



TRANSPORTATION & PARKING COMMISSION

MEETING AGENDA

Date: December 11, 2024
Time: 7:00 p.m.
Location: Council Chambers – Civic Center
850 Curtiss Avenue

- I. Call To Order
 - II. Roll Call
 - III. Approval of August 14, 2024 Meeting Minutes
 - IV. Public Comments – General Topics or Issues NOT on Tonight’s Agenda
 - V. New Business
-

1. File # 1-24 Guiding DG – What’s Possible Assessment Memorandum

Action Requested: Discussion and Recommendations on the What’s Possible Assessment

Description: Baxter & Woodman will provide a progress update on the bicycle and pedestrian planning efforts. Baxter & Woodman will also present to the TaP Commission the What’s Possible Assessment Memorandum for discussions and recommendations.

- VI. Old Business
 - VII. Communications
 - VIII. Adjourn
-

This is a tentative regular meeting agenda that is subject to change.

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TRANSPORTATION AND PARKING COMMISSION
Minutes – August 14, 2024
Council Chambers – Village Hall
850 Curtiss St., Downers Grove

Chairperson Novak called the August 14, 2024 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: Gasiel, McKenzie, Lincoln, McDonough, O'Malley, Shiliga

Absent:

Staff: Transportation Manager Joseph Weesner, Planners Aaron Tuley and Jackson Marvel of Baxter & Woodman, and CSO Supervisor Jim Hartleb

Visitor Roster: Scott Richards, Nanci Gasiel, Janet Wunningham, Clorinda Greco

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 FEBRUARY 21, 2024 MINUTES

**COMMISSIONER SHILIGA MOVED TO ACCEPT MEETING MINUTES AS IS.
COMMISSIONER ???? SECONDED THE MOTION.**

**IN FAVOR: CHAIRPERSON NOVAK, COMMISSIONERS: GASIEL, MCKENZIE,
LINCOLN, MCDONOUGH, O'MALLEY, SHILIGA**

THE MOTION PASSED BY VOICE VOTE 7:0

APPROVAL OF MAY 8, 2024 MINUTES

**COMMISSIONER SHILIGA MOVED TO ACCEPT MEETING MINUTES AS IS.
COMMISSIONER ???? SECONDED THE MOTION.**

**IN FAVOR: CHAIRPERSON NOVAK, COMMISSIONERS: GASIEL, MCKENZIE,
LINCOLN, MCDONOUGH**

ABSTAINED: CHAIRPERSON NOVAK, COMMISSIONERS: O'MALLEY, SHILIGA

THE MOTION PASSED BY VOICE VOTE 4:0

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PUBLIC COMMENT ON NON-AGENDA ITEMS

Janet Winningham of 4413 Washington

- Requests review of parking downtown parking in addition to bike and pedestrian plans and equity based parking considering drivers.

Clorinda Greco DG business owner

- Inadequate downtown parking for business patrons and none for deliveries. Unhappy with loss of parking for snow and outdoor dining and requests more parking. Requests restaurants pay for outdoor dining that takes up parking spaces and more 15-20 minute parking spots during daytime business hours.

File # 2-24 Guiding DG - Bicycle and Pedestrian Plan Policies Workshop

Transportation Manager Joseph Weesner introduced Baxter & Woodman planners Aaron Tuley and Jackson Marvel to give the presentation and progress update.

Tuley and Jackson presented an equity based assessment and a what is possible assessment as a bridging assessment going from where they are now in analyzing existing conditions to beginning to make key strategies and recommendations, all of which will need to be approved by the public in due time.

Assessments presented by Jackson

The Existing Conditions Memorandum from the Bicycle and Pedestrian Plan, along with other documents outlining activities and progress to date in the Guiding DG planning effort, can be seen here: <https://www.guidingdg.com/pages/documents>

DISCUSSION AMONGST THE COMMISSION

Commissioner McKenzie: Funds are limited. Requested that the consulting team helps the Village to get the most for their money with strong recommendations. Village has bike routes, but no bike lanes or barriers. so asking people in the community about bike routes needs more context about who is using the system.

Commissioner Shiliga: Requested clarification in the plan about talking to other communities regarding connectivity to them. Asked how ownership of roads between local DG, State, and County is being addressed in assessment and plan.

Tuley response: Final chapter of bike and pedestrian master plan is an implementation chapter that will prioritize strategies and recommendations, identify what recommendations require, and implement ability.

Commissioner McKenzie: Requested that the plan has recommendations on how the Village can best work with the County and other partners.

Tuley response: Implementation section will have an administration element on how the plan should be administered over time, who administers it, and whose responsibilities are what, etc. Laying out intercity partners that the Village will want to cultivate a partnership with will be identified.

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Commissioner Shiliga: Asked of the two assessments, why they were the last two outstanding. Asked what is the reasoning for those two.

Tuley response: The equity based assessment is because they need to make sure that they are all using similar data that has continuity throughout. In order to move further, they need to understand what the community wants to get behind in the application of specific facilities.

Commissioner O'Malley: Speed is an issue on Maple. Asked if there have been studies on people's comfort level with a bike lane vs sharing the road on a bike route. The ability to get to the arboretum on a bike lane would be huge for Downers Grove.

Marvel response: There are destinations outside of Downers Grove that residents want to get to, and there are destinations in Downers Grove that residents of other communities want to get to as well.

Commissioner O'Malley: People in Elmhurst take the bike trail and go for ice cream in Glen Ellyn. The Prairie Path allows people to go between communities.

Tuley Introduced the Policies Workshop Exercise

Marvel: Explained the process of the workshop which will give a road map of how they should be thinking about facility improvements on particular streets.

The Commissioners proceeded to participate in the workshop.

CHAIRPERSON NOVAK OPENED UP THE PUBLIC COMMENT PERIOD

Janet Winningham of 4413 Washington

- Concerned about safety regarding vehicle and pedestrian traffic flow at Washington St railroad crossing.
- Asked what the quantity of respondents are to surveys.

DG Business Owner

- Asked how many people took the survey. Requests for more specific information on specific streets and for business areas to find out the number of employees that bike to work.

Nanci Gasiel of 831 Oxford

- Not in favor of using the terminology "protected bike lanes". Concerned about bike lane plowing in winter.

Chairperson Novak thanked staff and reminded the public that they are heard and their time is appreciated.

CHAIRPERSON NOVAK CLOSED THE PUBLIC COMMENT

DISCUSSION OF OLD BUSINESS

No discussion of old business at this time.

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COMMUNICATIONS

No communications at this time.

CHAIRPERSON NOVAK MOVED TO ADJOURN THE MEETING. COMMISSIONER SHILIGA SECONDED THE MOTION. ALL IN FAVOR.

Chairperson Novak adjourned the meeting at 9:33 P.M.

Respectfully submitted,

/s/ Andrea Banke
Recording Secretary




GUIDING DG
MOBILITY



“WHAT’S POSSIBLE” ASSESSMENT MEMORANDUM

Village of Downers Grove

DRAFT
December 03, 2024

“WHAT’S POSSIBLE” ASSESSMENT

Methodology

Purpose of the “What’s Possible” Assessment

The following “What’s Possible” Assessment (WPA) is intended to identify potential active transportation facility improvements within the rights-of-way of Village, DuPage County (DuDOT), and State of Illinois (IDOT) transportation corridors; including

- o potential sidewalk improvements
- o traffic calming solutions
- o on-street bicycle lanes
- o cycle-tracks
- o sharrow routes (bicycle routes)
- o off-street shared-use paths and recreational trails
- o pedestrian improvements to thoroughfare intersections

A series of physical constraints are identified along primary corridors within Downers Grove, and are described under the *Evaluation Criteria and Considerations* (below), to further underscore why particular corridors were prioritized / discounted as being viable candidates for pedestrian facility improvements, taking into account the potential consequences that may impact the physical character and use of the corridor resulting from proposed improvements, such as:

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

The previously mentioned “constraints” further underscore the potential misperception that “anything is possible;” when, in fact, there are significant challenges and limitations regarding where pedestrian facility improvements can be implemented within a network of largely built-out transportation corridors with minimal right-of-way widths. The outcome of the WPA is a series of maps which depict the potential to construct alternative facilities typologies along principal north-south and east-west corridors; and accompanying table which further notes physical constraints, consequences, and/or modifications required to construct each proposed facility type.

Importantly, the WPA further illustrates the alignment between this Plan and the Guiding DG planning framework; of which, the Village’s Comprehensive Plan envisions, “a high quality, aesthetically pleasing, safe and accessible transportation system for all users with priority given to pedestrians, bicycles, and micro-mobility devices. Neighborhoods, commercial corridors, and local amenities will be connected through an extensive mobility network, providing the opportunity to comfortably walk, bike, drive, or take public transportation.” While some corridors will require modifications within the corridor right-of-way, the WPA provides options for facility implementation which will minimize, to the degree possible, impacts to corridor character, on-street parking, street trees, and utilities infrastructure.

Paramount to all proposed pedestrian facility alignments is strict adherence to the draft Guiding Principles, which were formulated early in the planning process, and characterize the minimal characteristics, qualities and attributes to which each facility must adhere, including Accessibility, Connectivity, Safety, Aesthetics, Intentionality, Implement-ability, Longevity, and Performance.

Upon receipt of which facility alternatives the Village would like to include in the Plan, the WPA provides an overview of the preferred network of bicycle and pedestrian facilities improvements that will be programmed and planned for the Village over the next 10 to 20 years. The tables at the end of this section will be expanded to become the Plan’s Implementation Action Table, and will include schedule and order-of-magnitude cost estimates for proposed facilities improvements.

Evaluative Criteria and Considerations

The following criteria were used to evaluate the locations and types of pedestrian facilities and their respective alignments:

AADT - refer to Existing Conditions Memorandum Map, *Annual Average Daily Traffic*, (page 24)

Thoroughfares with lower volumes of daily traffic (10,000 max.) should be prioritized for on-street bicycle improvements, as the thoroughfares inherently cater to slower or more localized traffic. With increases in traffic volume, protective buffers, barriers, and safety measures should be implemented. In many cases, an off-street shared-use path may be a more appropriate and preferred facility adjacent to thoroughfares with a high AADT, higher speed limits, and more driving lanes; as shared-use paths provide a grade separation between vehicles and active transportation users.

R.O.W. Width

In many cases, Downers Grove's thoroughfare rights-of-way are at, or near complete build out, meaning that utilities (e.g., streetlights, open ditch drainage, curbs, underground pipelines, and overhead transmission lines), and existing transportation facilities (thoroughfares and sidewalks) comprise the full width of the thoroughfare right-of-way.

Existing Thoroughfare Character - refer to Existing Conditions Memorandum Map, *Thoroughfare Characteristics*, (page 22)

Facilities proposed and constructed in Downers Grove should not dramatically change or alter the existing character of transportation corridors. Improvements should be constructed to increase the safety, quality, and usability of facilities, but should not be constructed in a manner which detracts from the existing character and "sense of place" of the existing thoroughfare and the neighborhood through which it passes.

Active Transportation Facilities - refer to Existing Conditions Memorandum Map, *Existing Facilities*, (page 34)

Existing bicycle routes, sidewalks, and trail alignments should be considered for facility improvements, as needed, and integral routes of the future active transportation network. The proposed facility alignments should recognize previous planning efforts and studies which have determined existing alignments for facilities. In many cases, the community already utilizes and recognizes existing facility alignments. These existing alignments should be a focus of future improvements as they are already part of the existing bicycle network.

Destinations and Adjacent Connections (regional, local) - refer to Community Assessments Memorandum Map, *Origin-Destination Analysis*, (page 4)

Facilities should connect all schools, parks, Metra Train Stations, key commercial/retail nodes, and other important destinations in Downers Grove, as identified in other assessments within this Report. Proposed facility alignments should connect nearby schools to nearby parks, connect Metra stations to employment nodes, and connect residential areas to commercial/retail nodes. Alignments which connect, in aggregate, the greatest number of destinations should be prioritized.

Subsurface and Vertical Utilities (e.g., telephone poles, street lights) within the Thoroughfare Right-of-Way

Existing utilities often pose a challenge for constructing proposed off-street facilities (sidewalks, shared-use paths, cycle-tracks) as they can limit the widening of sidewalks or the adjustment of curb and gutter alignments. As the relocation of utilities can be costly and will require significant partnerships with third-party / governmental entities, proposed facility alignments should minimize the amount of required utility relocation and adjustment. Where and when possible, as utilities are replaced or upgraded, the alignment of underground infrastructure and locations of vertical stanchions (e.g., street light and utility transmission poles) should be reconsidered to allow adequate right-of-way width within which to construct proposed future bicycle and pedestrian facilities.

Topography and Open Ditch Drainage

Many of Downers Grove's thoroughfares, including Village-operated and County-operated thoroughfares, are located within areas where there is significant topographic relief; the result of which can limit sight lines (sight distances) and a driver's ability to see potential cyclists and pedestrians over or under the crest of hills. Additional safety measures and considerations should be made to not place users within harm's way due to difficult terrain or sight line constraints. Additionally, many thoroughfares feature open ditch drainage with steep slopes immediately adjacent to the edge of pavement. Corridors with open ditch drainage, where off-street facilities are proposed, may require burying subsurface drainage culverts, or the regrading ditch slopes to improve capacity, which can be costly and can involve a high-level of interjurisdictional collaborative efforts. In some cases, when thoroughfare reconstruction takes place and/or curb and gutter facilities are added, the provision of bicycle and pedestrian facilities should be considered.

Street Trees

Similar to the consideration of subsurface and vertical utilities, as described above, trees are often located between existing sidewalks and thoroughfare curbs or within the right-of-way where sidewalks do not currently exist. Downers Grove's abundant urban forest canopy and street trees are a critical aspect of, and significantly contribute to Downers Grove's identity and character, sense of place, and quality of life. Tree preservation should be a principal objective in the implementation of proposed active transportation facilities. There are multiple locations where existing trees will need to be relocated or removed if facilities are to be constructed.

Parking and Streetside Facilities - refer to Existing Conditions Memorandum Map, *Parking*, (page 26)

On-street parking significantly impacts the potential locations for proposed on-street bicycle facilities. Both, parking locations and bicycle lanes, are typically aligned along the edge of curb, meaning that a thoroughfare can typically have either on-street parking or bicycle lanes, but rarely both. There are opportunities to utilize one side of the street for a cycle-track and one side of the street for on-street parking, as a means of concurrently ensuring parking availability while providing safe, protected bicycle facilities.

Public Engagement and Community Feedback

Throughout this Plan's public engagement process (Community Kick-off Event, focus group meetings, and on-line community surveys) residents have voiced their interest in preserving on-street parking and street trees. Many residents would like safer, protected facilities that are off-street and separated from vehicular traffic. Additionally, residents expressed their desire for safe bicycle and pedestrian connections to schools, parks, and Downtown.

Facility Design Standards

The following facility design standards were taken into consideration when assessing viable corridors for the inclusion of pedestrian and bicycle facility improvements:

- All shared-use paths should be at least 10-feet wide. All one-way shared use paths should be a minimum of eight-feet wide. Although facility widths can be adjusted in certain instances to preserve trees.
- All designated sharrow routes (bicycle routes) should have sharrow markings at the beginning and end of each block
- All proposed sharrow routes (bicycle routes) are located on corridors with a maximum speed limit of 30-mph, and have an AADT of less than 10,000
- All residents should live within one-quarter-mile radius of an existing or proposed bicycle or shared-use facility
- Bulb-outs and sliver medians are primarily proposed along corridors designated for bicycle travel, although there may be applications for these traffic calming improvements in highly pedestrian-trafficked areas elsewhere in the Village
 - Bulb-outs should be used where parallel parking exists, where crossing distance may be perceived as too wide, and/or where a high volume of pedestrians and cyclists are present; with a focus on intersections adjacent to schools, Downtown, and parks
 - Sliver medians should be used along minor arterial, collector, and local thoroughfare intersections where the construction of bulb-outs may present significant challenges; where the intent it is to reduce vehicular speeds and increase vehicle attention to pedestrian and cyclist crossings; and where a high volume of pedestrian and cyclists are present; with a focus on intersections adjacent to schools, parks, and Downtown
- Depicted facilities are shown as providing the “highest level” of protection and safety, as compared to bicycle route designations, which currently provide the least level of protection.
- Sidewalks should be added to throughfares without existing sidewalks on at least one side of the road; and where sidewalks can help connect or link short segments of sidewalk and improve connectivity between trails and shared-use paths en route to key destinations.

Incorporating Previous Plan Alignments and Projects

The WPA includes alignments and projects proposed in previous active transportation-related plans such as:

- 2013 Bicycle and Pedestrian Master Plan
- 2023 DuPage County Mobility Plan
- 2023 Butterfield Corridor Plan
- 2014 DuPage County Trails Plan
- CMAP’s OnTo2050 Regional Plan Northeastern Illinois Regional Greenways and Trails Map
- 2015 and 2024 DuPage County Forest Preserves Plan

Alignments proposed in previous planning efforts are depicted on the “What’s Possible” Complete map, on page 10.

Major projects are proposed and considered, across all plans, to connect regional parks and regional trail systems. Examples include:

- off-street recreational trail system is proposed north to south along the East Branch of the DuPage River
- proposed bikeway (facility unspecified) along Fairview Avenue connecting the Illinois Prairie Path and the Southern DuPage Regional Trail
- proposed additional interregional connections are proposed to connect with existing Oakbrook and Woodridge Trails

Additionally, each plan focuses on connecting residents to train stations and regional parks, including:

- Morton Arboretum
- Waterfall Glen Forest Preserve
- Salt Creek Woods

Findings

Constraints and Compromises (Striving for Implementability)

As described in the above *Evaluative Criteria and Considerations* section, improving Downers Grove's network of bicycle and pedestrian facilities will require balancing trade-offs to achieve desired outcomes and results. As depicted in the *Barriers to Connectivity Analysis* map, on page 14 of the Community Assessments Memorandum, the majority of proposed pedestrian and bicycle improvements in this Plan will likely have some level of impact to:

- o the current alignment of existing curbs, gutters, and open-ditch drainage swales
- o the amount of on-street parking
- o the location of street trees

The goal should be that the location of and type of facility to be constructed, mitigates, to the degree possible, impacts to the existing thoroughfare's character and associated infrastructure.

Corridors with Significant Challenges, Constraints, and Trade-offs

Many major corridors in Downers Grove, mostly under the authority of the Illinois Department of Transportation (IDOT), and the DuPage County Division of Transportation (DuDOT) do not have adequate right-of-way width to accommodate pedestrian and bicycle improvements. Typical conditions along such thoroughfares includes:

- o Retaining walls or fences directly abutting an existing sidewalk
- o The right-of-way is fully utilized
- o The distance between the existing edge of curb and edge of right-of-way is already at, or near, complete build-out
- o The thoroughfare can only accommodate bicycle travel if the number of vehicle driving lanes is reduced

DuDOT Thoroughfares

75th Street

- o High vehicle speeds, AADT, and thoroughfare capacity may present challenges to bicycle lane and cycle-track build-out potential
- o Improvements may be limited to shared-use paths and trails (a continued build-out of exiting facilities) within the right-of-way
- o Intersection crossing improvements are possible, notably, with the construction of pedestrian median refuges

63rd Street

- o Limited right-of-way, with existing sidewalks, utility poles, mail boxes, and fence lines utilizing any available space with which to widen or add facilities beyond a few added feet of sidewalk width
- o Improvements may be limited to adding, replacing, and widening existing sidewalks to eight feet width
- o Intersection crossing improvements are possible; the focus of which should be on turning radius reduction and crosswalk striping improvements

Maple Avenue / 55th Street

- Limited right-of-way, with existing sidewalks, utility poles, mail boxes, and fence lines utilizing any available space with which to widen or add facilities
- Topography (steep slopes) and vegetation directly adjacent to the thoroughfare back-of-curb present significant challenges to adding sidewalks or other facilities
- Improvements may be limited to adding and replacing sidewalks and improving sidewalk and street lighting
- Intersection crossing improvements are possible; the focus of which should be on turning radius reduction and crosswalk improvements

Belmont Road

- Limited right-of-way, with existing sidewalks, retaining walls, utility poles, mail boxes, and fence lines utilizing any available space with which to widen or add facilities; particularly north of Prairie Avenue and between Durand Drive and 63rd Street
- Improvements may be limited to adding and replacing sidewalks
- Intersection crossing improvements are possible; the focus of which should be on turning radius reduction and crosswalk improvements, where truck traffic is minimal

IDOT Thoroughfares

Ogden Avenue

- Ogden Avenue is a four-lane thoroughfare, with a middle left turning lane, and no capacity for roadway expansion without additional right-of-way acquisition. The existing 90- to 100-foot right-of-way is at or near full build-out along the entirety of the corridor within Downers Grove
- Sidewalks are provided along many portions of the thoroughfare, but sidewalks typically already abut property lines, tree lines, or utility poles, with limited opportunities for the construction of off-street shared-use paths
- The amount of driveways and general lack of access management controls increase safety risks for pedestrians and cyclist
- On-street facilities (cycle-track or bicycle lanes) are only possible if the number of roadway lanes is reduced or if additional right-of-way is acquired

Butterfield Road

- Butterfield Road, east of I-355, is a partially access-controlled thoroughfare with underpasses and large signalized intersections. The thoroughfare contains seven to nine driving lanes within a 200-foot-wide right-of-way
- The thoroughfare speeds and AADT present significant challenges to constructing on-street bicycle facilities
- Off-street facilities (sidewalks, trails, and shared-use paths) are limited to existing sidewalk segments along the Butterfield Frontage Road
- Safe access across Butterfield Road (north to south) should be considered and is possible with collaboration from IDOT.
- Existing open ditch drainage, topography, and grade changes also limits the potential construction of facilities

Downers Grove Thoroughfares

There are several thoroughfares owned and operated by Downers Grove which present significant challenges to accommodate pedestrian and bicycle improvements, due to the lack of adequate right-of-way or configuration. The section below details the constraints along major Downers Grove thoroughfares:

Maple Avenue (Dunham Road to Westmont)

- o Limited right-of-way with existing trees and sidewalks
- o Protected facilities may not be needed due to slower vehicle speeds, narrow lane widths (which slows traffic), and frequent intersection controls
- o Improvements beyond sidewalk replacement / repair and the addition of sharrow markings may present significant challenges

Fairview Avenue (55th Street to Oakbrook)

- o Limited right-of-way with existing trees and sidewalks
- o The middle-left turn lane could be removed to accommodate protected on-street bicycle lanes on either side of the street. However, due to the daily traffic volumes and the amount of driveway access cuts, removing the center turn lane may present significant challenges to ensuring efficient traffic flow; and would warrant additional feasibility analysis
- o Improvements beyond sidewalk replacement / repair and the addition of sharrow markings may present significant challenges

Main Street (Rogers Street to Maple Avenue) and Curtiss Street (between Carpenter Street and Mackie Place)

- o Existing volumes of traffic and thoroughfare demand to access Downtown presents significant challenges to adding bicycle and pedestrian facilities or improvements
- o Due to the pedestrian character of Downtown, and the potential streetscape improvements, shared-use paths may present significant challenges to ensuring user safety
- o Improvements beyond sidewalk replacement / repair and the addition of sharrow markings may present significant challenges

Lee Avenue (Curtiss Street to Maple Avenue)

- o Limited right-of-way, abundance of trees, and open ditch drainage presents significant challenges to implement improvements beyond sidewalk replacement/repair
- o Topography along Lee Avenue can make it difficult or unsafe due to reduced sight lines and limited sidewalk and street lighting
- o Improvements may not be possible beyond sidewalk replacement / repair

Main Street (Ogden Avenue to 39th Street)

- o Limited right-of-way, with mailboxes and sidewalks directly abutting the edge of curb
- o Existing driveways and access drives limit the amount of space within which barriers and other safety counter-measures can adequately separate cyclists and pedestrians from vehicles
- o Improvements may not be possible beyond sidewalk replacement / repair
- o Sharrows could be considered, but a parallel alternative corridor (an adjacent thoroughfare running parallel to Main Street) may be safer due to vehicle speeds and daily traffic volumes



The figure, to the left, depicts “Corridors with Significant Challenges, Constraints, and Trade-offs” as described beginning on page 5, and also depicts “Corridors with Limited to No Constraints,” as described beginning on page 14.

Improvement Possibilities - Summary of Maps

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

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

Downtown “Bike-Friendly Zone”

A “Bike-Friendly Zone” is proposed for the Downtown area, and is delineated by Warren Avenue, to the north; Blodgett Avenue to the east; 55th Street to the south; and Carpenter Street to the west. Within this zone all streets would be designated as sharrow routes, and would receive signage and street markings as appropriate, particularly along streets which provide an entrance into the Bike-Friendly Zone (refer to the “What’s Possible” Complete and the “What’s Possible” Downers Grove Authority maps).

Additional pedestrian improvements within the Bike-Friendly Zone may include:

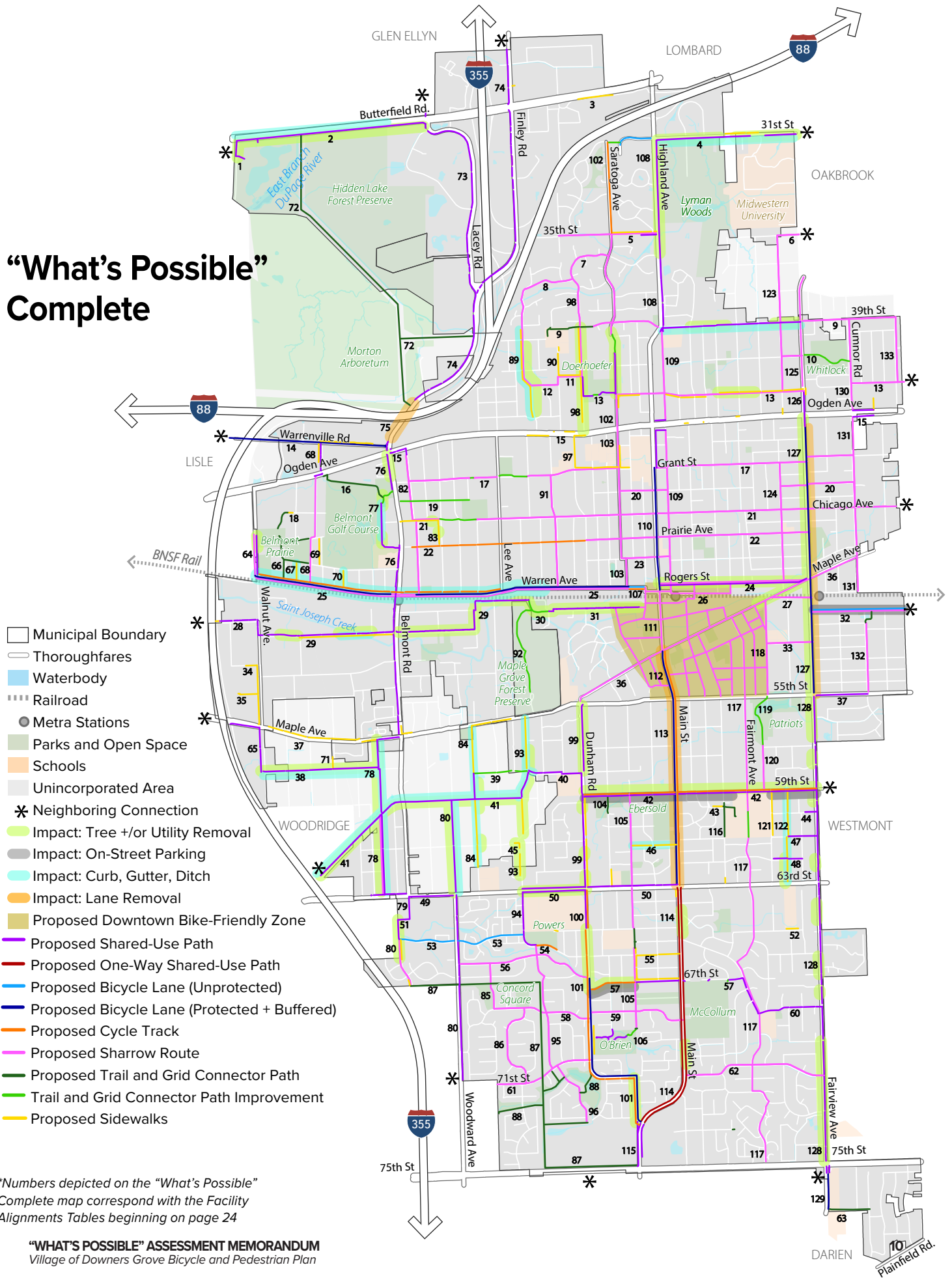
1) Protected intersections which incorporate:

- Corner refuge islands with protected curb extensions for bicycles
- Forward stop bars, which provide waiting areas for cyclists in front of car traffic
- Setback bike crossings, which provide a buffer zone between bikes and car traffic
- Bike-friendly signal phasing: special lights to indicate when bikes should cross

2) Streets that can be closed for Downtown pedestrian and bicyclist events

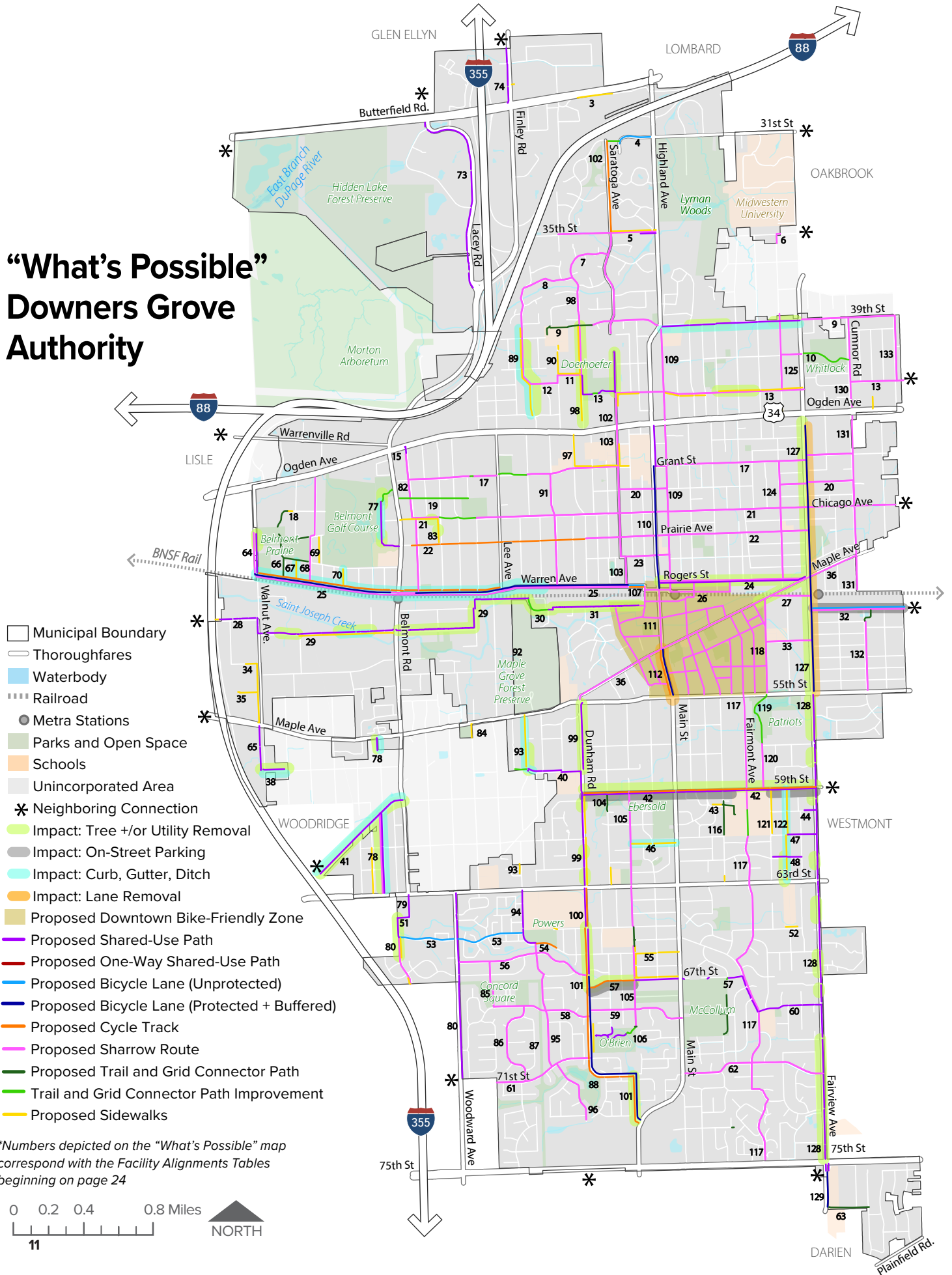
(Note: Additional proposed Bike-Friendly Zone recommendations will be forthcoming)

“What’s Possible” Complete



*Numbers depicted on the “What’s Possible” Complete map correspond with the Facility Alignments Tables beginning on page 24

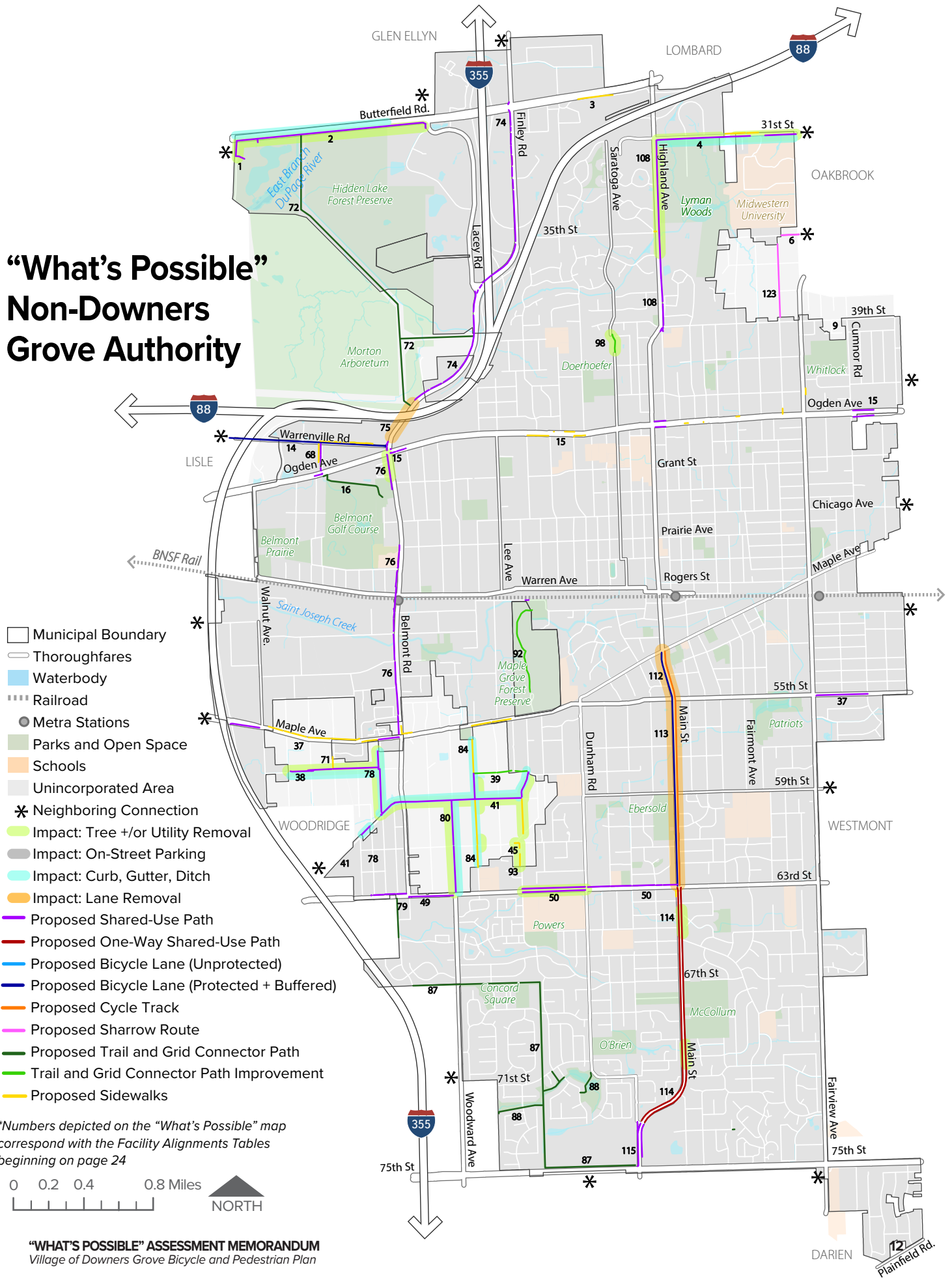
“What’s Possible” Downers Grove Authority



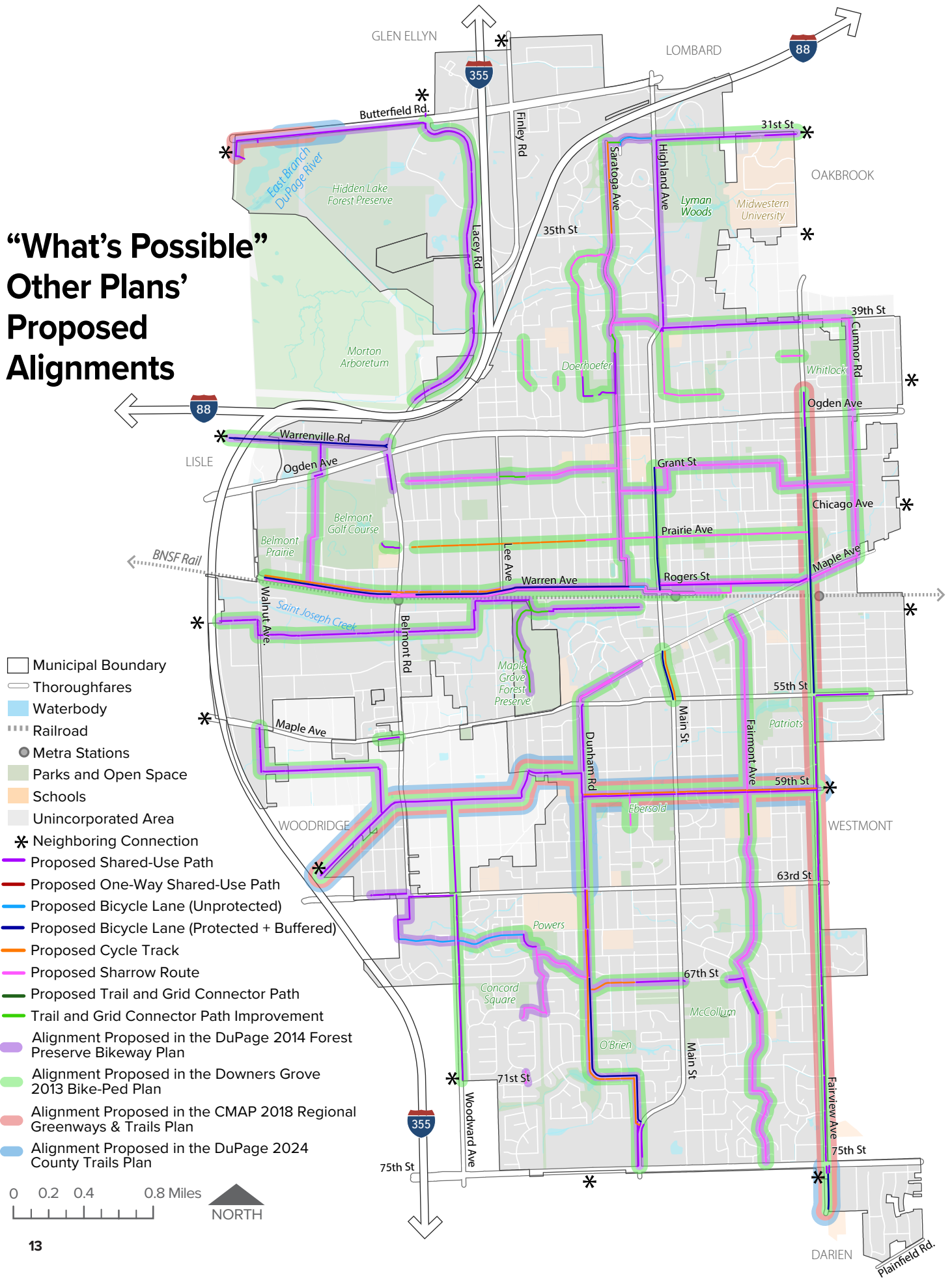
*Numbers depicted on the “What’s Possible” map correspond with the Facility Alignments Tables beginning on page 24



“What’s Possible” Non-Downers Grove Authority



“What’s Possible” Other Plans’ Proposed Alignments



Corridors with Limited to No Constraints

There are a limited number of thoroughfare segments where bicycle and pedestrian facilities could be implemented by the Village and DuDOT with minimal impact to existing infrastructure and transportation functions. These conditions typically include a wide roadway (edge-to-edge), un-used right-of-way, minimal number of vertical utility poles, and few open ditch drainage facilities.

Dunham Road (Bolson Drive to 71st Street)

The portion of Dunham Road, adjacent to O'Brien Park, has existing bicycle lanes on both sides of the road. The existing on-street parallel parking can be moved off of the edge of curb and the existing bicycle lanes can be relocated to the edge of curb, requiring only thoroughfare restriping. Additionally, thoroughfare lane widths can be reduced to accommodate a protected bicycle lane buffer zone with bollards between vehicles and parked cars. Dunham Road has the right-of-way width to accommodate a cycle-track on the west side of the thoroughfare, while retaining parking directly along the curb on the east side; requiring pavement restriping only.

Belmont Road (Priairie Avenue to Durand Drive)

The west side of Belmont Road has adequate right-of-way, with no visible construction limitation, to add a shared-use path to connect Durand Drive to the Belmont Train Station and beyond to Henry Puffer Elementary School. There is a small portion of Belmont, between Durand Drive and Maple Avenue, which will require roadway reconfiguration with improved access management (reduced number of driveway access points) and the addition of pedestrian facilities. The existing bridge over Saint Joseph Creek and the BNSF Railroad underpass sidewalks are 10-feet wide, meaning that the sidewalks can be replaced with a wider shared-use path with no changes to existing bridge infrastructure.

Saratoga Avenue (Venard Road to 35th Street)

Although the Saratoga Avenue segment between Venard Road and 35th Street is a short segment, there are limited to no barriers to construction for a cycle-track on the east side of the thoroughfare. A cycle-track could connect to 31st Street and park lands further south along Saratoga Avenue. Unprotected bicycle lanes are also possible on both sides of the thoroughfare, but will require retaining sufficient westbound access to existing driveways and streets.

Concord Pipeline Easement (Puffer Road to 75th Street)

The pipeline easement between Puffer Road and 75th Street will require collaboration with Nicor Gas, but provides a straight, off-street corridor which can house a wide trail facility. The easement connects the dead end of Puffer Road (including apartments along Prentiss Drive) to Concord Square Park, Stonewall and Concord Park, and Dunham Place Park. In addition, paved or unpaved trails (depending on drainage needs) can be constructed throughout Dunham Place Park (a Downers Grove Park District property) and connect to the pipeline easement, Woodridge, and beyond to 75th Street.

Woodward Avenue (63rd Street to 71th Street)

Woodward Avenue's existing sidewalk can be widened without impacting street trees, drainage, or utility poles. The shared-use path would provide a north to south option for residents surrounding Concord Square Park, along with providing safer access to the 71st Street bridge in Woodridge and existing bicycle lanes on Prentiss Drive.

Possible Major Corridor Connections

The section below describes proposed improvements to major north-south and east-west corridors which connect the majority of residential and commercial areas of Downers Grove. Developing a primary “spine,” or corridor can help to promote efficient travel connections, while also utilizing additional “spur” routes to connect to the main corridor. The corridors described below provide relatively straight, concise, and direct alignments which can help to promote efficient bicycle and pedestrian travel across Downers Grove.

Main Street / Highland Avenue / Washington Street

The major north-south corridor through Downers Grove currently connects 75th Street to McCollum Park, Ebersold Park, Downtown, Downers Grove North High School, Good Samaritan Hospital, and Lyman Woods Forest Preserve. The thoroughfares are currently operated by Downers Grove and DuDOT. Multiple facility types are possible along these thoroughfares, primarily due to the differing right-of-way widths between segments and differing adjacent land uses (notably the differences between Downtown and portions north of Ogden Avenue).

Main Street / Lemont Road (75th Street to 63rd Street)

Main Street, south of 63rd Street, has enough right-of-way to widen existing sidewalks on both sides of the thoroughfare to eight-feet-wide, to accommodate pedestrian traffic in both directions and a one-way bicycle lane delineation on both sides of the thoroughfare following the vehicle travel direction. These one-way shared-use paths can be widened to traditional shared-use paths, south of the Dunham/Lemont Road intersection, to access the Southern DuPage County Regional Trail along 75th Street.

Main Street (63rd Street to Maple Avenue)

Due to a narrowing of the right-of-way, retaining walls, sidewalks, and utility poles, the construction of facilities will require lane removal or lane reorientation.

- Option 1 includes a cycle-track on one side of the road, but will require the removal of a vehicle traffic lane.
- Option 2 includes the removal of two vehicle lanes so the corridor can accommodate the addition of a left turning lane for residents and two protected on-street bicycle lanes.

Main Street (Warren Avenue to Ogden Avenue)

North of Warren Avenue, a continuation of the bicycle lane (between Warren Avenue and Franklin Street) can be implemented north of Franklin Street to connect to Downers Grove North High School and continue to Ogden Avenue as a shared-use path.

Highland Avenue (Rogers Street to 39th Street)

As previously described, a Main Street parallel sharrow route option is possible from Warren Avenue to 39th Street, due to right-of-way constraints on Main Street, north of Ogden Avenue.

Highland Avenue (39th Street to 31st Street)

A shared-use path is possible with some regrading and vegetation removal on the east side of Highland Avenue. This alignment will help connect residents to Oak Brook's trails and Lyman Woods.

Dunham Road (South of Maple Avenue)

Dunham Road, completely under the authority of Downers Grove, from Maple Avenue to Lemont Road, is the existing major north-south connection for many residents of southern Downers Grove.

Dunham Road (Lemont Road to 67th Street)

As previously described under the *Corridors with Limited to No Constraints* section, a cycle-track or on-street bicycle lanes are possible.

- o Option 1 includes a cycle-track on the west and south sides of Dunham, which requires the shifting (restriping) of lanes to the east and north, while retaining on-street parking.
- o Option 2 includes roadway striping alterations to add buffered and bollard-protected bicycle lanes. Vehicle parking would be relocated away from curb and switched with the bicycle lanes to add protection for cyclists.

Dunham Road (67th Street to 63rd Street)

North of 67th Street and Bolson Drive, the right-of-way and thoroughfare pavement width narrows significantly. The existing street trees and utilities make it difficult to construct off-street facilities without removing a significant number of street trees. The two options below retain all existing street trees.

- o Option 1 includes a cycle-track on the west side of the thoroughfare, which will require vehicle lane narrowing.
- o Option 2 includes a shared-use path on the west side of the thoroughfare, which will require vehicle lane narrowing, and the relocation of the curb between the path and vehicle lanes

Dunham Road (63rd Street to Maple Avenue)

North of 63rd Street, Dunham Road will require significant open ditch drainage and curb improvements which will impact multiple trees and will require the relocation of existing utility poles.

Saratoga Avenue (North of Warren Avenue)

Saratoga Avenue connects multiple schools, parks, and neighborhoods in northern Downers Grove. Unless on-street parking is removed on at least one side of the road, Saratoga Avenue (south of 35th) can only remain a bicycle route / sharrow route. North of 35th Street, Saratoga can become a cycle-track.

Saratoga Avenue (Warren Avenue to 41st Street)

Due to low daily traffic counts and adjacent residential land uses, the addition of sharrow markings may be the safest and most feasible facility option.

Saratoga Avenue (41st Street to Dead End)

Beginning at Doerhoefer Park and 41st Street, a shared-use path should be constructed (as there are currently no pedestrian facilities) and the existing Saratoga grid connector trail through Downers Grove North Baseball Field should be widened and lighted, which could impact adjacent trees due to the narrow distance between the existing tree line and sports diamond.

Saratoga Avenue (Park Dead-end north to 35th Street)

Due to low daily traffic counts and adjacent residential land uses, the addition of sharrow markings may be the safest and most feasible facility option.

Saratoga Avenue (35th Street to Venard Road)

As previously described, it is possible on Saratoga Avenue, north of 35th Street, to construct a cycle-track on the east side of the thoroughfare without impacting adjacent access drives. This will require vehicle lanes to be narrowed and striped.

Fairmount Avenue (Between Maple Avenue and 75th Street)

Due to the significant topographic relief, the demand for on-street parking, and limited daily traffic, retaining Fairmount Avenue as a bicycle route / sharrow route is the most feasible option, beyond sidewalk replacement and repairs. Constructing a shared-use path, on-street bicycle lanes, and cycle-track may present significant challenges due to the limited right-of-way, open ditch drainage, large street trees, and the residents' expressed need for on-street parking.

Woodward Avenue / Chase Avenue / Belmont Road / Lacey Road

Spanning the entire Village, the western north-to-south alignment connects Woodridge, Belmont Metra Train Station, office and retail spaces, and the Hidden Lakes Forest Preserve. The alignment options are comprised primarily of shared-use paths, due to the large volumes of vehicle traffic and the availability of adjacent right-of-way, which would minimally impact vegetation and drainage.

Woodward Avenue (71st Street to 63rd Street)

As previously described, existing sidewalks along Woodward Avenue and portions of 63rd Street can be widened to a shared-use path to accommodate bicycle traffic.

Chase Avenue (63rd Street to Maple Avenue)

As previously described, a Belmont Road alternative alignment is possible along Chase Avenue from 63rd Street to Maple Avenue. The Chase Avenue alignment will require open ditch drainage removal and vegetation removal.

Belmont Road (59th Street to Prairie Avenue)

Existing sidewalks along Belmont Road can be widened to a 10-foot wide shared-use path.

Puffer Road (Recreation Center Connection)

North of Henry Puffer Elementary, due to vegetative and right-of-way constraints, an alignment alternative is possible along Puffer Road, which can connect to Belmont Golf Course and Downers Grove Recreation Center.

Belmont Road / Lacey Road (Ogden Avenue to Butterfield Road)

North of Ogden Avenue, a shared-use path is possible on only the west side of the thoroughfare, due to right-of-way limitations and constraints created by I-355 (such as noise, lack of shade, grading, and drainage).

Butterfield Road (Lacey Road to Hidden Lake Forest Preserve)

A shared-use path along Butterfield Road can connect Hidden Lake Forest Preserve to Lacey Road facilities.

- o Option 1 includes a shared-use path adjacent to the existing thoroughfare, will require some minor tree removal and open ditch drainage removal.
- o Option 2 includes an alternative path south of the existing tree line through Hidden Lake Forest Preserve.

Belmont Road / Lacey Road (bridge over I-355 / I-88)

The existing sidewalk width on the bridge is four-feet-wide, and will need to be widened to accommodate multiple users safely.

- o Option 1 includes constructing a new pedestrian-cyclist bridge parallel to the existing bridge.
- o Option 2 includes moving the center median and one lane of traffic to widen the existing sidewalk.
- o Option 3 includes adding a cantilevered pedestrian bridge, which would be attached to the existing bridge structure (preferably on the west side of the bridge).

Warren Avenue / Burlington Avenue / Rogers Street

Connecting Downers Grove east to west between Westmont, Downtown, and Belmont Prairie, a combination of sharrow, a cycle-track, bicycle lanes, or a shared-use path is possible. Facility construction, as previously described, is contingent upon thoroughfare reconstruction and/or drainage improvements due to existing open ditch drainage, utilities, and a narrow thoroughfare pavement width.

Warren Avenue / Burlington Avenue (Walnut Avenue to Lee Avenue)

- o Option 1 includes a shared-use path on the north side of the street, which would require the relocation of existing utilities to replace the existing sidewalk with a wider facility, or a shared-use path directly adjacent to the thoroughfare, which would require complete reconstruction of the thoroughfare and removal of open ditch drainage.
- o Option 2 includes a cycle-track contingent on thoroughfare reconstruction and expansion, including the removal of open ditch drainage.
- o Option 3 includes adding protected buffered bicycle lanes, which would require complete thoroughfare reconstruction and widening to accommodate at least six extra feet of required space on both sides of the thoroughfare. The southern bicycle lane, east-bound, would be located south of the existing Belmont Metra Train Station on-street parking.

Warren Avenue (Lee Avenue to Saratoga Avenue)

- o Option 1 is a continuation of the shared-use path on the northside of the street. Due to existing trees, utilities, and limited right-of-way, trees, and utilities will be required to be relocated or removed if the existing curb line is not moved. If the curb line is moved and the street is narrowed parking will have to be removed from the south side of the street, but the shared-use path can be located between the new curb line and existing utility poles and trees.
- o Option 2 is bicycle lanes on both sides of the thoroughfare, which will require the removal of on-street parking.

Warren Avenue (Saratoga Avenue to Forest Avenue)

East of Saratoga Avenue, the right-of-way narrows, which limits the potential for continuing a shared-use path or cycle-track from the west. Three options for improving the existing facilities is possible.

- o Option 1 includes retaining the existing striping and parking configuration, but add bicycle lane striping and paint to the lane and where the lane intersects with / crosses adjacent driveway curb-cuts.
- o Option 2 includes the removal of parking from the northside of the street, reconstruct the curb further south (road narrowing) to accommodate a wide shared-use path between the new curb line and existing utilities.
- o Option 3 includes the removal of parking from the northside of the street to accommodate a cycle-track.

Warren Avenue (Forest Avenue to Prospect Avenue)

Directly through Downtown on Warren Avenue, due to existing on-street parking needs and limited right-of-way, the addition of sharrow markings may be the best option.

Rogers Street (Main Street to Maple Avenue)

Currently, the limited right-of-way, varying topography, street trees, and utility poles, limit the potential options for bicycle and pedestrian facilities east of Downtown. Each option possible involves a change to the curb line or removal of street trees.

- o Option 1 includes adding sharrow marking along the full length of Rogers Street.
- o Option 2 includes a shared-use path on the south side of the thoroughfare, which would require the removal of street trees to widen the existing sidewalk, or a complete south curb reconstruction, where the lanes are narrowed and a shared-use path is created between the existing tree line and new curb line.

Existing Network Transformation

As previously described, many of the existing alignments that comprise the Village's bicycle network have both limitations and possibilities to improve existing routes. Many of the existing alignments are only possible to remain as sharrow routes (bicycle routes), while others can be "upgraded" to protected bicycle lanes, cycle tracks, or shared-use paths. The facing map and section below describes the different existing alignments possible transformation by type.



Alignments depicted with the symbol to the left are current Village bicycle routes that can only be improved with additional signage and sharrow markings.



Alignments depicted with the symbol to the left are current Village bicycle routes that can only be "upgraded" to off-street shared-use paths. Many of these alignments, as previously described, will require the removal of open ditch drainage and some street trees / vegetation to provide an at least an eight-foot-wide shared use facility.

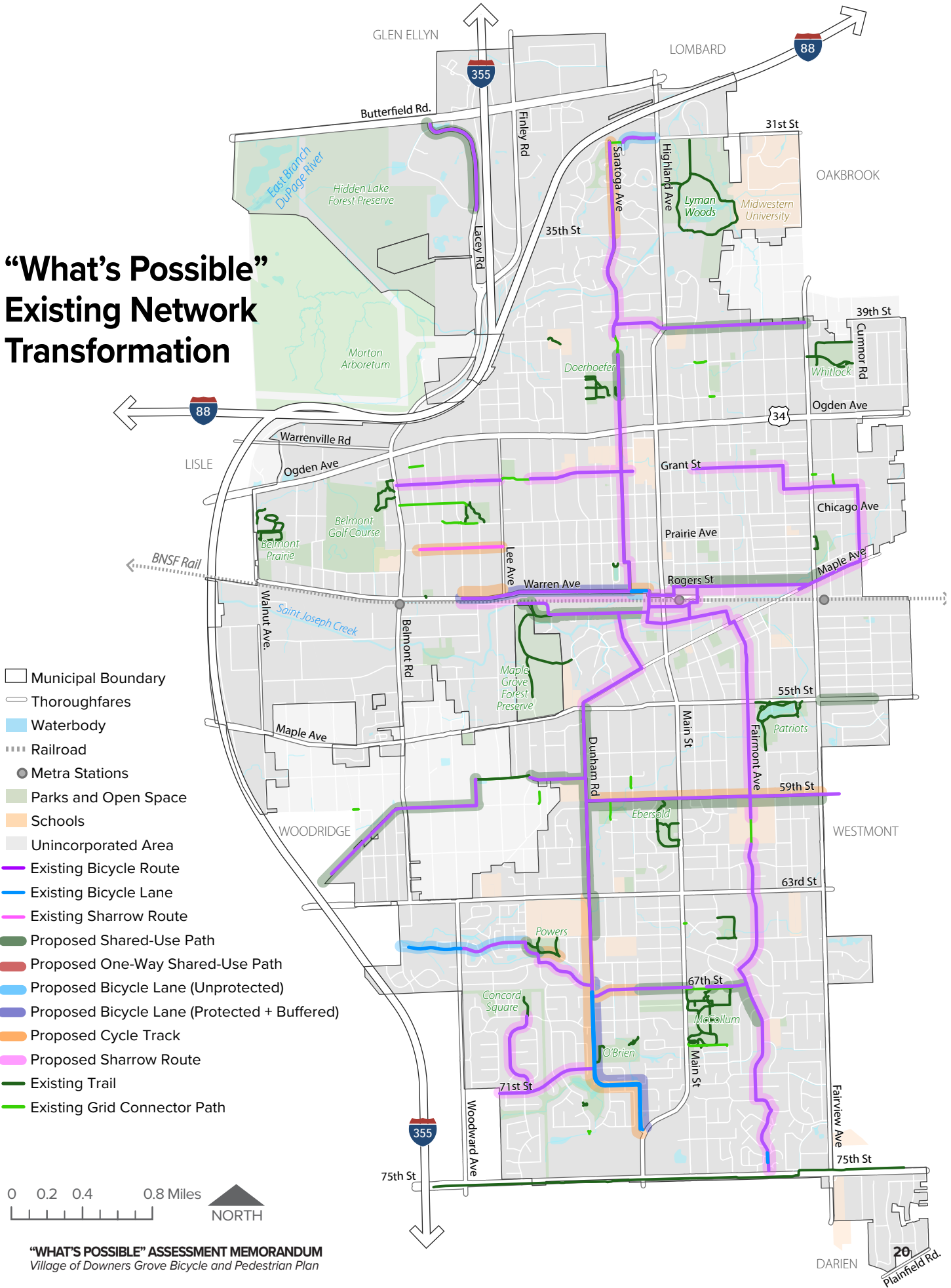


Alignments depicted with the two symbols to the left are existing Village bicycle routes and bicycle lanes that can be transformed into cycle-tracks on one side of the thoroughfares, while retaining on-street parking on one side of the thoroughfare, if already allowed.



Alignments depicted with the two symbols to the left are existing Village bicycle routes and bicycle lanes that can remain or can be transformed into bicycle lanes. The majority of possible bicycle lane alignments (with the exception of Dunham Road from 67th Street to 71st Street) cannot include a buffer strip or protective barriers due to right-of-way limitations, unless curbs are adjusted (pushed-back) or on-street parking is removed.

“What’s Possible” Existing Network Transformation



Intersections and Crossings

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

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

Safety measures possible at all signalized intersections:

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

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

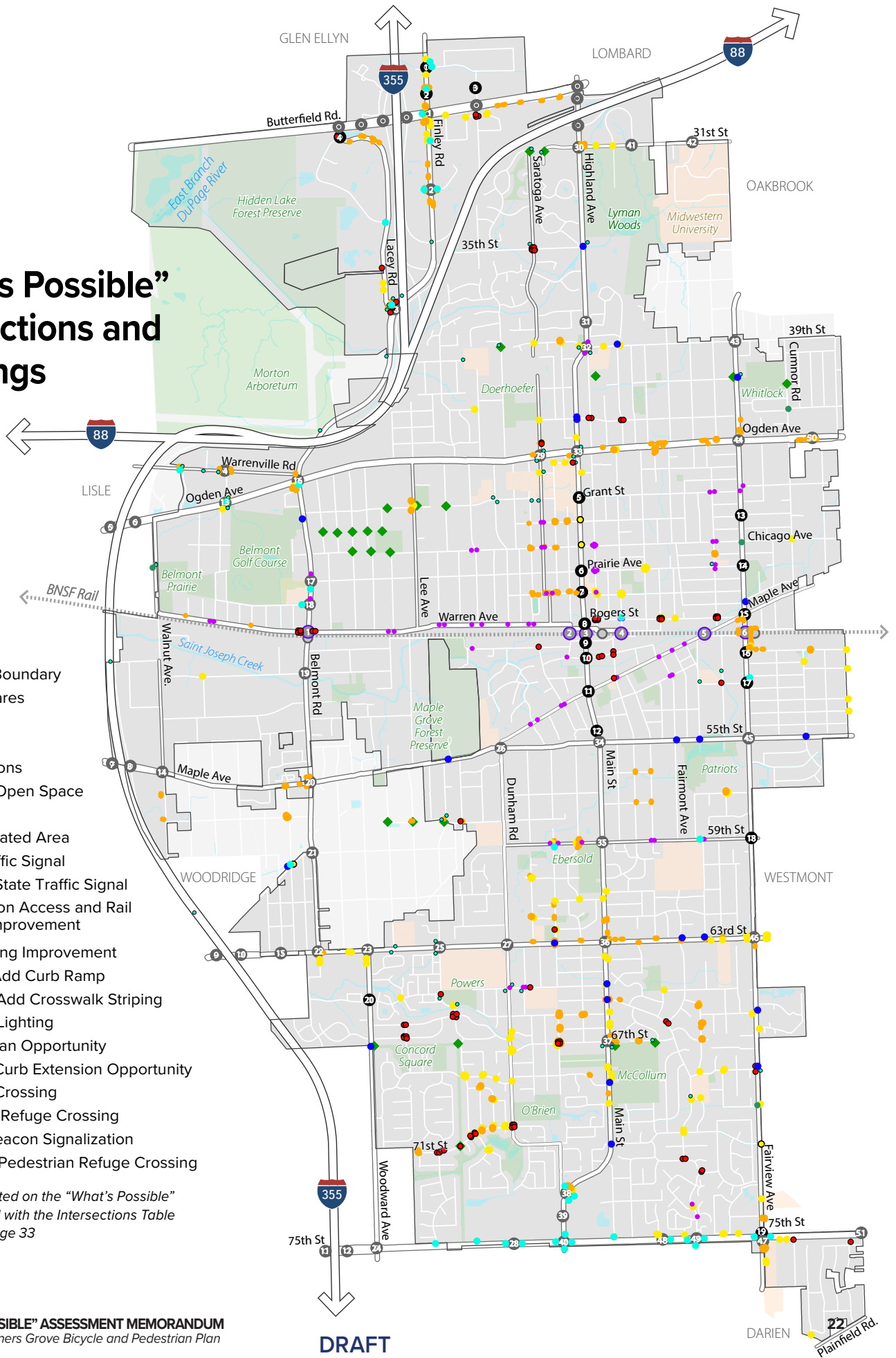
Improvements possible at Trail and Grid Connector Paths:

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

“What’s Possible” Intersections and Crossings

- Municipal Boundary
- Thoroughfares
- Waterbody
- Railroad
- Metra Stations
- Parks and Open Space
- Schools
- Unincorporated Area
- Village Traffic Signal
- County or State Traffic Signal
- Metra Station Access and Rail Crossing Improvement
- Trail Crossing Improvement
- Replace / Add Curb Ramp
- Upgrade / Add Crosswalk Striping
- Additional Lighting
- Sliver Median Opportunity
- Bulb-out / Curb Extension Opportunity
- Mid-block Crossing
- Pedestrian Refuge Crossing
- Flashing Beacon Signalization
- Signalized Pedestrian Refuge Crossing

*Numbers depicted on the “What’s Possible” map correspond with the Intersections Table beginning on page 33





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“What’s Possible” Assessment Table: Facility Alignments

What’s Possible Assessment

I.D.	Street	Start	End	Jurisdictions / Action Leaders	Cost	Timeframe				Facility Types	Key Impacts	Notes	Previous Plans
						0-3 Years	3-10 Years	10+ Years	Ongoing				
1	Highway 53	Hidden Lakes Entrance	Butterfield Rd.	IDOT, Downers Grove	\$					Shared-Use Path	Connection to Hidden Lakes from Esplanade	Existing treeline and open ditch drainage may need to be removed. Paved or Unpaved depending on State requirements and environmental protections. Street lighting may need to be added	CMAP 2018 Greenways, DuPage 2014 Forest Preserve Bikeway
2	Butterfield Rd.	HW 53	Lacey Rd.	IDOT, Downers Grove	\$					Shared-Use Path	Connection to Hidden Lakes from Esplanade	Existing treeline and open ditch drainage may need to be removed. Paved or Unpaved depending on State requirements and environmental protections. Easement possibility within Hidden Lakes. Needed bridge crossing at East Branch DuPage River. Street lighting may need to be added	CMAP 2018 Greenways, DuPage 2014 Forest Preserve Bikeway, DuPage 2024 Trails
3	Butterfield Rd. Frontage	Hooters Restaurant	Steinhafels Store	Downers Grove, IDOT	\$					Sidewalk	Sidewalk Gap elimination	Add curb cuts and ramps to existing driveways	
4	31st St.	Saratoga Ave.	DG Boundary	Downers Grove, DuDOT	\$					Trail, Shared-Use Path, Sharrow	Connects "dead-end" Saratoga to Lyman Woods, Midwestern University, and Oakbrook Trails	Connection/Collaboration with Oakbrook, Safety improvements at Highland Intersection, Trees and Drainage may be challenging (may need to realign or narrow/eliminate left turn lanes to accommodate)	DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
5	35th St.	Pomeroy Rd.	DG Boundary	Downers Grove	\$					Sharrow, Sidewalk	East-west connection adjacent to new housing and retirement facility	Consider a new pedestrian refuge and flashing beacon crossing at Highland Ave. to provide access to Lyman Woods	
6	36th St.	Douglas Rd.	Fairview Ave.	DuDOT, Downers Grove	\$					Sharrow	Provides connection north to popular 35th St. crossing	Collaboration with Oak Brook to establish facility on their end of 35th/36th	
7	Barneswood Dr.	Venard Rd.	Saratoga Ave.	Downers Grove	\$					Sharrow	Provides additional residential loop connections		
8	Coral Berry Ln.	Downers Dr.	Venard Rd.	Downers Grove	\$					Sharrow	Provides additional residential loop connections		
9	39th St.	Herbert St.	Williams St.	Downers Grove, DuDOT, SD58/99	\$					Trail, Shared-Use Path, Sharrow	East-west connection between Belle Aire Elem., Highland Elem, Whitlock Park, and Shopping	Open Ditch drainage may need to be removed/reconstructed. Small tree relocated is required.	DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
10	40th	Douglas St.	Fairview Ave.	Downers Grove	\$					Sharrow, Trail	Provides crossing opportunity at existing Fairview crossing to park	Consider adding lane markings to Whitlock Park Trail and/or signage	DG 2013 Bike-Ped
11	Drove Ave.	Belle Aire Ln.	Venard Rd.	Downers Grove	\$					Sharrow, Sidewalk	East-west connection to Doerhoefer Park and Belle Aire Elem.		
12	Virginia St.	Downers Dr.	Belle Aire Ln.	Downers Grove	\$					Sharrow, Sidewalk	East-west connection to Doerhoefer Park and Belle Aire Elem.		
13	41st St.	Saratoga Ave.	DG Boundary	Downers Grove	\$					Trail, Shared-Use Path, Sharrow, Sidewalk	East-west Ogden parallel, connecting Doerhoefer and shopping	Consider a pedestrian refuge or flashing beacon at Highland Crossing	DG 2013 Bike-Ped
14	Warrenville Rd.	DG Boundary	Belmont Rd.	DuDOT, IDOT, IL Toll Auth.	\$					Bicycle Lanes, Sidewalks	Provides a protected connection towards Morton Arboretum	Collaboration with Lisle to establish facility on their end of Warrenville Road. Consider safety improvements to existing I-88 ramp intersections. Bicycle lanes will require the narrowing of existing lanes to provide enough room for bicycle lanes and a narrow protective buffer for bicycle lanes over the bridge.	DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
15	Ogden Avenue	DG Boundary	DG Boundary	IDOT	\$					Shared-Use Path, Sidewalks	Provides connections across Ogden north to south at signalized intersections	Intersection improvements included (crosswalk visibility, additional lighting, crosswalk realignments, minor tree or planting removal), adding curb cuts and widening sidewalks	DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway

Facility Alignments: Continued

I.D.	Street	Start	End	Jurisdictions / Action Leaders	Cost	Timeframe				Facility Types	Key Impacts	Notes	Previous Plans
						0-3 Years	3-10 Years	10+ Years	Ongoing				
16	Belmont Golf Course	N/A	N/A	Downers Grove, Belmont Prairie	\$					Trail	Connection between Puffer Elem, Rec Center, and Cross Street, via the north and east sides of Belmont Golf Course	Work with Golf Course and Park District to develop alignment with minimal impact to putting routes	
17	Grant St.	Belmont Rd.	Cumnor Rd.	Downers Grove, Parks District, SD58/99	\$					Trail, Sharrow, Sidewalk	Provides east-west Ogden parallel route connecting schools and parks	Improve vegetation and pavement conditions at existing Grid Connector Paths	DG 2013 Bike-Ped
18	Indianapolis Ave.	Drendel Rd.	Belmont Prairie	Downers Grove, Belmont Prairie	\$					Sidewalks	Connection to Belmont Prairie		
19	Hoopers-Belmont Trail	Belmont Rd.	Cornell Ave.	Downers Grove, Parks District	\$					Trail	Consider pavement, crossing, signage, and lighting improvements		DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
20	Lincoln St.	Saratoga Ave.	Highland Ave.	Downers Grove, SD58/99	\$					Sharrow	Provide through route south of school for Grant Street	Consider crossing safety improvements	DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
21	Chicago Ave.	Belmont Rd.	Roslyn Rd.	Downers Grove	\$					Sharrow, Sidewalk	Provide additional connections between Hoopers Hollow Park and Downers Grove Recreation Center	Existing open ditch drainage may be impacted	
22	Prairie Ave.	Belmont Prairie	Fairview Ave.	Downers Grove, Parks District	\$					Trail, Cycle-track, Sharrow	Removal of on-street parking required	Add curb cuts to existing burb-outs from Belmont to Seeley, add sharrow markings along full route, consider bicycle crossing pavement markings at Main Street intersection	DG 2013 Bike-Ped
23	Franklin St.	Saratoga Ave.	Highland Ave.	Downers Grove	\$					Sharrow	Provides additional Downtown connections		DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
24	Rogers St.	Main St.	Maple Ave.	Downers Grove, Metra	\$					Sharrow OR Shared-Use Path	Adjustment or removal of street trees, utilities, and or parking.	Existing right of way will require either, the removal of one side of parking, or the removal of street trees and relocation of utilities. North side of street has a narrower width from edge of curb and more topographic changes	DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
25	Warren Ave. / Burlington Ave.	Walnut Ave.	Forest Ave.	Downers Grove, Metra	\$					Sharrow OR Cycle-track OR Bicycle Lanes	Safe connection between Belmont Prairie, Metra Stations, and Downtown	Open ditch drainage and existing utilities will need to be moved or reconstructed. Facility construction is contingent on roadway reconstruction. Provide facility in front of on-street parking - work with Metra	DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
26	Warren Ave.	Forest Ave.	Prospect Ave.	Downers Grove, Metra	\$					Sharrow	Provides downtown access and through route		DG 2013 Bike-Ped
27	Burlington Ave.	Maple Ave.	Fairview Ave.	Downers Grove	\$					Sharrow	Provides southern alterative route between Maple Avenue and Fairview Station without crossing tracks		DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
28	Hitchcock Ave.	DG Boundary	Walnut Ave.	Downers Grove, Lisle, IL TollAuth., IDOT	\$					Shared-Use Path	Provides east-west connection between Downtown Downers Grove and Lisle		DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
29	Curtiss St. / Cornell Ave.	Walnut Ave.	Cornell Ave.	Downers Grove	\$					Shared-Use Path, Sidewalks	Connects apartments and businesses to new Shared-use path and Maple Avenue	Requires jogging to avoid existing street trees, consider topography near Maple Avenue intersection	DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
30	Gilbert Park Trail	N/A	N/A	Downers Grove, Parks District	\$					Trail	Widen and repave park trail, existing trees may require realignment of trail. Provides access to Maple Grove Forest Preserve	Assess lighting conditions and park entry crossing	DuPage 2014 Forest Preserve Bikeway

Facility Alignments: Continued

I.D.	Street	Start	End	Jurisdictions / Action Leaders	Cost	Timeframe				Facility Types	Key Impacts	Notes	Previous Plans
						0-3 Years	3-10 Years	10+ Years	Ongoing				
31	Gilbert Ave.	Cornell Ave.	Carpenter St.	Downers Grove	\$					Shared-Use Path	Provides east-west connection between Downtown Downers Grove and Lisle	Removal of trees adjacent to Maple Grove Forest Preserve, consider drainage impacts, path will need to directly abut the edge of curb. A wider bridge crossing may need to be developed and/or new retention walls may need to be constructed.	
32	2nd St.	Fairview Ave.	Williams St.	Downers Grove	\$					Sharrow OR Bicycle Lanes	Provides connection from Fairview Station to Westmont	Bicycle lanes would require removal of parking on one side of the street. Consider truck traffic on 2nd street.	
33	Hill St.	Blodgett Ave.	Fairview Ave.	Downers Grove	\$					Sharrow	Provides a route to 2nd And Cumnor Park		
34	Thatcher Rd.	Heuft USA business	Walnut Ave.	Downers Grove	\$					Sidewalks	Connection for businesses and apartments		
35	Walnut Pl.	Dead-end	Walnut Ave.	Downers Grove	\$					Sidewalks	Connection for businesses and apartments		
36	Maple Ave.	Dunham Rd.	DG Boundary	Downers Grove	\$					Sharrow	Provides connection to Downtown. Provides connection to Westmont bicycle route from Downtown and Fairview Station	Assess lighting conditions and visibility due to vegetation and road curvature	DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
37	Maple Ave.	I-355	DG Boundary	DuDOT	\$					Shared-Use Path, Sidewalks	Provides new sidewalk connections for apartments and businesses, connects to Lisle and future East Branch DuPage Trail, as well as connections east of Fairview.	Consider topography and drainage, Consider access management for parking access for adjacent businesses	DG 2013 Bike-Ped
38	College Rd.	Walnut Ave.	Chase Ave.	DuDOT	\$					Shared-Use Path	Provides east-west alternative to Maple Avenue	Remove open ditch drainage, utilities poles will need to be adjusted to accommodate a shared-use path , minor tree relocation	DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
30	Southern DuPage County Regional Trail	Sherman Ave.	Springside Ave.	Downers Grove, DuDOT	\$					Trail	Continues the proposed DuPage County Southern Trail alignment, connects east to west		DG 2013 Bike-Ped, CMAP 2018 Greenways, DuPage 2024 Trails, DuPage 2014 Forest Preserve Bikeway
40	Jefferson Ave.	Springside Ave.	Dunham Rd.	Downers Grove, DuDOT, SD58/99	\$					Shared-Use Path	Continues the proposed DuPage County Southern Trail alignment, connects east to west	Consider adjacent floodplain and wetland conservation and drainage impacts	DG 2013 Bike-Ped, CMAP 2018 Greenways, DuPage 2024 Trails, DuPage 2014 Forest Preserve Bikeway
41	Hobson Rd. / 59th St.	Lee St. (Woodridge)	Springside Ave.	DuDOT, Downers Grove, Woodridge	\$					Shared-Use Path	Provides pedestrian and cyclists access to Woodridge along the proposed Southern DuPage County Trail alignment	Remove open ditch drainage, removal of dense trees and brush will be required near Belmont intersection. North or southside of the street preference is undetermined.	DG 2013 Bike-Ped, CMAP 2018 Greenways, DuPage 2024 Trails, DuPage 2014 Forest Preserve Bikeway
42	59th St.	Dunham Rd.	Fairview Ave.	Downers Grove	\$					Shared-Use Path, Cycle-track	Continues the proposed DuPage County Southern Trail alignment, connects east to west	Removal of southside parking for a cycle-track, removal of street trees on southside for a shared-use path. Existing trees may need to be relocated. Curb can be relocated (road Diet) and parking limited to one side of the street to accommodate a wider pedestrian path.	DG 2013 Bike-Ped, CMAP 2018 Greenways, DuPage 2024 Trails, DuPage 2014 Forest Preserve Bikeway
43	60th Pl.	Washington St.	Parkinglot	Downers Grove, YMCA	\$					Sidewalk, Trail	Provides sidewalk and trail connection to school from existing sidewalks and dead-end	Removal of open ditch drainage, add curb and gutter	
44	60th St.	Osage Ave.	Fairview Ave.	Downers Grove	\$					Shared-Use Path	Provides grid connector path to YMCA, and O'Neill Middle School	Brush and vegetation removal	
45	61st St.	Boundary Rd.	Springside Ave.	Downers Grove	\$					Sidewalk	Provides grid connector path to YMCA, and O'Neill Middle School	Brush and vegetation removal	
46	61st St.	Brookbank Rd.	Main St.	Downers Grove	\$					Shared-Use Path	Provides grid connector path to YMCA, and O'Neill Middle School	Brush and vegetation removal	
47	61st St.	Grand Ave.	Fairview Ave.	Downers Grove	\$					Shared-Use Path	Provides grid connector path to YMCA, and O'Neill Middle School	Brush and vegetation removal	

Facility Alignments: Continued

I.D.	Street	Start	End	Jurisdictions / Action Leaders	Cost	Timeframe				Facility Types	Key Impacts	Notes	Previous Plans
						0-3 Years	3-10 Years	10+ Years	Ongoing				
48	62nd St.	Blodgett Ave	Osage Ave.	Downers Grove	\$					Shared-Use Path	Provides grid connector path between residential areas	Minor brush and vegetation removal	
49	63rd St.	Chase Ave.	Woodward	DuDOT	\$					Shared-Use Path	Provides grid connector path between residential areas	Removal of trees, adjusting setback line of utilities and mailboxes to allow for an at-least eight-foot wide path.	
50	63rd St.	Springside Ave.	Main St.	DuDOT	\$					Shared-Use Path	Provides grid connector path between residential areas	Removal of trees, adjusting setback line of utilities and mailboxes to allow for an at-least eight-foot wide path. Relocation of Springside Signal poles.	
51	64th St.	64th	Belmont	Downers Grove, Woodridge, DuDOT	\$					Shared-Use Path	Provides connection from Prentiss to 63rd Retail areas	Required bridge, potential property agreements for right-of-way easement, potential tree removal to accommodate path	
52	65th St.	Berrywood Dr.	Davane Ln.	Downers Grove	\$					Shared-Use Path	Widen existing sidewalk to connect apartments and retail	Consider reducing turn radii, assess lighting conditions	DuPage 2014 Forest Preserve Bikeway
53	Prentiss Dr.	Puffer Rd.	Springside. Ave.	Downers Grove	\$					Bicycle Lanes	Retain existing bicycle lanes		DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
54	Powers Park	Springside Ave.	Palmer St.	Downers Grove, Parks District	\$					Cycle-track	Provides connection between Dunham Road and Powers Park	Utilize un-used right of way to connect Springside and Palmer, will run adjacent to pedestrian / park path	
55	Palmer St.	Saratoga Ave.	Main St.	Downers Grove	\$					Sidewalks	Add sidewalks to southside of street		
56	Bolson Ave.	Woodward Ave.	Dunham Rd.	Downers Grove	\$					Sharrow	Add sharrow markings to existing bicycle route		DuPage 2014 Forest Preserve Bikeway
57	67th St.	Dunham Rd.	Fairmount Ave.	Downers Grove, Parks District	\$					Cycle-track, Shared-use Path, Sidewalk, Trail	Add a cycle-track on the southside of 67th between Dunham and Main, reorient trail connections from intersections to McCollum Park, provide bicycle route slip lane onto 67th Street trail parallel, widen existing sidewalks to a shared-use path on southside of street east of Saratoga		DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
58	Concord Dr.	Stonewall Ave.	Dunham Rd.	Downers Grove	\$					Sharrow	Provides connection from Concord Square Park to Woodward Avenue		DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
59	68th St.	Dunham Rd.	Main St.	Downers Grove	\$					Sharrow	Provides connection between Dunham Road bike lanes and McCollum Park		
60	68th St.	Fairmount Ave.	Fairview Ave.	Downers Grove, SD58	\$					Shared-Use Path	Add path on southside of street, utilize school property		
61	71st St.	DG Boundary	Dunham Rd.	Downers Grove	\$					Sharrow	Provides connection to 71st Street bridge in Woodridge	Retain existing sharrow markings	
62	Claremont Dr.	Main St.	Fairview Ave.	Downers Grove	\$					Sharrow	Provides east-west connection south of McCollum Park		DuPage 2014 Forest Preserve Bikeway
63	Florence Ave Marquette Manor Connector	Fairview Ave.	Florence Ave.	Downers Grove, Darien, Marquette Manor	\$					Trail	Provides a connection to Fairview Avenue as an alternative to 75th Street	Construct a trail connection between Fairview and Florence Avenue	
64	Walnut Ave.	Provence Ct.	Burlington Ave.	Downers Grove, Belmont Prairie	\$					Sharrow, Trail	Provides connection to Belmont Prairie	Consider utilizing park property and tie into new hotel on Ogden Avenue along with improving Provence Court mid-block crossing	

Facility Alignments: Continued

I.D.	Street	Start	End	Jurisdictions / Action Leaders	Cost	Timeframe				Facility Types	Key Impacts	Notes	Previous Plans
						0-3 Years	3-10 Years	10+ Years	Ongoing				
65	Walnut Ave.	Thatcher Rd.	College Rd.	Downers Grove, DuDOT	\$					Shared-Use Path, sidewalks	Provides connection Apartments and Maple Avenue	Widen existing sidewalks, update ADA ramps	DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
66	Belmont Prairie	N/A	N/A	Downers Grove, Belmont Prairie	\$					Trail, Sidewalk	Connections through Belmont Prairie between Walnut Ave. and Cross Street	Work with Park District to develop alignment with minimal impact to trees and existing vegetation	
67	Drendel Rd.	Burlington Ave.	Dead-end	Downers Grove	\$					Sidewalks	Provides sidewalk on at least one side of the street	Open ditch drainage removal	
68	Cross St.	Ogden Ave.	Warrenville Rd.	Downers Grove, Belmont Prairie, DuDOT	\$					Sharrow, Trail	Provides additional connection north of Ogden at signalized intersection		DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
69	Francisco Ave.	Haddow Ave.	Dead-end	Downers Grove	\$					Sidewalks	Provides sidewalk on at least one side of the street		
70	Western Ave.	Haddow Ave.	Burlington Ave.	Downers Grove	\$					Sidewalks	Provides sidewalk on at least one side of the street		
71	Elinor Ave.	Maple Ave.	College Rd.	DuDOT	\$					Sidewalk	Provides sidewalk connection between Durand Drive and College Road	Removal of open ditch drainage	
72	Morton Connection	Finley Rd. Bridge	Butterfield Rd.	Downers Grove, IDOT, Morton Arboretum, Commonwealth Edison Company	\$					Trail	Provides Morton access by way of utility easement	Working with Commonwealth Edison Company and Morton Arboretum to ensure safety, maintenance access, and environmental preservation. Consider a parking lot and trailhead at Finley Road access.	DG 2013 Bike-Ped
73	Lacey Rd.	Butterfield Rd.	Finley Rd.	Downers Grove	\$					Shared-Use Path	Replacing existing Sidewalk	Intersection safety, pedestrian refuges, and turn radii reduction possibilities	DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
74	Finley Rd.	DG Boundary	Ogden Ave.	DuDOT, IDOT, Downers Grove, IL Toll Auth.	\$					Shared-Use Path	Replacing existing Sidewalk	Safe crossing at Butterfield, curb ramp improvements, assess lighting and conditions under 355 bridge, consider pushing trail off of curb edge, consider truck traffic and wide turns south of Lacey intersection	
75	Finley/Belmont Bridge at 88	-	-	DuDOT, IDOT, IL Toll Auth., Morton Arboretum	\$					New Bridge OR Bridge Cantilever - Shared-use Path	Provides access to the Esplanade and potentially Morton Arboretum	Cantilever or construction of a new bridge is potentially expensive. Consider removal or median or one-lane of traffic to accommodate a wider path on the westside of the bridge (needs to be on westside due to drainage and conditions further north on Finley)	DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
76	Belmont Rd.	Ogden Ave.	Warren Ave.	DuDOT	\$					Shared-Use Path	Provides connection to Recreation Center from apartments and Ogden Avenue to Maple Avenue	Open Ditch Drainage will need to be addressed with potentially new retaining walls. In some cases, due to right-of-way limitations and vertical utilities, an 8-foot wide path may need to be constructed.	DuPage 2014 Forest Preserve Bikeway
77	Puffer Rd.	Belmont Rd.	Recreation Center at Belmont Rd.	Downers Grove, Golf Club, SD58, Parks District	\$					Shared-Use Path, Trail	Provides connection between Recreation Center and Belmont Rd.	Work with Park District to develop alignment with minimal impact to existing trees	
78	Chase Ave.	Maple Ave.	63rd	Downers Grove, DuDOT	\$					Shared-Use Path	Provides north-south connection between 63rd Street and Maple Avenue	Remove open ditch drainage, utilities poles will need to be adjusted to accommodate a shared-use path, minor tree relocation	
79	Belmont Rd.	63rd.	64th.	Downers Grove, Woodridge, DuDOT	\$					Shared-Use Path	Widen existing sidewalk to connect apartments and retail	Consider reducing turn radii, assess lighting conditions	DuPage 2014 Forest Preserve Bikeway
80	Puffer Rd.	Prentiss Dr.	Dead-end	Downers Grove	\$					Sharrow, Sidewalk	Provides a connection north to south from the NicorGas easement to 64th Street, eliminates dead-end bicycle lanes on Prentiss		

Facility Alignments: Continued

I.D.	Street	Start	End	Jurisdictions / Action Leaders	Cost	Timeframe				Facility Types	Key Impacts	Notes	Previous Plans
						0-3 Years	3-10 Years	10+ Years	Ongoing				
81	Woodward Ave.	59th	71st	Downers Grove, Woodridge	\$					Shared-Use Path	Add 10-foot shared-use path to westside of Woodward Avenue, connect to 71st Street crossing . North of 623rd open ditch driange will need to be removed.		DG 2013 Bike-Ped
82	Pershing Ave.	Ogden Ave.	Warren Ave.	Downers Grove	\$					Sharrow, Shared-Use Path	Provides north-south Belmont alterative for cyclists		
83	Woodward Ave.	Chicago Ave.	Prairie Ave.	Downers Grove	\$					Sidewalks	Provides additional sidewalk connecting to Hoopers Hollow Park	Construct new curb line and sidewalk abutting existing edge of pavement to preserve trees	
84	Sherman Ave.	Maple Ave.	Indian Trail Elem.	DuDOT, SD58	\$					Sidewalk, Shared Use Path	Provides northern access to Elementary School where no sidewalk is currently present. DuPage County trail dead-end elimination		DG 2013 Bike-Ped, CMAP 2018 Greenways, DuPage 2024 Trails, DuPage 2014 Forest Preserve Bikeway
85	Stonewall Ave.	Bolson Ave.	Concord Dr.	Downers Grove	\$					Sharrow	Provides partial connection between Powers Park and Concord Park		
86	Camden Rd.	Concord Dr.	71st St.	Downers Grove	\$					Sharrow	Provides partial connection between Powers Park and Concord Park		
87	Concord Easement	Puffer Rd.	75th at Dunham	Downers Grove, Parks District, Nicor Gas	\$					Trail	Utilize the Nicor Gas pipeline easement to provide a trail connection between parks and retail; provides connection to 75th Street. Replace sidewalk on 75th Street with trail to connect to the Southern Dupage County Regional Trail at Dunham Road.		
88	Dunham Place Park Trails	DG Boundary	Dunham Rd.	Downers Grove, DG Parks, Woodridge	\$					Trail	Provides trails in existing parkland without trails	Utilize parks property to provide additional connections between Woodridge, O'Brien Park, and The Grove Shopping Center - connect to Woodridge west. Consider driange needs as the parks are used as drainage corridors.	
89	Downers Dr.	Janet St.	Coral Berry Ln.	Downers Grove	\$					Sharrow, Sidewalk	New sidewalk and sharrow markings	Open Ditch drainage may need to be removed/reconstructed, Scattered street tree removal / relocation	DG 2013 Bike-Ped
90	Belle Aire Ln.	Virginia St.	Drove Ave.	Downers Grove	\$					Sharrow	Short connection between Virginia and Drove		DG 2013 Bike-Ped
91	Seeley Ave.	Grant St.	Warren Ave.	Downers Grove	\$					Sharrow	Provides north-south route from schools to Warren Avenue		
92	Maple Grove Trail	Gilbert Park	PArkinglot	Downers Grove, Parks District,	\$					Trail	Provides access to Gilbert park, and provides opportunity to update utilites	Widen and repave park trail, existing trees may require realignment of trail.	
93	Springside Ave.	Maple Ave.	Brian Grant Ct.	Downers Grove, DuDOT	\$					Sidewalk	Provides connection to Powers Park and South High School, provides sidewalks where they are not currently present		
94	Springside Ave.	63rd	Palmer St.	Downers Grove, Parks District	\$					Shared-Use Path	Provides connection between Dunham Road and Powers Park	Add shared-use path to eastside of road to provide access to Powers Park and avoid blind turning due to parked cars	DuPage 2014 Forest Preserve Bikeway
95	Springside Ave.	Palmer St.	71st	Downers Grove	\$					Sharrow	Provides north-south connection between Powers Park and Dunham Place Park		
96	Dexter Rd.	71st	Dead-end	Downers Grove	\$					Sharrow	Provides north-south connection between Dunham Place Park and The Grove Shopping Center	Consider replacing existing bridge structure and providing access to 75th Street	
97	Oakwood Ave.	Ogden Ave.	Grant St.	Downers Grove	\$					Sidewalks	Provides sidewalk connection to Elementary School	Minor tree removal, place sidewalk between existing right of way and tree line	

Facility Alignments: Continued

I.D.	Street	Start	End	Jurisdictions / Action Leaders	Cost	Timeframe				Facility Types	Key Impacts	Notes	Previous Plans
						0-3 Years	3-10 Years	10+ Years	Ongoing				
98	Venard Rd.	Ogden Ave.	Barneswood Dr.	Downers Grove	\$					Shared-Use Path, Sharrow, Sidewalks	New sidewalk and sharrow markings, Shared-use path connecting to Doerhoefer Park		DG 2013 Bike-Ped
99	Dunham Rd.	Maple Ave.	63rd	Downers Grove, SD58	\$					Shared-use Path, Sidewalk	Provides north-south corridor connection from 75th to Downtown	Add a shared-use path to Dunham, utilize school property, add sidewalks between 59th and 63rd on eastside	DG 2013 Bike-Ped, DuPage 2024 Trails, DuPage 2014 Forest Preserve Bikeway
100	Dunham Rd.	63rd	67th	Downers Grove, SD99	\$					Cycle-track OR Shared-Use Path	Provides north-south corridor connection from 75th to Downtown	Add a cycle-track to the westside of Dunham OR add a shared-use path on school property - retain parking and bus lines	DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
101	Dunham Rd.	67th	Lemont Rd.	Downers Grove, Parks District	\$					Cycle-track OR Bicycle Lanes and Shared-Use Path	Provides north-south corridor connection from 75th to Downtown	Add a cycle-track to the westside and southside of Dunham within existing curblines - will require removal of bike lanes and lane striping adjustments west OR Add protected bicycle lanes to Dunham - will require slight lane narrowing and reversal of bicycle lane to inside of curb where parallel parking is provided	DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
102	Saratoga Ave.	Ogden Ave.	31st	School District 99	\$					Cycle-track, Shared-Use Path, Trail, Sharrow, Sidewalks	Added cycle-track protection north of 35th. Widen existing Baseball Field Saratoga trail connection	Collaboration with School District 99 and American Legion to construct a wider path	DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
103	Saratoga Ave.	Ogden Ave.	Warren Ave.	Downers Grove, SD58/99	\$					Sharrow, Sidewalks	Provides north-south connection from Downtown across Ogden north	Add sharrow markings. Improve signalized intersection improvements at Ogden.	DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
104	Middaugh Ave.	59th	63rd	Downers Grove	\$					Trail, Sidewalks	Provides access to Caroll Park and extends the grid connection	Brush and vegetation removal	
105	Saratoga Ave. / Brookbank Rd.	59th	O'Brien Park	Downers Grove, Parks District, SD58	\$					Sharrow, Sidewalk, Trail	South-North connection between schools and parks, utilizes wide boulevard of Brookbank		
106	O'Brien Park	Saratoga Ave.	Dunham Rd.	Downers Grove, Parks District	\$					Trail, Shared-use Path	Provides park access from Saratoga Avenue	Connect dead-end of Saratoga south to Dunham through O'Brien Park	
107	Forest Ave.	Warren Ave.	Warren Ave.	Downers Grove	\$					Sharrow	Short connector segment jog to continue BNSF parallel east-west route		DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
108	Highland Ave.	Ogden Ave.	31st	Downers Grove, DuDOT	\$					Shared-Use Path, Sharrow	Replacing existing Sidewalk provides on-street connection to Lyman Woods	Sharrow Route safety south of 39th. Consider safety improvements and pavement alignment at 39th signal	DuPage 2014 Forest Preserve Bikeway
109	Highland Ave.	Ogden Ave.	Warren Ave.	Downers Grove	\$					Sharrow	Provides Main Street alternative north-south route	Consider general sidewalk replacement as needed	DuPage 2014 Forest Preserve Bikeway
110	Main St.	Grant St.	Warren Ave.	Downers Grove	\$					Bicycle Lanes	Removal of on-street parking required	Removal of on-street parking required, include intersection ADA ramp updates, consider full intersection pavement treatments	DG 2013 Bike-Ped
111	Downtown Zone	N/A	N/A	Downers Grove	\$					Sharrows	Provides sharrow markings along main street and other Downtown corridors with a high demand for bicycle pedestrian activity - provides a "safe zone" to access and travel to destinations		
112	Main St.	Maple Ave.	55th	Downers Grove	\$					Bicycle Lanes OR Cycle-track	Provides north-south corridor connection to Downtown	Remove two lanes of traffic to add protected bicycle lanes and a middle left turn lane for residential access OR remove one lane of travel in only one direction to add a protected buffered cycle-track	DG 2013 Bike-Ped

Facility Alignments: Continued

I.D.	Street	Start	End	Jurisdictions / Action Leaders	Cost	Timeframe				Facility Types	Key Impacts	Notes	Previous Plans
						0-3 Years	3-10 Years	10+ Years	Ongoing				
113	Main St.	55th	63rd	DuDOT	\$					Bicycle Lanes OR Cycle-track	Provides north-south corridor connection to Downtown	Remove two lanes of traffic to add protected bicycle lanes and a middle left turn lane for residential access OR remove one lane of travel in only one direction to add a protected buffered cycle-track	DG 2013 Bike-Ped
114	Main St.	63rd	Lemont Rd.	DuDOT	\$					One-Way Shared-Use Paths	Provides north-south corridor connection to Downtown	Provide 8-foot wide shared-use paths on both side of the thoroughfare (jogging required) - where pedestrian traffic is allowed on both side, but bicycle traffic (with lane delineation) is only allowed following the direction of vehicle traffic	DG 2013 Bike-Ped
115	Lemont Rd.	Dunham Rd.	75th	DuDOT	\$					Shared-use Path	Provides north-south corridor connection from Downtown to the Southern DuPage County Trail on 75th Street	Widen existing sidewalks, add new crossing facilities and pedestrian islands to the Main/Dunham/Lemont traffic signal intersection	DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
116	Lyman-60th Trail	Lyman Ave.	60th Pl.	Downers Grove, SD58, YMCA	\$					Shared-Use Path	Provides a short north-south connection	Removal of open ditch drainage, add curb and gutter	
117	Fairmount Ave.	Maple Ave.	75th	Downers Grove	\$					Sharrow, Shared-Use Path	Provides connection from McCollum Park to El Sierra Elementary School	Some trees may have to be removed or path will need to jog	DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
118	Blodgett Ave.	Maple Ave.	55th	Downers Grove, SD58/99	\$					Sidewalks	Provides connection to Patriots Park		
119	Patriots Park Trail	55th	57th	Downers Grove, Parks District	\$					Trail	Consider adding user-type lane markings on path	Realign trail access points to align with intersection crossings and curb ramps	
120	Dearborn Pkwy.	57th	59th	Downers Grove	\$					Sharrow	Provides connection to Patriots Park trail		
121	Blodgett Ave	59th	61st	Downers Grove	\$					Sidewalk	Complete sidewalks on both sides of road	Place sidewalk against edge of curb to avoid existing trees	
122	Grand Avenue	59th	63rd	Downers Grove	\$					Sidewalk	Complete sidewalks on both sides of road	Place sidewalk against edge of curb to avoid existing trees	
123	Douglas Rd.	41st	36th	Downers Grove, DuDOT	\$					Sharrow	Provides connection north to popular 35th St. crossing and Oak Brook trails; and a possible connection to Midwestern University		
124	Douglas Rd.	Rogers St.	Grant St.	Downers Grove	\$					Sharrow	Provides Fairview Avenue alternative north-south route		
125	Fairview Ave. /DuPage County Road 25	35th	41st	DuDOT	\$					Shared-Use Path	Provides off-street facility to connect to 41st Street	Utilities may limit alignments - may have to "jog". Add curb cuts	CMAP 2018 Greenways, DG 2013 Bike-Ped
126	Fairview Ave.	41st	Sherman Ave.	Downers Grove	\$					Shared-Use Path	Provides off-street facility to the north and south of Ogden on west side of Fairview; crossing Ogden via crosswalk	Requires either lane narrowing on Fairview for the two blocks south of Ogden to Sherman, or removal of one southbound lane; in conjunction with relocation of utility poles, potential access management, and access drive narrowing	
127	Fairview Ave.	Sherman Ave.	55th	Downers Grove	\$					Cycle-track	Provides protected bicycle lanes north to south connecting Ogden and Fairview Station	Center turn lane removal required, bicycle slip curb cuts will be required at intersections to preserve left turning lanes at signals and stops	DG 2013 Bike-Ped, CMAP 2018 Greenways, DuPage 2014 Forest Preserve Bikeway

Facility Alignments: Continued

I.D.	Street	Start	End	Jurisdictions / Action Leaders	Cost	Timeframe				Facility Types	Key Impacts	Notes	Previous Plans
						0-3 Years	3-10 Years	10+ Years	Ongoing				
128	Fairview Ave.	55th	75th	Downers Grove	\$					Bicycle Lanes	Provides a straight north to south route for cyclists in Downers Grove and Westmont	Remove center turn lane to accommodate protected bicycle lanes on both side of thoroughfare, provide bicycle slip lanes at intersections so cyclists can cross parallel to the crosswalk and not within the roadway - this will also allow for the preservation of vehicle left turn lanes	DG 2013 Bike-Ped, CMAP 2018 Greenways, DuPage 2014 Forest Preserve Bikeway
129	Fairview Ave.	75th	Manning Rd.	Downers Grove, Darien	\$					Bicycle Lanes	Provides a straight north to south route for cyclists in Downers Grove and Westmont	Narrow lanes to accommodate a protected buffer on existing bicycle lanes	
130	Cumnor Rd.	Ogden Ave.	39th	Downers Grove	\$					Sharrow	Connects Ogden Avenue to 40th, 41st, and Whitlock Park		DG 2013 Bike-Ped
131	Cumnor Rd.	Ogden Ave.	Burlington Ave.	Downers Grove	\$					Sharrow	Provides Fairview Avenue alternative north-south route and access to Whitlock Park		DG 2013 Bike-Ped, DuPage 2014 Forest Preserve Bikeway
132	Cumnor Rd.	3rd	2nd	Downers Grove	\$					Sharrow, Trail	Continues to connect 2nd Street and Cumnor	Assess width and condition of trail, Assess ramps from 2nd and Cumnor	
133	Williams St.	Ogden Ave.	39th	Downers Grove, Westmont	\$					Sharrow	Connects Ogden Avenue to 40th, 41st, and residential		

“What’s Possible” Assessment Table: Intersections - Downers Grove

What’s Possible Assessment

I.D.	Street 1 (NS)	Street 2 (EW)	Cost	Timeframe				Pedestrian Leading Interval	Turn Radii Reduction	High Visibility Crosswalk Striping	Painted Curbs	Painted Intersection Box	Crosswalk Realignment	Pedestrian Signalization Replacement	Lane Re-orientation	Lane Removal	Lane Narrowing	Curb Ramp Replacement	Bulb-out	Sliver Median or Refuge	Wider Stop Bar and Crosswalk Spacing	Lighting Improvement	Round-a-bout Opportunity	No Turn on Red	Description / Notes
				0-3 Years	3-10 Years	10+ Years	Ongoing																		
1	Finley Rd.	Brook Dr.	\$					X	X	X	X						X		X				X	Add Piano Key crosswalks to all crossings. Paint the curb edges. Reduce turning radii at eastern Brook Dr. Add directional facing rumble pads to the northeast and southwest corners. Add two sliver median refuges to Finley Road.	
2	Finley Rd.	Finley Mall Dr.	\$					X	X	X	X		X				X		X				X	Add Piano Key crosswalks to all north, east, and west crossings. Paint the curb edges. Reduce turning radii of northeast corner. Add curb ramps and a crossing on the northside of Finley. Add sidewalks leading to retail frontage. Add sliver median refuges to the north, east, and west crossings. Add two sliver median refuges to Finley Road.	
3	Downers Dr.	Finley Mall Dr.	\$					X	X	X	X		X			X	X			X		X	X	Reduce turn radii of all corners. Narrow lanes on Finley Mall Dr. Realign existing curb ramps and crosswalks. Round-a-bout opportunity for slower traffic and to reduce back-ups into parking lot drives.	
4	Lacey Rd.	Woodcreek Dr.	\$					X	X	X	X		X		X		X			X	X		X	Eliminate second right turn lane south onto Woodcreek Dr. Eliminate slip lane street design. Widen southern pedestrian refuge median on Lacey Rd. Add second directional facing rumble pad to the southern corner pedestrian crossing. Realign crosswalk paintings on south side of Lacey Road perpendicular to existing vehicle lanes. Push back stop bars on Lacey from crosswalks. Upgrade crosswalks to Piano Key markings and paint the curb edges. Add pedestrian scale lighting to eastern Lacey curb ramp abutting the retention pond.	
5	Main St.	Grant St.	\$					X	X	X	X		X							X			X	Reduce turning radii slightly at Grant Street corners. Retain existing painted box. Push stop bar marking back from crosswalk zone. Add school zone markings to roadway. Add flashing red stop beacons for increased visibility.	
6	Main St.	Praire Ave.	\$					X		X	X							X		X	X		X	Reduce turning radii on all corners to develop raised curbs between existing rumble pads. Push stop bar markings back from crosswalk. Add pedestrian-scale lighting to northwest and southeast corners. Repaint crosswalks as Piano Key markings. Paint curb edges. Fully paint hatch markings between crosswalks (similar to existing Grant Street and Main Street intersection).	
7	Main St.	Franklin St.	\$					X	X	X	X									X	X		X	Expand bulb-outs on the southeast and southwest corners and narrow northbound lane. Add a bulb-out to the northeast corner. Push stop bar markings back from crosswalk. Add pedestrian scale lighting to northwest and southeast corners. Repaint crosswalks as Piano Key markings. Paint curb edges. Fully paint hatch markings between crosswalks (similar to existing Grant Street and Main Street intersection). Add pedestrian-scale lighting to southwest corner.	
8	Main St.	Warren Ave.	\$					X	X		X					X				X			X	Narrow lanes on west side on Warren. Reduce turning radii on northwest corner. Fully paint hatch markings between crosswalks (similar to existing Grant Street and Main Street intersection).	
9	Main St.	Burlington Ave.	\$					X	X		X					X			X	X			X	Add bulb-outs on both sides of the SW corner. Extend northern center median to intersection. Reduce turning radii on the northwest and northeast corners. Narrow lanes on east side. Push stop bar marking back from crosswalk zone. Fully paint hatch markings between crosswalks (similar to existing Grant Street and Main Street intersection).	
10	Main St.	Curtiss St.	\$					X			X									X			X	Upgrade crossing ramps with ADA compliant directional facing rumble pads. Push stop bar marking back from crosswalk zone. Fully paint hatch markings between crosswalks (similar to existing Grant Street and Main Street intersection).	

Intersections - Downers Grove: Continued

I.D.	Street 1 (NS)	Street 2 (EW)	Cost	Timeframe				Pedestrian Leading Interval	Turn Radii Reduction	High Visibility Crosswalk Striping	Painted Curbs	Painted Intersection Box	Crosswalk Realignment	Pedestrian Signalization Replacement	Lane Re-orientation	Lane Removal	Lane Narrowing	Curb Ramp Replacement	Bulb-out	Sliver Median or Refuge	Wider Stop Bar and Crosswalk Spacing	Lighting Improvement	Round-a-bout Opportunity	No Turn on Red	Description / Notes
				0-3 Years	3-10 Years	10+ Years	Ongoing																		
11	Main St.	Maple Ave.	\$							X	X												X	Upgrade crossing ramps with ADA compliant directional facing rumble pads on all four corners. Add bulb-out on southwest corner if lane is removed. Consider Future access management on the northeast corner. Push stop bar marking back from crosswalk zone. Fully paint hatch markings between crosswalks (similar to existing Grant Street and Main Street intersection).	
12	Main St.	Fire Department	\$								X												X	Consider red painted curbs at fire department access and exits.	
13	Fairview Ave.	Lincoln Ave.	\$						X	X	X		X				X			X	X		X	Add curb ramps and Piano Key crosswalk on the northern side of the intersection. Add pedestrian-scale lighting to northwest corner. Push stop bar marking back from crosswalk zone. Fully paint hatch markings between crosswalks (similar to existing Grant Street and Main Street intersection).	
14	Fairview Ave.	Praire Ave.	\$						X	X	X									X	X		X	Add pedestrian-scale ighting to all corners. Add a pedestrian refuge to the northern median on Fairview.	
15	Fairview Ave.	Maple Ave.	\$						X	X	X				X					X	X	X	X	Narrow westbound Maple Ave. lane between Rogers and Fairview. Round-a-bout opportunity to eliminate left turn conflicts, intersection angles, and vehicle back-ups crossing the railroad. Add lighting to northwest and southeast corners. Add Piano Key crosswalks to all crossings. Add fully painted hatch markings between crosswalks (similar to existing Grant Street and Main Street intersection).	
16	Fairview Ave.	2nd St.	\$						X	X	X	X	X				X			X	X		X	Realign southern crosswalk to be perpendicular to street. Construct a curb ramp and crosswalk on the north side of intersection. Add directional facing rumble pads to the northeast and southeast corners. Add pedestrian lighting to all corners.	
17	Fairview Ave.	Hill St.	\$						X		X								X		X		X	Add pedestrian refuge median on north side of intersection. Add pedestrian streetlights to all corners. Add school/church zone road markings.	
18	Fairview Ave.	59th St.	\$						X	X	X	X	X				X			X		X	X	Realign eastern crosswalk to be perpendicular to street. Push stop bar marking back from crosswalk zone. Fully paint hatch markings between crosswalks (similar to existing Grant Street and Main Street intersection). Upgrade crossing ramps with ADA compliant directional facing rumble pads on all four corners. Reduce turning radii on all corners. Round-about opportunity due to limited traffic and enough right-of-way; can increase safety for adjacent schools and parks. Upgrade existing push-button signalization boxes.	
19	Fairview Ave.	75th St.	\$						X	X	X						X		X				X	Add pedestrian refuge median on north side of intersection. Add bulb-out to northwest corner. Push stop bar back from crosswalk markings. Reduce turn radii on all corners. Reconstruct rumble pads to be directional facing on all corners. Paint all crosswalks to match southern and eastern crosswalk marking - angled Continental trail crossing painting standard.	
20	Woodward Ave.	Prentiss Dr.	\$						X	X	X				X	X				X		X	X	Add bulb-out to northwest corner. Push stop bar back from crosswalk markings. Reduce turning radii on all corners. Reconstruct rumble pads to be directional facing on all corners. Add bicycle left turn protection box painting markings to thoroughfare. Consider a round-a-bout to eliminate traffic box maintenance, to slow traffic down, and reduce the overall pavement footprint and crossing distances from east to west.	