Village of Downers Grove

Report for the Village Council Meeting

Table 1 - Council Agenda item.

Subject	Neighborhood Traffic Study 12, Amendments to Chapter 14 of the Municipal Code
Submitted By	Stephanie Graves, Acting Director of Engineering

Synopsis

An ordinance has been prepared to amend certain sections within Chapter 14 of the Municipal Code concerning traffic controls, speed limits, and pedestrian/bicycle safety improvements per Neighborhood Traffic Study 12.

Strategic Plan Alignment

The goals for 2025-2027 include *Top Quality Infrastructure* and *Exceptional Municipal Services*.

Fiscal Impact

The Fiscal Year 2026 budget has sufficient funding to pay for the recommended improvements.

Recommendation

This item was discussed at the Village Council meeting of October 20, 2026. The Village Council requested a summary of studies completed to date, implementation efforts and recommended next steps which are attached immediately following this report on page 6 of this PDF. Staff recommends approval on the November 10, 2026 Active Agenda.

Background

Neighborhood Traffic Study 12

In 2010, the Village began a process of studying traffic on a neighborhood-by-neighborhood basis. The most recent study (attached) focused on area 12, which is bounded by 63rd Street on the north, Fairview Avenue on the east, 75th Street on the south, and Main Street on the west, it also includes the portion of the Village in the southeast quadrant of the intersection of Fairview Avenue and 75th Street. KLOA, Inc. was selected as the consultant to perform this study and began work in May of 2026.

The scope of the study included an inventory of existing conditions and significant data collection, which occurred in May 2026 and included:

- Existing land uses
- Physical operating characteristics of the roadways (e.g. lanes, speed limits, etc.)
- Existing traffic control devices
- Existing pedestrian and bicycle facilities
- Existing daily traffic volumes and vehicle speeds
- Existing peak hour vehicle, pedestrian and bicycle counts for certain intersections

- Review of school operations in the neighborhood

The study includes recommendations that are categorized depending upon their relative ease of implementation and cost. The Transportation and Parking Commission reviewed the draft Neighborhood Traffic Study 12 report during their September 16, 2026 meeting and voted five to zero to approve the study's recommendations. The recommended actions are summarized in the table below:

Table 2 – Neighborhood Traffic Study 12 Recommendations.

Action	**Intersection**
Replace yield signs with stop sign control	Fairmount Avenue with Meadowcrest Dr Claremont Drive with Clayton Court Claremont Drive with Lyman Ave Claremont Drive with Meadowcrest Dr Claremont Drive with Grand Avenue Claremont Drive with Claremont Court Claremont Drive with Osage Avenue 72nd Street with Lyman Avenue
Add two-way stop sign control at intersections with no control	Weatherbee Avenue with Lancaster Avenue 66th Street with Berrywood Drive/Saint James Court 68th Street with Osage Avenue 67th Street with Briargate Drive Fairmount Avenue with Ridgeview Street
Add one-way stop control at T-intersections	64 locations
Remove school advanced crossing assemblies	68th Street at Fairmount Avenue

Action	Intersection
Install high visibility, piano key style crosswalks	Main Street with Meadowlawn Avenue Fairview Avenue with 66th Street Fairview Avenue midblock crosswalk north of 75th Street 65th Street with Lyman Avenue Briargate Drive with Briargate Court 68th Street with Grand Avenue 68th Street with Briargate Drive Fairmount Avenue with Parkview Drive Fairmount Avenue with Claremont Drive 75th Street with Main Street 75th Street with Canterbury Place Stockley Road midblock crosswalk Manning Road with Queens Drive
Install curb extensions	Fairmount Avenue with Oxford Street Fairmount Avenue with 72nd Street (north and south)

Neighborhood Traffic Study 12 Implementation

Installation of signage can be performed by Public Works forces during the spring of 2027 after Village Council approval. Striping improvements will be performed as part of future projects, or under the Village's striping maintenance contract as budget allows.

Amendments to Chapter 14

The draft ordinance also includes various amendments to Chapter 14 of the municipal code, integrating temporary regulations approved by the Village Manager to various sections and the transitioning of metered parking spaces to automated pay stations.

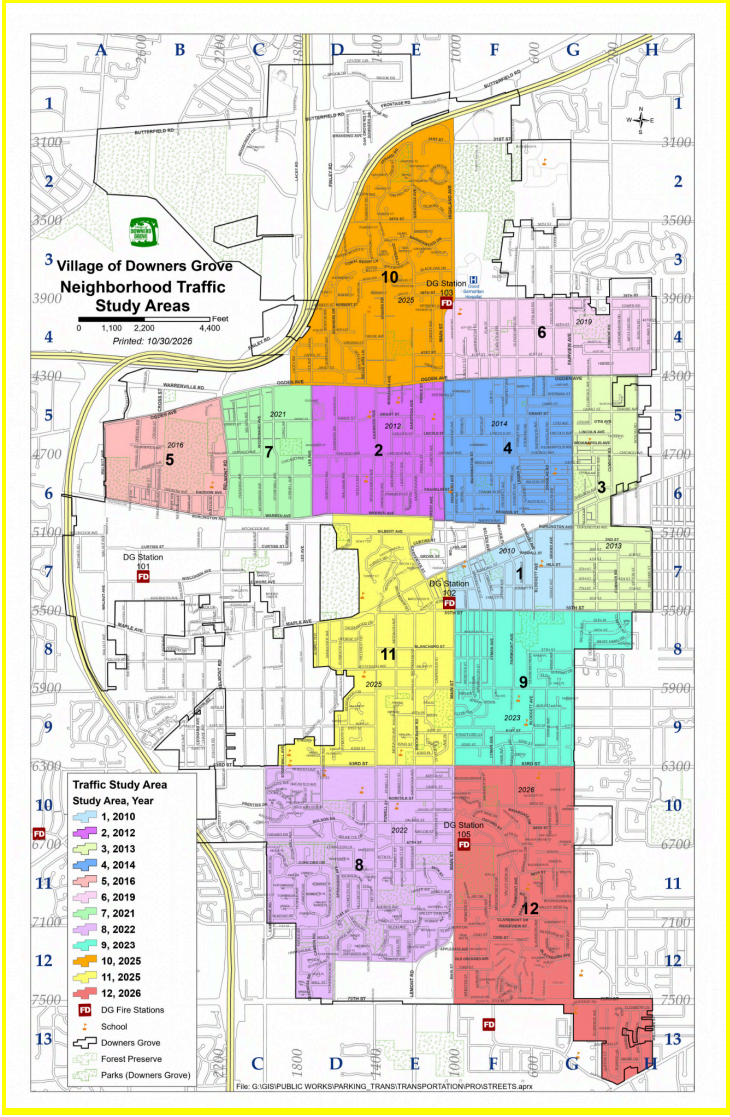
Attachments

Neighborhood Traffic Studies Update
Ordinance
Draft Neighborhood Traffic Study 12
Draft Meeting Minutes – TaP Commission September 16, 2026
Received Public Comments

Neighborhood Traffic Studies Update

Completed Neighborhood Traffic Studies, 2011 to 2025

Neighborhood traffic studies (NTS) have been conducted to evaluate how vehicles, pedestrians, and bikes operate in the area, identify safety and operational issues, and recommend solutions to improve traffic flow and safety. Numerous safety improvements have been made as a result of the 11 studies completed since 2011. The studies have covered nearly all residential areas within the Village.



Each NTS contains multiple recommendations. The over 800 recommendations included in the 11 NTS's completed to date are quantified in the table below.

Table 1: NTS Recommendations by Category and Study

Category	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11	Total
Intersection Control	14	27	31	26	18	26	9	58	32	47	31	**319**
Arterial & Signals	20	1	2	5	–	–	1	2	–	–	–	**31**
Crosswalks & Sidewalks	6	4	2	22	20	12	50	26	4	9	9	**164**
Bike Network	–	–	–	–	2	1	9	9	6	–	6	**33**
Signs & Markings	4	5	2	7	1	12	16	8	4	16	4	**79**
Speed & Calming	1	16	3	12	11	10	10	19	16	17	14	**129**
Parking & Schools	9	7	2	7	–	–	–	1	–	–	–	**26**
Programs & Studies	–	3	4	3	2	2	6	6	5	5	5	**41**
All categories	**54**	**63**	**46**	**82**	**54**	**63**	**101**	**129**	**67**	**94**	**69**	**822**

Implementation of Recommendations

The Village has actively pursued implementation of the NTS recommendations. The table below shows the implemented recommendations as of October 2026. A review of implementation efforts reveals the following:

- About 70% of all recommendations (581 of 822) have been implemented.
    - All intersection control recommendations have been implemented.
    - The majority of recommendations for Arterial & Signals, Crosswalks & Sidewalks, Signs & Markings, Speed & Calming and Program & Studies have been implemented.
- Many recommendations for Parking & Schools have not been implemented because they include conditional recommendations that require further study, or represent school operations changes that must be implemented by the school district.
- Some Bike Network recommendations were postponed prior to the Guiding DG Mobility planning effort. These recommendations may also suggest further study or outreach to determine the appropriate bicycle facility for the route.
- Other recommendations are for intersections or roadways that are not under the jurisdiction of the Village. These usually involve further rounds of coordination and study and cannot be implemented as quickly as sign changes and pavement markings. Some recommendations were ultimately not implemented, due to further study results or other infrastructure changes.

It is important to note that many studies recommend short term, long term, and conditional changes, of varying cost and duration. Guiding DG Active Transportation Plan recommendations are also included in these studies to create alignment. While these are represented as recommendations, they may have a longer horizon than more immediate recommendations, such as intersection control, and can take years to implement.

Active Transportation Plan

In 2025, the Village completed an Active Transportation Plan. The purpose of the Active Transportation Plan is to continue the development and improvement of non-vehicular transportation infrastructure, to ensure safety, access, connectivity, and longevity.
The Plan's strategies and recommendations summarize the key active transportation related facility improvements. This includes improvements to intersections and crossing, new pedestrian and bicycle facilities, enhanced trail connectivity, wayfinding, and directional signage improvements.

Recommended Next Steps

Since the NTS's have covered nearly all residential areas within the Village and the Active Transportation Plan addresses pedestrian, bicycle, micro-mobility devices and general vehicular traffic safety and efficiency issues Village wide, staff recommends the following:

- Continue to implement the recommendations in the Active Transportation Plan
- Update the Active Transportation Plan on a regular basis
- Implement the recommendations of NTS #12
- In 2027, complete a Fairview Focus Area Corridor Study including Fairview Avenue from Sheldon Avenue to 2nd Street to help guide transportation and streetscape improvements in the Fairview Focus Area
- In 2027, complete NTS#13 covering the Ellsworth Business Park area
- In 2028 and beyond, continue to undertake Neighborhood Traffic Studies on a proactive basis
    - Start with areas that were previously studied 10 or more years ago
    - Adjust study area boundaries based on current traffic patterns and conditions
    - Establish a 10 to 15 year study cycle

\Village of Downers Grove

Council Action Summary

Table 1 - Council Action Summary.

Initiated By	Public Works
Effective Date	November 10, 2026
Recommendation From	Transportation and Parking Commission
File Reference	
Nature of Action	Ordinance

Steps Needed to Implement Action.

Motion to Adopt "An Ordinance Amending Chapter 14 Making Certain Traffic Control, Parking and Speed Provisions and Pedestrian/Bike Safety Improvements", as presented.

Summary of Item.

Adoption of this ordinance shall amend certain traffic control, parking and speed provisions and pedestrian/bike safety improvements related to Neighborhood Traffic Study Area 12.

Record of Action Taken.

_____

_____

Ordinance

An Ordinance Amending Chapter 14 Making Certain Traffic Control, Parking and Speed Provisions and Pedestrian/Bike Safety Improvements

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

SECTION 1. That Section 14.8 of the Municipal Code is hereby amended to read as follows:

Section 14.8 "No Turn On Red" Intersections

(b) On the basis of traffic investigations at the below named intersections, it is found that traffic conditions do not safely allow turns on a red light and that vehicles facing a stead red signal shall be prohibited from turning right after stopping at all times when pedestrians are present in the vicinity of the following intersections:

.....

Woodward Avenue and Prentiss Drive.

SECTION 2. That Section 14.52.26 of the Municipal Code is hereby amended to read as follows:

Section 14.52.26 Restrictions On Movement Of Vehicles At Middaugh ~~Road~~ Avenue And Ogden Avenue From 8-9 AM and 2-4 PM, Monday Through Friday

(a) It shall be unlawful for any person driving or operating any automobile, truck or other vehicle proceeding northbound on Middaugh Avenue ~~Road~~ to turn such vehicle left so as to proceed westerly on Ogden Avenue between the hours of 8:00 a.m. and 9:00 a.m. or 2:00 p.m. and 4:00 p.m. Monday through Friday.

SECTION 3. That Section 14.52.27 of the Municipal Code is hereby added as follows:

Section 14.52.27 Restrictions On Movement Of Vehicles At Linscott Avenue And Ogden Avenue from 8-9 AM and 2-4 PM, Monday Through Friday

(a) It shall be unlawful for any person driving or operating any automobile, truck or other vehicle proceeding northbound on Linscott Avenue to turn such vehicle left so as to proceed westerly on Ogden Avenue between the hours of 8:00 a.m. and 9:00 a.m. or 2:00 p.m. and 4:00 p.m. Monday through Friday.

SECTION 4. That Section 14.63 of the Municipal Code is hereby amended to read as follows:

Section 14.63 Isolated Yield Right-Of-Way Signs

On the basis of traffic investigations at the below named intersections, it is found that traffic conditions warrant preference to traffic as indicated and that the enumerated streets should be designated as "yield right of way entrances".

.....

~~Belden Avenue. At the southeast corner of the intersection of Belden Avenue and Curtiss Street, regulating northbound traffic on Belden Avenue.~~

.....

~~Claremont Court. At the northwest and southeast corners of the intersection of Claremont Court and Claremont Drive, regulating southbound and northbound traffic on Claremont Court.~~

~~Clayton Court. At the northwest corner of the intersection of Clayton Court and Claremont Drive, regulating southbound traffic on Clayton Court.~~

.....

~~Fairmount Avenue. Across Fairmount Avenue at 63rd Street.~~

.....

~~Grand Avenue. At the southeast corner of the intersection of Grand Avenue and Claremont Drive, regulating northbound traffic on Grand Avenue.~~

.....

~~Lyman Avenue. At the southeast corner of the southerly intersection of Lyman Avenue and 72nd Street, regulating northbound traffic on Lyman Avenue.~~

~~Lyman Avenue. At the northwest and southeast corners of the intersection of Lyman Avenue and Claremont Drive, regulating southbound and northbound traffic on Lyman Avenue.~~

.....

~~Meadowcrest Drive. At the northwest corner of the intersection of Meadowcrest Drive and Claremont Drive, regulating southbound traffic on Meadowcrest Drive.~~

~~Meadowcrest Drive. At the northwest and southeast corners of the intersection of Meadowcrest Drive and Fairmount Avenue, regulating northbound and southbound traffic on Meadowcrest Drive.~~

.....

~~Osage Avenue. At the northwest and southeast corners of Osage Avenue and Claremont Drive, regulating southbound and northbound traffic on Osage Avenue.~~

.....

~~72nd Street. At the southwest corner of the northerly intersection of 72nd Street and Lyman Avenue, regulating eastbound traffic on 72nd Street.~~

SECTION 5. That Section 14.67 of the Municipal Code is hereby amended to read as follows:

Section 14.67 Crosswalks Designated

(a) Pedestrian crosswalks are hereby designated at the locations listed below on the following streets:

Adelia Street. Across Adelia Street on the west side of Main Street.

.....

Canterbury Place. Across Canterbury Place on the north side of Stockley Road.

.....

Curtiss Street. Across Curtiss Street approximately eight hundred feet (800') west of the intersection of Curtiss Street and Katrine Avenue.

.....

Fairview Avenue. Across Fairview Avenue at a point approximately seven hundred and fifty feet (750') north of 75th Street.

.....

Florence Avenue. Across Florence Avenue on the south side of Frontage Road.

.....

Katrine Avenue. Across Katrine Avenue at a point four hundred and fifty feet (450') south of Curtiss Street.

.....

Main Street. Across Main Street on the north side of 75th Street.

.....

Meadowlawn Avenue. Across Meadowlawn Avenue, on the east side of Main Street.

.....

Saratoga Avenue. Across Saratoga Avenue on the south side of 35th Street.

.....

Stockley Road. Across Stockley Road on the east side of Canterbury Place.

Stockley Road. Across Stockley Road approximately one hundred and fifty feet (150') south of 74th Street.

.....

Queens Court. Across Queens Court on the north side of Manning Road.

.....

65th Street. Across 65th street on the east side of Lyman Avenue, traveling north to south.

66th Street. Across 66th Street, on the west side of Fairview Avenue.

.....

SECTION 6. That Section 14.71 of the Municipal Code is hereby amended to read as follows:

Section 14.71 School Crosswalks Designated

The crosswalks within the Village designated hereby as "school crossings" are as follows:

.....

Briargate Drive. Crossing the cul-de-sac in a north to south direction, approximately three hundred and eighty feet (380') southeast of the intersection with Fairmount Avenue.

Briargate Drive. Across Briargate Drive on the north side of 68th Street.

.....

Claremont Drive. Across Claremont Drive on the east and west side of Fairmount Avenue.

.....

Fairmount Avenue. Across Fairmount Avenue on the north and south side of Claremont Drive.

.....

Grand Avenue. Across Grand Avenue at the intersection of Grand Avenue and 68th Street, on the south side of 68th Street.

.....

Jefferson Avenue. Across Jefferson Avenue on the west and east side of Hillcrest Road extended north to south.

.....

Parkview Drive. Across Parkview Drive on the east side of Fairmount Avenue.

.....

Saratoga Avenue. Across Saratoga Avenue on the north side of Sherman Street.

.....

Sherman Street. Across Sherman Street on the east side of Saratoga Avenue.

.....

68th Street. Across 68th Street at the intersection of 68th Street and Grand Avenue, on the east side of Grand Avenue.

SECTION 7. That Section 14.80 of the Municipal Code is hereby amended to read as follows:

Section 14.80 Isolated Stop Signs

There shall be erected in conspicuous places as hereinafter designated, signs lettered with the word "Stop", which signs shall be so located as to direct vehicular traffic on the specified streets to come to a full stop before proceeding into or across the intersecting streets:

.....

Applegate Avenue. At the intersection of Applegate Avenue and Webster Street, regulating eastbound traffic on Applegate Avenue.

.....

Ashbury Avenue. At the intersection of Ashbury Avenue and Canterbury Place, regulating eastbound traffic on Ashbury Avenue.

.....

Atwood Court. At the southeast corner of the intersection of Fairview Avenue and Atwood Court, regulating eastbound traffic on Atwood Court.

.....

Baimbridge Drive. At the intersection of Baimbridge Drive and Elizabeth Lane, regulating northbound traffic on Baimbridge Drive.

Baimbridge Drive. At the intersection of Baimbridge Drive and Marie Drive, regulating southbound traffic on Baimbridge Drive.

.....

Baybury Road. At the intersection of Baybury Road with 73rd Street, regulating northbound traffic on Baybury Road.

.....

Belden Avenue. At the southeast corner of the intersection of Belden Avenue and Curtiss Street, regulating northbound traffic on Belden Avenue.

.....

Bentley Court. At the intersection of Bentley Court and Grand Avenue, regulating eastbound traffic on Bentley Court.

.....

Berrywood Drive. At the intersection of Berrywood Drive and 65th Street, regulating northbound traffic on Berrywood Drive.

.....

Blackburn Court. At the intersection of Blackburn Court and Blackburn Avenue, regulating eastbound traffic on Blackburn Court.

Blackburn Place. At the intersection of Blackburn Place and 68th Street, regulating southbound traffic on Blackburn Place.

.....

Blackstone Drive. At the intersection of Oxford Street and Blackstone Drive, regulating northbound traffic on Blackstone Drive.

Blackstone Drive. At the intersection of Blackstone Drive and 67th Street, regulating southbound traffic on Blackstone Drive.

.....

Blodgett Avenue. At the intersection of Blodgett Avenue and 65th Street, regulating southbound traffic on Blodgett Avenue.

.....

Bonnie Brae Drive. At the intersection of Lyman Avenue and Bonnie Brae Drive, regulating eastbound traffic on Bonnie Brae Drive.

Bonnie Brae Drive. At the intersection of Oxford Street and Bonnie Brae Drive, regulating southbound traffic on Bonnie Brae Drive.

.....

Briargate Drive. At the intersection of Briargate Drive and 68th Street, regulating southbound traffic on Briargate Drive.

.....

Claremont Court. At the northwest and southeast corners of the intersection of Claremont Court and Claremont Drive, regulating southbound and northbound traffic on Claremont Court.

Clayton Court. At the northwest corner of the intersection of Clayton Court and Claremont Drive, regulating southbound traffic on Clayton Court.

.....

College Road. At the northeast corner of the intersection of College Road and Walnut Avenue, to direct traffic proceeding in a westerly direction on College Road to come to a full stop before proceeding into or across Walnut Avenue.

.....

Davane Court. At the intersection of Davane Court and 66th Street, regulating southbound traffic on Davane Court.

.....

Elizabeth Lane. At the intersection of Elizabeth Lane and Williams Street, regulating eastbound traffic on Elizabeth Lane.

.....

Fairmount Avenue. At the northwest and southeast corners of the intersection of Fairmount Avenue and 63rd Street, regulating both northbound and southbound traffic on Fairmount Avenue.

.....

Grand Avenue. At the intersection of Grand Avenue and Blackburn Avenue, regulating southbound traffic on Grand Avenue.

Grand Avenue. At the southeast corner of the intersection of Grand Avenue and Claremont Drive, regulating northbound traffic on Grand Avenue.

Grand Avenue. At the intersection of Grand Avenue with 68th Street, regulating northbound traffic on Grand Avenue.

.....

Jay Drive. At the intersection of Jay Drive and Lyman Avenue, regulating eastbound traffic on Jay Drive.

Jay Drive. At the intersection of Jay Drive and Webster Street, regulating westbound traffic on Jay Drive.

.....

Lancaster Avenue. At the intersection of Bonnie Brae Drive and Lancaster Avenue, regulating southbound traffic on Lancaster Avenue.

Lancaster Avenue. At the intersection of Weatherbee and Lancaster Avenue, regulating northwest bound traffic on Lancaster Avenue.

Lancaster Place. At the intersection of Weatherbee and Lancaster Place, regulating southeast bound traffic on Lancaster Place.

.....

Lyman Avenue. At the northwest and southeast corners of the intersection of Lyman Avenue and Claremont Drive, regulating southbound and northbound traffic on Lyman Avenue.

Lyman Avenue. At the intersection of Lyman Avenue and Oxford Street, regulating southbound traffic on Lyman Avenue.

Lyman Avenue. At the southeast corner of the southerly intersection of Lyman Avenue and 72nd Street, regulating northbound traffic on Lyman Avenue.

.....

Lynn Gremer Court. At the southwest corner of the intersection of Fairview Avenue and Lynn Gremer Court, regulating traffic exiting Lynn Gremer Court.

.....

Marie Drive. At the intersection of Marie Drive and Knottingham Lane, regulating eastbound traffic on Marie Drive.

Marie Drive. At the intersection of Marie Drive and Rohrer Drive, regulating westbound traffic on Marie Drive.

.....

Meadowcrest Drive. At the northwest corner of the intersection of Meadowcrest Drive and Claremont Drive, regulating southbound traffic on Meadowcrest Drive.

Meadowcrest Drive. At the northwest and southeast corners of the intersection of Meadowcrest Drive and Fairmount Avenue, regulating northbound and southbound traffic on Meadowcrest Drive.

.....

Old Orchard Avenue. At the intersection of Old Orchard Avenue with Webster Street, regulating westbound traffic on Old Orchard Avenue.

.....

Orchard Place. At the intersection of Orchard Place with Old Orchard Avenue, regulating southbound traffic on Orchard Place.

.....

Osage Avenue. At the intersection of Osage Avenue and Blackburn Avenue, regulating southbound traffic on Osage Avenue.

Osage Avenue. At the northwest and southeast corners of Osage Avenue and Claremont Drive, regulating southbound and northbound traffic on Osage Avenue.

Osage Avenue. At the northwest and southeast corners of Osage Avenue and 68th Street, regulating southbound and northbound traffic on Osage Avenue.

.....

Parkview Drive. At the intersection of Parkview Drive and Fairmount Avenue, regulating westbound traffic on Parkview Drive.

Parkview Drive. At the intersection of Parkview Drive and Claremont Drive, regulating southbound traffic on Parkview Drive.

.....

Ridgeview Street. At the northeast and southwest corners of the intersection of Ridgeview Street and Fairmount Avenue, regulating eastbound and westbound traffic on Ridgeview Street.

Ridgeview Street. At the intersection of Ridgeview Street and Grand Avenue, regulating westbound traffic on Ridgeview Street.

Ridgeview Street. At the intersection of Ridgeview Street and Osage Avenue, regulating eastbound traffic on Ridgeview Street.

.....

Rob Roy Place. At the intersection of Rob Roy Place and Webster Street, regulating eastbound traffic on Rob Roy Place.

.....

Rohrer Drive. At the intersection of Rohrer Drive and Elizabeth Lane, regulating northbound traffic on Rohrer Drive.

Rohrer Drive. At the intersection of Rohrer Drive and Queens Court, regulating westbound traffic on Rohrer Drive.

.....

Ross Court. At the intersection of Ross Court and Blackburn Avenue, regulating northbound traffic at Ross Court.

.....

Saint James Court. At the intersection of Saint James Court and 66th Street, regulating northbound traffic on Saint James Court.

.....

Sherwood Court. At the intersection of Sherwood Court and Rohrer Drive, regulating eastbound traffic on Sherwood Court.

Sherwood Court. At the intersection of Sherwood Court and Queens Court, regulating westbound traffic on Sherwood Court.

.....

Thatcher Road. At the northwest corner of the curve intersection between Walnut Avenue to the east and Hitchcock Avenue to the north.

.....

Trent Road. At the intersection of Trent Road and 73rd Street, regulating northbound traffic on Trent Road.

Trent Road. At the intersection of Trent Road and 74th Street, regulating southbound traffic on Trent Road.

.....

Valley View Drive. At the intersection of Valley View Drive and Fairmount Avenue, regulating eastbound traffic on Valley View Drive.

.....

Walnut Grove Court. At the intersection of Walnut Grove Court and 66th Street, regulating northbound traffic on Walnut Grove Court.

.....

~~Williams Street. At the northwest and southeast corners of the intersection of Williams Street and 39th Street, regulating the northbound and southbound traffic on Williams Street.~~

.....

Wolf Place. At the intersection of Wolf Place and 68th Street, regulating northbound traffic on Wolf Place.

.....

65th Street. At the intersection of 65th Street and Davane Lane, regulating eastbound traffic on 65th Street.

66th Street. At the intersection of 66th Street and Briargate Drive, regulating westbound traffic on 66th Street.

.....

67th Street. At the northeast and southwest corners of 67th Street and Briargate Drive, regulating eastbound and westbound traffic on 67th Street.

67th Street. At the intersection with Fairmount Avenue, regulating westbound traffic on 67th Street.

67th Street. At the intersection with Fairmount Avenue, regulating eastbound traffic on 67th Street.

.....

72nd Street. At the southwest corner of the northerly intersection of 72nd Street and Lyman Avenue, regulating eastbound traffic on 72nd Street.

.....

74th Street. At the intersection of 74th Street and Stockley Road, regulating eastbound traffic on Stockley Road.

SECTION 8. That Section 14.80.1of the Municipal Code is hereby amended to read as follows:

Section 14.80.1 All-Way Stop Signs

There shall be erected in conspicuous places at the following intersections signs lettered with the words "All-Way Stop", which signs shall be so located as to direct all traffic to come to a full stop before proceeding into the intersection:

.....

39th and Williams Street.

.....

SECTION 9. That Section 14.85 of the Municipal Code is hereby amended to read as follows:

Section 14.85 Definitions

.....

(b) *Automated Pay System (also referred to as an Automated Pay Station)*. An electronic ~~ground-mounted parking pay terminal located at a public place under the Village's jurisdiction~~ system which receives payment for the privilege of temporarily parking in a specified numbered space for the posted time period. Automated pay system includes, but is not limited to, a ground mounted parking pay terminal located at a public place under the Village's jurisdiction or an electronic application accessible through a mobile device.

.....

~~(d) *Parking meter*. A mechanical device located upon a public street or sidewalk or in a parking lot within an area designated as a parking meter zone, which device shall record a certain number of minutes by the use of a clock mechanism determining the period of time for which a designated parking space may be lawfully used by the person paying a fee.~~

~~(e) *Parking meter zone*. Those areas designated under DGMC Section 14.110 in which vehicles may be lawfully parked for the period of time indicated on parking meter in accordance with the provisions of this division.~~

.....

Municipal Complex Property. Those lots located on real property owned or leased by the Village of Downers Grove that are reserved for the parking of vehicles owned or operated by the Village of Downers Grove or Village of Downers Grove employees.

Civic Center Lot shall be the Village parking lot located south of the Civic Center building, north of Curtiss Street and west of Belden Avenue.

Lot V shall be the Village parking lot located south of the Burlington-Northern Santa Fe Railroad, Inc. tracks, east of Belden Avenue and north of Curtiss Street.

.....

SECTION 10. That Section 14.98 of the Municipal Code is hereby amended to read as follows:

Section 14.98 No Parking Zones; Generally

No person shall park or let stand, any automobile, motor vehicle or other vehicle at any time in any of the following locations:

.....

Belden Avenue, on east side from a point thirty feet (40') north of the intersection with Maple Avenue.

.....

Franklin Street, on the north side, from the west line of Main Street to a point one hundred and thirty feet (130') ~~fifty feet (50')~~ west of such west line.

.....

Herbert Street, on the north and south side from Forest Avenue to Main Street.

.....

Rogers Street, on the south side from a point fifty feet (50') east of the intersection with Washington Street.

.....

Warren Avenue, on south side from a point thirty feet (30') west and thirty feet (30') east of the driveway at 1385 Warren.

Warren Avenue, on the south side from a point thirty feet (30') west and thirty feet (30') east of the driveway at 1355 Warren.

Warren Avenue, on the south side from a point thirty feet (30') west of the west driveway of 1341 Warren to a point fifty feet (50') east of the east driveway of 1341 Warren.

.....

SECTION 11. That Section 14.103.1 of the Municipal Code is hereby amended to read as follows:

Section 14.103.1 No Parking; Between 7:00 A.M. and 4:00 P.M., Except on Weekends And Holidays

No person shall park, stop of let stand any automobile, motor vehicle or other vehicle at any time between the hours of 7:00 A.M. and 4:00 P.M., local time on any day except Saturday, Sunday and holidays, in any of the following locations:

.....

~~*Nash Street*, on the west side.~~

.....

SECTION 12. That Section 14.103.3 of the Municipal Code is hereby amended to read as follows:

Section 14.103.3 No Parking; Between 7:00 AM and 1:00 PM, Except On Weekends and Holidays

No person shall park or let stand any automobile, motor vehicle or other vehicle at any time between the hours of 7:00 A.M. and 1:00 P.M., local time, on any day except Saturdays, Sundays and holidays in the following locations:

.....

Forest Avenue, on the west side, from Prairie Avenue to ~~Lincoln Street~~Chicago Avenue.

.....

Prince Street, on the east side, from Prairie Avenue to ~~Lincoln Street~~Chicago Avenue.

.....

Saratoga Avenue, on the east side, from Prairie Avenue to ~~Lincoln Street~~Chicago Avenue.

.....

SECTION 13. That Section 14.104.08 of the Municipal Code is hereby amended to read as follows:

Section 14.104.08 No Parking; Between 7:00 AM and 9:00 AM, Except On Weekends And Holidays

It shall be unlawful for any person to park or let stand any automobile, motor vehicle or other vehicle at any time between the hours of 7:00 A.M. and 9:00 A.M., local time, on any day other than Saturdays, Sundays and legal holidays, in the following locations:

.....

Nash Street, on the west side.

.....

Wells Street, on the east side from Breasted Avenue to Whidden Avenue.

.....

SECTION 14. That Section 14.105.05 of the Municipal Code is hereby amended to read as follows:

Section 14.105.05 Two-hour Parking; Except On Saturdays, Sundays, and Holidays; No Parking Between 4:00 PM and 7:00 PM

Except on Saturdays, Sundays and holidays no person shall park, stop or let stand any automobile, motor vehicle or other vehicle (1) between the hours of 4:00 P.M. and 7:00 P.M., local time, or (2) for more than two consecutive hours at any other time in any of the following locations:

.....

Franklin Street, on the north side, from a point one hundred ~~seventy-three~~ feet (100~~73~~') west of the west line of Main Street to the east line of Forest Avenue.

.....

SECTION 15. That Section 14.106.01 of the Municipal Code is hereby amended to read as follows:

Section 14.106.1 Three-Hour Parking; Between 6:00 AM and 6:00 PM, Except On Weekends and Holidays

Except on Saturdays, Sundays and holidays, no person shall park, stop or let stand any automobile, motor vehicle or other vehicle for more than three (3) consecutive hours at any time between the hours of 6:00 A.M., local time, and 6:00 P.M. in any of the following locations:

Civic Center Lot, as posted.

.....

SECTION 16. That Section 14.109 of the Municipal Code is hereby amended to read as follows:

Section 14.109 Parking In The Parking Deck

.....

c) Payment for daily fee commuter parking may be provided through the Daily Fee Automated Pay System. An administrative fee assessed for the pay by phone use of Daily Fee Automated Pay System shall be as set forth in Administrative Regulation entitled "User-Fee, License and Fine Schedule". These spaces may be lawfully occupied by a vehicle only for the period of time for which ~~lawful coins of the United States, paper currency, or credit card~~ payment has been ~~deposited in~~made to the automated pay system designated for such parking space use, computed in accordance with and subject to the maximum lawful parking time period set in the designated space. Such payment shall be made immediately following the parking of the vehicle.

SECTION 17. That Section 14.110 of the Municipal Code is hereby deleted in its entirety:

~~**Section 14.110 Parking Meter Zones Established; Parking RegulationsReserved**~~

~~1. The following parking meter zones are hereby established within the Village: 12-hour parking meter zones.~~

~~2. In all parking meter zones, a parking space may be lawfully occupied by a vehicle only for the period of time for which lawful coins of the United States have been deposited in the parking meter designated for such parking space, computed in accordance with and subject to the maximum lawful parking time period as set forth in Administrative Regulation entitled "User-Fee, License and Fine Schedule".~~

~~3. The following locations are hereby designated as 12-hour parking meter zones:~~

1. That part of Lot I, fourteen (14) feet north of the Burlington Northern Tracks, from one hundred twenty feet (120') west of the west line of Fairview Avenue to three hundred fifty four feet(354') west of the west line of Fairview Avenue.

2. The north side of Burlington Avenue from a point two hundred thirty feet (230') east of Florence Avenue to Cumnor Road and the south side of Burlington Avenue from a point twenty two feet (22') east of Florence Avenue to Cumnor Road.

3. From a point one hundred seventy three feet (173') east of the east line of Fairview Avenue to a point three hundred seventeen feet (317') east of the east line of Fairview, and from a point fifty feet (50) north of the north line of Second Street to a point two hundred sixty nine feet (269') north of the north line of Second Street in Lot I; also the east twenty feet of the north two hundred twenty five feet (225') feet of the south two hundred eighty two feet (282') of Lot I.

4. On the south side of Warren Avenue from a point four hundred sixty five feet (465') feet east of the east line of Washington Street to the west line of Prospect Avenue.

5. The south side of Burlington Avenue, from Chase Avenue to Rose Avenue, excluding those spaces designated as accessible parking spaces under DGMC Section 14 108(a).

6. Lot H, within the designated and posted forty (40) spaces along the center row.

SECTION 18. That Section 14.111 of the Municipal Code is hereby deleted in its entirety:

Section 14.111 Parking MetersReserved

The Village Manager shall cause parking meters to be installed in suitable locations and at suitable intervals in the parking meter zones established and provided for by

~~DGMC Section 14.110, as the same may from time to time be amended, and each such parking meter shall be placed upon the curb or other suitable location immediately adjacent to the parking space for which such parking meter is designated. Each parking meter shall indicate by an appropriate legend the maximum lawful time period for use of the designated parking space, the denominations of coins to be used in such meters and the time or times during which such parking meter is required to be used. Each parking meter shall indicate by a dial and pointer the duration of the period of lawful parking in the space for which such meter is designated, and upon the expiration of such period each parking meter shall indicate, by displaying the words "time expired" or "violation" (or another word or words having substantially the same meaning), that such parking space is not lawfully in use.~~

SECTION 19. That Section 14.111.1 of the Municipal Code is amended to read as follows:

Section 14.111.1 Automated Pay System

(a) Automated pay systems shall be located at the following locations: ~~machines are placed in the Parking Deck and located at the Belmont and Fairview Train Stations for the payment and receipt of fees for parking in the daily fee parking zones or spaces.~~

1. The Parking Deck;
2. Belmont Train Station, also known as Lot G, Lot H, Lot J, Lot K, and Chase Avenue Lot;
3. Fairview Train Station, also known as Lot I (Main), located from a point one hundred seventy three feet (173') east of the east line of Fairview Avenue to a point three hundred seventeen feet (317') east of the east line of Fairview, and from a point fifty feet (50) north of the north line of Second Street to a point two hundred sixty nine feet (269') north of the north line or Second Street in Lot I; also the east twenty feet of the north two hundred twenty five feet (225') of the south two hundred eighty two feet (282') of Lot I;

4. Lot I (North), located on the north side of Burlington Avenue from a point two hundred thirty feet (230') east of Florence Avenue to Cumnor Road and the south side of Burlington Avenue from a point twenty two feet (22') east of Florence Avenue to Cumnor Road;
5. To the east of Lot F, on the south side of Warren Avenue from a point four hundred sixty five feet (465') east of the east line of Washington Street to the west line of Prospect Avenue;
6. To the west of Lot G, on the south side of Burlington Avenue, from a point one hundred and sixty-five feet (165') from the western edge of Chase Avenue to Rose Avenue, excluding those spaces designated as accessible parking spaces under DGMC Section 14.108(a); and
7. Lot H, within the designated and posted forty (40) spaces along the center row.

(b) For each numbered space, the automated pay system shall receive payment immediately following the parking of the vehicle.

(c) For the specified parking space, such ~~machines~~ automated pay systems shall provide an optional printed receipt which indicates the date, the time of the transaction, the space number and the amount of the payment.

(d) Possession of a payment receipt or payment for a daily fee parking space other than that which is occupied shall not be a defense to a citation for a violation of this section.

(e) It shall be unlawful for any unauthorized person to deface, tamper with, open, willfully damage, or impair the usefulness of any Village operated automated pay system ~~parking machine~~.

~~It shall be unlawful to deposit any slug, device, or metallic substitute for a coin, counterfeit paper currency or any liquid or other material into a Village operated automated pay system machine.~~

(f) Any damage to Village property as enumerated in the paragraph~~s (d) and~~ (e), above, shall be enforced ~~under the~~pursuant to Downers Grove Municipal Code,

DGMC Section 15.206 and the penalties for such violations shall be those penalties enumerated in DGMC Section 15.601 ~~of this Code~~.

(g) An administrative fee assessed for the pay by phone use of Daily Fee Automated Pay System shall be as set forth in Administrative Regulation entitled "User-Fee, License and Fine Schedule".

(h) The space allocation and fees shall be in effect each weekday (M-F) until 3:00 PM. After 3:00 PM all spaces are designated as free parking until 2:00 AM.

SECTION 20. That Section 14.112 of the Municipal Code is amended to read as follows:

Section 14.112 Marking Parking Spaces

Suitable markings approved by the Village Manager shall be painted or placed upon the curb or street or other location adjacent to each automated pay station parking space~~parking meter~~ for the purpose of designating the parking space for such ~~parking meter~~automated pay station and the angle at which vehicles shall be parked therein. Each vehicle parked within any ~~parking meter~~automated pay station zone shall be parked wholly within such markings.

SECTION 21. That Section 14.113 of the Municipal Code is amended to read as follows:

Section 14.113 Violations

It shall be unlawful for any person:

~~(a) To park or let stand any vehicle in any parking space in any parking meter zone at any time if the Village parking meter designated for such parking space displays the words "time expired" or "violation" (or another word or words having substantially the same meaning); provided, however, that it shall not constitute a violation of this paragraph for any person to park or~~

~~cause any vehicle to be parked in any parking meter zone on any Sunday or legal holiday, or at any time between the hours of 6:00 P.M., local time, on any day and 9:00 A.M. on the next succeeding day; or~~

~~(b)~~(a) To park or let stand any vehicle in any parking space ~~in a parking meter zone~~ for any period of time in excess of the maximum lawful parking time period applicable to such parking space, each such excess time period equivalent to the maximum lawful parking period to constitute a separate offense; or

~~(c)~~(b) To park or let stand any vehicle across or upon any marking designating a parking space ~~in a parking meter zone~~, or otherwise to park or let stand any such vehicle in such position that the same shall not be entirely within a single designated parking space; or

~~(d)~~(c) To deface, injure, tamper with, open or willfully break, destroy or impair the usefulness of any Village property, including but not limited to automated pay stations. ~~parking meter; or~~

~~(e) To deposit in a Village parking meter any slug, device or substance other than a lawful coin of the United States; or~~

~~(f) To deposit in any Village parking meter any coin or coins which would extend the time shown on such parking meter for lawful parking beyond the maximum lawful parking time period during which such parking space may be lawfully occupied by a vehicle under the provisions of DGMC Section 14.110; or~~

~~(g) To park or let stand any vehicle in a parking space in a parking meter zone in such manner that the front of such vehicle is directed away from the parking meter designated for such parking space; provided, that the provisions of this paragraph shall not apply to the Warren Parking Lot or to any parking space which is situated on a street parallel and adjacent to the curb thereof; provided further, that the provisions of this paragraph shall not apply to any parking space unless there shall be posted in conspicuous places in the vicinity of such parking space appropriate signs stating the restriction imposed by this paragraph.~~

SECTION 22. That Section 14.122 of the Municipal Code is amended to read as follows:

Section 14.122 Designation

The following parking lots are hereby designated as permit parking lots and are authorized for parking only of vehicles bearing currently valid sticker permits or hang tags in accordance with the provisions of this Division:

Lots A through Z, inclusive, as said lots are designated in DGMC Section 14-85.9, except for the portions of those lots designated as automated pay system ~~metered parking~~ areas in accordance with DGMC Section 14.111.1~~0~~ and those parking stalls designated for accessible parking spaces in DGMC Section 14.108.

In addition to the foregoing permit parking lot or lots, the Village Manager may from time to time designate portions of automated pay system ~~metered parking~~ lots or areas for use as permit parking lots in accordance with the provisions of this Division, by causing ~~the parking meters in such portions to be covered or otherwise taken out of service, and~~ adequate notice to be posted to the effect that the parking spaces affected thereby are no longer available for public parking of vehicles pursuant to the automated pay system ~~parking meter~~ provisions set forth in Division 3 of this Article.

SECTION 23. That Section 14.129 of the Municipal Code is amended to read as follows:

Section 14.129 Designation of Municipal Complex Permit Parking Lots

The following parking lots, as defined in DGMC Section 14.85, are hereby designated as municipal complex permit parking lots and are authorized for parking only of Village owned or leased vehicles or vehicles bearing currently valid window sticker permits or hang tags issued by the Village Manager without charge in accordance with the provisions of this Division:

Lot V, on weekdays until 4:30 PM for parking of vehicles owned or operated by persons employed at the Downers Grove Civic Center ~~Village employees~~;

Municipal complex property lot, for the parking of official Village vehicles and other vehicles owner or operated by the Village or employees of ~~leased by~~ the Village.

SECTION 24. That Section 14.131 of the Municipal Code is amended to read as follows:

Section 14.131 Designation Of Parking Lots For Village Business Only

All parking lots situated on municipal complex property ~~, said property being located southeast of the intersection of Burlington Avenue and north Washington Street between Burlington Avenue and Curtiss Street, except such lots as are designated as municipal complex permit parking lots in DGMC Section 14.129 herein,~~ are hereby designated as parking lots authorized for parking only for purposes of conducting Village business.

SECTION 25 That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 26. That this ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

_____

By: Mayor

Passed:

Published:

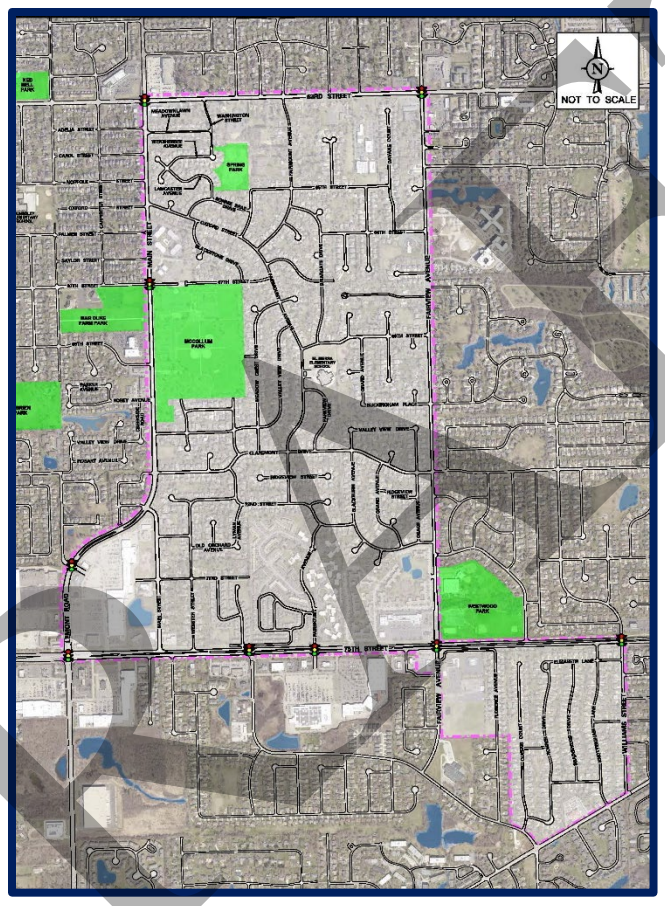
Attest:

_____

By: Village Clerk

Neighborhood Traffic Study
Area Number 12

Downers Grove, Illinois



Prepared For:

Village of DOWNERS GROVE FOUNDED IN 1832

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

September 2, 2026

DRAFT

Table of Contents

List of Figures and Tables, ii

1. Introduction 1
2. Existing Neighborhood Conditions 3
   - Study Area and Existing Land Uses 3
   - Existing Roadway System 3
   - Existing Intersection Traffic Control 5
   - Pedestrian and Bicycle Facilities and Traffic Control Devices 6
   - Existing Daily Traffic Volumes and Speed Surveys 7
   - Existing Morning and Afternoon/Evening Peak Period Traffic Volumes 7
3. Evaluation of Existing Conditions 8
   - Neighborhood Factors that Contribute to Traffic Volume and Travel Speed 8
   - Review of the Daily Traffic Volumes 9
   - Review of the Travel Speed Surveys 12
   - Traffic Crash History 14
   - Preliminary On-Street Parking Review 16
   - Review of El Sierra Elementary School Campus 16
4. Detailed Evaluation and Recommendations 19
   - Basis of Recommendations 19
   - Intersection Traffic Control 24
   - Speed Limits and Posted Speed Limit Signs 29
   - Pedestrian Facilities and Traffic Control Devices 29
   - Bicycle Facilities 32
   - Pavement Markings and Signage 32
   - Education 33
   - Enforcement 33
   - Traffic Calming Measures 33
5. Conclusion 36

Appendix

DRAFT

List of Tables and Figures

Tables

Table 1 – Average Weekday (24-Hour) Traffic Volumes by Roadway Classification 10
Table 2 – 85th Percentile Travel Speeds by Roadway Classification 13
Table 3 – Traffic Calming Measures/Devices 20
Table 4 – Non-Physical Measures/Devices 21
Table 5 – Physical Measures/Devices – Horizontal Deflections 22
Table 6 – Physical Measures/Devices – Vertical Deflections 22
Table 7 – Recommended Intersection Traffic Control Modifications 24
Table 8 – Pedestrian Facilities and Traffic Control Devices Recommendations 29
Table 9 – Bicycle Facilities Recommendations 30
Table 10 – Potential Traffic Calming Measures 33
Table 11 – Downers Grove Neighborhood 12 – Recommendation Matrix 35

All Figures in Appendix

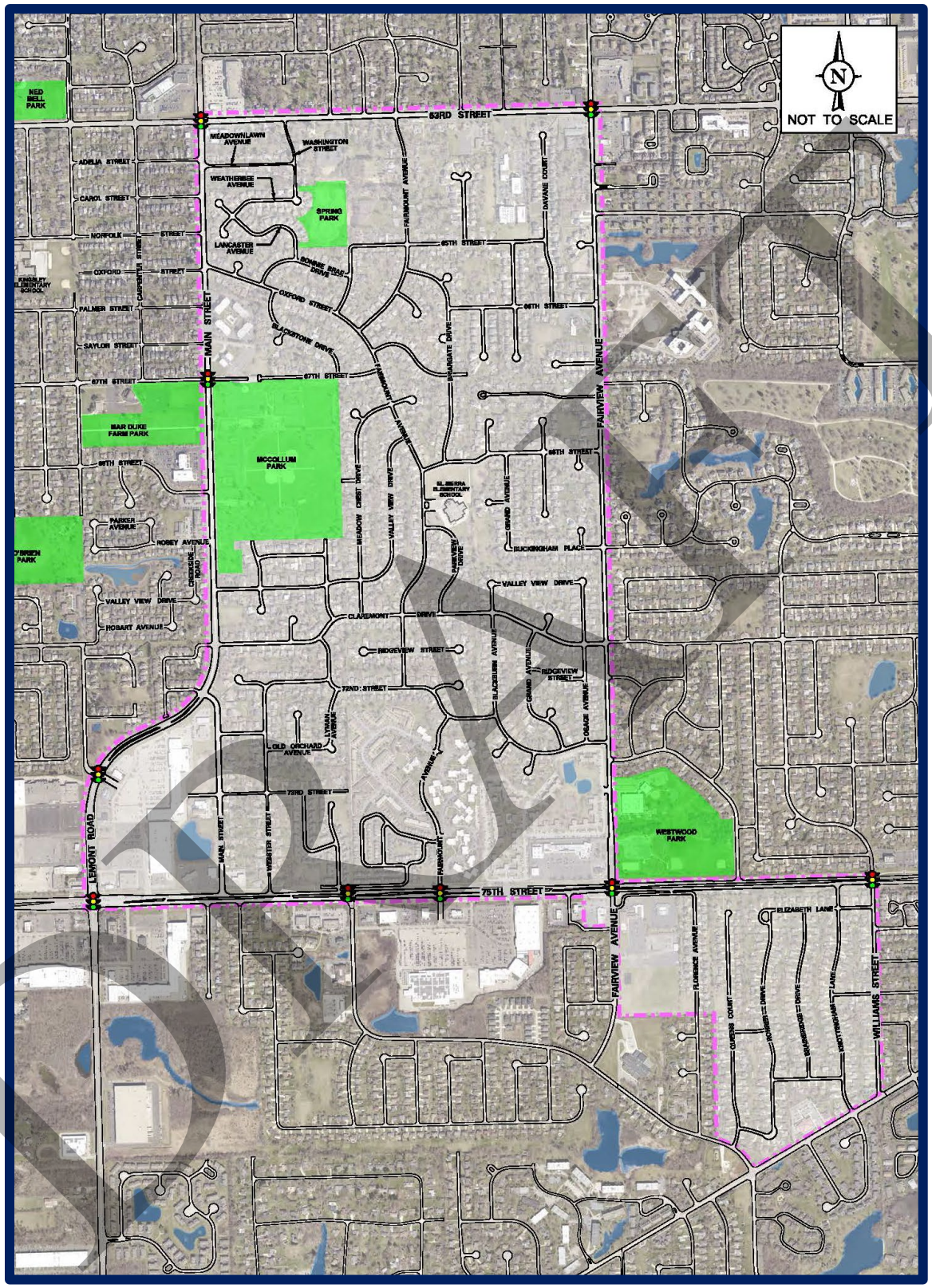
DRAFT

1. Introduction

The Village of Downers Grove has retained Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) to conduct the neighborhood traffic study for Area Number 12. Located in the southeast corner of the Village of Downers Grove, the neighborhood is generally bounded by 63rd Street on the north, Fairview Avenue on the east, 75th Street on the south, and Main Street on the west. In addition, the neighborhood includes the portion of the Village in the southeast quadrant of the intersection of Fairview Avenue with 75th Street. Primarily consisting of single-family and multi-family developments, the neighborhood also contains El Sierra Elementary School, McCollum Park, and Spring Park. In addition, commercial uses are located along 75th Street and Main Street. **Figure 1** and the following page show the location of the neighborhood (all the figures for this study are provided in the Appendix).

The purpose of the neighborhood study was to (1) thoroughly examine the existing vehicular, pedestrian, and bicycle operations within the neighborhood, (2) identify operational issues and safety concerns, (3) analyze potential mitigation measures, and (4) develop recommendations to address operational issues, calm traffic conditions, and increase vehicular and pedestrian safety.

DRAFT



Neighborhood 12 Aerial View **Figure 1**

2. Existing Neighborhood Conditions

Transportation conditions were inventoried to obtain a database for evaluating the existing operations within the neighborhood and along the roadways bordering the neighborhood. The components of existing conditions that were inventoried within the neighborhood included the following:

- Existing land uses
- Physical and operating characteristics of the roadways (i.e., number of lanes, speed limits, etc.)
- Existing traffic control devices
- Existing pedestrian and bicycle facilities
- Existing daily traffic volumes and vehicle speeds
- Existing morning and evening peak hour volumes

Study Area and Existing Land Uses

Neighborhood Parks

- *McCollum Park* is located on the east side of Main Street south of 67th Street.
- *Spring Park* is located in the northwest corner of 65th Street and Lyman Avenue.

The neighborhood is generally bounded by 63rd Street on the north, Fairview Avenue on the east, 75th Street on the south, and Main Street on the west. In addition, the neighborhood includes the portion of the Village in the southeast quadrant of the Fairview Avenue/75th Street intersection. Located in the southeast portion of the Village, single-family homes and multi-family developments are the predominant land use within the neighborhood with commercial uses located along 75th Street and Main Street. The neighborhood contains two parks (see inset) and El Sierra Elementary School is located in the middle of the neighborhood on the east side of Fairmount Avenue bounded by 68th Street on the north and Parkview Drive on the south. In addition, Elizabeth Ide Elementary School is located adjacent to the neighborhood located in the northeast quadrant of the intersection of Fairview Avenue and Manning Road.

Existing Roadway System

The primary external roadways that border the neighborhood are described below.

63rd Street is an east-west, minor arterial road that has two lanes in each direction. Separate left-turn lanes are provided on 63rd Street at its signalized intersections with Fairview Avenue and Main Street. 63rd Street is under the jurisdiction of the DuPage County Division of Transportation (DuDOT), has a posted speed limit of 40 mph, and has an Annual Average Daily Traffic (AADT) volume of 20,900 vehicles (Illinois Department of Transportation [IDOT] 2024).

DRAFT

Main Street/Lemont Road is a north-south, minor arterial road that has two lanes in each direction north of Valley View Drive and two lanes in each direction divided by a median south of Valley View Drive. Main Street extends north of Pinewood Drive and Lemont Road extends south of Pinewood Drive. The section of Main Street that extends between Pinewood Drive and 75th Street is classified as a local road and has a three-lane cross-section. Separate left-turn lanes are provided on Main Street/Lemont Road at its signalized intersections with 63rd Street, Dunham Road, and 75th Street (dual left-turn lanes). The Main Street/67th Street intersection is under traffic signal control. Main Street/Lemont Road is under the jurisdiction of DuDOT, has a posted speed limit of 40 mph, and has an AADT volume of 17,400 vehicles (IDOT 2024).

75th Street is an east-west, major arterial road that has three lanes in each direction divided by a median. Separate left-turn lanes are provided on 75th Street at its signalized intersections with Williams Street, Fairview Avenue (dual left-turn lanes), Fairmount Avenue, Lyman Avenue, and Lemont Road (dual left-turn lanes) and its unsignalized intersection with the access drive to the shopping center in the southeast quadrant of the 75th Street/Lemont Road intersection. 75th Street is under the jurisdiction of DuDOT, has a posted speed limit that varies between 40 and 45 mph, and has an AADT volume of 28,400 vehicles (IDOT 2024).

Fairview Avenue is a north-south, minor arterial road that generally has one lane in each direction divided by a two-way, left-turn lane north of 75th Street and one lane in each direction south of 75th Street. Separate left-turn lanes are provided on Fairview Avenue at many intersections including its signalized intersections with 63rd Street and 75th Street. Fairview Avenue is under the jurisdiction of the Village of Downers Grove within the Village limits, has a posted speed limit of 30 mph north of 75th Street and 25 mph south of 75th Street, and has an AADT volume of 8,650 vehicles (IDOT 2024).

Internal Neighborhood Roadways

Excluding the arterial roadways that border the neighborhood, the following summarizes the physical and operating characteristics of the neighborhood roadways:

- All the roadways within the neighborhood are classified as local roads except the following, as shown in **Figure 2**:
  - Fairmount Avenue is classified as a collector road
  - Oxford Street is classified as a collector road
  - Claremont Drive is classified as a collector road
  - Williams Street is classified as a collector road
- All the neighborhood roads provide one lane in each direction except for Main Street, which provides one lane in each direction divided by a two-way, left-turn lane between Main Street/Lemont Road and 75th Street.
- Exclusive left-turn lanes are provided at the following intersections:
  - 75th Street with Williams Street (all approaches)
  - 75th Street with Fairmount Avenue (all approaches)

DRAFT

- An exclusive right-turn lane is provided on the southbound approach of Fairmount Avenue at its intersection with 75th Street.

- Left-turn and right-turn movements from Fairmount Avenue to Parkview Drive are prohibited from 7:00 A.M. to 9:00 A.M. and 1:30 P.M. to 3:30 P.M.

- Centerline pavement markings are provided along sections of Fairmount Avenue, Claremont Drive, 69th Street, and 72nd Street.

- Speed humps are provided on Claremont Drive just east of Parkview Drive and just west of Clayton Court.

- Chicanes are provided at several roads/intersections in the portion of the neighborhood located in the southeast quadrant of the 75th Street/Fairview Avenue intersection.

- The posted speed limit on most of the neighborhood roads is 25 miles per hour (mph) except for the following (see **Figure 3**):

    - 20 mph advisory speed zones are located along the curved sections of Claremont Drive at the Lyman Avenue intersections.

    - 20 mph school speed zones that are in effect on school days when children are present are located on multiple roads serving El Sierra Elementary School and Elizabeth Ide Elementary School.

    It should be noted that many of the 25 mph speed limit signs in the neighborhood have yellow borders to further highlight the posted speed limits.

- Parking is generally provided on one or both sides of the roadways although parking is regulated on several of the roads.

Existing Intersection Traffic Control

Figure 4 shows the existing intersection traffic control within the neighborhood and the following provides a summary of the existing traffic control at intersections within the neighborhood:

- Three intersections are under traffic signal control
- Seven intersections are under all-way stop sign control
- Thirty-one intersections are under two-way or one-way stop sign control
- Eleven intersections are under two-way or one-way yield sign control
- Fifty-eight intersections have no intersection traffic control

At many of the two-way or one-way stop sign-controlled intersections, a “Cross Traffic Does Not Stop” plaque is located below the stop signs.

DRAFT

Pedestrian and Bicycle Facilities and Traffic Control Devices

Sidewalk System

Sidewalks are generally located on one side of all the roads in the neighborhood and in many cases on both sides of the road. In addition, high visibility and standard crosswalks are provided at intersections within the neighborhood, particularly in proximity to El Sierra Elementary School and the two parks.

Bike Routes

The following roads as bike routes that extend through the neighborhood:

- Fairmount Avenue between 63rd Street and 75th Street
- 67th Street between Fairmount Avenue and Main Street

Further, 75th Street and Lemont Road between 75th Street and Dunham Road, which are adjacent to the neighborhood, are classified as bike routes.

It should be noted that the *Village of Downers Grove Active Transportation Plan was* adopted by the Village on April 8, 2025 and includes an updated bike plan. The recommendations of the updated bike plans are provided in Chapter 4 - Detailed Evaluation and Recommendations of this study.

Pedestrian and Bicycle Traffic Control Devices, Signage, and Pavement Markings

The following summarizes and **Figures 5** and **6** illustrate the pedestrian and bicycle traffic control devices, signage, and pavement markings located within the neighborhood:

- Pedestrian advanced crossing assemblies (W11-2, W16-9P), pedestrian crossing assemblies (W11-2, W16-7P), and in-street pedestrian crossing signs (R1-6a) are provided at the following locations:
    - The Main Street midblock pedestrian crossing at McCollum Park
    - The Fairview Avenue midblock pedestrian crossing north of 75th Street at Westwood Park
- Trail advanced crossing assemblies (W11-15, W16-9P) and trail crossing assemblies (W11-2, W16-7P) are provided on 63rd Street at Fairmount Avenue.
- Dedicated school crossing signs are provided at the following intersections or locations which include School Advance Crossing Assemblies (S1-1, W16-9P), School Crossing Assemblies (S1-1, W16-7P), and/or SCHOOL pavement markings on the roads:
    - 63rd Street at Blodgett Avenue
    - Main Street at Norfolk Street

DRAFT

- The Fairmount Avenue midblock school crossing at El Sierra Elementary School
- 69th Street at Fairmount Avenue
- 69th Street at Briargate Drive

- A school crossing guard is stationed at the Fairmount Avenue midblock school crossing at El Sierra Elementary School.

- The traffic signals at the Main Street/63rd Street, Main Street/67th Street, Main Street/Dunham Road/shopping center access drive, 75th Street/Lemont Road, 75th Street/Lyman Avenue, 75th Street/Fairmount Avenue, 75th Street/Fairview Avenue, and 75th/Williams Street intersections have countdown pedestrian signals on all legs of each intersection. The intersections of 63rd Street/Fairview Avenue and Lemont Road/The Grove access drive/Downers Grove Plaza access drive do not have pedestrian traffic signals.

- Bike Route signs are located on all the bike routes in the neighborhood.

Existing Daily Traffic Volumes and Speed Surveys

In order to determine the existing traffic volumes and speeds along the neighborhood roadways, KLOA, Inc. conducted daily machine traffic counts and speed surveys at 39 locations within the neighborhood. Of the total 39 locations, approximately 24 of the counts/surveys were conducted along the north-south roadways and 15 were conducted along the east-west roadways. The traffic counts and speed surveys were generally conducted in late May 2026 for a minimum of two days and were broken down by direction and by hour.

Figure 7 shows the two-way daily traffic volumes and **Figure 8** shows the average and 85th percentile speeds observed on the roadways. The average speed is the sum of the observed speeds of all the vehicles divided by the total vehicles on that segment of the road. Average speeds are used to determine the speeds at which motorists are typically traversing a roadway section, whereas the 85th percentile speed represents the speed at or below which 85 percent of vehicles on a roadway section travel under free flow conditions.

Existing Morning and Afternoon/Evening Peak Period Traffic Volumes

In addition to the daily traffic counts and speed surveys, KLOA, Inc. conducted manual peak period vehicle, pedestrian, and bicycle counts at the following four intersections within the study area:

1. Fairmount Avenue with 67th Street
2. Fairmount Avenue with 68th Street
3. Fairmount Avenue with Parkview Drive
4. Valley View Drive with Lyman Avenue

The counts were conducted on Wednesday, May 20, 2026 during the morning (7:00 A.M. to 9:00 A.M.) and afternoon/evening (2:00 P.M. to 6:00 P.M.) peak periods. **Figure 9** illustrates the existing weekday morning and afternoon/evening peak hour vehicle, pedestrian, and bicycle peak hour volumes.

DRAFT

3. Evaluation of Existing Conditions

To determine how the transportation system is currently functioning, KLOA, Inc. examined the existing operating characteristics within the neighborhood. The purpose of this evaluation was to identify and quantify the current operations and ascertain how the neighborhood's infrastructure and land uses contribute to the existing conditions. This was accomplished by reviewing and analyzing the existing traffic volumes, the speed surveys, and the crash data as well as the physical characteristics of the neighborhood and its transportation system. The evaluation provides the basis to thoroughly analyze and develop recommendations pertaining to the operation and design of the internal transportation system.

Neighborhood Factors that Contribute to Traffic Volume and Travel Speed

It is important to note that traffic volumes and speeds on neighborhood roads are influenced by several factors, including:

- Roadway functional classification
- Location and directional orientation of roadway with respect to adjacent arterial roadways
- Roadway width
- Number of travel lanes
- Roadway surface
- Posted speed limits
- Spacing between traffic control devices
- Vertical grade (i.e., hills)
- Horizontal alignment (i.e., curves)
- Driver behavior

Many of these attributes are fixed within the neighborhood's infrastructure and are generally difficult and/or costly to modify. While communities strive to keep traffic volumes within typical ranges for the respective road classifications and operating speeds at or below the posted speed limit, it is often difficult to achieve given the above factors.

DRAFT

Review of the Daily Traffic Volumes



Daily Volumes

According to *Residential Streets,* local residential roads typically have a daily volume between 400 and 1,500 vehicles while residential collector roads typically have a daily volume exceeding 1,500 vehicles.

Figure 7 summarizes the average weekday traffic volumes by direction. **Table 1** summarizes the average weekday traffic volumes within the neighborhood, categorized by functional classification, and compares the volumes with the national residential road volume ranges published in *Residential Streets,* Third Edition (see inset).

As can be seen from Table 1, the collector roads that are within the neighborhood (Fairmount Avenue, Oxford Street, and Claremont Drive) generally carry the highest volume of traffic. This is expected given that collector roads link the local neighborhood roads and land uses to the external or arterial roadway system. Further, many of the collector roads extend the length of the neighborhood or between collector and/or arterial roads and serve many homes and other land uses within the neighborhood.

In addition, the section of Main Street between Lemont Road and 75th Street has a higher volume of traffic which just exceeds the typical range of traffic volumes found on local roads (see inset). The higher volume of traffic on this section of Main Street is primarily due to the fact that it continues the Main Street north-south alignment between Lemont Road and 75th Street. As such, many motorists use this section of Main Street, as opposed to Lemont Road, when traveling from westbound 75th Street to northbound Main Street. Further, given that Main Street is restricted to right-turn movements at 75th Street, the northbound traffic volume is significantly higher than the southbound volume. It is important to note that the rest of the local roads generally carry lower volumes that are well within the typical range of traffic volumes found on local roads.

DRAFT

Table 1
NEIGHBORHOOD 12
AVERAGE WEEKDAY (24-HOUR) TRAFFIC VOLUMES BY ROADWAY CLASSIFICATION

Roadway	Section	Existing Traffic Volumes	Within Typical Range
Arterial Roads			**7,500 – 15,000**
Fairview Avenue	63rd Street to 66th Street	6,314	Yes
	Buckingham Place to Claremont Drive	11,023	Yes
Collector Roads			**1,500 – 7,500**
Claremont Drive	Main Street to 72nd Street	2,238	Yes
	Fairmount Avenue to Parkview Drive	1,739	Yes
	Grand Avenue to Osage Avenue	1,752	Yes
Fairmount Avenue	63rd Street to 65th Street	1,249	Yes
	Oxford Street to 67th Street	1,667	Yes
	Parkview Drive to Claremont Drive	951	Yes
	72nd Street to 75th Street	1,957	Yes
Local Roads			**0 – 1,500**
Main Street	Lemont Road to 75th Street	1,523	No
65th Street	Fairmount Avenue to Davane Court	359	Yes
66th Street	Briargate Drive to Davane Court	522	Yes
68th Street	Grand Avenue to Fairview Avenue	978	Yes
72nd Street	Lyman Avenue to Fairmount Avenue	815	Yes
Blackburn Avenue	72nd Street to Osage Avenue	844	Yes
Blackstone Drive	Oxford Street to 67th Street	204	Yes
Bonnie Brae Drive	Oxford Street to Lancaster Avenue	277	Yes
Briargate Drive	66th Street to 68th Street	406	Yes
Buckingham Place	Grand Avenue to Fairview Avenue	210	Yes
Canterbury Place	Ashbury Avenue to 75th Street	365	Yes
Davane Court	65th Street to 66th Street	297	Yes
Grand Avenue	Ridgeview Street to Blackburn Avenue	108	Yes
Lyman Avenue	Bonnie Brae Drive to Oxford Street	250	Yes
	Claremont Drive to 72nd Street	812	Yes

DRAFT

Table 1, continued
NEIGHBORHOOD 12
AVERAGE WEEKDAY (24-HOUR) TRAFFIC VOLUMES BY ROADWAY CLASSIFICATION

Roadway	Section	Existing Traffic Volumes	Within Typical Range
Local Roads			**0 – 1,500**
Meadow Crest Drive	Fairmount Avenue to Valley View Dr	236	Yes
Meadowlawn Avenue	Main Street to Washington Street	216	Yes
Osage Avenue	Ridgeview Street to Blackburn Avenue	121	Yes
Parkview Drive	Fairmount Avenue to Claremont Drive	815	Yes
Trent Road	73rd Street to 74th Street	99	Yes
Valley View Drive	Fairmount Avenue to Meadow Crest Dr	258	Yes
	Main Street to Meadow Crest Drive	517	Yes
Weatherbee Avenue	Lancaster Avenue to Washington Street	254	Yes
Webster Street	73rd Street to 75th Street	312	Yes

DRAFT

Review of the Travel Speed Surveys

Most of the roads within the neighborhood are regulated by a 25 mph neighborhood speed limit. In addition, 20 mph school speed zones that are in effect on school days when children are present are provided on multiple roads serving El Sierra Elementary School and Elizabeth Ide Elementary School. Further, several advisory speed zones are located along Claremont Drive. Figure 8 summarizes the average and 85th percentile speeds by direction. **Table 2** summarizes the 85th percentile speeds within the neighborhood, categorized by functional classification, and indicates if the speeds were within normal ranges (five mph or less of the posted speed limit).

Travel Speeds

- Travel speeds are primarily influenced by the road's characteristics which are generally costly to modify.
- The Village's roadway system adds to higher speeds with long free-flow conditions.
- Courts typically only uphold tickets when they are 8 to 10 mph over the speed limit.
- As such, 85th percentile speeds within five (5) mph of the posted speed limit are typically considered reasonable.

As shown in Figure 8 and Table 2, the average speeds were generally within several mph of the posted speed limit and the 85th percentile speeds were generally within five mph of the posted speed limit. However, several of the roadway sections did experience 85th percentile speeds that exceeded the posted speed limit by five mph. The higher 85th percentile speeds were primarily observed along those roadway sections that had longer lengths of free-flow conditions and/or along the collector roads. The speed surveys showed that the following roads had 85th percentile speeds that exceeded the posted speed limit by five mph:

- Fairmount Avenue
- Claremont Drive
- Main Street
- 65th Street
- 66th Street
- 68th Street
- Blackburn Avenue
- Valley View Drive

Many of the recommendations outlined in the next section were developed to address the higher travel speeds observed within the neighborhood.

DRAFT

Table 2
NEIGHBORHOOD 12
85TH PERCENTILE SPEEDS BY ROAD CLASSIFICATION

Roadway	Section	Existing 85th Percentile Speeds		Within Typical Range
		NB/EB	SB/WB	
Arterial Roads				
Fairview Avenue	63rd Street to 66th Street	39	36	No
	Buckingham Place to Claremont Drive	38	38	No
Collector Roads				
Claremont Drive	Main Street to 72nd Street	30	31	No
	Fairmount Avenue to Parkview Drive	28	28	Yes
	Grand Avenue to Osage Avenue	29	29	Yes
Fairmount Avenue	63rd Street to 65th Street	34	33	No
	Oxford Street to 67th Street	28	28	Yes
	Parkview Drive to Claremont Drive	29	29	Yes
	72nd Street to 75th Street	29	27	Yes
Local Roads				
Main Street	Lemont Road to 75th Street	39	37	No
65th Street	Fairmount Avenue to Davane Court	31	29	No
66th Street	Briargate Drive to Davane Court	30	30	No
68th Street	Grand Avenue to Fairview Avenue	29	31	No
72nd Street	Lyman Avenue to Fairmount Avenue	28	28	Yes
Blackburn Avenue	72nd Street to Osage Avenue	30	30	No
Blackstone Drive	Oxford Street to 67th Street	28	27	Yes
Bonnie Brae Drive	Oxford Street to Lancaster Avenue	25	26	Yes
Briargate Drive	66th Street to 68th Street	27	28	Yes
Buckingham Place	Grand Avenue to Fairview Avenue	26	24	Yes
Canterbury Place	Ashbury Avenue to 75th Street	19	8	Yes
Davane Court	65th Street to 66th Street	24	26	Yes
Grand Avenue	Ridgeview Street to Blackburn Avenue	25	24	Yes
Lyman Avenue	Bonnie Brae Drive to Oxford Street	25	25	Yes
	Claremont Drive to 72nd Street	26	25	Yes

DRAFT

Table 2, continued
NEIGHBORHOOD 12
85TH PERCENTILE SPEEDS BY ROAD CLASSIFICATION

Roadway	Section	Existing 85th Percentile Speeds		Within Typical Range
		NB/EB	SB/WB	
Local Roads				
Meadow Crest Drive	Fairmount Avenue to Valley View Dr	28	28	Yes
Meadowlawn Avenue	Main Street to Washington Street	27	27	Yes
Osage Avenue	Ridgeview Street to Blackburn Avenue	24	26	Yes
Parkview Drive	Fairmount Avenue to Claremont Drive	28	28	Yes
Trent Road	73rd Street to 74th Street	19	22	Yes
Valley View Drive	Fairmount Avenue to Meadow Crest Dr	29	30	No
	Main Street to Meadow Crest Drive	30	32	No
Weatherbee Avenue	Lancaster Avenue to Washington Street	22	23	Yes
Webster Street	73rd Street to 75th Street	29	28	Yes

Main Street and Oxford Street Intersection Improvements

The Village, in coordination with DuPage County, was awarded a grant under the Federal Surface Transportation Program to correct the skewed angle at which Oxford Street intersects Main Street, provide new left turn lanes on Main Street, and modify pedestrian crosswalks at both Oxford Street and Norfolk Avenue. The existing crosswalk will be removed from Norfolk Street and new crosswalks will be striped at Oxford Street. This work began in August of 2026 and is expected to be completed in 2027.

Traffic Crash History

GIS traffic crash data for the neighborhood roads was obtained by the Village of Downers Grove for review and consideration when developing recommended traffic volume and/or speed mitigation measures in this study. The crash data is summarized in **Figures A** through **D** (located in the Appendix), which show the locations of the crashes for each year from January 2021 to December 2024. Based on the data, the following observations were made on the intersections internal to the neighborhood:

- The overall number of crashes along the internal neighborhood roads was limited. Excluding the crashes that occurred along the arterial roadways bordering the neighborhood (63rd Street, Fairview Avenue, 75th Street, Main Street) the neighborhood internal roads averaged very few crashes per year over the four-year period.

DRAFT

- Excluding the crashes that occurred along the arterial roadways bordering the neighborhood, very few intersections or specific locations within the neighborhood had more than one crash per year.

As such, the crash data shows that the neighborhood internal roadways and intersections have experienced a very low incidence of crashes.

DRAFT

Preliminary On-Street Parking Review

As part of the study, KLOA, Inc. preliminarily observed the on-street parking conditions within the neighborhood. Other than the additional on-street parking that occurs within proximity to or associated with El Sierra Elementary School, McCollum Park, and the multi-family developments, the neighborhood experiences limited on-street parking, similar to most neighborhoods. While the schools and parks have higher on-street parking demands, this is expected and typical of these types of uses. The on-street parking demand associated with the schools generally only occurs for approximately 15 to 20 minutes before and after school and the on-street parking demand associated with the parks generally occurs in the evenings and on weekends, when traffic volumes on the area roads are lower.

Review of El Sierra Elementary School Campus

The El Sierra Elementary School campus is located on the east side of Fairmount Avenue bounded by 68th Street on the north and Parkview Drive on the south. Currently, El Sierra Elementary School has an enrollment of approximately 315 students in preschool through sixth grade with the school day generally extending from 8:15 A.M. to 2:00 P.M. on Mondays and 8:15 A.M. to 3:00 P.M. on Tuesdays through Fridays. It should be noted that after the 2025-2026 school year, sixth grade will no longer be held at El Sierra Elementary School, which will likely result in a lower enrollment.

The following briefly summarizes the transportation operations of the school:

- Staff parking for the school is provided via (1) a 30-space parking lot located adjacent to the northwest side of the school building and (2) five (reserve) parking spaces out of the 14 total parking spaces located along the west side of the one-way, northbound circulation road that extends along the front of the school building. Visitor parking is provided via the other nine parking space spaces located along the west side of the one-way, northbound circulation road that extends along the front of the school building.

- Access to the school campus is provided via the following three one-way access drives that serve a one-way circulation system through the school campus:

    - The Parkview Drive access drive provides inbound access to the one-way, northbound circulation road located along the front of the school. An approximately 180-foot-long loading zone is located on the east side of the one-way, northbound circulation road and 14 parking spaces are located on the west side of the one-way, northbound circulation road. This access drive is located approximately 225 feet east of Fairmount Avenue and provides one wide inbound lane.

DRAFT

- The Fairmount Avenue north access drive provides inbound access to the 30-space parking lot with the parking lot providing one-way circulation and angle parking. This access drive is located approximately 280 feet north of Parkview Drive and provides one wide inbound lane.

- The Fairmount Avenue south access drive provides outbound access from the 30-space parking lot and the one-way, northbound circulation road. This access drive is located approximately 180 feet north of Parkview Drive and provides one wide outbound lane.

School Operations

The following describes how the student drop-off and pick-up activity and the bus loading operates:

- Primary drop-off/pick-up for students occurs along the loading lane located on the east side of the one-way, northbound circulation road. The approximately 180-foot loading lane can accommodate approximately eight to nine vehicles for the loading and unloading of students. All parents/caregivers enter the loading lane via the Parkview Drive access drive and exit via the Fairmount Avenue south access drive and, as such, circulate through the school campus in a one-way, counterclockwise traffic flow. Left-turn and right-turn movements from Fairmount Avenue to Parkview Drive are prohibited from 7:00 A.M. to 9:00 A.M. and 1:30 P.M. to 3:30 P.M. As such, all parents/caregivers must enter the loading lane from the south on Parkview Drive.

- To expedite the drop-off/pick-up activity, several staff members assist with the unloading and loading of students and the management of the operations.

- Many parents/caregivers were observed walking their students to and from school. In addition, many parents/caregivers were also observed parking along the area roadways, particularly during the afternoon pick-up period, to drop off/pick up their students or park and walk their students to and from school.

- Bus loading occurs within the 30-space parking lot with the buses lined up along the east and north sides of the parking lot. The buses are aligned northbound and westbound and, as such, travel in the wrong direction of the parking lot's one-way circulation system. Given the low number of buses, limited parking spaces within the parking lot, and that the parking lot is reserved for employees who arrive before and depart after the bus activity, the bus activity has limited impact on the operation of the parking lot.

DRAFT

The queue of vehicles from the loading lane during both the morning drop-off and afternoon pick-up periods exceeds the loading lane along the one-way, northbound circulation road and extends along Parkview Drive. However, given the turning restrictions from Fairmount Avenue to Parkview Drive, all vehicles are stacked along the east side of Parkview Drive and do not block through traffic on Parkview Drive. Further, as indicated above, many parents/caregivers were also observed parking on the area roadways to drop off/pick up their students or walking them to and from school, which reduced the demand of parents/caregivers using the loading lane. Overall, the area roadways experience limited congestion during the drop-off/pick-up periods at the school. Further, it is important to note that any additional congestion only occurs for approximately 20 to 30 minutes before and after school. This is inherent with most schools given the fixed start and end times of the school day. In addition, the after-school peak period occurs in the afternoon and does not overlap with the evening commuter peak period (4:00 P.M. to 6:00 P.M.), further minimizing the impact of the school operations on the area roadway conditions.

DRAFT

4. Detailed Evaluation and Recommendations

This section of the study provides the detailed evaluation of the internal roadways, pedestrian and bicycle facilities, and traffic control devices within the neighborhood and includes a thorough analysis of traffic operations, vehicular and pedestrian/bicycle circulation, and overall safety along the internal neighborhood roadways. Recommendations were developed for the following components of the neighborhood transportation system:

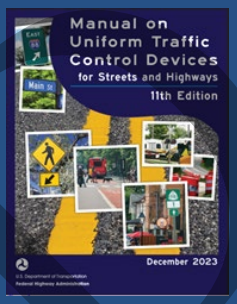
- Intersection traffic control devices
- Pedestrian and bicycle facilities
- Travel speeds and traffic volumes on the neighborhood roads

Basis of Recommendations

The recommendations developed in this section were based primarily on accepted engineering practices, conformity with the *Manual on Uniform Traffic Control Devices, 11th Edition* (MUTCD), existing Village criteria, and input from Village staff. Further, many recommendations include the use of traffic calming measures and devices. The following provides a summary of the MUTCD and the purposes and types of traffic calming measures/devices.

MUTCD

The MUTCD defines the standards used to install and maintain traffic control devices including all signs, signals, markings, and other devices used to regulate, warn, or guide traffic on all public streets, highways, bikeways, and private roads open to public traffic. While the MUTCD provides guidelines with specific benchmarks, many of the criteria are subjective and are left to engineering judgment and practices.



The MUTCD defines the standards used to install and maintain traffic control devices including all signs, signals, markings and other devices used to regulate, warn, or guide traffic, on all public streets, highways, bikeways, and private roads open to public traffic.

DRAFT

Purposes and Types of Traffic Calming Measures/Devices

Traffic calming is defined as the installation of measures designed to reduce traffic speeds and/or traffic volumes in the interest of street safety, livability, and other public purposes. The primary purposes of traffic calming measures/devices are as follows:

- To reduce speed/volume of traffic by increasing motorists' awareness and/or restricting traffic flow.

- To enhance overall safety by better organizing the access and circulation of all modes of transportation.

Traffic calming measures/devices have many different forms and can be implemented incrementally from measures/devices with lower costs and reduced design, coordination, and implementation efforts to measures/devices with higher costs and greater design, coordination, and implementation efforts. **Tables 3** to **6** and the following summarize the two general traffic calming categories:

- *Non-Physical Measures/Devices* generally provide non-invasive forms of traffic calming that are inexpensive and easy to implement, and that can also be easily removed if the measure/device is unsuccessful. As such, these measures/devices are typically implemented before physical measures. Non-physical traffic calming measures include education, community involvement, and enforcement (Level 1 measures/devices) and signage and pavement markings (Level 2 measures/devices).

- *Physical Measures/Devices* consist of physical modifications to the roadway design and are more costly to implement and require more design, coordination, and implementation efforts (Level 3 measures/devices). As such, physical measures/devices are often only considered after non-physical measures/devices have been determined to be unsuccessful. Physical measures/devices include horizontal deflections and vertical deflections.

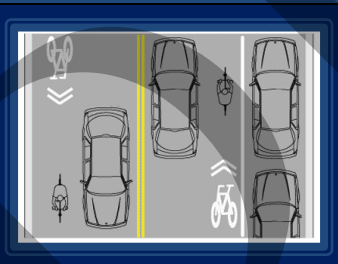
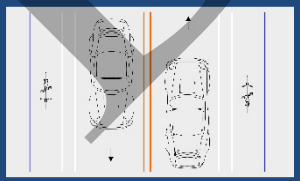
DRAFT

Table 3
TRAFFIC CALMING MEASURES/DEVICES

Options	Examples
Non-Physical Measures/Devices – Level 1 and 2 Measures/Devices	
Education and Enforcement	Education, Community Involvement Efforts, Targeted Police Enforcement, Radar Speed Trailers, Patrol Decoy
Advisory Signing	Enhanced Speed Limit Signs, Neighborhood Signs, Speed Radar Signs, School/Park Zones
Pavement Markings	Parking Lines/Boxes, Bike Lanes/Sharrows, Edge/Centerlines, Speed Limit Markings
Physical Measures/Devices - Level 3 Measures/Devices	
Horizontal Deflections	Curb Extensions, Median Islands, Traffic Circles, Chokers/Neck-Downs
Vertical Deflections	Speed Humps/Lumps, Speed Tables, Raised Crosswalks, Raised Intersections

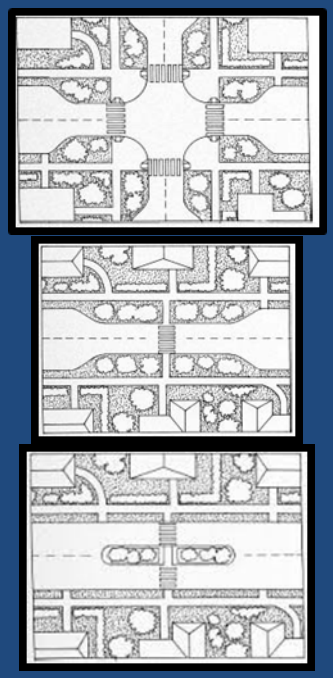
DRAFT

Table 4
NON-PHYSICAL MEASURES/DEVICES

	***Education and Community Involvement Efforts*** include yard sign campaigns, radar gun loan programs, and self-policing that further educates/informs both residents and motorists.
	***Speed Limit Signage/Markings*** include oversized speed limit signs, yellow-framed speed limit signs, and/or speed limit pavement markings that further reinforce speed limits.
	***Speed Monitors and Enforcement*** includes portable/permanent speed monitors, targeted police enforcement, and patrol decoys that further reinforce/enforce speed limits.
	***Pavement Markings*** include edge lines, parking boxes, and centerlines that delineate the travel lanes and provide the perception of a narrower roadway.
	***Sharrow Markings*** reinforce the shared-lane environment of posted bicycle routes and provide the perception of a narrower roadway.
	***Buffered Bike Lanes*** provides a dedicated lane for bicyclists that make the movements of both motorists and bicyclists more predictable, leading to safer roads. They also provide the perception of a narrower roadway.

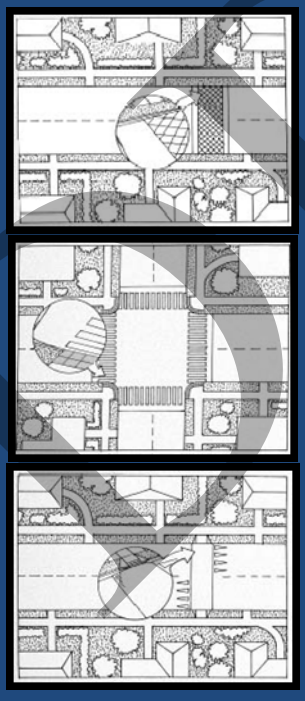
DRAFT

Table 5
PHYSICAL MEASURES/DEVICES – HORIZONTAL DEFLECTIONS



- **Includes curb extensions, median islands, and chokers**
- **Advantages:**
  - **Effective at reducing speeds, particularly in proximity to measure**
  - **Enhance pedestrian circulation and safety by reducing the crossing distance, improving the visibility of pedestrians, and enhancing pedestrian sight lines**
- **Disadvantages:**
  - **More expensive**
  - **May hinder bike circulation**
  - **May reduce on-street parking**

Table 6
PHYSICAL MEASURES/DEVICES – VERTICAL DEFLECTIONS



- **Includes speed humps/lumps, raised crosswalks, and raised intersections**
- **Advantages:**
  - **Effective at reducing speeds, particularly in proximity to measure**
  - **Raised crosswalks/intersections enhance pedestrian safety/circulation as they provide more defined pedestrian crossings**
- **Disadvantages:**
  - **More expensive**
  - **Increase emergency response times**
  - **Require additional signage/striping**
  - **Noise and aesthetic issues/concerns**
  - **May hinder bike circulation**
  - **May reduce on-street parking**

DRAFT

Intersection Traffic Control

Development of the intersection traffic control plan involves a comprehensive evaluation of each intersection along with the existing overall operating conditions of the neighborhood (see Chapter 3). Any intersection traffic control plan must consider typical issues, such as the functional classification of the roadways, through trips, speeding, traffic calming, circulation, and land-use impacts. As such, a systematic approach was employed that examined the neighborhood from the inside (each individual intersection) and outside (the overall neighborhood). The intersection traffic control plan was generally based on the warrants and/or requirements in the MUTCD and the physical and operating characteristics of the roadway system, including the following:

- The functional classification of the roadway system
- The existing intersection traffic control
- The existing traffic volumes
- The pedestrian activity
- The existing crash data
- The land uses in the area
- Intersection sight distance

Per the direction of the Village, no traffic control is recommended for cul-de-sacs that have five or less homes. **Figure 10** illustrates the recommended traffic control plan and **Table 7** summarizes the recommended modifications.

Based on the evaluation, it has been determined that the following intersections should be under all-way stop sign control:

- The following intersections should continue to operate under all-way stop sign control given that they are intersections of two collector roads:
    - Fairmount Avenue with Oxford Street
    - Fairmount Avenue with Claremont Drive
    - Fairmount Avenue with 72nd Street (west intersection)
    - Fairmount Avenue with 72nd Street (east intersection)
- *Fairmount Avenue with 68th Street*. This intersection should continue to operate under all-way stop sign control to maintain this established location and due to the intersection's proximity to El Sierra Elementary School.
- *Fairmount Avenue with 65th Street*. This intersection should continue to operate under all-way stop sign control to maintain this established location.
- *Blackburn Avenue with 72nd Street*. This intersection should continue to operate under all-way stop sign control to maintain this established location.

DRAFT

Table 7
RECOMMENDED INTERSECTION TRAFFIC CONTROL MODIFICATIONS

Modifications	Intersections
Replace yield sign control with stop sign control	• Fairmount Avenue with Meadow Crest Dr • Claremont Drive with Clayton Court • Claremont Drive with Lyman Ave (west) • Claremont Drive with Lyman Ave (east) • Claremont Drive with Meadow Crest Dr • Claremont Drive with Grand Avenue • Claremont Drive with Claremont Court • Claremont Drive with Osage Avenue • 72nd Street with Lyman Avenue (north) • 72nd Street with Lyman Avenue (south)
Add stop sign control at intersections with no control	• Fairview Avenue with Lynn Gremer Ct • Fairview Avenue with Atwood Court • Fairview Avenue with 67th Court • Weatherbee Avenue with Lancaster Ave • Bonnie Brea Drive with Lancaster Avenue • Bonnie Brea Drive with Lyman Avenue • Oxford Street with Bonnie Brea Drive • Oxford Street with Blackstone Drive • Oxford Street with Lyman Avenue • 67th Street with Blackstone Drive • 65th Street with Blodgett Avenue • 65th Street with Berrywood Drive • 65th Street with Davane Lane • 66th Street with Briargate Drive • 66th Street with Walnut Grove Court • 66th St with Berrywood Dr/St. James Ct • 66th Street with Davane Lane • 67th Street with Briargate Drive • 68th Street with Briargate Drive • 68th Street with Blackburn Place • 68th Street with Grand Avenue • 68th Street with Osage Place • 68th Street with Wolf Place • Grand Avenue with Bentley Court • Fairmount Avenue with 67th Street (north) • Fairmount Avenue with 67th Street (south) • Fairmount Avenue with Valley View Dr • Fairmount Avenue with Parkview Drive • Fairmount Avenue with Ridgeview St

DRAFT

Table 7, Continued
RECOMMENDED INTERSECTION TRAFFIC CONTROL MODIFICATIONS

Modifications	Intersections
Add stop sign control at intersections with no control	• Jay Drive with Webster Street • Jay Drive with Lyman Avenue • Claremont Drive and Parkview Drive • Ridgeview Street with Grand Avenue • Ridgeview Street with Osage Place • Blackburn Avenue with Blackburn Ct • Blackburn Avenue with Roe Court • Blackburn Avenue with Grand Avenue • Blackburn Avenue with Osage Place • Rob Roy Place with 72nd St/Webster St • Webster Street with Applegate Avenue • Webster Street with Old Orchard Avenue • Old Orchard Avenue with Orchard Place • 73rd Street with Baybury Road • Canterbury Place with Baybury Road • Trent Road with 73rd Street • Trent Road with 74th Street • Stockley Road with 74th St/York Rd • Elizabeth Lane with Williams Street • Elizabeth Lane with Baimbridge Drive • Elizabeth Lane with Rohrer Drive • Sherwood Court with Rohrer Drive • Sherwood Court with Queens Court • Marie Drive with Knottingham Lane • Marie Drive with Baimbridge Drive • Marie Drive with Rohrer Drive • Queens Court with Rohrer Drive

DRAFT

The following intersections currently have yield sign control and should be converted so that the approaches under yield sign control are under stop sign control:

- Fairmount Avenue with Meadow Crest Drive
- Claremont Drive with Clayton Court
- Claremont Drive with Lyman Avenue (west leg)
- Claremont Drive with Lyman Avenue (east leg)
- Claremont Drive with Meadow Crest Drive
- Claremont Drive with Grand Avenue
- Claremont Drive with Claremont Court
- Claremont Drive with Osage Avenue
- 72nd Street with Lyman Avenue (north leg)
- 72nd Street with Lyman Avenue (south leg)

The following four-legged intersections have no traffic control and should be converted to two-way stop sign control:

- *Weatherbee Avenue with Lancaster Avenue.* The Lancaster Avenue approaches should be under stop sign control at their intersection with Weatherbee Avenue.

- *66th Street with Berrywood Drive and St. James Court.* The Berrywood Drive and St. James Court approaches should be under stop sign control at their intersection with 66th Street.

- *68th Street with Osage Avenue.* The Osage Avenue approaches should be under stop sign control at their intersection with 68th Street.

- *67th Street with Briargate Drive.* The 67th Street approaches should be under stop sign control at their intersection with Briargate Drive.

- *Fairmount Avenue with Ridgeview Street.* The Ridgeview Street approaches should be under stop sign control at their intersection with Fairmount Avenue.

The following T-intersections have no traffic control and should be converted to one-way stop sign control so that the road with only one intersection leg is under stop sign control:

- Fairview Avenue with Lynn Gremer Court
- Fairview Avenue with Atwood Court
- Fairview Avenue with 67th Court
- Bonnie Brea Drive with Lancaster Avenue
- Bonnie Brea Drive with Lyman Avenue
- Oxford Street with Bonnie Brea Drive
- Oxford Street with Blackstone Drive
- Oxford Street with Lyman Avenue
- 67th Street with Blackstone Drive
- 65th Street with Blodgett Avenue

DRAFT

- 65th Street with Berrywood Drive
- 65th Street with Davane Lane
- 66th Street with Briargate Drive
- 66th Street with Walnut Grove Court
- 66th Street with Davane Lane
- 68th Street with Briargate Drive
- 68th Street with Blackburn Place
- 68th Street with Grand Avenue
- 68th Street with Wolf Place
- Grand Avenue with Bentley Court
- Fairmount Avenue with 67th Street (north)
- Fairmount Avenue with 67th Street (south)
- Fairmount Avenue with Valley View Drive
- Fairmount Avenue with Parkview Drive
- Jay Drive with Webster Street
- Jay Drive with Lyman Avenue
- Claremont Drive and Parkview Drive
- Ridgeview Street with Grand Avenue
- Ridgeview Street with Osage Place
- Blackburn Avenue with Blackburn Court
- Blackburn Avenue with Roe Court
- Blackburn Avenue with Grand Avenue
- Blackburn Avenue with Osage Place
- Rob Roy Place with 72nd Street and Webster Street
- Webster Street with Applegate Avenue
- Webster Street with Old Orchard Avenue
- Old Orchard Avenue with Orchard Place
- 73rd Street with Baybury Road
- Canterbury Place with Baybury Road
- Trent Road with 73rd Street
- Trent Road with 74th Street
- Stockley Road with 74th Street and York Road
- Elizabeth Lane with Williams Street
- Elizabeth Lane with Baimbridge Drive
- Elizabeth Lane with Rohrer Drive
- Sherwood Court with Rohrer Drive
- Sherwood Court with Queens Court
- Marie Drive with Knottingham Lane
- Marie Drive with Baimbridge Drive
- Marie Drive with Rohrer Drive
- Queens Court with Rohrer Drive

DRAFT

Speed Limits and Posted Speed Limit Signs

Most of the roads within the neighborhood are regulated by a 25 mph neighborhood speed limit except for the following roads:

- 20 mph advisory speed zones that are located along the curved sections of Claremont Drive at the Lyman Avenue intersections.

- 20 mph school speed zones that are in effect on school days when children are present that are located on multiple roads serving El Sierra Elementary School and Elizabeth Ide Elementary School.

KLOA, Inc. examined both the type and locations of the existing speed limit signs within the neighborhood as a means to help mitigate travel speeds through the neighborhood. **Figure 11** illustrates the proposed modifications to the posted speed limit signs in the neighborhood, which consist of installing new signs and adding yellow borders to existing speed limit signs. In addition, Figure 11 shows locations for permanent or temporary radar feedback signs, if the recommended measures in this study are not effective in reducing the travel speeds.

Pedestrian Facilities and Traffic Control Devices

The neighborhood contains two parks and El Sierra Elementary School and is adjacent to Elizabeth Ide Elementary School. To safely accommodate pedestrians, numerous pedestrian facilities and warning devices are provided within the neighborhood, which are highlighted in the existing conditions section of this report and illustrated in Figure 6.

In addition, KLOA, Inc. reviewed and evaluated the pedestrian crossings in the neighborhood to enhance pedestrian safety and circulation, compliance with the MUTCD, and overall consistency throughout the neighborhood. The recommended modifications to the pedestrian facilities and warning devices are shown in **Figure 12** and are summarized below and in **Table 8:**

- Remove the School Crossing Assemblies (S1-1, W16-7P) on the east leg of 68th Street at Fairmount Avenue as the intersection is under all-way stop sign control and, as such, the signs are not warranted per the MUTCD.

- Once the Main Street/Oxford Street realignment project is complete, the Village should coordinate with DuPage County to remove the crosswalk along Main Street at Norfolk Street and install high-visibility, ladder style crosswalks on Main Street at Oxford Street. In addition, the pedestrian advanced crossing assemblies (W11-2, W16-9P) and pedestrian crossing assemblies (W11-2, W16-7P) on Main Street at Norfolk Street should be relocated to Main Street at Oxford Street.

- Per the *Village of Downers Grove Active Transportation Plan* adopted April 8, 2025, the following intersections have been identified for the installation of high-visibility, ladder style crosswalks at locations that do not have them and/or the upgrade of existing crosswalks:

DRAFT

- Main Street with Meadowlawn Avenue
- Fairview Avenue with 66th Street
- Fairview Avenue midblock crosswalk north of 75th Street
- 65th Street with Lyman Avenue
- Briargate Drive with Briargate Court
- 68th Street with Grand Avenue
- 68th Street with Briargate Drive
- Fairmount Avenue with Parkview Drive
- Fairmount Avenue with Claremont Drive
- 75th Street with Main Street
- 75th Street with Canterbury Place
- Stockley Road midblock crosswalk
- Manning Road with Queens Drive

- Per the *Village of Downers Grove Active Transportation Plan* adopted April 8, 2025, the following intersections have been identified for curb extensions:
  - Fairmount Avenue with Oxford Street
  - Fairmount Avenue with 72nd Street (east leg)
  - Fairmount Avenue with 72nd Street (west leg)

- Per the *Village of Downers Grove Active Transportation Plan* adopted April 8, 2025, the following intersections have been identified for trail crossing improvements:
  - 67th Street with Main Street
  - 67th Street with Blackstone Drive

DRAFT

Table 8
PEDESTRIAN FACILITIES AND TRAFFIC CONTROL DEVICES RECOMMENDATIONS

Location	Recommendation Description
• On 68th Street at Fairmount Avenue	Remove the School Crossing Assemblies (S1-1, W16-7P)
• Main Street with Meadowlawn Avenue • Fairview Avenue with 66th Street • Fairview Avenue midblock crosswalk north 75th Street • 65th Street with Lyman Avenue • Briargate Drive with Briargate Court • 68th Street with Grand Avenue • 68th Street with Briargate Drive • Fairmount Avenue with Parkview Drive • Fairmount Avenue with Claremont Drive • 75th Street with Main Street • 75th Street with Canterbury Place • Stockley Road midblock crosswalk • Manning Road with Queens Drive	Per the *Village of Downers Grove Active Transportation Plan*, consider the installation of high-visibility, ladder style crosswalks and/or upgrading existing crosswalks to high-visibility, ladder style crosswalks
• Fairmount Avenue with Oxford Street • Fairmount Avenue with 72nd St (east leg) • Fairmount Avenue with 72nd St (west leg)	Per the *Village of Downers Grove Active Transportation Plan*, consider intersection curb extensions
• 67th Street with Main Street • 67th Street with Blackstone Drive	Per the *Village of Downers Grove Active Transportation Plan*, consider trail crossing improvements
• Main Street with Oxford Street	The crosswalk along Main Street at Norfolk Street should be removed and high-visibility, ladder style crosswalks be installed on Main Street at Oxford Street when the Main Street/Oxford Street project is complete. In addition, the pedestrian advanced crossing assemblies (W11-2, W16-9P) and pedestrian crossing assemblies (W11-2, W16-7P) on Main Street at Norfolk Street should be relocated to Main Street at Oxford Street

DRAFT

Bicycle Facilities

Currently several neighborhood roads are designated as bike routes that extend through the neighborhood. In addition, bicycle route signs are located on all the designated bike routes within the neighborhood. Enhancing the visibility of the bike routes through the Village may increase the comfort level of bicyclists, encourage more people to ride, and more effectively alert motorists to the potential presence of bicyclists. **Figure 13**, **Table 9**, and the following summarize the recommendations for the bicycle facilities in the neighborhood, many of which are from the *Village of Downers Grove Active Transportation Plan* adopted April 8, 2025:

- Per the *Village of Downers Grove Active Transportation Plan,* an off-road trail is recommended along 67th Street along McCollum Park.
- The *Village of Downers Grove Active Transportation Plan* identifies Fairmount Avenue and 67th Street between Fairmount Avenue and McCollum Park as bike routes but does not provide any specific recommendations.

Table 9
BICYCLE FACILITIES RECOMMENDATIONS

Location	Recommendation Description
• Fairmount Avenue • 67th Street - Fairmount to McCollum Park	The *Village of Downers Grove Active Transportation Plan* identifies these roads as bike routes but does not provide any specific recommendations
• 67th Street along McCollum Park	An off-road trail is recommended per the *Village of Downers Grove Active Transportation Plan*

Pavement Markings and Signage

Based on field observations, the following summarizes additional recommendations concerning the neighborhood signage and pavement markings:

- Several of the regulatory and warning signs in the neighborhood were partially obstructed from view by overgrown trees and bushes. Village staff should inspect all sign locations within the neighborhood during late spring/early summer to identify trees located within the right-of-way in need of trimming.

DRAFT

- Stop lines are supplemental pavement markings that enhance the visibility of the stop sign control, which can improve compliance and reduce crash potential. When used in combination with crosswalks, they indicate the point at which vehicles should stop to provide adequate separation from pedestrians in the crosswalk. The following stop bar modifications are recommended:
    - Refresh existing stop bars that have become faded
    - Relocate the stop bars on the stop sign approaches where standard style or high visibility, ladder style crosswalks are recommended to be installed
    - Install stop bars on the approaches where new stop signs are recommended or existing stop sign approaches that do not have stop bars
- Refresh all pavement markings that have become faded including parking boxes/lines, centerlines, bike lanes, stop bars, etc.

Education

Based on field observations and discussions with Village staff, educational materials are recommended to be developed that explain the following topics:

- Village policies regarding vehicular speeds and volumes on neighborhood roads
- State of Illinois "Stop for Pedestrians in the Crosswalk" law
- Laws related to traffic movements and cell phone use within school zones/bus loading areas
- Navigating the City's website for neighborhood transportation data, studies, and information

Enforcement

Police enforcement of the posted traffic regulations is a critical component of the neighborhood traffic improvement plan, particularly considering the higher travel speeds on particular roads in the neighborhood. Recommendations include to continue and/or expand the speed enforcement efforts to target some of the local roads that experience higher travel speeds.

Traffic Calming Measures

Speeding and cut-through traffic are generally two of the major concerns expressed by residents in any neighborhood. As discussed previously, the traffic volumes within the neighborhood are generally within an acceptable range for residential roads and consistent with traffic patterns on other neighborhood roads within the Village. However, the results of the speed surveys show that the observed average speeds at several of the surveyed locations within the neighborhood exceeded the posted speed limit and the observed 85th percentile speeds exceeded the posted speed limit by five mph or greater. As discussed previously, the increased speeds within the neighborhood are likely due in part to the long stretches of free-flow conditions along some of the roadways and/or along the collector roads.

DRAFT

As such, several of the roads are experiencing some higher travel speeds. The various recommendations made as part of the study, which include many traffic calming measures/devices, will help to mitigate the speeds in the neighborhood. In addition, KLOA, Inc. examined locations that would be appropriate for additional traffic calming measures/devices and developed additional traffic calming recommendations for the Village to consider. The review was based on the existing traffic volumes, speed surveys, and roadway characteristics as well as the recommendations from the *Village of Downers Grove Active Transportation Plan*. Before any physical measures/devices are implemented, a thorough evaluation will need to be conducted to examine the impact of the measures/devices including emergency vehicle access and response times, diversion of traffic to other neighborhood roads, drainage impacts, costs, and long-term maintenance. **Table 10** outlines the traffic calming recommendations for the various roads in the neighborhood and includes recommendations already summarized in the study.

Consideration should be given to installing horizontal deflection measures (curb extensions, median islands, chokers/neck-downs, chicanes, etc.) and/or permanent or temporary radar feedback signs, if the recommended measures are not effective in reducing the travel speeds. Roadways or sections of roadways that may need additional measures include:

- Fairmount Avenue
- 65th Street
- 66th Street
- 68th Street
- Valley View Drive
- Claremont Drive
- Blackburn Avenue
- Main Street

DRAFT

Table 10
POTENTIAL TRAFFIC CALMING MEASURES

Traffic Calming Measure	Locations
Speed Monitors and Police Enforcement. Continue use of portable electronic speed monitors, install permanent speed monitors, and/or enhance targeted police enforcement to increase awareness and enforce speed limits.	• Neighborhood-wide
Speed Limit Signage. Install additional speed limit signs and/or yellow-framed speed limit signs to further reinforce the speed limits.	• Neighborhood-wide
Crosswalks: Per the *Village of Downers Grove Active Transportation Plan,* consider installing new crosswalks and/or upgrading existing crosswalks.	• Main Street with Meadowlawn Avenue • Fairview Avenue with 66th Street • Fairview Avenue midblock crosswalk north of 75th Street • 65th Street with Lyman Avenue • Briargate Drive with Briargate Court • 68th Street with Grand Avenue • 68th Street with Briargate Drive • Fairmount Avenue with Parkview Drive • Fairmount Avenue with Claremont Drive • 75th Street with Main Street • 75th Street with Canterbury Place • Stockley Road midblock crosswalk • Manning Road with Queens Drive
Curb Extensions. Per the *Village of Downers Grove Active Transportation Plan,* consider installing curb extensions to enhance pedestrian circulation and safety and give motorists the perception of a narrower roadway.	• Fairmount Avenue with Oxford Street • Fairmount Avenue with 72nd St (north leg) • Fairmount Avenue with 72nd St (south leg)
Per the *Village of Downers Grove Active Transportation Plan*, consider trail crossing improvements	• 67th Street with Main Street • 67th Street with Blackstone Drive

DRAFT

5. Conclusion

This study summarizes the results and findings of the neighborhood traffic study for Area Number 12. The neighborhood is generally bounded by 63rd Street on the north, Fairview Avenue on the east, 75th Street on the south, and Main Street on the west. In addition, the neighborhood includes the portion of the Village in the southeast quadrant of the Main Street/75th Street intersection. Overall, the objective of the study was to thoroughly examine the existing traffic operations within the neighborhood, identify operational deficiencies, and recommend modifications and/or improvements to enhance both vehicular and pedestrian operations. The study addressed the primary traffic concerns within any neighborhood: vehicular volume, vehicular speed, and overall vehicular and pedestrian safety. The recommendations developed in the study were based primarily on accepted engineering practices, conformity with the MUTCD, existing Village criteria, and input from Village staff.

The matrix in **Table 11** summarizes the recommendations of the Neighborhood 12 Traffic Study and includes the level of difficulty and general cost range to implement each project.

DRAFT

Table 11
DOWNERS GROVE NEIGHBORHOOD 12 - RECOMMENDATION MATRIX

Transportation Component	Location	Recommendation Description	Ease of Implementation Effort	Cost
Traffic Control	Fairmount Ave with Meadow Crest Dr Claremont Drive with Clayton Court Claremont Dr with Lyman Ave (west) Claremont Dr with Lyman Ave (east) Claremont Dr with Meadow Crest Dr Claremont Drive with Grand Avenue Claremont Drive with Claremont Court Claremont Drive with Osage Avenue 72nd Street with Lyman Ave (north) 72nd Street with Lyman Ave (south)	• Replace yield sign control with stop sign control	Low	Low
Traffic Control	Weatherbee Ave with Lancaster Ave 66th St with Berrywood Dr/St. James Ct 67th Street with Briargate Drive 68th Street with Osage Avenue Fairmount Ave with Ridgeview St	• Add two-way stop sign control at these intersections that have no traffic control	Low	Low
Traffic Control	Fairview Avenue with Lynn Gremer Ct Fairview Avenue with Atwood Court Fairview Avenue with 67th Court Bonnie Brea Drive with Lancaster Ave Bonnie Brea Drive with Lyman Ave Oxford Street with Bonnie Brea Drive Oxford Street with Blackstone Drive Oxford Street with Lyman Avenue 67th Street with Blackstone Drive 65th Street with Blodgett Avenue 65th Street with Berrywood Drive 65th Street with Davane Lane 66th Street with Briargate Drive 66th Street with Walnut Grove Court 66th Street with Davane Lane 68th Street with Briargate Drive 68th Street with Blackburn Place 68th Street with Grand Avenue 68th Street with Wolf Place	• Add one-way stop sign control on the road with only one intersection leg at these T-intersections that have no traffic control	Low	Low

DRAFT

Table 11 (Continued)
DOWNERS GROVE NEIGHBORHOOD 12 - RECOMMENDATION MATRIX

Transportation Component	Location	Recommendation Description	Ease of Implementation Effort	Cost
Traffic Control	Grand Avenue with Bentley Court Fairmount Avenue with 67th St (north) Fairmount Avenue with 67th St (south) Fairmount Ave with Valley View Dr Fairmount Avenue with Parkview Dr Jay Drive with Webster Street Jay Drive with Lyman Avenue Claremont Drive and Parkview Drive Ridgeview Street with Grand Avenue Ridgeview Street with Osage Place Blackburn Ave with Blackburn Court Blackburn Avenue with Roe Court Blackburn Avenue with Grand Avenue Blackburn Avenue with Osage Place Rob Roy Place with 72nd St/Webster St Webster Street with Applegate Avenue Webster Street with Old Orchard Ave Old Orchard Avenue with Orchard Pl 73rd Street with Baybury Road Canterbury Place with Baybury Road Trent Road with 73rd Street Trent Road with 74th Street Stockley Rd with 74th St and York Rd Elizabeth Lane with Williams Street Elizabeth Lane with Baimbridge Drive Elizabeth Lane with Rohrer Drive Sherwood Court with Rohrer Drive Sherwood Court with Queens Court Marie Drive with Knottingham Lane Marie Drive with Baimbridge Drive Marie Drive with Rohrer Drive Queens Court with Rohrer Drive	• Add one-way stop sign control on the road with only one intersection leg at these T-intersections that have no traffic control	Low	Low

DRAFT

Table 11 (Continued)
DOWNERS GROVE NEIGHBORHOOD 12 - RECOMMENDATION MATRIX

Transportation Component	Location	Recommendation Description	Ease of Implementation Effort	Cost
Pedestrian Facilities	On 68th Street at Fairmount Avenue	• Remove the School Crossing Assemblies (S1-1, W16-7P)	Low	Low
Pedestrian Facilities	Main Street with Meadowlawn Avenue Fairview Avenue with 66th Street Fairview Avenue midblock crosswalk north of 75th Street 65th Street with Lyman Avenue Briargate Drive with Briargate Court 68th Street with Grand Avenue 68th Street with Briargate Drive Fairmount Avenue with Parkview Dr Fairmount Avenue with Claremont Dr 75th Street with Main Street 75th Street with Canterbury Place Stockley Road midblock crosswalk Manning Road with Queens Drive	• Per the *Village of Downers Grove Active Transportation Plan*, consider the installation of crosswalks and/or upgrading existing crosswalks	Low	Low
Pedestrian Facilities	Fairmount Avenue with Oxford Street Fairmount Ave with 72nd St (north leg) Fairmount Ave with 72nd St (south leg)	• Per the *Village of Downers Grove Active Transportation Plan*, consider intersection curb extensions	Medium	Medium
Pedestrian Facilities	67th Street with Main Street 67th Street with Blackstone Drive	• Per the *Village of Downers Grove Active Transportation Plan*, consider trail crossing improvements	Medium	Medium
Pedestrian Facilities	Main Street with Oxford Street Main Street with Norfolk Street	• The crosswalk along Main Street at Norfolk Street should be removed and high-visibility, ladder style crosswalks be installed on Main Street at Oxford Street when the Main Street/Oxford Street project is complete. In addition, the pedestrian advanced crossing assemblies (W11-2, W16-9P) and pedestrian crossing assemblies (W11-2, W16-7P) on Main Street at Norfolk Street should be relocated to Main Street at Oxford Street	Low	Low

DRAFT

Table 11 (Continued)
DOWNERS GROVE NEIGHBORHOOD 12 - RECOMMENDATION MATRIX

Transportation Component	Location	Recommendation Description	Ease of Implementation Effort	Cost
Bicycle Facilities	Fairmount Avenue 67th Street - Fairmount to McCollum Park	• The *Village of Downers Grove Active Transportation Plan* identifies these roads as bike routes but does provide any specific recommendations	Low	Low
Bicycle Facilities	67th Street along McCollum Park	• An off-road trail is recommended per the *Village of Downers Grove Active Transportation Plan*	Low	Low
Striping & Signage	Neighborhood-wide	• Inspect all traffic sign locations and trim trees within Village right-of-way to improve visibility of signs	Low	Low
Striping & Signage	Neighborhood-wide	• Refresh all pavement markings including parking boxes/lines, centerlines, stop bars, etc.	Low	Low
Striping & Signage	Neighborhood-wide	• Install stop lines at new stop sign-controlled locations and existing stop sign control approaches that do not have stop bars	Low	Low
Traffic Speeds	Neighborhood-wide (see Figure 11)	• Install yellow borders on existing speed limit signs • Install new speed limit signs with yellow borders	Low	Low
Traffic Speeds	Neighborhood-wide	• Targeted speed enforcement and use of speed radar trailer	Low	Low
Traffic Speeds	Fairmount Avenue 65th Street 66th Street 68th Street Valley View Drive Claremont Drive Blackburn Avenue Main Street	• Consider the installation of permanent or temporary speed monitors	Low	Medium

DRAFT

Table 11 (Continued)
DOWNERS GROVE NEIGHBORHOOD 12 - RECOMMENDATION MATRIX

Transportation Component	Location	Recommendation Description	Ease of Implementation Effort	Cost
Education		• Develop materials to explain Village policies regarding vehicular speeds and volumes on neighborhood roads • Develop materials to explain State of Illinois "Stop for Pedestrians in the Crosswalk" law • Develop materials to assist with navigating the Village's website for neighborhood transportation data, studies, and information	Low	Low

KEY:

Ease of Implementation

High – Recommendation is anticipated to require an extensive level of any or all the following: outside agency and/or stakeholder involvement, outside engineering assistance, and/or construction assistance. The timeframe to implement the recommendation is anticipated to require more than one year.

Medium - Recommendation is anticipated to require a moderate level of any or all the following: outside agency and/or stakeholder involvement, outside engineering assistance, and/or construction assistance. The timeframe to implement the recommendation is anticipated to require less than one year.

Low – Completed by internal Village staff.

Cost

High – Greater than $10,000
Medium – Less than $10,000
Low – Can be implemented with normal Department operations.

DRAFT

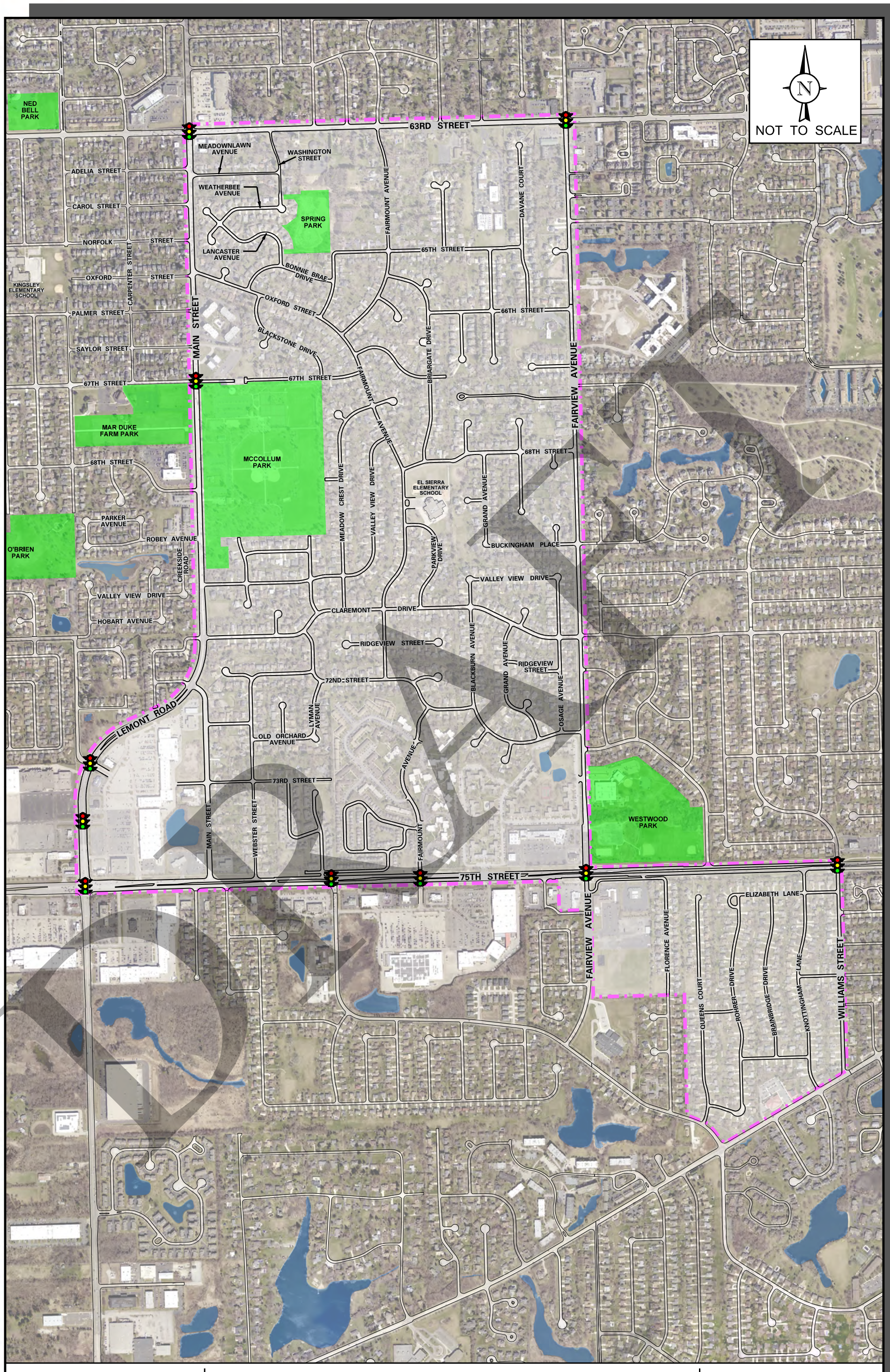
DRAFT

Appendix

Figures
Crash Data

DRAFT

Figures

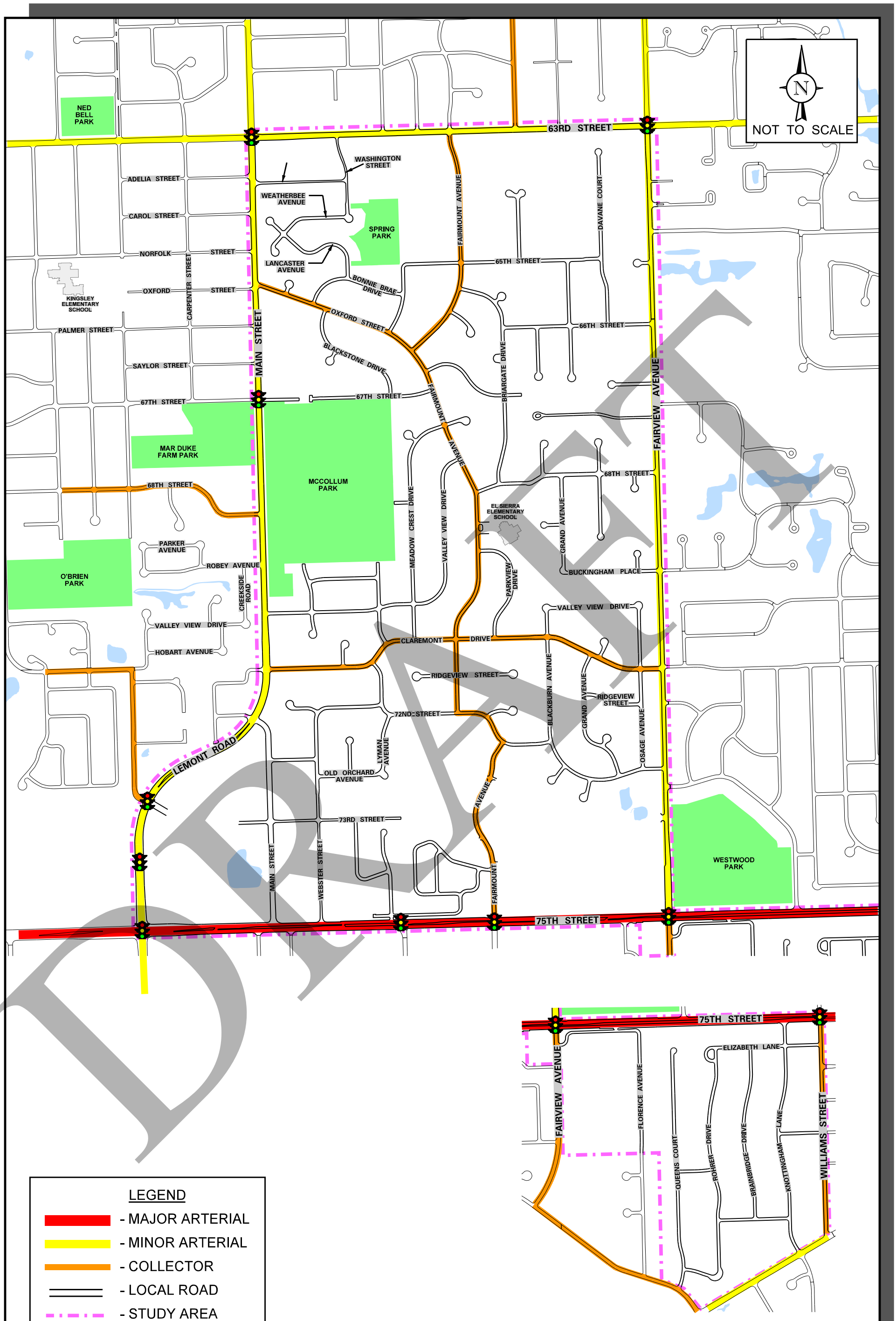


NEIGHBORHOOD 12 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

NEIGHBORHOOD 12 TRAFFIC STUDY AREA

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-015 Figure: 1

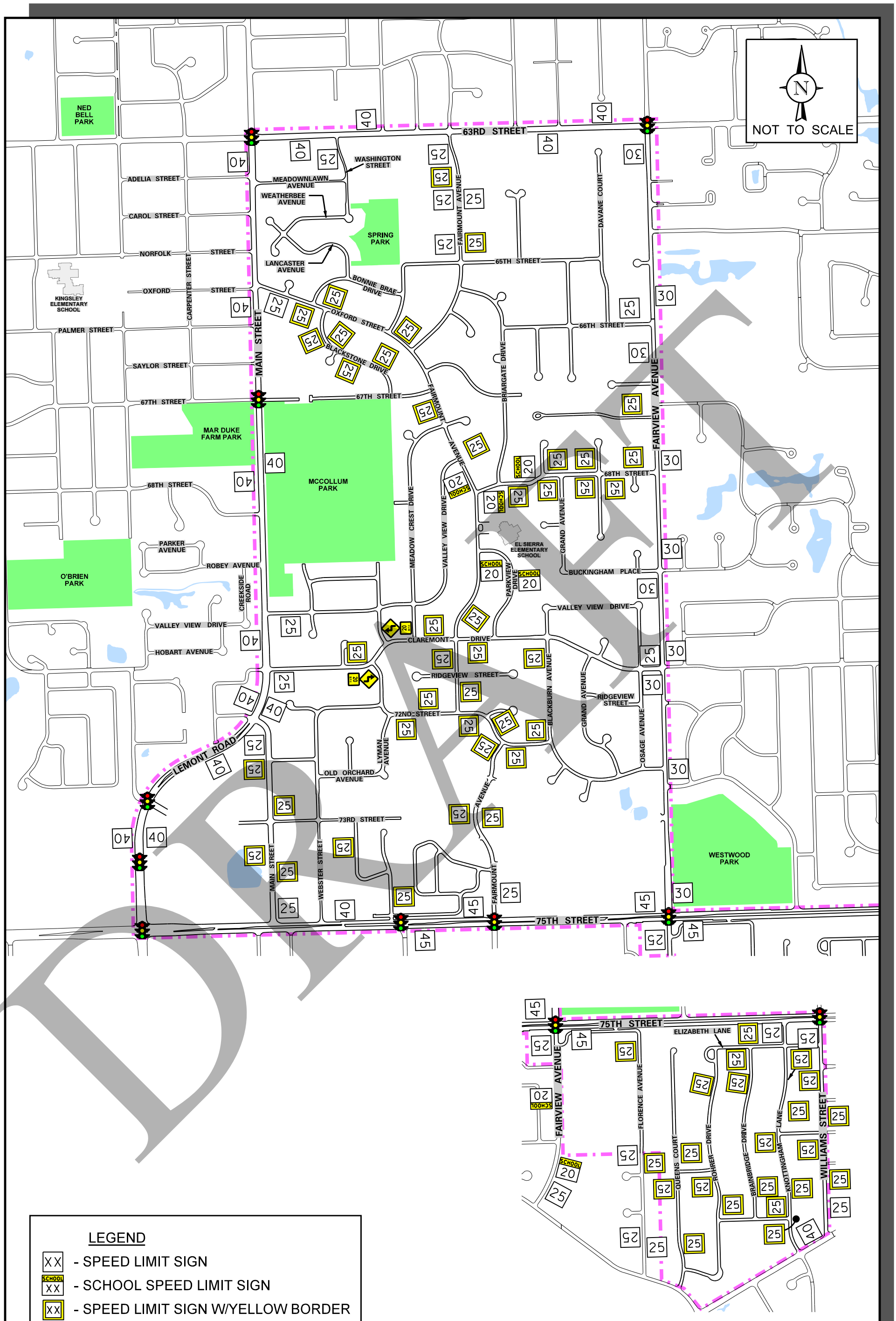


NEIGHBORHOOD 12 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

EXISTING ROADWAY FUNCTIONAL CLASSIFICATION

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-015 Figure: 2



LEGEND

XX - SPEED LIMIT SIGN

SCHOOL XX - SCHOOL SPEED LIMIT SIGN

XX - SPEED LIMIT SIGN W/YELLOW BORDER

NEIGHBORHOOD 12 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

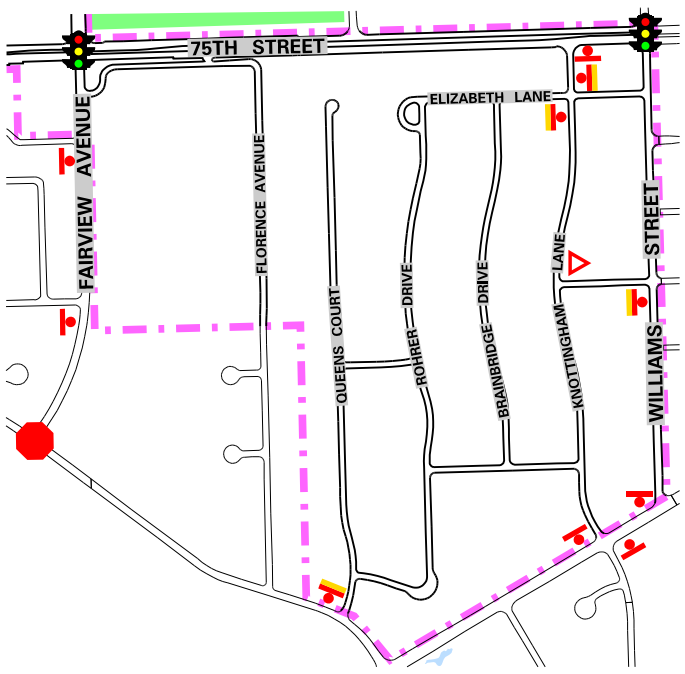
EXISTING POSTED SPEED REGULATIONS

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-015 Figure: 3

NOT TO SCALE

63RD STREET
MEADOWNLAWN AVENUE
WASHINGTON STREET
ADELIA STREET
WEATHERBEE AVENUE
CAROL STREET
NORFOLK STREET
LANCASTER AVENUE
OXFORD STREET
PALMER STREET
SAYLOR STREET
67TH STREET
68TH STREET
PARKER AVENUE
ROBEY AVENUE
VALLEY VIEW DRIVE
HOBART AVENUE
LEMONT ROAD
73RD STREET
75TH STREET
MAIN STREET
CARPENTER STREET
CREEKSIDE ROAD
MEADOW CREST DRIVE
VALLEY VIEW DRIVE
FAIRMOUNT AVENUE
DAVAINE COURT
65TH STREET
BONNIE BRAE DRIVE
OXFORD STREET
BLACKSTONE DRIVE
66TH STREET
BRIARGATE DRIVE
FAIRVIEW AVENUE
68TH STREET
GRAND AVENUE
BUCKINGHAM PLACE
PARKVIEW DRIVE
VALLEY VIEW DRIVE
CLAREMONT DRIVE
RIDGEVIEW STREET
72ND STREET
BLACKBURN AVENUE
GRAND AVENUE
RIDGEVIEW STREET
OSAGE AVENUE
LYMAN AVENUE
OLD ORCHARD AVENUE
WEBSTER STREET
FAIRMOUNT AVENUE
NED BELL PARK
SPRING PARK
KINGSLEY ELEMENTARY SCHOOL
MAR DUKE FARM PARK
MCCOLLUM PARK
EL SIERRA ELEMENTARY SCHOOL
O'BRIEN PARK
WESTWOOD PARK



LEGEND
- TRAFFIC SIGNAL
- ALL-WAY STOP SIGN CONTROL
- ONE-WAY/TWO-WAY STOP SIGN CONTROL
- YIELD SIGN CONTROL
- CROSS TRAFFIC DOES NOT STOP SIGN
- STUDY AREA

NEIGHBORHOOD 12 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

EXISTING INTERSECTION TRAFFIC CONTROL

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-015 Figure: 4

DRAFT

DRAFT

NOT TO SCALE

63RD STREET
MEADOWNLAWN AVENUE
WASHINGTON STREET
WEATHERBEE AVENUE
ADELIA STREET
CAROL STREET
NORFOLK STREET
OXFORD STREET
PALMER STREET
SAYLOR STREET
67TH STREET
68TH STREET
LANCASTER AVENUE
SPRING PARK
NED BELL PARK
KINGSLEY ELEMENTARY SCHOOL
CARPENTER STREET
MAIN STREET
FAIRMOUNT AVENUE
DAVAINE COURT
65TH STREET
BONNIE BRAE DRIVE
OXFORD STREET
BLACKSTONE DRIVE
BRIARGATE DRIVE
66TH STREET
FAIRVIEW AVENUE
MAR DUKE FARM PARK
MCCOLLUM PARK
MEADOW CREST DRIVE
VALLEY VIEW DRIVE
EL SIERRA ELEMENTARY SCHOOL
GRAND AVENUE
PARKVIEW DRIVE
BUCKINGHAM PLACE
PARKER AVENUE
ROBEY AVENUE
O'BRIEN PARK
CREEKSIDE ROAD
VALLEY VIEW DRIVE
HOBART AVENUE
CLAREMONT DRIVE
RIDGEVIEW STREET
72ND STREET
BLACKBURN AVENUE
OSAGE AVENUE
LEMONT ROAD
LYMAN AVENUE
OLD ORCHARD AVENUE
73RD STREET
WEBSTER STREET
WESTWOOD PARK
75TH STREET



EXISTING SIGNS

BIKE ROUTE = 1

BIKE ROUTE = 2
OR

BIKE ROUTE = 3
END

LEGEND

- BIKE ROUTE
- STUDY AREA

NEIGHBORHOOD 12
TRAFFIC STUDY
DOWNERS GROVE,
ILLINOIS

EXISTING BICYCLE SIGNAGE AND BIKE ROUTES

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-015 Figure: 5

DRAFT

NOT TO SCALE

LEGEND
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- HIGH VISIBILITY CROSSWALK
- STUDY AREA
- CROSSING GUARD

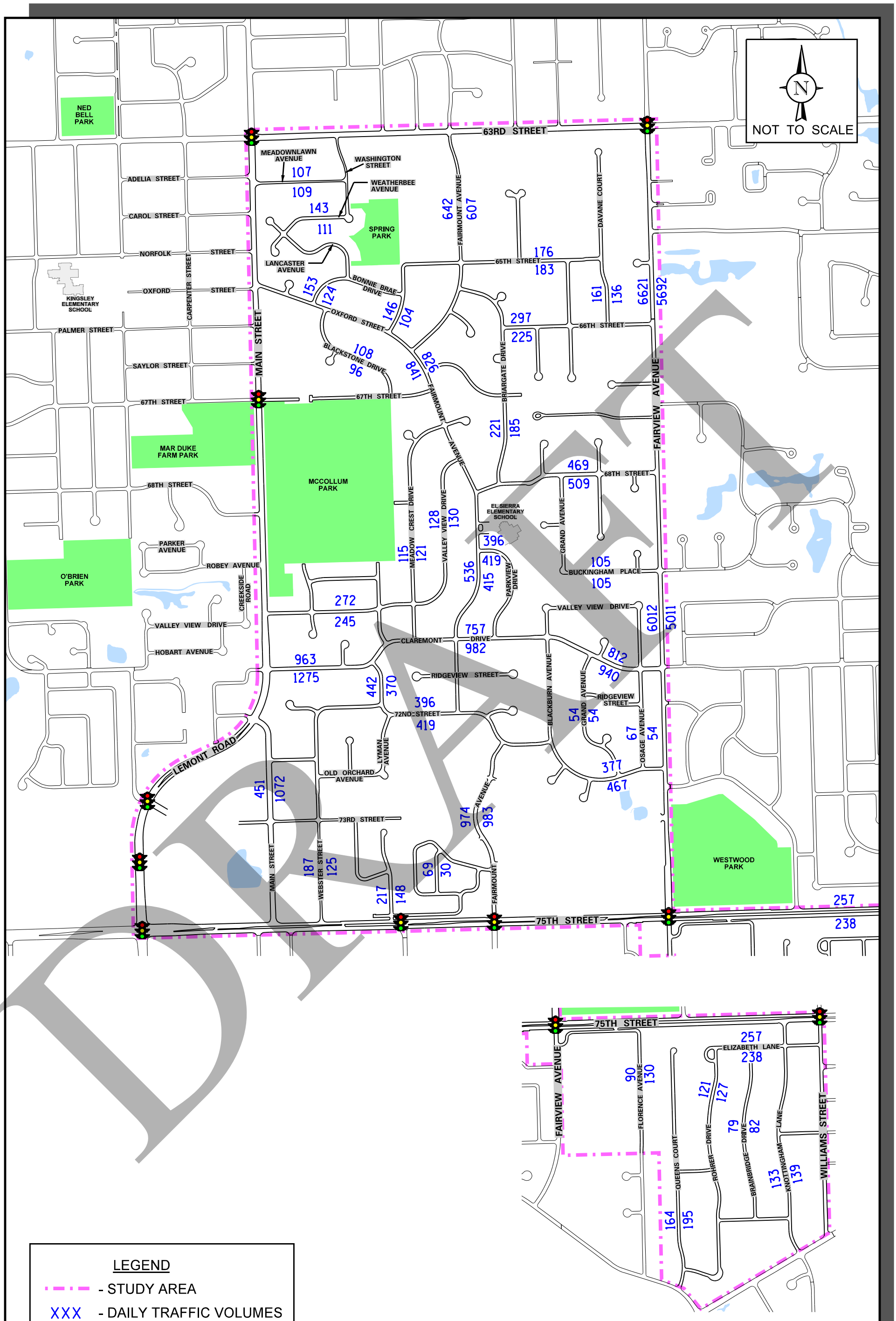
EXISTING SIGNS
= 1 = 3 = 5 = 7 - RECTANGULAR RAPID FLASH BEACON (RRFB)
= 2 = 4 = 6 = 8 S = SCHOOL PAVEMENT MARKING

NEIGHBORHOOD 12 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

EXISTING PEDESTRIAN SIGNAGE AND PAVEMENT MARKINGS

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-015 Figure: 6



LEGEND

- STUDY AREA

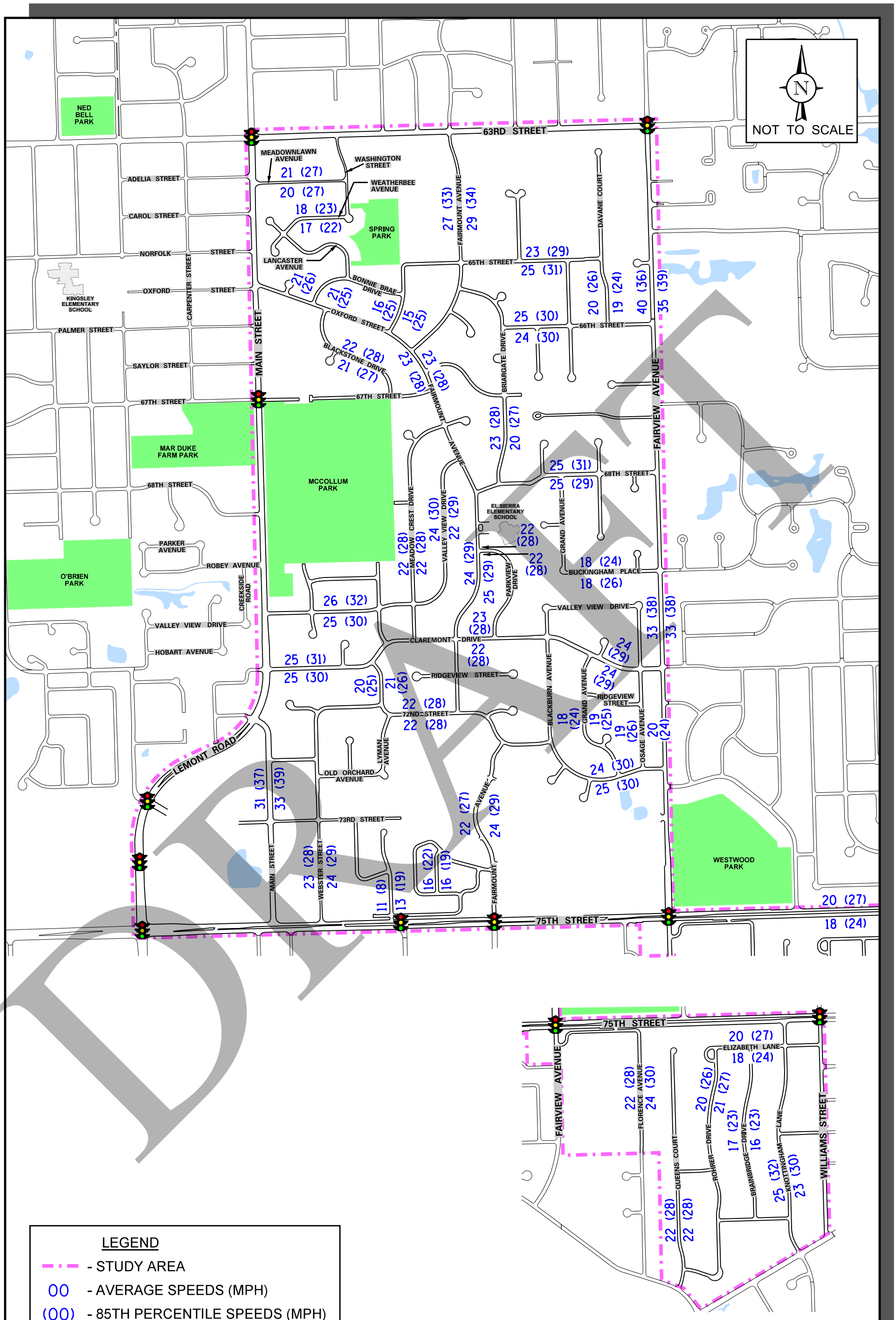
XXX - DAILY TRAFFIC VOLUMES

NEIGHBORHOOD 12 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

EXISTING DAILY TRAFFIC VOLUMES

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-015 Figure: 7



LEGEND

- STUDY AREA

00 - AVERAGE SPEEDS (MPH)

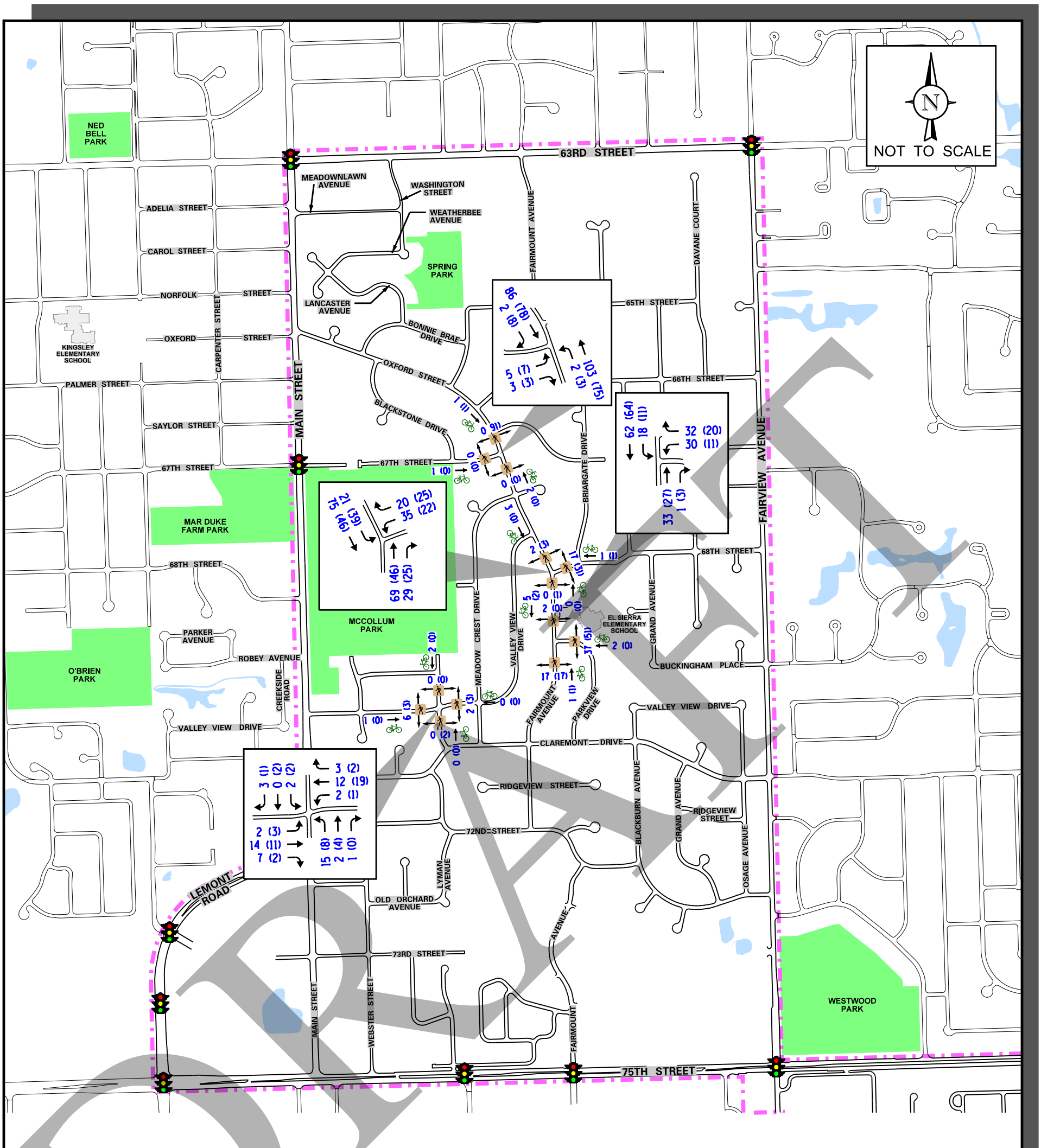
(00) - 85TH PERCENTILE SPEEDS (MPH)

NEIGHBORHOOD 12
TRAFFIC STUDY
DOWNERS GROVE,
ILLINOIS

EXISTING AVERAGE AND 85TH PERCENTILE SPEEDS

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-015 Figure: 8



LEGEND

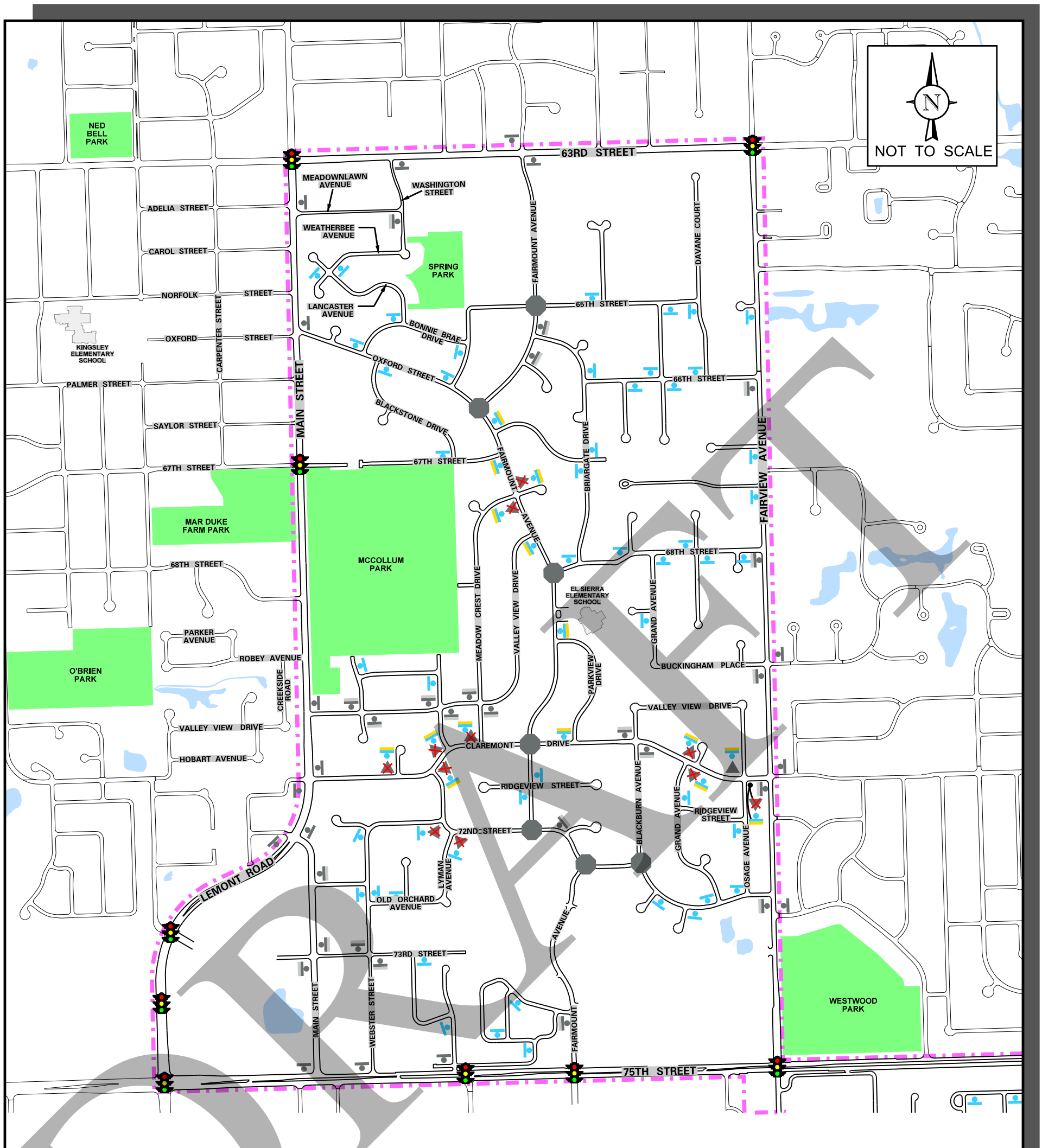
- STUDY AREA
- 00 - WEEKDAY MORNING PEAK HOUR
- (00) - WEEKDAY AFTERNOON/EVENING PEAK HOUR
- 00 (00) - PEDESTRIAN VOLUME
- 00 (00) - BICYCLE VOLUME

NEIGHBORHOOD 12 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

EXISTING PEAK HOUR VEHICLE, PEDESTRIAN AND BICYCLE VOLUMES

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-015 Figure: 9

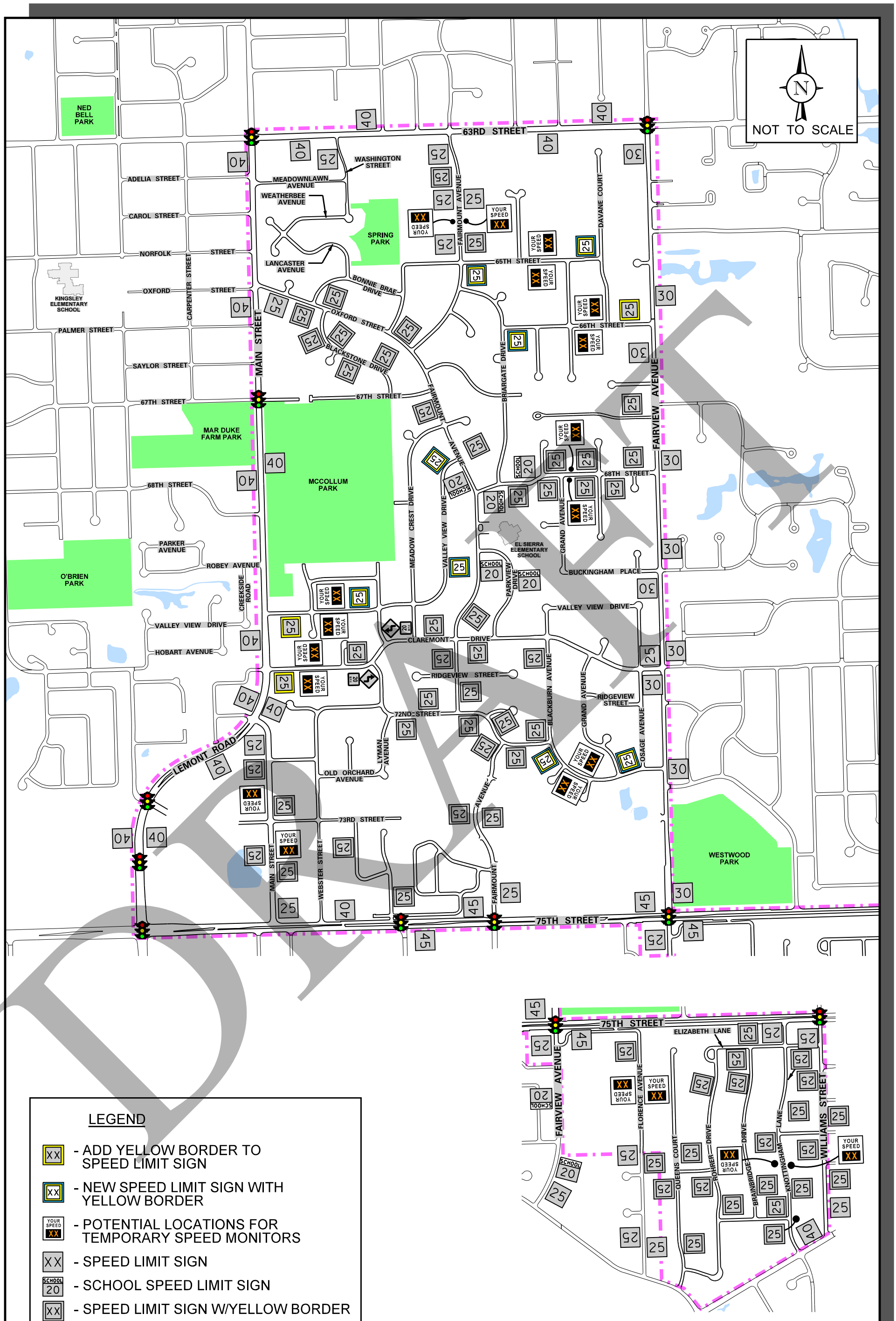


NEIGHBORHOOD 12 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

RECOMMENDED INTERSECTION TRAFFIC CONTROL

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-015 Figure: 10



LEGEND

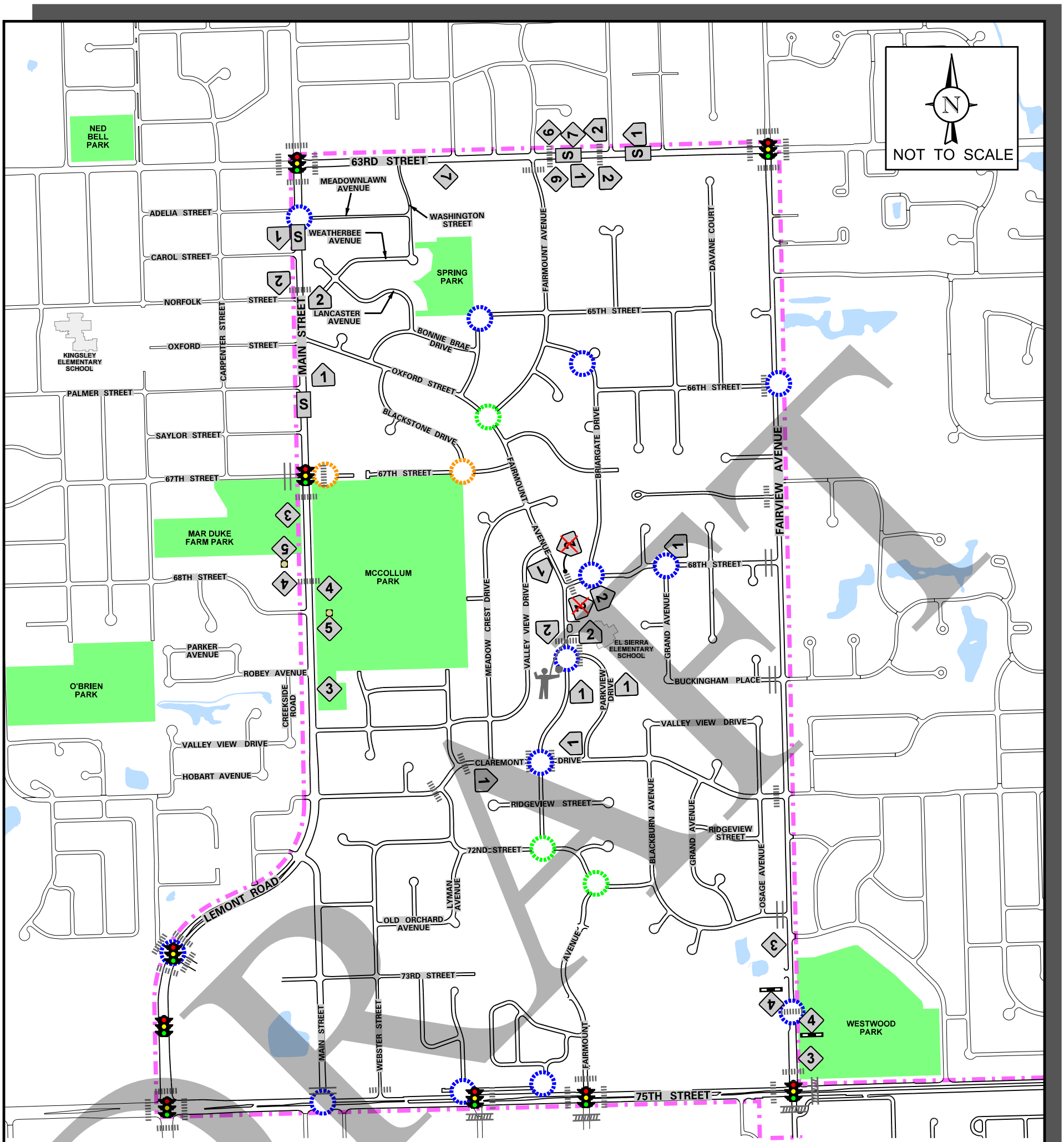
- XX - ADD YELLOW BORDER TO SPEED LIMIT SIGN
- XX - NEW SPEED LIMIT SIGN WITH YELLOW BORDER
- YOUR SPEED XX - POTENTIAL LOCATIONS FOR TEMPORARY SPEED MONITORS
- XX - SPEED LIMIT SIGN
- SCHOOL 20 - SCHOOL SPEED LIMIT SIGN
- XX - SPEED LIMIT SIGN W/YELLOW BORDER

NEIGHBORHOOD 12 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

RECOMMENDED POSTED SPEED REGULATIONS

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-015 Figure: 11



LEGEND

- REMOVE SIGN
- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- HIGH VISIBILITY CROSSWALK
- STUDY AREA
- CROSSING GUARD

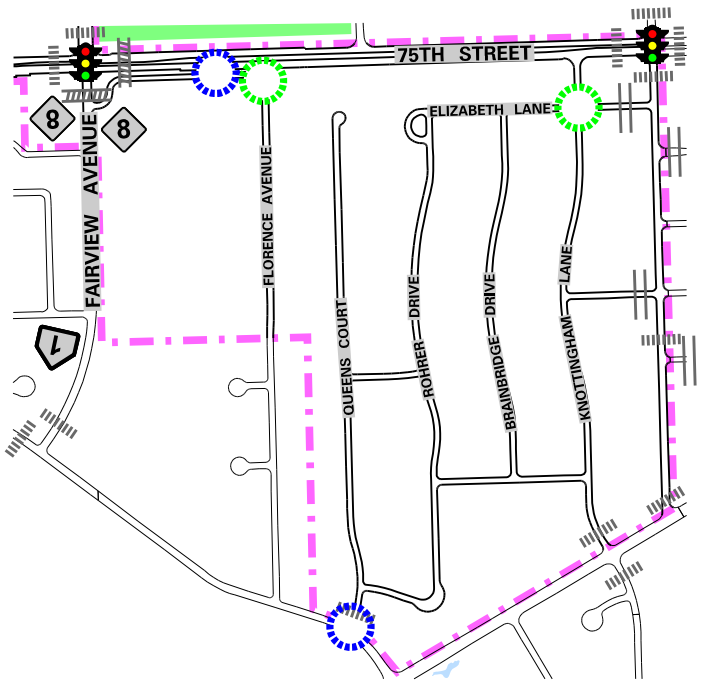
PER THE ACTIVE TRANSPORTATION STUDY

- CROSSWALK UPGRADE OPPORTUNITY
- CURB EXTENSION OPPORTUNITY
- TRAIL CROSSING IMPROVEMENT OPPORTUNITY

EXISTING SIGNS

= 1 = 3 = 5 = 7 - RECTANGULAR RAPID FLASH BEACON (RRFB)

= 2 = 4 = 6 = 8 S = SCHOOL PAVEMENT MARKING

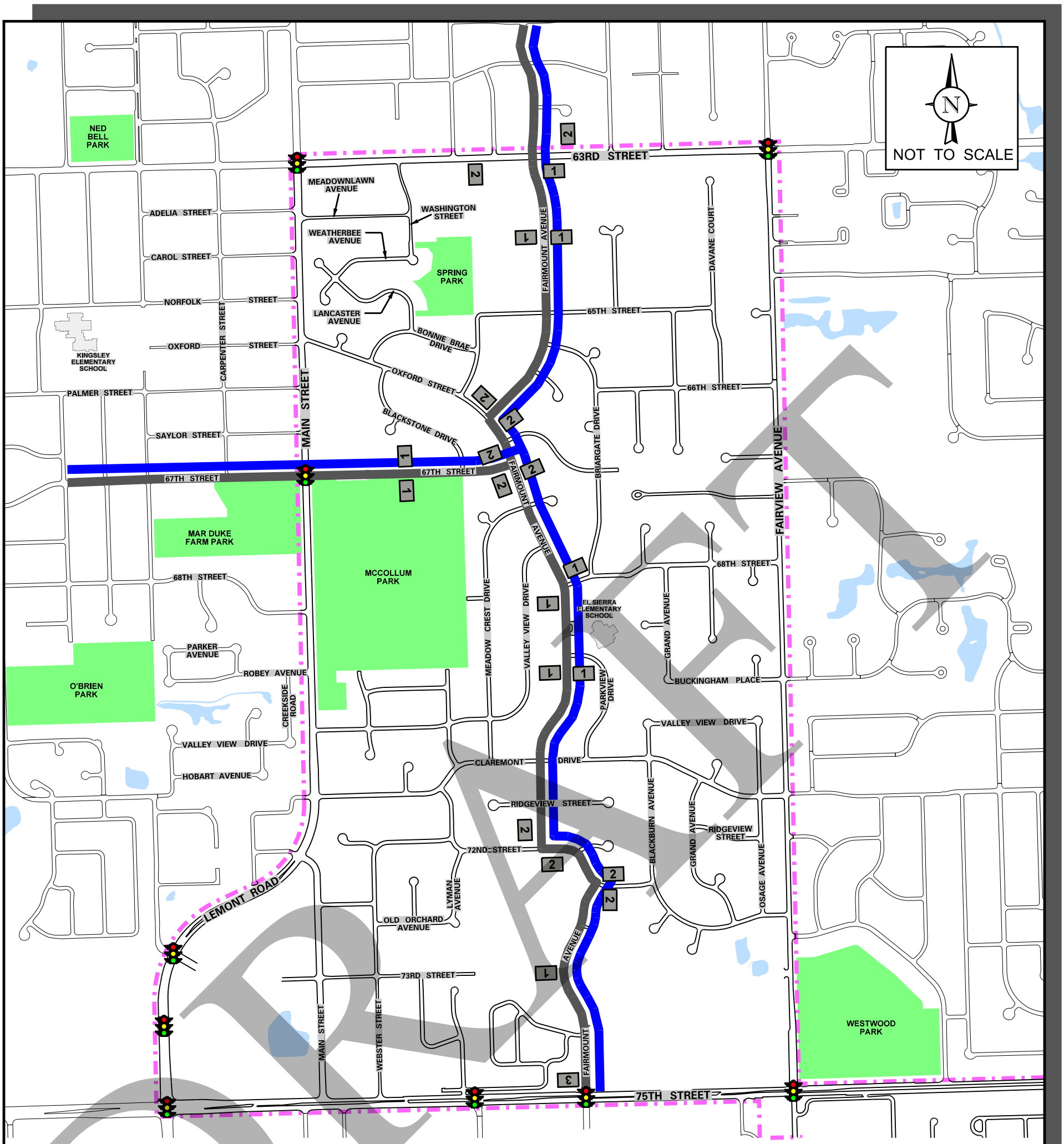


NEIGHBORHOOD 12 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

RECOMMENDED PEDESTRIAN SIGNAGE AND PAVEMENT MARKINGS

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-015 Figure: 12





EXISTING SIGNS

BIKE ROUTE = 1

BIKE ROUTE = 2 OR

BIKE ROUTE = 3

BIKE ROUTE END

ACTIVE TRANSPORTATION PLAN RECOMMENDATION

- UNDETERMINED FACILITY TYPE

LEGEND

- BIKE ROUTE
- STUDY AREA

NEIGHBORHOOD 12 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

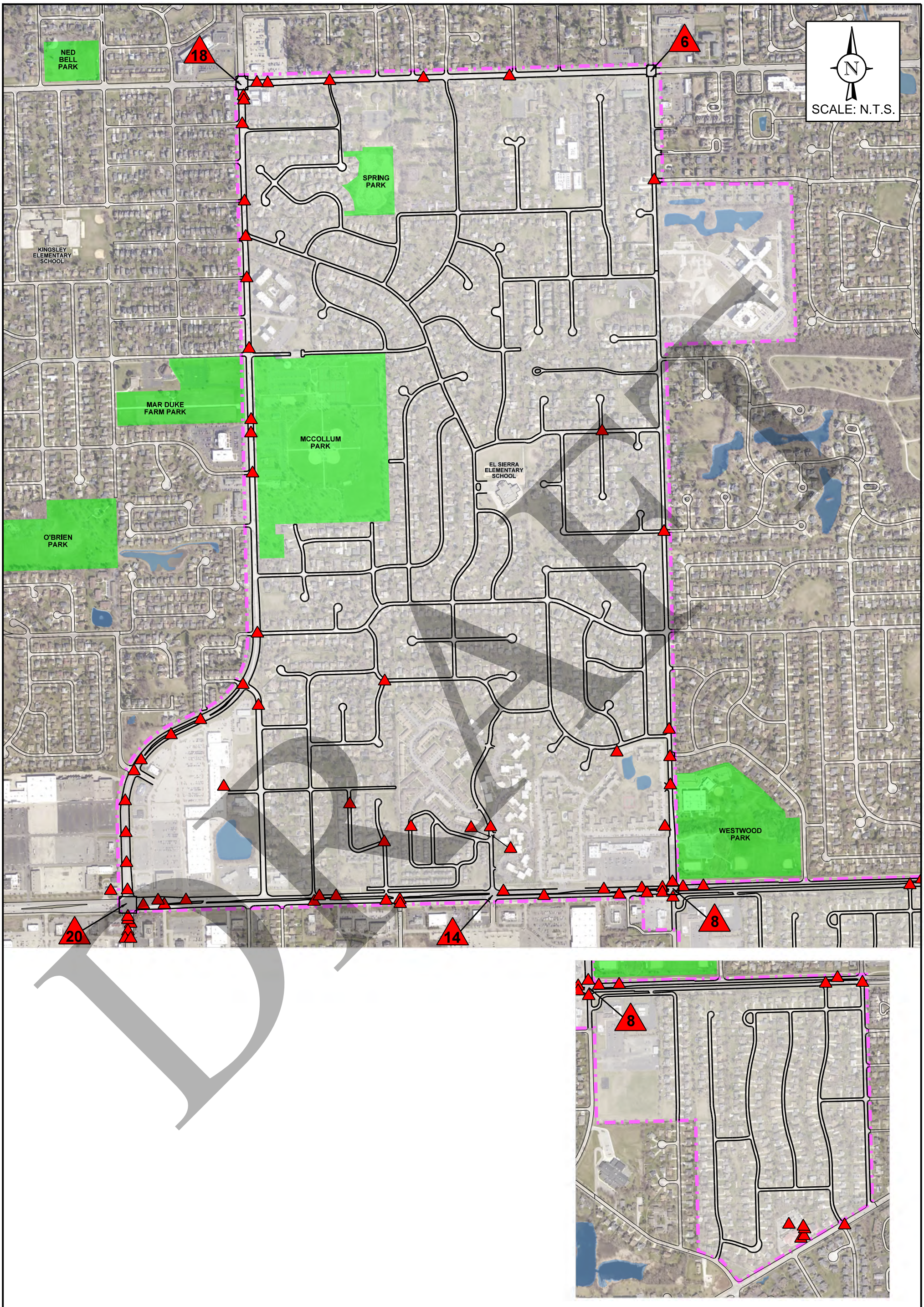
RECOMMENDED BICYCLE SIGNAGE AND BIKE ROUTES

KLOA Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 26-015 Figure: 13

DRAFT

Crash Data

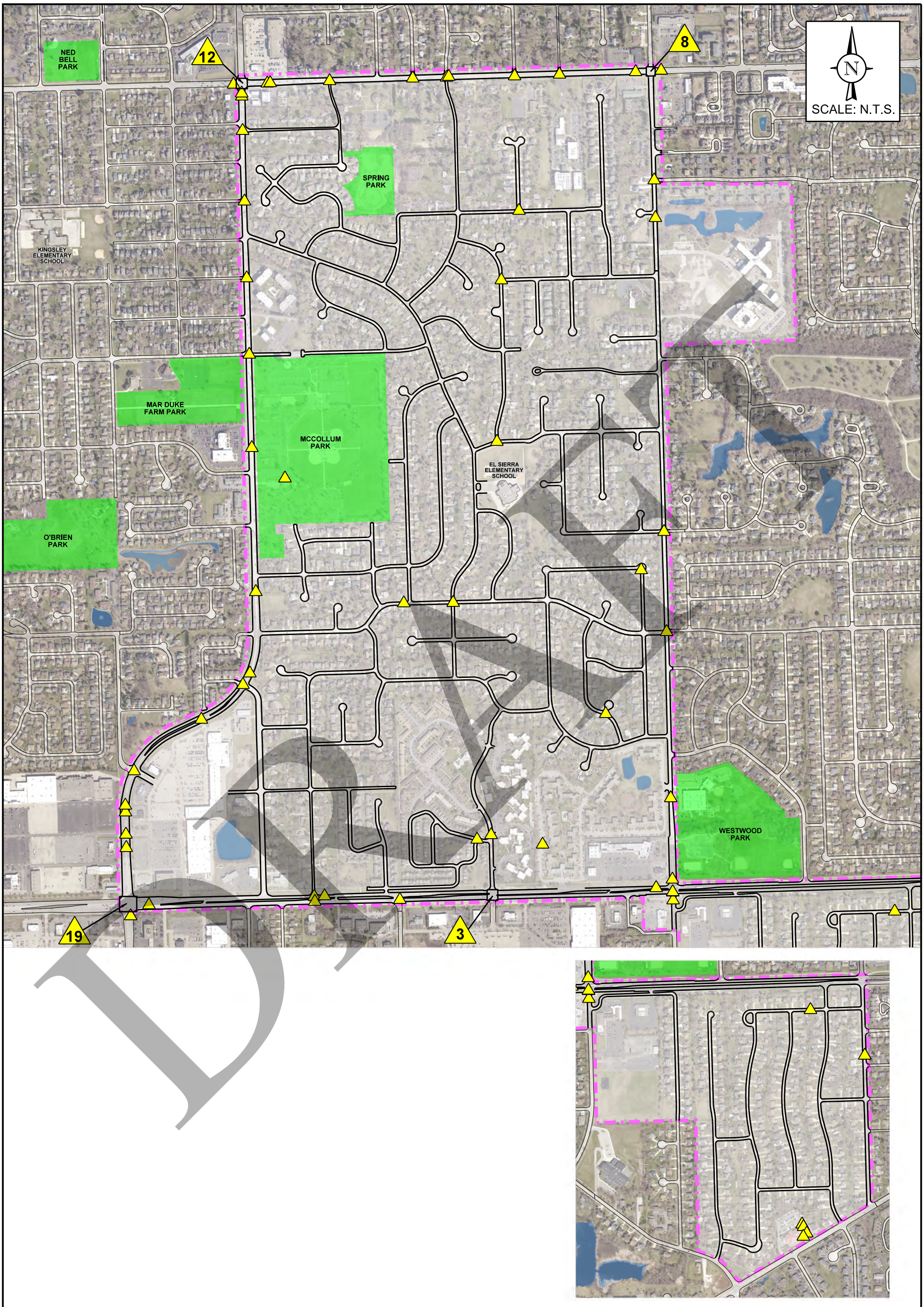


NEIGHBORHOOD 12
TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

CRASH DATA 2021

DRAWN: MD CHECKED: MW
DATE: 07-29-26 REV:
PROJECT #: 26-015
EXHIBIT: A

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

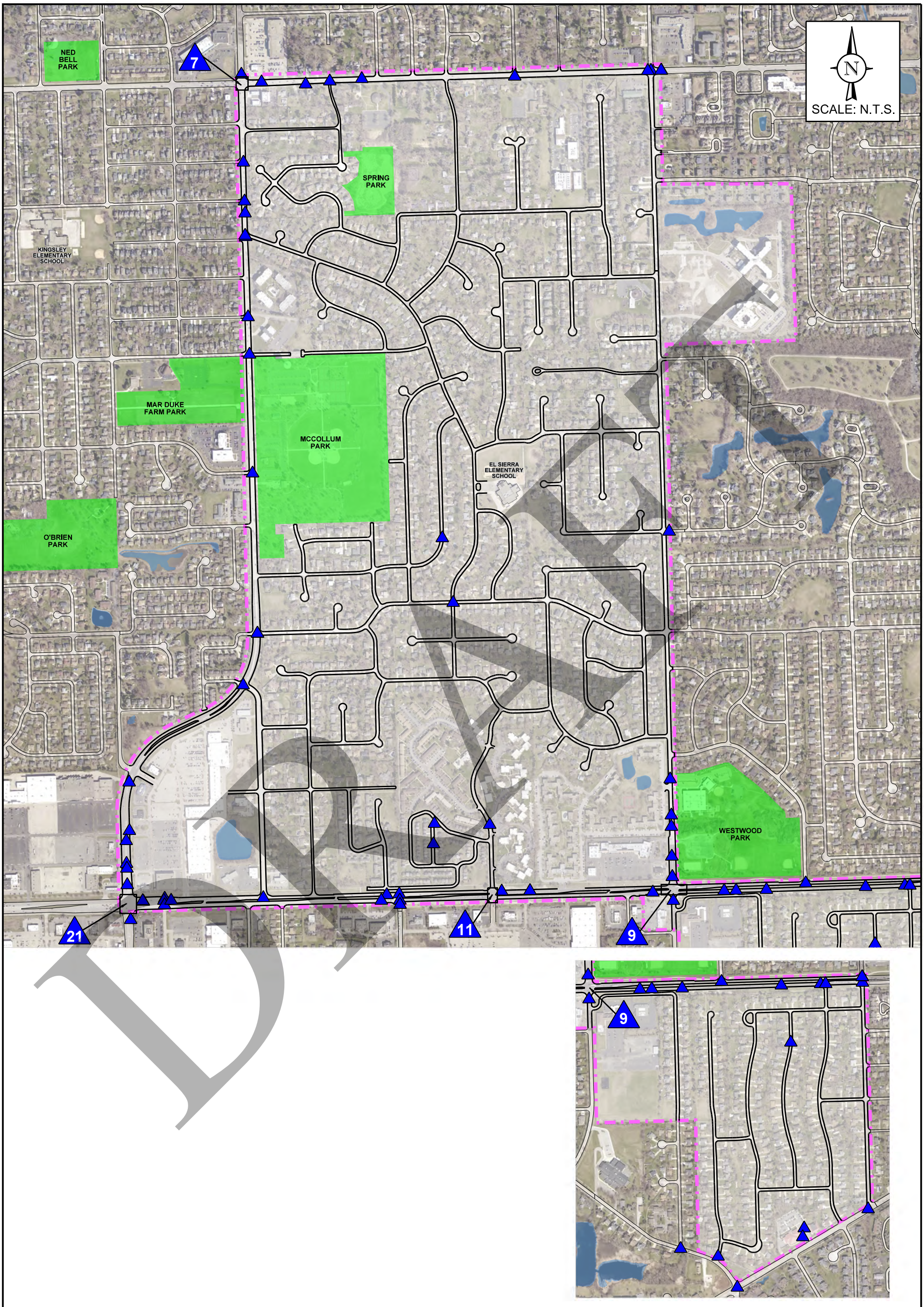


NEIGHBORHOOD 12
TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

CRASH DATA 2022

DRAWN: MD CHECKED: MW
DATE: 07-29-26 REV:
PROJECT #: 26-015
EXHIBIT: B

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

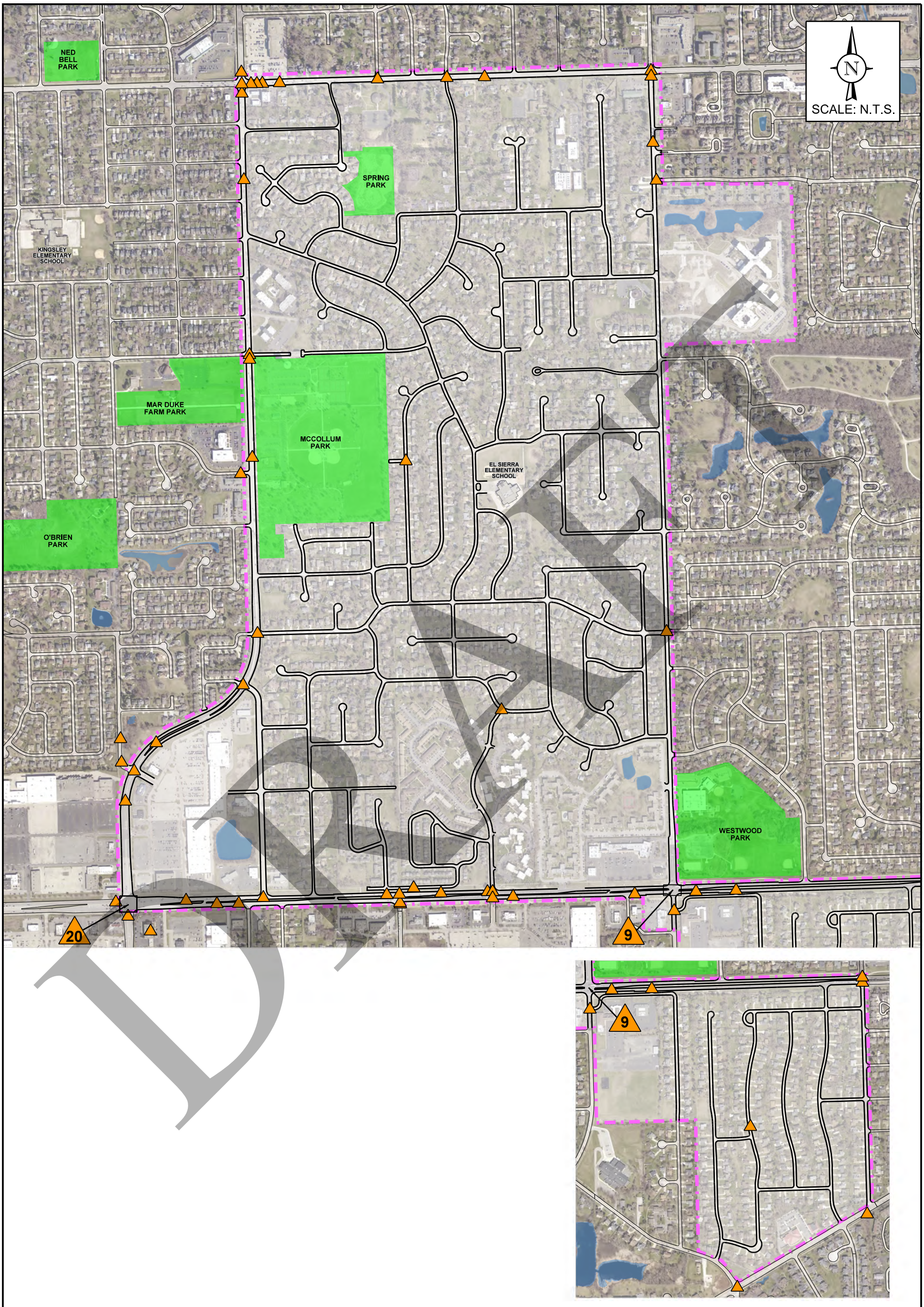


NEIGHBORHOOD 12
TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

CRASH DATA 2023

DRAWN: MD CHECKED: MW
DATE: 07-29-26 REV:
PROJECT #: 26-015
EXHIBIT: C

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.



DRAFT

NEIGHBORHOOD 12
TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

CRASH DATA 2024

DRAWN: MD CHECKED: MW
DATE: 07-29-26 REV:
PROJECT #: 26-015
EXHIBIT: D

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Village of Downers Grove

Transportation and Parking Commission – Minutes

Table 1 - Detailed information on this Board or Commission meeting.

Meeting Location	Civic Center – Betty Cheever Council Chambers
Meeting Address	850 Curtiss St., Downers Grove, IL 60515
Meeting Date	September 16, 2026 at 07:00 PM

Call to Order.

Chairperson Novak called the September 16, 2026 meeting of the Transportation and Parking Commission to order at 7:00 P.M. and led the recitation of the Pledge of Allegiance.

Roll Call.

Present: Chairperson Novak, Commissioners: Hulbert, McDonough, McKenzie Shiliga

Absent: Commissioners: Gaisel, O'Malley

Staff: Transportation Manager Emily Ericson, Director of Engineering Scott Vasko, Michael Werthmann of KLOA and CSO Supervisor Jim Hartleb

Visitor Roster: Joe Ventrice, Sara Swieca, Chris Swieca, Richard Holloway, Dottie Gibbs, Ann Hatton, Marge Mark, Beth Cade, Edgar Munoz, Gary Owano, Sue Dolezal, Mary Kuntaras, Gary, Tyler Mullins

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 Minutes.

- October 8, 2025.

Commissioner Shiliga moved to accept meeting minutes as is. Commissioner McDonough seconded the motion.

In Favor: Chairperson Novak, Commissioners: Hulbert, McDonough, Shiliga

Abstain: Commissioner McKenzie

The Motion Passed by Voice Vote 4:0

Public Comment on Non-Agenda Items.

Resident Name not shared

- Concerned about fireworks and gunshots at O'Neill.

Chairperson Novak recommended reporting those concerns to the Police Department.

File #1-26 Neighborhood Traffic Study # 12

Transportation Manager Emily Ericson indicated that the traffic study area is bounded by 63rd St on the north, Fairview Ave on the east, 75th St on the south, Main St on the west, and includes the portion of the Village in the southeast quadrant of the intersection of Fairview Ave and 75th St. Emily Ericson introduced Michael Werthmann of KLOA to present the traffic study.

Michael Werthmann of KLOA Presented the Study:

Study details presented may be found in the September 16, 2026 Agenda.

Purpose of Study:

To analyze existing transportation operations and develop recommendations to help mitigate transportation issues or concerns within the neighborhood. Looked at roadway traffic volumes and speeds, intersection traffic control, pedestrian and bicycle safety, and did a comprehensive review to establish consistency within the neighborhood.

Inventory of Existing Conditions:

Performed extensive field investigations and observations of the neighborhood transportation system. Conducted daily traffic counts and speed surveys at 39 locations for two consecutive days/48 hours. Conducted vehicle, pedestrian and bicycle counts at 4 intersections, mainly around the school. Collected and reviewed various transportation data including crash data over the past several years.

Primary Concerns:

Intersection traffic control, pedestrian safety, roadway traffic volumes and vehicles speeds within the neighborhood.

Results showed the neighborhood is generally operating well. Traffic volumes were below acceptable ranges for each classification of road, and were similar to other neighborhoods within the Village. Does not appear to be cut through traffic in the neighborhood. Overall speeds were generally reasonable. All average speeds were within a few mph of the posted speed limits of mainly 25 mph in the neighborhood. Some streets had slightly higher speeds over the limit. Crashes were very low in the neighborhood, excluding boarding arterial roads. No intersection had more than one accident in a year.

Recommendations:

Intersection Traffic Control

1. The neighborhood is missing a lot of traffic control: 58 intersections with no traffic control, 11 intersections with yield sign control.
2. Stop sign control is suggested at 69 intersections that currently have yield signs or no intersection control. This aids in pedestrian safety.
3. The number of intersections proposed for all-way stop sign control is to remain the same.

Speed Limit and Sign Modification

1. Add additional speed limit signs on some roads where vehicles traveled at higher speeds, and add yellow borders to speed limit signs that don't currently have them.
2. Install temporary radar feedback signs on some roads where vehicles traveled at higher speeds. Five to seven roads identified to circulate speed feedback signs within.

Bicycle Recommendations: (in alignment with Village comprehensive plan)

1. Fairmount & 67th St are existing bike routes and will remain the same.

Additional Recommendations:

As seen in the Village comprehensive plan and active transportation plan: use of speed monitors, additional crosswalks, crosswalk upgrades, curb extensions, adding trail crossing improvements along the parks, and additional enforcement and education throughout the neighborhood.

Next Step:

Compile and evaluate the comments, produce a revised draft study, present to Village Council for approval and implement the recommendations.

Chairperson Novak Opened Up the Public Comment Period

1. Joseph Ventrice of 6600 Blackstone Dr
    - Asked who determines street light placement in the neighborhood.

Was told staff will review his question and get back to him.

2. Christopher Sweica of 6701 Fairmount
    - Asked the time period of counts. Wanted to know if it was when South High was in session.

Staff responded the timeframe was late April/early May and that counts are done when school is in session

3. Sara Sweica of 6701 Fairmount
    - Reports there is a lot of cut through traffic from 75th St to Main St, and from 63rd St and Fairmount to Main St, from vehicles avoiding traffic signals.
    - Bike route near McCullum should be safer for kids. There is no separate lane for bike route or separation from traffic. Same with the bike route on Main St near North High.
4. Dottie Gibbs of 6243 Lyman Ave
    - Fairmount crossing at 63rd St is not paid attention to. Traffic heavier on 63rd St with 40 mph speed limit. Requests blinking light at crosswalk and lower speed limit of 35 mph on 63rd St.

5. Sara Sweica of 6701 Fairmount
    - Concerned about crosswalks, speed and volume for children's safety.
6. Chris Sweica of 6701 Fairmount
    - Asked what the standards are for the study. Requests more enforcement.

Werthmann responded: Local roads traffic volume of 1500 or less on a daily basis is good. Most local roads are less than 1000, which is reasonable for a 24-hour period. Collector streets that are supposed to carry more traffic can be from 1500-5000/6000 vehicles per day. All were reasonable.

7. Beth Cada of 841 Oxford
    - Concerned about Main and Oxford crossing. Requests extra protection and increased pedestrian safety for high school students crossing.
8. Edgar Munoz of 6501 Main St
    - Concerned about Main and Oxford crossing. Unhappy with the current crosswalk at Norfolk. Requests upgraded crosswalks and increased pedestrian safety measures.
9. Richard Holloway of 6630 St James Ct
    - Requests consideration of effectiveness of putting stop signs at every intersection. Believes traffic calming can be done in more effective ways because stop signs are not to be used for traffic calming.
10. Ann Hatton of 431 Blackburn Ave
    - Reports speeding and racing vehicles are an issue on 72nd St. Requests another stop sign on her street. Does think stop signs have helped slow traffic.
11. Gary of Grand
    - Most vehicles speed and do not stop for the stop signs. Requests police enforcement.

12. Tyler Mullins of near Oxford & Main
    - Concerned about crossing safety at Oxford and Main St.
13. Richard Holloway of 6630 St James Ct
    - Some believe stop signs are effective and his experience is that it makes speeding worse. Requests that money be spent where it will make the largest impact.

Chairperson Novak Opened Discussion Amongst the Commission

Commissioner Shiliga: Asked what year and what committee decided that intersection control should be installed at all intersections. Asked the duration of temporary speed feedback signs per location and what follows temporary signage. Asked how cut through traffic is studied. Asked about school districts and how they affect traffic control, if they are involved or not.

Michael Werthmann: Reported that KLOA began working with the Village in 2011. Over the years how cul de sacs have been viewed has changed, but overall, they try to eliminate yield signs due to confusion and rolling stop issues. Whether or not to put stop sign at every intersection is an individual municipality decision, but many do it for pedestrian safety.

Cut through traffic counted in daily traffic volume with directions being mostly equal.

Emily Ericson: Typical duration is two weeks per location for speed feedback signs. The results of the study determine what happens after speed feedback signs are removed. Speed feedback signs are placed both in response to traffic studies as well as resident feedback as needed.

School districts are made aware of substantial traffic control changes. Generally streets are not impacting operations of the school. Changes to crosswalks and where people are encouraged to walk are shared with the schools.

Commissioner Hulbert: Asked about removal of crosswalk at Norfolk and installation at Oxford and Main, if it is communicated to residents. Asked why some speed limit signs receive yellow borders and others do not.

Emily Ericson: Was not in this job position at the time the decision was made.

Scott Vasko: Crosswalk changes were part of a larger study that was done for District 99 including improvements at North and South High. This is one of the improvements to come out of South High. Public meetings were held for that particular project and it was discussed there.

Michael Werthmann: Where there are higher average speeds, they add more speed limit signs or yellow borders to existing signs. If speeds are good, not much is done on those streets.

Commissioner McKenzie: Asked if there was a study done for South High similar to what was done for North High, and if it was referenced in this current study. Several residents requested flashing lights or other safety enhancements to the crossing at Oxford and Main. Asked if those are considered as possible mitigation measures. Suggests considering hot spots and resident requests before presenting to Council.

Scott Vasko: Five or six years ago a study was done for both North and South High improvements.

63rd and Fairmount in the ATP is to do a pedestrian crosswalk with some sort of signal. Working with the County because 63rd is County ROW. Planning to do one on 55th St near Barth pond as well. Both are in the ATP. Main St south of 55th, 63rd, 75th are all County roads. Fairview is the only major roadway that is Village right-of-way.

Emily Ericson: It is very lightly referenced in neighborhood traffic study #12, but it is not a callback to that previous pedestrian student safety study.

Michael Werthmann: When the neighborhood study was done where South High is, the previous pedestrian student safety study was referenced all the time.

Chairperson Novak Closed Comment Amongst the Commission

Chairperson Novak: Stop signs and speed limits come down to the driver decision. Believes Village and staff have done due diligence. Adjustments can be made if needed after changes have been implemented.

Chairperson Novak Called for a Motion

With respect to File #1-26 Neighborhood Traffic Study # 12, Commissioner Shiliga moved to accept recommendations and modifications as outlined in the draft from KOLA as is, with additional signage proposals and testing from public commentary and forward to Village Council. Seconded by Commissioner McKenzie.

In Favor: Chairperson Novak, Commissioners: Chiliga, McKenzie, Hulbert, McDonough

The Motion Passed 5:0

Discussion of Old Business.

No old business.

Communications.

No communications at this time.

Adjournment.

Commissioner Shiliga moved to adjourn the meeting. Commissioner McKenzie seconded the motion. All in favor.

Chairperson Novak adjourned the meeting at 7:59pm

Respectfully submitted,

/s/ Andrea Banke, Recording Secretary

Emily Ericson <eericson@downers.us>

Traffic Study 12 Question

1 message

Alicia Holmes <[redacted]> Thu, Sep 17, 2026 at 12:35 PM
To: "eericson@downers.us" <eericson@downers.us>

Good afternoon Emily,

Thank you for conducting this study and providing the finding from KLOA. We only received notice that the hearing on the 16th was taking place in our mailbox on the evening of September 16th, which made it impossible for us to join in person or review the documentation prior to the hearing. Advanced knowledge beforehand would have been helpful.

After reading the draft documentation, I am glad to see all the recommendations for the listed areas. However, one major location is missing from this study. If just happens to be the corner where I live. My home is [redacted] It seems all other local access points into the neighborhood were addressed except for my intersection at Washington/63rd. I am not sure of the reasoning, but in my view, this was a drastic oversight. This heavily trafficked artery into our neighborhood experiences significant traffic from drivers looking to avoid the major intersection light at Main St. and 63rd. Drivers typically travel at a high rate of speed, either southbound on Washington from 63rd or eastbound on Meadowlawn to Washington, then continuing north on Washington St to rejoin 63rd.

Adding to the concern, Washington St. and Meadowlawn are extremely narrow roads because our portion of the neighborhood is still on septic and lacks curbs (I believe this is the last remaining area in our neighborhood to receive this upgrade). This leaves a VERY narrow opening to turn at the intersection of Washington St. and 63rd. Traffic on 63rd moves at a high rate of speed, making the intersection dangerous, in addition to the inability to see around the bushes that block the view when trying to turn. The road edges are also breaking away because vehicles must move over for other drivers to pass.

I do see markings for accidents at this intersection within the years reviewed, shown on the multiple Figures attached to the report. I would ask you to please review my concerns. With a large number of families with young kids moving into this part (all parts) of the neighborhood, there is a growing need for slowing or deterring speeding or use of these streets as a passthrough.

Our neighbors and I are very concerned for the reasons listed above.

Thank you kindly for taking the time to hear my (our) concerns. I look forward to hearing about possible fixes that can eliminate or lower these concerns.

Kindest Regards,
Alicia Holmes

[redacted]68th Street

Downers Grove, IL 60516

September 14, 2026

Emily Ericson, AICP

Transportation Manager

Village of Downers Grove

5101 Walnut Avenue

Downers Grove, IL 60515

Re: File 1-26 — Neighborhood Traffic Study #12 — Comments for Commission Consideration

Dear Ms. Ericson:

I write as a resident at [redacted]68th Street, [redacted] within the Neighborhood Traffic Study #12 study area, in advance of the September 16 Transportation and Parking Commission meeting. I ask that these comments be shared with the Commission for the record.

Support for the Study's Recommendations

I support the proposed addition of stop sign control at the currently uncontrolled side street approaches along 68th Street, including at Osage Avenue [redacted] These controls appropriately address vehicles entering 68th Street from the cross streets, where the absence of any traffic control currently creates real hazards for the limited number of vehicles that use those approaches.

However, I want to note clearly for the Commission's consideration that none of the proposed stop sign additions require through traffic on 68th Street itself to stop. Eastbound and westbound vehicles on 68th Street — which constitute the overwhelming majority of traffic on this corridor — pass every one of these intersections without stopping. The stop signs address side street entries; they do not address the speed of through traffic on 68th Street. The daily safety problems I observe as a resident — vehicles traveling at speed past driveways where residents are backing out, pedestrians walking dogs and children along the street, and the

behavior I describe below at the curve near El Sierra Elementary — are attributable to through traffic, and none of the study's current recommendations reduce its speed.

Request: Add Curb Extensions on 68th Street to the Direct Recommendations

The study identifies 68th Street as a candidate for horizontal deflection measures — curb extensions, chokers, chicanes — but classifies these as contingent on prior measures proving insufficient. Given that the study's other recommendations do not, in fact, slow through traffic on 68th Street, I ask the Commission to advance this consideration into a direct near-term recommendation.

The specific driving behavior that concerns me most is this. Drivers turning from Fairview Avenue onto 68th Street at speed approach the curve in the roadway near El Sierra Elementary without decelerating, and rather than holding their lane through the curve, regularly cross the marked centerline to straighten their path. The same behavior occurs in the opposite direction: westbound drivers accelerating toward Fairview similarly cut across the centerline through the curve to maintain speed. The result is a location where vehicles traveling in opposite directions are routinely occupying the same lane, directly adjacent to an elementary school campus. This is a head-on exposure that is independent of intersection conflict and that no amount of side-street stop sign control will address.

The study's own data supports the urgency. The 85th percentile speeds on 68th Street — 29 mph eastbound and 31 mph westbound — already exceed the posted 25 mph limit and fall outside the range the study considers acceptable. 68th Street has a marked centerline, and drivers are crossing it. Physical narrowing at the curve through curb extensions would impose a geometric constraint that drivers cannot choose to ignore, in a way that signage, enforcement, and side-street stop signs cannot.

I note that the Village has already installed chicanes in the southeast quadrant of this study area and speed humps on Claremont Drive. Physical intervention on neighborhood roads is established Village practice here. Curb extensions on 68th Street, prioritized at the curve approaching Fairmount Avenue, are the logical and necessary complement to the study's other recommendations — not a contingency, but the measure that addresses what the study's current recommendations leave unresolved.

Request 2: Retain or Upgrade School Crossing Signage at Fairmount and 68th Street

The study recommends removing the School Crossing Assemblies (S1-1, W16-7P) from the east leg of 68th Street at Fairmount Avenue, on the basis that they are not warranted under the MUTCD when all-way stop control is present. I understand the engineering rationale.

My concern is that drivers approaching from the west on 68th Street — including cut-through drivers unfamiliar with the neighborhood — rely on school zone signage as their primary indication that an elementary school occupies the adjacent block. The all-way stop manages intersection conflict; it does not communicate the school's presence to a driver who has just crossed Osage Avenue at speed. I ask that the Commission consider replacing the existing assemblies with an upgraded pedestrian warning treatment, such as a Rectangular Rapid Flashing Beacon on the 68th Street approaches, rather than removing them outright.

Summary

The Neighborhood Traffic Study #12 addresses 68th Street in several respects and I support its recommendations as written. My requests reflect a gap the study's current recommendations do not close: through traffic on 68th Street is unaffected by any of the proposed measures, yet it is the source of the safety conditions I observe daily. Curb extensions on 68th Street, prioritized at the curve near El Sierra, are the appropriate remedy. I also ask that the proposed removal of school crossing signage be replaced with an upgrade rather than an elimination.

Thank you for your work on this study and for receiving these comments.

Respectfully,

Steve Leopoldo

[redacted]68th Street

Downers Grove, IL 60516

Comments received by phone - Neighborhood Traffic Study 12

[redacted] Wolf Place – Roberta Schmid

- Would like a rapid flashing beacon (RRFB) at Main and Oxford, notifying all lanes of traffic, pedestrian actuated. Very concerned about the existing Norfolk and Main crosswalk.
- Seems a lot of stop signs being placed, is this necessary?

[redacted] Lyman—Ted Mroz

- Concerned about high speeds on 63rd Street

[redacted] Lyman – Greg Gibbs

- Requests more speed feedback signs trying to get traffic to slow down. 63rd Street is an issue with consistent speeding.

Jose Lempkowski

- Everything is operating well within the neighborhood in regards to traffic and traffic control.

[redacted] Ridgeview – Edward Smith

- Requests streetlights, feels that Ridgeview is a pocket of the neighborhood without streetlights.

Hello,

I am the resident of [redacted] Main Steet in Downers Grove along with my husband and our two young children. I am requesting that the village conduct a speed and traffic study on Main Street (specifically the point of Main Street where 75th Street connects Lemont Road. (mikes more miles sits on this street as does our house.

Vehicles regularly appear to be traveling at high speeds (45mph up to 80 mph) when the speed limit is 25mph. While the speeding occurs throughout the day, it is particularly noticeable during the morning hours (when people are going to work) and after 7:00pm.

I am very concerned about the safety of residents, pedestrians, and children, including my young children. Given the frequency and apparent severity of the speeding, I respectfully request that the Village conduct a speed and traffic study as soon as possible. I would also appreciate a review for potential enforcement and possible safety measures, such as police enforcement, radar speed sign, or spots signs (as the street from 75th to Lemont has no stopping methods which allows drivers to speed).

I reached out to the DG Police Department in June of this year (2026) and spoke to Sergeant Chapin on June 11, 2026 about this issue. Since that date, I have never seen any police officer car sitting on this street or even passing by this street, which is disappointing. I work from home 3 days a week and my desk sits right by the front window which is how I see so many cars flying past.

Please let me know if you need any additional information from me regarding the locations or the times when speeding is most frequent. I also have some videos on my phone of vehicles that I have caught cruising down the street.

Thank you for your attention to this safety concern.

Best,

Christina Wayman
[redacted]
[redacted]@gmail.com

[redacted]68th Street

Downers Grove, IL 60516

September 14, 2026

Emily Ericson, AICP

Transportation Manager

Village of Downers Grove

5101 Walnut Avenue

Downers Grove, IL 60515

Re: File 1-26 — Neighborhood Traffic Study #12 — Comments for Commission Consideration

Dear Ms. Ericson:

I write as a resident at 429 68th Street, located at the intersection of Osage Avenue and 68th Street within the Neighborhood Traffic Study #12 study area, in advance of the September 16 Transportation and Parking Commission meeting. I ask that these comments be shared with the Commission for the record.

Support for the Study's Recommendations

I support the proposed addition of stop sign control at the currently uncontrolled side street approaches along 68th Street, including at Osage Avenue directly outside my home. These controls appropriately address vehicles entering 68th Street from the cross streets, where the absence of any traffic control currently creates real hazards for the limited number of vehicles that use those approaches.

However, I want to note clearly for the Commission's consideration that none of the proposed stop sign additions require through traffic on 68th Street itself to stop. Eastbound and westbound vehicles on 68th Street — which constitute the overwhelming majority of traffic on this corridor — pass every one of these intersections without stopping. The stop signs address side street entries; they do not address the speed of through traffic on 68th Street. The daily safety problems I observe as a resident — vehicles traveling at speed past driveways where residents are backing out, pedestrians walking dogs and children along the street, and the

behavior I describe below at the curve near El Sierra Elementary — are attributable to through traffic, and none of the study's current recommendations reduce its speed.

Request: Add Curb Extensions on 68th Street to the Direct Recommendations

The study identifies 68th Street as a candidate for horizontal deflection measures — curb extensions, chokers, chicanes — but classifies these as contingent on prior measures proving insufficient. Given that the study's other recommendations do not, in fact, slow through traffic on 68th Street, I ask the Commission to advance this consideration into a direct near-term recommendation.

The specific driving behavior that concerns me most is this. Drivers turning from Fairview Avenue onto 68th Street at speed approach the curve in the roadway near El Sierra Elementary without decelerating, and rather than holding their lane through the curve, regularly cross the marked centerline to straighten their path. The same behavior occurs in the opposite direction: westbound drivers accelerating toward Fairview similarly cut across the centerline through the curve to maintain speed. The result is a location where vehicles traveling in opposite directions are routinely occupying the same lane, directly adjacent to an elementary school campus. This is a head-on exposure that is independent of intersection conflict and that no amount of side-street stop sign control will address.

The study's own data supports the urgency. The 85th percentile speeds on 68th Street — 29 mph eastbound and 31 mph westbound — already exceed the posted 25 mph limit and fall outside the range the study considers acceptable. 68th Street has a marked centerline, and drivers are crossing it. Physical narrowing at the curve through curb extensions would impose a geometric constraint that drivers cannot choose to ignore, in a way that signage, enforcement, and side-street stop signs cannot.

I note that the Village has already installed chicanes in the southeast quadrant of this study area and speed humps on Claremont Drive. Physical intervention on neighborhood roads is established Village practice here. Curb extensions on 68th Street, prioritized at the curve approaching Fairmount Avenue, are the logical and necessary complement to the study's other recommendations — not a contingency, but the measure that addresses what the study's current recommendations leave unresolved.

Request 2: Retain or Upgrade School Crossing Signage at Fairmount and 68th Street

The study recommends removing the School Crossing Assemblies (S1-1, W16-7P) from the east leg of 68th Street at Fairmount Avenue, on the basis that they are not warranted under the MUTCD when all-way stop control is present. I understand the engineering rationale.

My concern is that drivers approaching from the west on 68th Street — including cut-through drivers unfamiliar with the neighborhood — rely on school zone signage as their primary indication that an elementary school occupies the adjacent block. The all-way stop manages intersection conflict; it does not communicate the school's presence to a driver who has just crossed Osage Avenue at speed. I ask that the Commission consider replacing the existing assemblies with an upgraded pedestrian warning treatment, such as a Rectangular Rapid Flashing Beacon on the 68th Street approaches, rather than removing them outright.

Summary

The Neighborhood Traffic Study #12 addresses 68th Street in several respects and I support its recommendations as written. My requests reflect a gap the study's current recommendations do not close: through traffic on 68th Street is unaffected by any of the proposed measures, yet it is the source of the safety conditions I observe daily. Curb extensions on 68th Street, prioritized at the curve near El Sierra, are the appropriate remedy. I also ask that the proposed removal of school crossing signage be replaced with an upgrade rather than an elimination.

Thank you for your work on this study and for receiving these comments.

Respectfully,

Steve Leopoldo

[redacted]68th Street

Downers Grove, IL 60516

Emily Ericson <eericson@downers.us>

traffic study 12

James Stulga <[redacted]>
To: "eericson@downers.us" <eericson@downers.us>

James Stulga <[redacted]>
to eericson

Received notice of 9/16 meeting yesterday. Unable to attend.
We're at [redacted]63rd St. N side of street, second house E of Jewel and have lived here 15yrs.
Traffic on 63rd has increased since 2011 and the timing of lights is crucial to be able to cross westbound lanes and head east. With patience, there is always a safe opening. This is especially 63rd. This must be maintained for safety.

My main concern is the increase in sidewalk traffic; especially e-scooters and bikes on the sidewalk. I ride a bike too and there is no way I'm going to ride on 63rd St. When coming out of my St. Increasingly, from out of nowhere, (perhaps the Jewel parking lot?) a very fast scooter or bike will zoom past my vehicle with no thought of the potential danger. Sometimes, you'd have to bushes back for starters.

Thanks for your time and efforts.

Jim Stulga