and Grid Connector Path Improvement
- Proposed Sidewalks

FINDINGS

As depicted in the "What's Possible" Complete map, alternative facility types can be constructed within Downers Grove along multiple corridors. Within Downers Grove the following modifications will be required for bicycle and pedestrian facilities to be constructed:

- Sharrow routes (with sharrow markings) are often the most feasible facility type, due to limited right-of-way width and the presence of street trees.
- Shared-use paths are possible along minor and major arterial thoroughfares, such as Warren Avenue, Woodward Avenue, 39th Street, and Lacey Road, without altering the number of driving lanes or amount of on-street parking.
- Many of the potential shared-use path alignments (including 39th Street, Warren Avenue, and Dunham Road) will require the removal of adjacent open ditch drainage (which prevents the full use of area within the thoroughfare right-of-way for a proposed facility); and/or thoroughfare reconstruction.
- Many locations within the County where shared-use paths are feasible, such as along College Road, northern Douglas Road, and 59th Street, will require altering open ditch drainage and the removal of some trees, but would provide access to pedestrian facilities where there are currently no sidewalks.
- Additional facilities along 2nd Street, 59th Street, and 67th Street (beyond sidewalk repair and replacement), could require the removal of on-street parking, on at least one side of the street. Existing trees and utility lines limit the build-out of the proposed Southern DuPage County Regional Trail alignment.
- Facility improvements along 59th Street, will require either reconstructing the curb, thus widening the roadway; or removing on-street parking and replacing with a protected bicycle facility (cycle track or one-way bicycle lanes).
- Improvements along 67th Street, between Dunham Road and Saratoga Avenue, and 2nd Street will not require curb adjustments, but will require existing on-street parking to be removed and replaced with protected bicycle facilities (cycle track or one-way bicycle lanes).
- A Downtown "Bike-Friendly Zone" is a possible solution to accommodate the high demand for bicycle riding on thoroughfares with minimal rights-of-way within the Downtown area. The "Bike-Friendly Zone" could include sharrow markings on all streets, allowing for on-street cycling within Downtown.

INTERSECTIONS AND CROSSINGS

As previously mentioned, there are several facility improvements that are possible at standard facility type locations, such as at signalized intersections, crosswalks, and trail crossings throughout Downers Grove, irrespective of thoroughfare authority.

Signalized intersections are generally the same throughout Downers Grove and have similar or the same facility accommodations and considerations. The bulleted list below summarizes recommended improvements that are possible at all signalized intersections in Downers Grove:

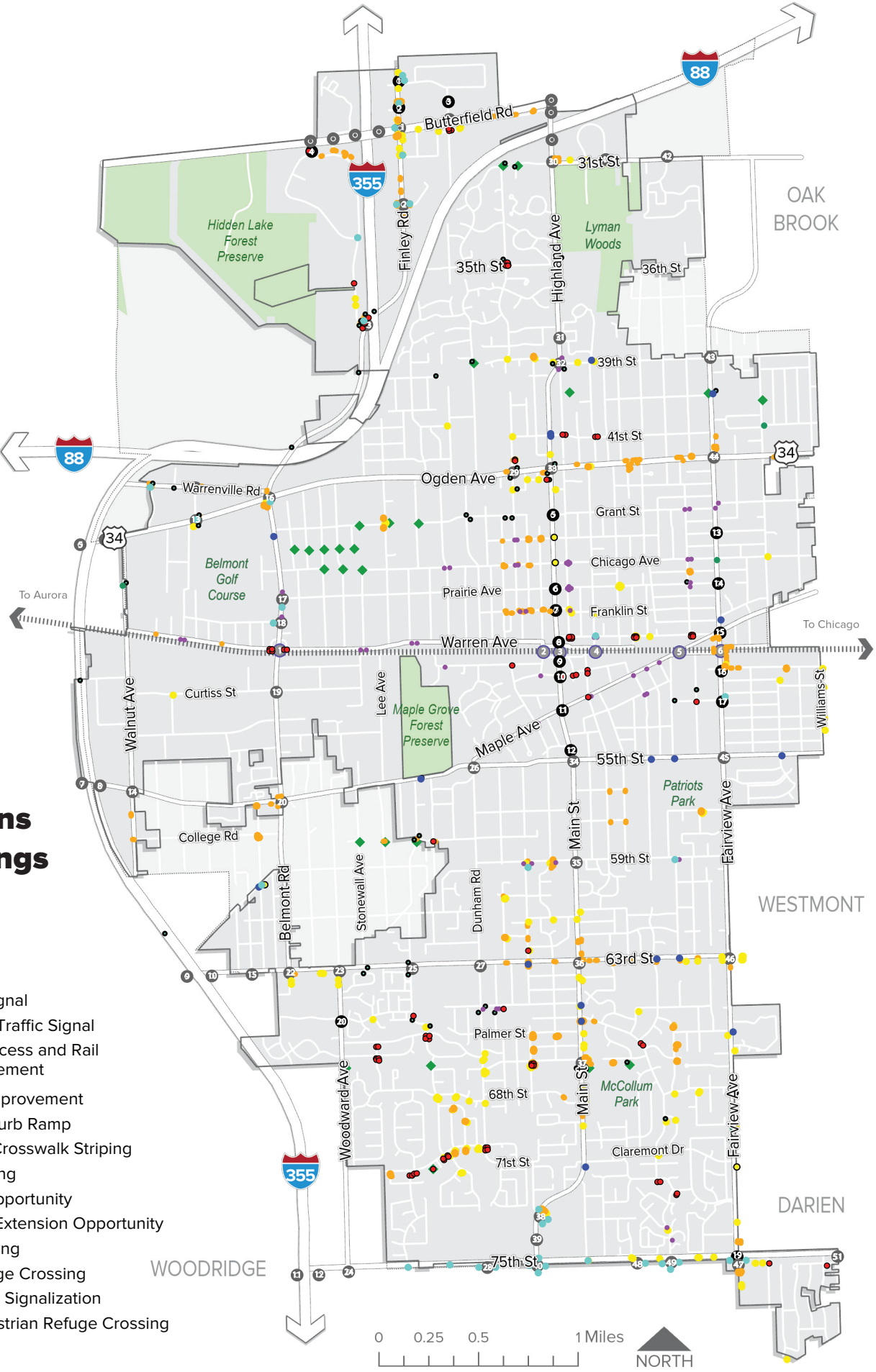
- Leading Pedestrian Interval Signalization.
- Turning radius reduction, where feasible and where truck traffic allows.
- Upgrading crosswalk markings to wider diagonal bar crossings where a bicycle route, shared-use path, or trail crosses an intersection.
- Consider adding painted curbs around curb ramps adjacent to schools, parks, and all signalized intersections.
- Restriping crosswalks and vehicle stop-bars, along with curb ramp reconstruction-relocation, to eliminate angled crosswalks and keep with the preferred 90-degree crosswalk perpendicularity with the thoroughfare.
- Ensuring adequate street lighting is provided at all signalized intersection street corners with a designated crossing.
- Where possible, eliminate or reduce the width of right turning slip lanes.

In addition, similar to signalized intersections, there are standard methods to improve the safety and character of trail and grid connector path crossings within Downers Grove. The bulleted list below details improvements that are possible at all trail intersections/crossings in Downers Grove:

- Consider widening existing paths, where possible
- Consider including pedestrian and cyclist dedicated lane delineation (striping).
- Add pedestrian-scale lighting to all trail crossings
- Ensure that there is crossing signage facing both directions.
- Ensure that vegetation is not overgrown and allows for crossing visibility.
- Ensure that all crossings have rumble strips and signage for path/trail users.
- Consider reflector strips or bollards at trail and grid connector crossings, on pavement center for trail/path users.

For a complete summary of the “What’s Possible Assessment” findings, reference the What’s Possible Assessment Technical Memorandum.

"What's Possible" Intersections and Crossings



- Village Traffic Signal
- County or State Traffic Signal
- Metra Station Access and Rail Crossing Improvement
- Trail Crossing Improvement
- Replace / Add Curb Ramp
- Upgrade / Add Crosswalk Striping
- Additional Lighting
- Sliver Median Opportunity
- Bulb-out / Curb Extension Opportunity
- Mid-block Crossing
- Pedestrian Refuge Crossing
- Flashing Beacon Signalization
- Signalized Pedestrian Refuge Crossing

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TRANSPORTATION AND PARKING COMMISSION
Minutes – March 26, 2025
Main Conference Room – Public Works
5101 Walnut Ave., Downers Grove

Chairperson Novak called the March 26, 2025 meeting of the Transportation and Parking Commission to order at 7:00 P.M.

ROLL CALL

Present: Chairperson Novak, Commissioners: Gasiel, McDonough, McKenzie, O'Malley

Absent: Commissioners: Shiliga

Staff: Engineering Director Scott Vasko, Transportation Manager Emily Ericson, Engineering Manager Stephanie Graves, Planners Aaron Tuley and Jackson Marvel of Baxter & Woodman, and CSO Supervisor Jim Hartleb

Visitor Roster: Nanci Gasiel, Janet Winningham, Joanne Kouba

A quorum was established.

Chairperson Novak reviewed the procedures to be followed for the meeting, explaining that the Commission will forward a recommendation to the Village Council for approval.

APPROVAL OF JANURAY 8, 2025 MINUTES

COMMISSIONER GASIEL MOVED TO ACCEPT MEETING MINUTES AS IS. COMMISSIONER O'MALLEY SECONDED THE MOTION.

IN FAVOR: CHAIRPERSON NOVAK, COMMISSIONERS: GASIEL, O'MALLEY,

ABSTAIN: MCDONOUGH, MCKENZIE

THE MOTION PASSED BY VOICE VOTE 3:2

PUBLIC COMMENT ON NON-AGENDA ITEMS

Janet Winningham expressed concerns about additional residential/employee parking in the parking deck. She thinks that any parking removed as a part of the Streetscape Plan should result in permits to be revoked to free up spaces in the parking deck.

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Guiding DG Mobility – DRAFT Active Transportation Plan

Emily Ericson introduced the topic and the Planners from Baxter & Woodman, who began their presentation of the Active Transportation Plan.

Aaron Tuley provided context and background on the plan and clarified that this evening's presentation will focus on chapters 4 and 5 of the plan, which outline strategies and implementation.

Tuley covered the vision statement, guiding principles and goals of the plan. He provided context on how we arrived to the plan before the Commission today, including the assessments and data gathering that informed the plan.

Jackson Marvel provided an overview of the proposed alignments. He explained Goal One of the plan: "a network of accessible, connected and safe active transportation facilities are used throughout the year." He described the proposed routes to meet this goal. He shared that sharrow routes are included given direction from the TaP and Council. He shared that sharrow routes can be effective for communities with limited right of way, especially when paired with increased safety measures such as additional lighting and reduced speed limits. He described the five different alignment types: sharrow routes, bike lanes, shared use paths, trails, and undetermined facility types. The undetermined facility types allow flexibility, further study, and public outreach to determine the implemented facility. Next, presented additional sidewalk improvements, curb ramps and crosswalk improvements. He presented an intersection improvements map that highlights bump-outs and traffic calming methods that can be implemented as road improvements occur. The plan also recommends creating an Active Transportation Friendly zone around the downtown and Fairview districts. Additional regulations will be placed in this area to encourage further safety for pedestrians and active transportation users.

Tuley summarized Goal Two of the plan: "the Village is known for and celebrates its active transportation culture." He describes multiple strategies that involve education, promotion, and fostering partnerships with other municipal jurisdictions and non-profits.

Tuley explained Chapter 5, which covered how to implement this plan. He explained that the plan encourages flexibility to ensure that as funding opportunities arise, the Village can take advantage of those. He explained that even though there are undetermined facility types outlined in the plan, these are undetermined because more than one type of option could be implemented, and the costs associated are outlined in the cost tables. He next presented cost tables:

- Bicycle Facilities: $23,765,600
- Sidewalk Facilities: $3,950,750
- Intersection Improvements: $3,455,000
- TOTAL: $31,171,360

He explained these are order of magnitude costs which include a 25% contingency.

Tuley next presented a prioritization of facilities, using a number of criteria, to give a to-do list upon adoption. The criteria for prioritization included access, connectivity, safety, regional

connectivity, multimodal integration, first-last mile connections, and connectivity to downtown, among others.

He explained that Chapter 5 also covers consistent monitoring and reporting on the status of implementing the plan, as well as amending of the plan on a regular cadence. It also defines the roles of Village staff, Council and TaP.

The shared that the chapter includes an implementation table for all strategies. The table includes action leaders, time frame, type of action to be taken, and level of effort each may take. Tuley concluded the presentation and shared that they would be happy to answer any questions.

CHAIRPERSON NOVAK OPENED UP THE PUBLIC COMMENT PERIOD

Janet Winningham:

- Wants to know how the projects will be funded, especially in the near team. Concerned about parking survey numbers in the downtown, and Washington Street crossing.

Tuley: Understands that this is a large amount of money, and explained the funding opportunity table that is included as a part of the plan, which outlines federal and state funding programs that is current as of December 24, 2024. He also mentioned opportunities to bundle projects with other CIP projects as they're being implemented. Addressed the Washington Street crossing, sharing that it is a busier intersection with many modes and access points which can complicate traffic flow. He stated that they are not proposing facilities through that corridor.

Marvel: Addressed the parking survey data, shared that they came from Village and Metra surveys. He said these should be regularly conducted to fully understand parking demand over time. For Washington Street, they reviewed recent changes and studies conducted at the intersection. Generally they recommend that access drives should not be too close to any railroad crossing to avoid queuing on the tracks.

Nanci Gasiel:

- Expressed concern that funding opportunities are not updated for recent changes from the new Executive Branch of the federal government. Would like to know how bicycle parking will be increased downtown and around the Village. Would like to see bike parking at every commercial area, and curious how this plan can help incentivize/require this.

Tuley: Acknowledges that the federal funding landscape is rapidly changing. They have provided the latest information available. He mentioned that the Streetscapes Plan will be addressing bicycle parking in the downtown and Fairview areas.

CHAIRPERSON NOVAK CLOSED THE PUBLIC COMMENT

DISCUSSION AMONGST THE COMMISSION

Commissioner Gasiel: Felt the plan is a good blueprint for the future, and is overall happy and impressed with the level of detail provided in the plan.

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Commissioner McDonough: Detail is exceptional. Finds that it is incumbent upon TaP and Council to determine how they can implement these strategies.

Commissioner McKenzie: Overall offers kudos on the plan. Really appreciates the prioritization table, the definition of roles, and the implementation action plan. Would like to see an item added about updating funding sources and opportunities in the future. Wants to specifically see what first steps can be taken, and wants that written in the plan. Would like to see the Village require snow removal on sidewalks.

Commissioner O'Malley: Wants to see how this can get started in the first year, particularly to help the new Council have clear direction moving forward.

Chairperson Novak: Expressed appreciation of the entire team's efforts, and stated that he had no further comments beyond what was already mentioned by fellow Commission members. Requested comments or questions from staff.

Ericson: Requested a recommendation from the board for Council. Stated that now would be the opportunity to discuss any changes or additions needed and to provide a motion.

McKenzie: Stated that she would like to make a motion that included the addition of clear next steps in the Plan in order to prepare the Council to implement the Active Transportation Plan.

Tuley: Provided an explanation and context of the implementation table and prioritized facilities. He stated that the prioritization table provides a numbered list. Tuley noted that many strategies and actions related to regulation does not require outside funding.

Marvel: Explained that the implementation table includes a time frame which indicates which projects and strategies can be started right away. He notes many of these are regulatory and can begin upon adoption.

The Commission acknowledged these responses.

CHAIRPERSON NOVAK ASKED FOR A MOTION. COMMISSIONER MCKENZIE MADE A MOTION TO RECOMMEND ADOPTION OF THE ACTIVE TRANSPORTATION PLAN BY VILLAGE COUNCIL. SECOND BY MCDONOUGH. MOTION PASSES UNANIMOUSLY.

DISCUSSION OF OLD BUSINESS
No discussion of old business at this time.

COMMUNICATIONS
No communications at this time.

CHAIRPERSON NOVAK ASKED FOR A MOTION TO ADJOURN THE MEETING. COMMISSIONER MCKENZIE MADE A MOTION. COMMISSIONER GASIEL SECONDED. ALL IN FAVOR.

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Chairperson Novak adjourned the meeting at 7:54 P.M.

Respectfully submitted,

/s/ Emily Ericson
Interim Recording Secretary

VILLAGE OF DOWNERS GROVE

COUNCIL ACTION SUMMARY

INITIATED: Village Attorney **DATE:** April 8, 2025
(Name)

RECOMMENDATION FROM: _____ **FILE REF:** _____
(Board or Department)

NATURE OF ACTION:

___ Ordinance

___ Resolution

_X_ Motion

____ Other

STEPS NEEDED TO IMPLEMENT ACTION:

Motion to adopt the Guiding DG Active Transportation Plan.

SUMMARY OF ITEM:

Adoption of this motion stall accept the Guiding DG Active Transportation Plan.

RECORD OF ACTION TAKEN:

_____

_____

_____

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