TRANSPORTATION & PARKING COMMISSION MEETING AGENDA

Date: October 8, 2025
Time: 7:00 p.m.
Location: Betty Cheever Council Chambers – Civic Center
850 Curtiss Street

I.	Call To Order
II.	Roll Call
III.	Approval of May 14, 2025 Meeting Minutes
IV.	Public Comments – General Topics or Issues NOT on Tonight's Agenda
V.	New Business

1. File #2-25 Neighborhood Traffic Study #11

Action Requested: Discussion and recommendation to the Village Council

Description: Staff and the project consultant will provide a presentation regarding Neighborhood Traffic Study #11, which is bounded by BNSF Railway tracks on the north, Forest Avenue, Carpenter Street, and Main Street on the east, 63rd Street on the south, and the Village's western boundary on the west (generally east of Lee Avenue). KLOA, Inc. was selected as the consultant to perform this study. A recommendation to Village Council is requested.

2. File #3-25 Park Avenue and Summit Street – Requested Intersection Control Modification

Action Requested: Discussion and recommendation to the Village Council

Description: A traffic calming petition was received requesting a modification to the intersection control for the intersection of Park Avenue and Summit Street. A staff report has been prepared and letters were distributed to residents in the immediate vicinity notifying them of the discussion. A recommendation to Village Council is requested.

VI.	Old Business
VII.	Communications
VIII.	Adjourn

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

TRANSPORTATION AND PARKING COMMISSION
Minutes – May 14, 2025
Council Chambers – Village Hall
850 Curtiss St., Downers Grove

Chairperson Novak called the May 14, 2025 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, McDonough, McKenzie

Absent: Commissioners: O'Malley, Shiliga

Staff: Transportation Manager Emily Ericson, Director of Engineering Scott Vasko, Ryan Jacox and Sara Cyrs of Benesch, and CSO Supervisor Jim Hartleb

Visitor Roster: Janet Winningham

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 MARCH 26, 2025 MINUTES

COMMISSIONER MCKENZIE MOVED TO ACCEPT MEETING MINUTES AS IS. COMMISSIONER GASIEL SECONDED THE MOTION.

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

THE MOTION PASSED BY VOICE VOTE 4:0

PUBLIC COMMENT ON NON-AGENDA ITEMS

No public comments on non-agenda items.

Washington Street at BNSF Railroad Tracks Intersection Study

Transportation Manager Emily Ericson gave history and background as to why the study of the intersection at Washington Street and the BNSF Railroad Tracks was performed.

Purpose of Study:
The intersection of Warren, Washington and Burlington Ave did not previously look as it does today. It used to include an extension of Burlington Ave east of the Washington St intersection at the railroad tracks, and entered into the parking lot of the former Village Hall and police station Bidirectional traffic on the eastern leg caused multiple vehicle and pedestrian conflict points.

Prior to the new Civic Center construction, a traffic analysis was done at this location to determine how to increase the safety of the intersection and reduce vehicle pedestrian conflict points. An additional traffic impact study was conducted by consultants in preparation of the Civic Center construction. The two studies performed by staff and the consultant determined that closing the eastern leg of Burlington Ave was an opportunity to reduce conflict points and create a clear traffic flow at the intersection.

The purpose was to improve vehicular and pedestrian safety and efficiency, reduce driver confusion, enhance connection to downtown, and maintain easy access to downtown for pedestrians, cyclists and vehicles.

Today the intersection is operating better than it was at the existing conflict points, but there is still opportunity for improvement. Staff engaged the consultant Benesch to look at it further, study how it operates and provide an analysis and recommendation.

Ryan Jacox and Sarah Cyrs of Benesch Presented the Study:
Study details presented may be found in the May 14, 2025 Agenda

Sarah Cyrs Presented Existing Conditions:
Collected crash data at the intersection from 2019 to present before and after Civic Center construction. Checked traffic counts, compared them to the Metra train schedule and spent a Tuesday observing AM and PM peak times including drone footage. Looked at Warren and Washington and also Washington and Burlington trends. The majority of crashes were due to people not yielding to the right of way. The majority of the crashes occurred before Washington St was reconstructed. There are not as many traffic issues during the AM peak. During the PM peak there is more pedestrian and train interaction.

AM Peak:
Longer express trains load at the intersection at Washington. The majority of pedestrians flood the intersection between crosswalks and the train gates, waiting there until they board the train. Not a lot of traffic issues, but there were a lot of vehicles not stopping or doing a rolling stop if pedestrians were not in the crosswalks.

PM Peak:
The issue with longer express trains is they cause the gates at Washington St to stay down and shorter trains do not cause this issue. When the gates at Washington stay down, the vehicles queue is longer causing pedestrians to have to wait to cross the tracks. Once the gates go up there is a rush of vehicles and pedestrians trying to cross the tracks. This causes an issue at the angled crosswalk with vehicles queuing on the tracks. Sight distance issues on the north leg make it difficult to see pedestrians waiting to cross the angled crosswalk due to signal and grade differences. Same issue as AM peak with vehicles not stopping at angled crosswalk when no pedestrians are present.

Ryan Jacox Presented Proposed Solutions:
Drone footage showed pedestrians walking straight across the street and not using angled crosswalk.

Yellow - Out of Compliance Issues

1. The north end of Warren has specific warning signs. Signs needed showing approaching a crossing.
2. Need pavement markings closer to Rogers southbound 155 ft from tracks. Southbound direction before crosswalk in advance of tracks should have a stop bar for when gates are down and pedestrians are present, not a stop sign.
3. Need detectable warnings for visually impaired in advance of the tracks. Removal of northbound stop sign. Most pedestrians are walking along the south side of the tracks, and it should parallel what is on the north side of the tracks.

Green - Recommendations Benesch Put Forth in Best Interest of Safety

1. Fencing to guide and channel pedestrians on the southwest side.
2. Removal of angled crosswalks and ramps.
3. Removal of stop sign on south side of tracks and push stop bar north up to where driveway is from the police station with hatching to show to stay off tracks.

Cost:
$67,000 will cover most of the recommendations. A lighting engineer recommended 8 luminaires and lighting controllers would be an additional $25,000. Would be about $8,000 if lighting controllers can be eliminated by tying into an existing system.

Emily Ericson Presented Staff Supported Recommendations:
Detectable warnings at the railroad crossing, the stop bar on the southbound approach to RR crossing, W10 signs on Warren Ave, crossing symbol 155 ft in advance of the tracks on southbound Washington, additional lighting near the intersection.

Staff does not support proposed installation of the east-west crosswalk immediately south of the tracks and elimination of the diagonal crosswalk which could contribute to additional concerns of functionality. A lot of that is due to outbound PM commuters seeking the most direct route which the consultant team did acknowledge. Has concerns routing pedestrians directly east. Worried vehicles will lose additional access relief that is currently offered by the striped yellow median. Any changes to the existing bar and stop sign west of the diagonal crosswalk would hinge on a decision to keep or remove the diagonal crosswalk.

The Commission may choose to recommend: all Benesch recommendations to Council, or staff supported recommendations of yellow box items that the Benesch team highlighted, or another set of recommendations as the commission sees fit, or recommend no changes to current conditions.

<u>CHAIRPERSON NOVAK OPENED UP THE PUBLIC COMMENT PERIOD</u>

Janet Winningham

- In favor of Washington being a straight street when Civic Center construction was done.
- Does not believe signage will not make it easier for cars.
- In favor of removal of confusing diagonal crossing and for corralling pedestrians with fencing to make it safer for vehicles too.

CHAIRPERSON NOVAK CLOSED THE PUBLIC COMMENT

CHAIRPERSON NOVAK OPENED DISCUSSION AMONGST THE COMMISSION

Commissioner Gasiel: Asked how safe the crosswalk to the south is and if there would be a rail barrier there.

Ryan Jacox: Confirmed there would be a rail barrier there. Explained further examples of other similar areas. Often see diagonal hatching, but crosswalks tell people where they need to be.

Commissioner McDonough: Asked why only one Tuesday was studied.

Ryan Jacox: Tuesday was chosen to look at peak ridership conditions.

Commissioner McKenzie: Would like to see the diagonal crosswalk moved. Likes consultant recommendations moving crosswalk next to the RR tracks as with all the downtown crossings. In favor of widening and expanding the eastern sidewalk to hold more people. Crash data was looked at from 2019-present day, but is also recent history, and safety concerns will increase as the volume of commuters increase with time.

Janet Winningham: Asked why northbound on Washington St has a crosswalk north of the tracks with no place to stop except on the tracks for northbound vehicles. Asked if pedestrians or vehicles have the right of way there since signs say not to stop on the tracks.

Sarah Cyrs: The goal of moving them closer to the tracks is the sight distance, so vehicles approaching the intersection can see pedestrians crossing and don't enter the tracks while a pedestrian is on the other side.

Ryan Jacox: New lighting will help with visibility.

Commissioner McKenzie: Concerned with the south side stop sign not being complied with and pedestrian visibility. Asked if a stop sign in line with the stop bar was considered.

Ryan Jacox: The stop sign has not always been complied with and there is an opportunity to consider a stop sign in line with the stop bar.

Chairperson Novak: Agrees with detectable warnings, increased lighting, and signage. In favor of removing the diagonal crosswalk. Asked where to replace the ADA ramps. In favor of RRFB for pedestrian crossings, stop sign recommendation, and CCTV coverage at the intersection.

Ryan Jacox: ADA ramps would be restored where the east-west sidewalk will go.

CHAIRPERSON NOVAK CALLED FOR A MOTION

WITH RESPECT TO WASHINGTON STREET AT BNSF RAILROAD TRACKS INTERSECTION STUDY, COMMISSIONER MCKENZIE MOVED TO ACCEPT CONSULTANT RECOMMENDATIONS WITH ADDITION OF STOP SIGN,

EXPANDING SIDEWALK AT SOUTHEAST SIDE, AND RRFB AND TECHNOLOGY RECOMMENDATIONS TO VILLAGE COUNCIL. SECONDED BY COMMISSIONER MCDONOUGH.

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

THE MOTION PASSED 4:0

DISCUSSION OF OLD BUSINESS

The ATP was passed April 8, 2025 and the final plan is available on guidingdg.com.

COMMUNICATIONS

No communications at this time.

COMMISSIONER MCKENZIE MOVED TO ADJOURN THE MEETING. COMMISSIONER GASIEL SECONDED THE MOTION. ALL IN FAVOR.

Chairperson Novak adjourned the meeting at 7:57 P.M.

Respectfully submitted,

/s/ Andrea Banke
Recording Secretary

VILLAGE OF DOWNERS GROVE
REPORT FOR THE TRANSPORTATION AND PARKING COMMISSION
OCTOBER 8, 2025 AGENDA

SUBJECT:	SUBMITTED BY:
File #2-25 Neighborhood Traffic Study 11	Emily Ericson, AICP Transportation Manager

BACKGROUND
In 2010, the Village began a process of studying traffic on a neighborhood by neighborhood basis. The current study focused on Area 11, which is bounded by BNSF Railway tracks on the north, Forest Avenue, Carpenter Street, and Main Street on the east, 63rd Street on the south, and the Village's western boundary on the west (generally east of Lee Avenue). KLOA, Inc. was selected as the consultant to perform this study.

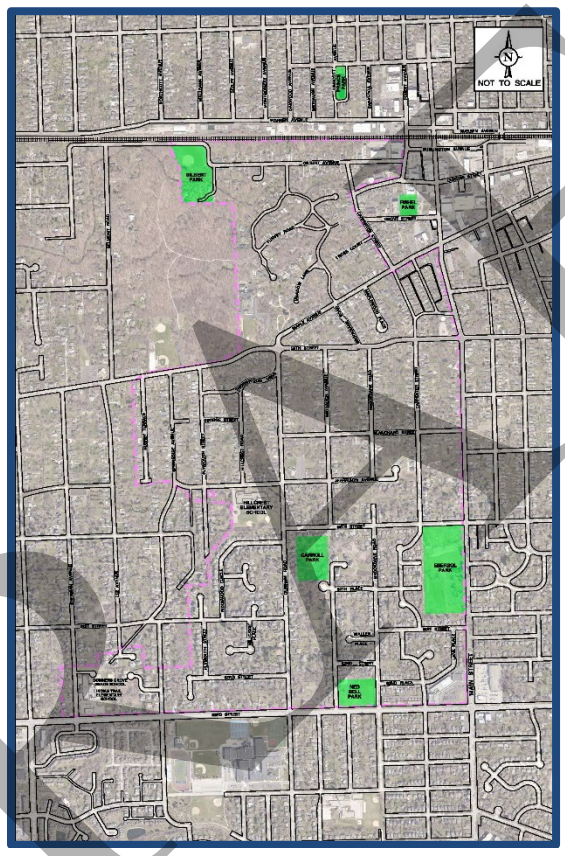
ANALYSIS
KLOA, Inc. staff obtained data on traffic volumes and speeds, and performed field observations to develop a set of recommendations for this neighborhood. These are outlined in detail in the draft Neighborhood Traffic Study 11 report. These recommendations include new intersection controls, speed limit modifications and traffic calming improvements.

RECOMMENDATION
Staff recommends the improvements and modifications as outlined in the draft Neighborhood Traffic Study 11 report.

The Commission is asked to provide a recommendation to the Village Council.

Neighborhood Traffic Study
Area Number 11

Downers Grove, Illinois



Prepared For:

Village of DOWNERS GROVE FOUNDED IN 1832

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

October 1, 2025

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All Figures in Appendix

1. Introduction

The Village of Downers Grove has retained Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) to conduct the neighborhood traffic study for Area Number 11. Located on the west side of the Village of Downers Grove, the neighborhood is generally bounded by BNSF Railway tracks on the north, Forest Avenue, Carpenter Street, and Main Street on the east, 63rd Street on the south, and the Village's western boundary on the west (generally east of Lee Avenue). The neighborhood contains multiple north-south, east-west, and diagonal roads. Primarily consisting of single-family and multi-family homes, the neighborhood also contains Hillcrest Elementary School, Indian Trail Elementary School, which includes Grove Children's Preschool, and five parks. Downers Grove South High School is located directly south of the neighborhood on the south side of 63rd Street. In addition, downtown Downers Grove is located adjacent to the northeast section of the neighborhood and a shopping center is located in the southeast corner of the neighborhood. **Figure 1** and the following page show the location of the neighborhood (all of the figures for this study are provided in the Appendix).

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

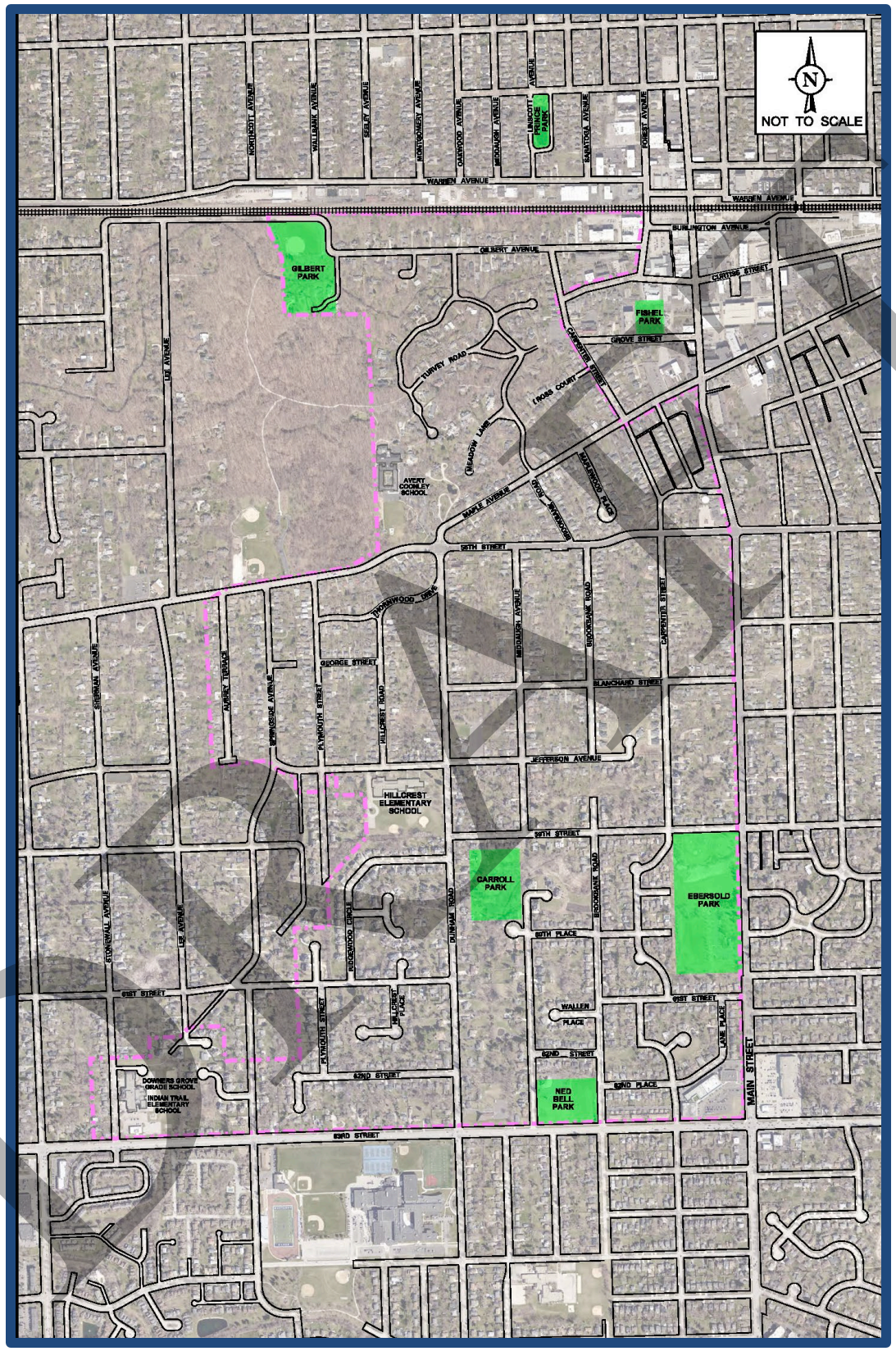


Figure 1 **Neighborhood 11**

2. Existing Neighborhood Conditions

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

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

Study Area and Existing Land Uses

The neighborhood is generally bounded by BNSF Railway tracks on the north, Forest Avenue, Carpenter Street, and Main Street on the east, 63rd Street on the south, and the Village's western boundary on the west (generally east of Lee Avenue). Located on the west side of the Village, single-family homes are the predominant land use within the neighborhood with downtown Downers Grove located adjacent to the northeast section of the neighborhood and a shopping center located in the southeast corner of the neighborhood. The Denburn Woods neighborhood is generally located west of Carpenter Street bounded by Gilbert Avenue on the north and Maple Avenue on the south. The neighborhood contains five parks (see inset). In addition, Hillcrest Elementary School and Avery Coonley School are located in the western section of the neighborhood in the southwest quadrant of the Dunham Road/Jefferson Avenue intersection and the Maple Avenue/55th Street intersection. Indian Trail Elementary School and Grove Children's Preschool are located in the southwest section of the neighborhood on the east side of Stonewall Avenue just north of 63rd Street. Downers Grove South High School is located directly south of the neighborhood on the south side of 63rd Street.

Neighborhood Parks

- *Ebersold Park* is located on the west side of Main Street south of 59th Street.
- *Gilbert Park* is located on the south and west sides of Gilbert Avenue just west of Jacqueline Drive.
- *Ned Bell Park* is located in the northwest quadrant of the 63rd Street/Brookbank Road intersection.
- *Carroll Park* is located just south of 59th Street and just east of Dunham Road.
- *Fishel Park* is located on the north side of Grove Street west of Main Street.
- *Maple Grove Forest Preserve is* located north of 55th Street generally adjacent to the west side of the neighborhood.

Existing Roadway System

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

63rd Street is an east-west, minor arterial road that has two lanes in each direction. Separate left-turn lanes are provided on 63rd Street at its signalized intersections with Main Street, Dunham Road, and Springside Avenue. 63rd Street is under the jurisdiction of the DuPage County Division of Transportation (DuDOT), has a posted speed limit of 40 mph, and has an Annual Average Daily Traffic (AADT) volume of 2040 vehicles (Illinois Department of Transportation [IDOT] 2024).

Main Street is a north-south, minor arterial road that has one lane in each direction north of Maple Avenue and two lanes in each direction south of Maple Avenue. Separate left-turn lanes are provided on Main Street at its signalized intersections with Burlington Avenue, Curtiss Street, 55th Street, and 63rd Street. A separate northbound right-turn lane is located at the intersection of Main Street with Maple Avenue. The Main Street/Maple Avenue and Main Street/59th Street intersections are under traffic signal control. North of 55th Street, Main Street is under the jurisdiction of the Village of Downers Grove, has a posted speed limit of 25 mph, and has an AADT volume of 12,900 (IDOT 2024). South of 55th Street, Main Street is under the jurisdiction of DuDOT, has a posted speed limit of 35 mph, and has an AADT volume of 13,400 vehicles (IDOT 2024).

55th Street is an east-west, minor arterial road that has two lanes in each direction. Separate left-turn lanes are provided on 55th Street at its signalized intersection with Main Street. The 55th Street/Maple Avenue/Dunham Road intersection is under traffic signal control. 55th Street is under the jurisdiction of DuDOT, has a posted speed limit of 35 mph, and has an AADT volume of 12,400 vehicles (IDOT 2024) east of Maple Avenue and a posted speed limit of 40 mph and an AADT volume of 18,900 vehicles (IDOT 2024) west of Maple Avenue.

Internal Neighborhood Roadways

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

- All the roadways within the neighborhood are classified as local roads except the following, as shown in **Figure 2**:
    - Dunham Road is classified as a collector road
    - 59th Street is classified as a collector road
    - Gilbert Avenue is classified as a collector road
    - Forest Avenue between Warren Avenue and Curtiss Street is classified as a collector road
    - Maple Avenue is classified as a collector road
- All the neighborhood roads provide one lane in each direction.

- Exclusive left-turn lanes are provided at the following intersections:
    - Main Street with Maple Avenue (eastbound and southbound approaches)
    - Main Street with 55th Street (all approaches)
    - Main Street with 59th Street (eastbound and westbound approaches)
    - Main Street with 63rd Street (all approaches)
    - 55th Street with Maple Avenue/Dunham Road (northbound and southbound approaches)
    - 63rd Street with Dunham Road (all approaches)
    - 63rd Street with Springside Avenue (eastbound and southbound approaches)
- An exclusive right-turn lane is provided on the northbound approach of Main Street at its intersection with Maple Avenue
- Centerline pavement markings are provided along the entire length or sections of Maple Avenue, Dunham Road, 61st Street, Carpenter Street between Gilbert Avenue and Maple Avenue, the curve along Jefferson Avenue, and the curves along Carpenter Street in the south section of the neighborhood. In addition, parking lines are provided on the east side of Carpenter Street, north side of Grove Street, and north side of 61st Street.
- The posted speed limit on most of the neighborhood roads is 25 miles per hour except for the following (see **Figure 3**):
    - 30 mph advisory speed zones are located along the two curves on 55th Street within the study area.
    - 15 mph advisory speed zones located along the following roads:
        - The curved section of Gilbert Avenue at Gilbert Park
        - The curved section of Maple Avenue just north of 55th Street
        - The two curved sections of Carpenter Street between 59th Street and 61st Street
        - The curved section of Carpenter Street south of 61st Street
        - Through the Y-intersection of Thornwood Drive with Hillcrest Road
    - The roads in the Denburn Woods neighborhood have a speed limit of 20 mph.
    - 20 mph school speed zones that are in effect on school days when children are present are located on multiple roads serving Hillcrest Elementary School, Indian Trail Elementary School, and Grove Children's Preschool.

  It should be noted that many of the 25 mph speed limit signs in the neighborhood have yellow borders to further highlight the posted speed limits.
- Parking is generally provided on one or both sides of the roadways although parking is regulated on several of the roads.

Existing Intersection Traffic Control

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

- Four intersections are under traffic signal control
- Six intersections are under all-way stop sign control
- Fifty-two intersections are under two-way or one-way stop sign control
- Eight intersections are under two-way or one-way yield sign control
- Twenty-three intersections have no intersection traffic control

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

Pedestrian and Bicycle Facilities and Traffic Control Devices

Sidewalk System

Sidewalks are generally located on one side of all the roads in the neighborhood and in many cases on both sides of the road except the Denburn Woods neighborhood which is generally bounded by Gilbert Avenue on the north, Carpenter Street on the east, Maple Avenue on the south, and the Village limits on the west. In addition, high visibility and standard crosswalks are provided at many intersections within the neighborhood, particularly in proximity to Downers Grove South High School, Hillcrest Elementary School, Indian Trail Elementary School, Grove Children's Preschool, and the five parks.

Bike Routes

The 2013 *Village of Downers Grove Bicycle and Pedestrian Plan* designates the following roads as bike routes that extend through the neighborhood:

- Gilbert Avenue through the neighborhood
- Carpenter Street between Gilbert Avenue and Maple Avenue
- Maple Avenue between Carpenter Street and 55th Street
- Dunham Road through the neighborhood
- 59th Street between Main Street and Dunham Road

In addition, a multi-use path was completed on the south side of Jefferson Avenue between Dunham Road and Plymouth Street in the Summer of 2025. Jefferson Street between Plymouth Street and Springside Avenue is also classified as a bike route. Further, Forest Avenue and Curtiss Street west of Forest Avenue, which are adjacent to the neighborhood, are classified as bike routes. Sharrow pavement markings are located along Carpenter Street between Gilbert Avenue and Maple Avenue. Bike route signs are located along all the designated bike routes.

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

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

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

- Pedestrian advanced crossing assemblies (W11-2, W16-9P), pedestrian crossing assemblies (W11-2, W16-7P), and in-street pedestrian crossing signs (R1-6a) are provided at the following locations:
    - Carpenter Street at Curtiss Street
    - Carpenter Street midblock pedestrian crossing between Curtiss Street and Grove Street
    - Maple Avenue at Lane Place
    - Maple Avenue at Maplewood Place
    - Maple Avenue at Brookbank Road
    - 55th Street at Springside Avenue
    - Jefferson Avenue at Brookbank Road
    - Middaugh Avenue at 62nd Street
- Dedicated school crossing signs are provided at the following intersections or locations which include School Advance Crossing Assemblies (S1-1, W16-9P), School Crossing Assemblies (S1-1, W16-7P), and/or SCHOOL pavement markings on the roads:
    - 55th Street with Maple Avenue/Dunham Road
    - Main Street with 59th Street
    - Dunham Road with Jefferson Avenue
    - Jefferson Avenue with Hillcrest Road
    - 61st Street and Plymouth Street
    - 63rd Street with Dunham Road
    - 63rd Street with Springside Avenue
    - 63rd Street with Stonewall Avenue
    - On Plymouth Street north of Jefferson Avenue
    - On 59th Street east of Dunham Road
    - On Springside Avenue south of Jefferson Avenue
    - On Dunham Road north and south of 61st Street
    - On Stonewall Avenue at the midblock crosswalk north of 63rd Street
- School crossing guards are stationed at the Jefferson Avenue/Dunham Road and Jefferson Avenue/Hillcrest Road intersections, which are adjacent to Hillcrest Elementary School.

- The traffic signals at the 63rd Street/Springside Avenue, 63rd Street/Dunham Road, Main Street/63rd Street, Main Street/59th Street, Main Street/55th Street, and 55th Street/Maple Avenue/Dunham Road intersections have countdown pedestrian signals on all legs of each intersection.

- Sharrow pavement markings are located on Carpenter Street between Gilbert Avenue and Maple Avenue.

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

Existing Daily Traffic Volumes and Speed Surveys

In order to determine the existing traffic volumes and speeds along the neighborhood roadways, KLOA, Inc. conducted daily machine traffic counts and speed surveys at 30 locations within the neighborhood. Of the total 30 locations, approximately 17 were conducted along the north-south roadways and 13 were conducted along the east-west roadways. The traffic counts and speed surveys were generally conducted in late May and early June 2025 for a minimum of two days and were broken down by direction and by hour.

Figure 6 shows the two-way daily traffic volumes and **Figure 7** shows the average and 85th percentile speeds observed on the roadways. The average speed is the sum of the observed speeds of all the vehicles divided by the total vehicles on that segment of the road. Average speeds are used to determine the speeds at which motorists are typically traversing a roadway section, whereas the 85th percentile speed represents the speed at or below which 85 percent of vehicles on a roadway section travel under free flow conditions.

Existing Morning and Afternoon/Evening Peak Period Traffic Volumes

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

1. Jefferson Avenue with Dunham Road
2. Jefferson Avenue with Hillcrest Road
3. 63rd Street with Stonewall Avenue

The counts were conducted for one day at each intersection on Wednesday, May 7, 2025 during the morning (7:00 A.M. to 9:00 A.M.) and afternoon/evening (2:00 P.M. to 6:00 P.M.) peak periods. **Figure 8** illustrates the existing weekday morning, afternoon, and evening peak hour vehicle volumes and **Figure 9** illustrates the pedestrian peak hour volumes.

3. Evaluation of Existing Conditions

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

Neighborhood Factors that Contribute to Traffic Volume and Travel Speed

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

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

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

Review of the Daily Traffic Volumes

Daily Volumes

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

Figure 6 summarizes the average weekday traffic volumes by direction. **Table 1** summarizes the average weekday traffic volumes within the neighborhood, categorized by functional classification, and compares the volumes with the national residential road volume ranges as published in *Residential Streets,* Third Edition (see inset).

As can be seen from Table 1, the collector roads (Maple Avenue, Dunham Road, 59th Street, and Gilbert Avenue) generally carry the highest volume of traffic. This is expected given that collector roads link the local neighborhood roads and land uses to the external or arterial roadway system. Further, many of the collector roads extend the length of the neighborhood or between collector and/or arterial roads and serve many homes and other land uses within the neighborhood.

In addition, (1) Carpenter Street between Gilbert Avenue and Maple Avenue and (2) Curtiss Street between Carpenter Street and Forest Avenue carry a higher volume of traffic which exceeds the typical range of traffic volumes found on local roads (see inset). The higher volume of traffic on these two roads is due to the fact that both sections of roads are on the fringe of downtown Downers Grove and provide access to downtown Downers Grove. Both sections of road also serve as a bypass route around the intersection of 55th Street and Main Street and around Main Street through downtown. It is important to note the rest of the local roads generally carry lower volumes that are well within the typical range of traffic volumes found on local roads.

Table 1
DOWNERS GROVE NEIGHBORHOOD 11
AVERAGE WEEKDAY (24-HOUR) TRAFFIC VOLUMES BY ROADWAY CLASSIFICATION

Roadway	Section	Existing Traffic Volumes	Within Typical Range
Collector Roads			**1,500 – 7,500**
59th Street	Middaugh Avenue to Brookbank Road	1,759	Yes
Dunham Road	Thornwood Drive to Blanchard Street	3,507	Yes
	Ridgewood Circle to 61st Street	3,468	Yes
Gilbert Avenue	Brookbank Road to Carpenter Street	1,942	Yes
Maple Avenue	Carpenter Street to Brookbank Road	8,441	Yes
Local Roads			**0 – 1,500**
60th Place	Brookbank Road to Carpenter Street	143	Yes
61st Street	Ridgewood Circle to Hillcrest Place	941	Yes
62nd Place	Carpenter Street to Lane Place	144	Yes
62nd Street	Plymouth Street to Dunham Road	288	Yes
Blanchard Street	Middaugh Avenue to Brookbank Road	415	Yes
Brookbank Road	Turvey Road to Meadow Lane	413	Yes
	55th Street to Blanchard Street	252	Yes
	60th Place to 61st Street	573	Yes
Carpenter Street	Curtiss Street to Maple Avenue	4,261	No
	55th Street to Blanchard Street	601	Yes
	Blanchard Street to 59th Street	525	Yes
	59th Street to 60th Place	348	Yes
	61st Street to 62nd Place	194	Yes
Curtiss Street	Carpenter Street to Forest Avenue	2,647	No
Hillcrest Road	George Street to Jefferson Avenue	273	Yes
Jefferson Avenue	Plymouth Street to Hillcrest Road	477	Yes
	Dunham Road to Middaugh Avenue	286	Yes

Table 1
DOWNERS GROVE NEIGHBORHOOD 11
AVERAGE WEEKDAY (24-HOUR) TRAFFIC VOLUMES BY ROADWAY CLASSIFICATION
(continued)

Roadway	Section	Existing Traffic Volumes	Within Typical Range
Local Roads			**1,500 – 7,500**
Middaugh Avenue	55th Street to Blanchard Street	327	Yes
	60th Place to 62nd Street	198	Yes
Plymouth Street	George Street to Jefferson Avenue	343	Yes
Stonewall Avenue	61st Street to 63rd Street	859	Yes
Springside Avenue	55th Street to Jefferson Avenue	587	Yes
	61st Street to 63rd Street	601	Yes
Ridgewood Circle	Dunham Road to 61st Street	263	Yes
Thornwood Drive	Plymouth Street to Hillcrest Road	941	Yes

Review of the Travel Speed Surveys

Most of the roads within the neighborhood are regulated by a 25-mph neighborhood speed limit. In addition, 20 mph school speed zones that are in effect on school days when children are present are provided on multiple roads serving Hillcrest Elementary School, Indian Trail Elementary School, and Grove Children's Preschool. Further, several advisory speed zones are located in the neighborhood. Figure 7 summarizes the average and 85th percentile speeds by direction. **Table 2** summarizes the 85th percentile speeds within the neighborhood, categorized by functional classification, and indicates if the speeds were within normal ranges (five mph or less of the posted speed limit).

Travel Speeds

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

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

- 59th Street
- 61st Street
- 62nd Street
- Gilbert Avenue
- Dunham Road
- Carpenter Street
- Middaugh Avenue
- Springside Avenue

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

Table 2
DOWNERS GROVE NEIGHBORHOOD 11
85TH PERCENTILE SPEEDS BY ROADWAY CLASSIFICATION

Roadway	Section	Existing 85th Percentile Speeds		Within Typical Range
		NB/EB	SB/WB	
Collector Roads				
59th Street	Middaugh Avenue to Brookbank Road	34	33	No
Dunham Road	Thornwood Drive to Blanchard Street	33	35	No
	Ridgewood Circle to 61st Street	29	33	No
Gilbert Avenue	Brookbank Road to Carpenter Street	29	31	No
Maple Avenue	Carpenter Street to Brookbank Road	27	29	Yes
Local Roads				
60th Place	Brookbank Road to Carpenter Street	20	23	Yes
61st Street	Ridgewood Circle to Hillcrest Place	32	32	No
62nd Place	Carpenter Street to Lane Place	29	27	Yes
62nd Street	Plymouth Street to Dunham Road	31	30	No
Blanchard Street	Middaugh Avenue to Brookbank Road	32	32	No
Brookbank Road	Turvey Road to Meadow Lane	23	22	Yes
	55th Street to Blanchard Street	23	21	Yes
	60th Place to 61st Street	28	31	No
Carpenter Street	Curtiss Street to Maple Avenue	21	24	Yes
	55th Street to Blanchard Street	29	32	No
	Blanchard Street to 59th Street	34	32	No
	59th Street to 60th Place	29	27	Yes
	61st Street to 62nd Place	21	20	Yes
Curtiss Street	Carpenter Street to Forest Avenue	23	23	Yes
Hillcrest Road	George Street to Jefferson Avenue	16	14	Yes
Jefferson Avenue	Plymouth Street to Hillcrest Road	28	27	Yes
	Dunham Road to Middaugh Avenue	27	27	Yes

Table 2
DOWNERS GROVE NEIGHBORHOOD 11
85TH PERCENTILE SPEEDS BY ROADWAY CLASSIFICATION (continued)

Roadway	Section	Existing 85th Percentile Speeds		Within Typical Range
		NB/EB	SB/WB	
Local Roads				
Middaugh Avenue	55th Street to Blanchard Street	30	29	No
	60th Place to 62nd Street	26	29	Yes
Plymouth Street	George Street to Jefferson Avenue	28	28	Yes
Stonewall Avenue	61st Street to 63rd Street	29	27	Yes
Springside Avenue	55th Street to Jefferson Avenue	33	31	No
	61st Street to 63rd Street	29	27	Yes
Ridgewood Circle	Dunham Road to 61st Street	24	24	Yes
Thornwood Drive	Plymouth Street to Hillcrest Road	23	23	Yes

Traffic Crash History

GIS traffic crash data for the neighborhood roads was obtained by the Village of Downers Grove for review and consideration when developing recommended traffic volume and/or speed mitigation measures in this study. The crash data is summarized in **Figures A** through **C** (located in the Appendix), which show the locations of the crashes for each year from January 2021 to December 2023. Based on the data, the following observations were made on the intersections internal to the neighborhood:

- The overall number of crashes along the internal neighborhood roads was limited. Excluding the crashes that occurred along the arterial roadways bordering or traversing the neighborhood (Main Street, 55th Street, and 63rd Street) the neighborhood internal roads averaged 10 to 11 crashes per year over the three-year period.

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

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

Preliminary On-Street Parking Review

As part of the study, KLOA, Inc. preliminarily observed the on-street parking conditions within the neighborhood. Other than the additional on-street parking that occurs within proximity to or associated with Downers Grove South High School, Hillcrest Elementary School, Indian Trail Elementary School, Grove Children's Preschool, and the larger parks in the neighborhood, the neighborhood experiences limited on-street parking, similar to most neighborhoods. While the schools and parks have higher on-street parking demands, this is expected and typical of these types of uses. The on-street parking demand associated with the schools generally only occurs for approximately 15 to 20 minutes before and after school and the on-street parking demand associated with the parks generally occurs on evenings and weekends, when traffic volumes on the area roads are lower.

Review of Indian Trail Elementary School Campus

The Indian Trail Elementary School campus is located in the northeast quadrant of the intersection of 63rd Street with Stonewall Avenue and includes the Grove Children's Preschool. In addition to the two schools, the campus also contains the Board of Education facility for Grade School District 58. Currently, the Indian Trail Elementary School and Grove Children's Preschool have an enrollment of approximately 350 students in preschool through sixth grade with the school day generally extending as follows:

- Kindergarten through sixth grade students: 8:15 A.M. to 2:00 P.M. on Mondays and 8:15 A.M. to 3:00 P.M. on Tuesdays through Fridays

- Preschool students: 8:25 A.M. to 11:05 A.M. for the morning classes and 11:55 A.M. to 2:35 P.M. for the afternoon classes

The following briefly summarizes the transportation operations of the school:

- Staff and visitor parking for the two schools and the Board of Education facility is provided via a parking lot located on the south side of the school campus with access provided via two, one-way access drives located on the east side of Stonewall Avenue. The south access drive is restricted to inbound only access and the north access drive is restricted to outbound only access. In addition, a one-way, westbound loading lane is provided along the south side of the school building and the north side of the parking lot which is used for the drop-off/pick-up of students in kindergarten through sixth grade.

- A two-way, circulation road is located on the north side of the school building that contains a loading lane that is used for the drop-off/pick-up of preschool students. Access to the circulation road is provided via a single access drive located on the east side of Stonewall Avenue at the north end of the campus. A cul-de-sac is located at the east end of the circulation road to allow for parents/caregivers to turn around and exit the circulation road.

- An approximately 360-foot lay-by lane is located on the east side of Stonewall Avenue that extends from the circulation road on the north side of the campus to the parking lot's north access drive and is used for the loading and unloading of school buses. All the school buses enter the lay-by lane from the south on Stonewall Avenue and exit to the north on Stonewall Avenue.

Kindergarten through 6th Grade Operations

- Drop-off/pick-up for students in kindergarten through sixth grade occurs along the loading lane located on the south side of the school building that provides four to five spaces for the loading and unloading of students. All parents/caregivers enter the loading lane/parking lot via the Stonewall Avenue south access drive and exit via the Stonewall Avenue north access drive and, as such, circulate through the parking lot in a one-way, counterclockwise traffic flow. During the morning drop-off, parents/caregivers are directed to travel around only the northwest section of the of parking lot. To provide more internal stacking during the afternoon pick-up, parents/caregivers are directed to also travel around the southeast section of the parking lot.

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

- Many parents/caregivers were observed walking their student to and from school.

- The queue of vehicles during both the morning drop-off and afternoon pick-up periods were generally contained within the parking lot. A few times during the morning peak hour, several vehicles were queued on Stonewall Avenue for a short period.

- Bus loading occurs along the east side of Stonewall Avenue within the lay-by lane. Since the school bus loading occurs along a public road, state law requires that through traffic in both directions of Stonewall Avenue must stop before reaching the school buses, when the school buses are operating all appropriate warning devices indicating that students are exiting or boarding the school buses and may be crossing the roadway. As a result, vehicle queuing occurred along northbound and southbound Stonewall Avenue during the loading and unloading of students from the buses.

Preschool Operations

- Drop-off/pick-up for preschool students occurs along the access road located on the north side of the school building that provides four to five spaces for the loading and unloading of students. All parents/caregivers enter the circulation road via the Stonewall Avenue access drive, drop off/pick up their student, and then circulate around the cul-de-sac and exit via the Stonewall Avenue access drive.

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

- The queue of vehicles can exceed the stacking provided along the circulation road and extend along southbound Stonewall Avenue. However, the vehicles queue along the side of Stonewall Avenue and the queue of vehicles only occurred for a short period.

Given the location of the school and its school boundary, primary inbound and outbound vehicle access to the campus is provided via Stonewall Avenue and its intersection with 63rd Street. As a result, field observations have shown that Stonewall Avenue and its intersection with 63rd Street experience a considerable amount of congestion before and after school, which results in additional delay and queuing. Further contributing to the congestion in the area is the pedestrian activity associated with the school and the number of parents/caregivers that drive their students to and from school. However, it is important to note that additional congestion only occurs for approximately 20 to 30 minutes before and after school. This is inherent with most schools given the fixed start and end times of the school day. In addition, the after-school peak period occurs in the afternoon and does not overlap with the evening commuter peak period (4:00 P.M. to 6:00 P.M.), further minimizing the impact of the school operations on the area roadway conditions.

Review of Hillcrest Elementary School

The Hillcrest Elementary School campus is located in the southwest quadrant of the intersection of Dunham Road with Jefferson Avenue. Currently, Hillcrest Elementary School has an enrollment of approximately 350 students in preschool through sixth grade with the school day generally extending from 8:15 A.M. to 2:00 P.M. on Mondays and 8:15 A.M. to 3:00 P.M. on Tuesdays through Fridays. The following briefly summarizes the transportation operations of the school:

- Staff and visitor parking for the school is provided via a parking lot located on the west side of the school campus with access provided via a single access drive located on the south side of Jefferson Avenue. In addition, staff were observed parking on Jefferson Avenue west of the campus. Additional parking is provided on Jefferson Avenue for visitors. However, parking is prohibited between 8:00 A.M. and 9:00 A.M. on the south side of Jefferson Avenue along the school campus.

- A northbound drop-off/pick-up lane is located along the west side of the school campus within the parking lot and is used for the loading and unloading of school buses. It should be noted that a small roundabout is located in the middle of the parking lot that permits buses to turn around in the parking lot and line up along the drop-off/pick-up lane. As such, all the school buses enter and exit the parking lot from the Jefferson Avenue access drive.

School Operations

- The primary student drop-off/pick-up occurs along the south side of Jefferson Avenue along the school frontage. Parents/caregivers enter the loading lane from the west on Jefferson Avenue via Springside Drive, Plymouth Street, or Hillcrest Road. All parents/caregivers exit the loading lane to the east via the Jefferson Avenue/Dunham Road intersection.

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

- Many parents/caregivers were observed parking on the area roads, including Jefferson Avenue, Hillcrest Road, and Dunham Road and in the St. Paul's United Church of Christ parking lot and walking their children to and from school. In addition, many children were observed walking to and from school.

- The queue of vehicles during both the morning drop-off and afternoon pick-up periods extends west along Jefferson Avenue and north along Hillcrest Road.

- Bus loading occurs along the west side of the school within the parking lot. Since all of the school buses can be accommodated with the parking lot, the loading and unloading of the school buses have little impact on the operation of the area roadways.

It should be noted that Jefferson Avenue and Dunham Road serve as the primary routes to and from the school. As a result, field observations have shown that these roadway segments and the Jefferson Avenue/Dunham Road and Jefferson Avenue/Hillcrest Road intersections experience a considerable amount of congestion before and after school, which results in additional delay and queuing. Further contributing to the congestion in the area is the pedestrian activity associated with the school and the number of parents/caregivers that drive their students to and from school. However, it is important to note that additional congestion only occurs for approximately 20 to 30 minutes before and after school. This is inherent with most schools given the fixed start and end times of the school day. In addition, the after-school peak period occurs in the afternoon and does not overlap with the evening commuter peak period (4:00 P.M. to 6:00 P.M.), further minimizing the impact of the school operations on the area roadway conditions.

Review of The Avery Coonley School

The Avery Coonley School is a private school whose campus is located on the western border of the neighborhood in the northwest quadrant of the intersection of 55th Street and Maple Avenue. Currently, the Avery Coonley School has an enrollment of approximately 335 students in preschool through eighth grade with the school day generally extending as follows:

- Prekindergarten students: 8:15 A.M. to 11:00 A.M. for half day classes and 8:15 A.M. to 2:45 P.M. for full day classes
- Kindergarten students: 8:25 A.M. to 2:45 P.M.
- First through fourth grade students: 8:25 A.M. to 3:05 P.M.
- Fifth through eighth grade students: 8:25 A.M. to 3:35 P.M.

The following briefly summarizes the transportation operations of the school:

- Staff and visitor parking for the school is provided via parking lots located on the east and south side of the school campus with access provided via a single access drive located on the northwest side of Maple Avenue just north of the 55th Street/Maple Avenue intersection. The access drive provides one inbound lane and two outbound lanes with the outbound lanes under stop sign control.

- All the circulation roads and parking aisles within the campus provide two-way circulation except for a one-way northbound parking aisle located on the east side of the campus. In addition, the circle at the northeast portion of the school is restricted to one-way counterclockwise circulation and a one-way, southbound loading lane is provided along the east side of the school building south of the circle. Both the circle and the loading lane are used for drop-off/pick-up of students.

Drop-Off/Pick-Up Operations

- Drop-off/pick-up for all students occurs along the one-way counterclockwise circle and the loading lane along the east side of the school building. All parents/caregivers enter and exit the campus via the Maple Avenue access drive. The following summarizes the circulation through the campus:

    - During the *morning drop-off period,* parents/caregivers enter the campus via the Maple Avenue access drive and are directed to travel northbound along the main circulation road to the one-way counterclockwise circle. The parents/caregivers then drop off their students along the circle or the loading lane and then travel southbound along the main circulation road and exit the campus via the Maple Avenue access drive. As such, stacking for the morning drop-off period is provided via the entire northbound lane of the main circulation road.

- During the *afternoon pick-up period,* parents/caregivers enter the campus via the Maple Avenue access drive and are directed to travel northbound along the main circulation road. However, parents/caregivers are directed to travel/stack along both the main circulation road and the one-way northbound parking aisle prior to reaching the one-way counterclockwise circle. The two lanes of vehicles alternate when entering the one-way counterclockwise circle where they pick up their students along the circle or the loading lane and then travel southbound along the main circulation road and exit the campus via the Maple Avenue access drive. As such, stacking for the afternoon drop-off period is provided via the entire northbound lane of the main circulation road and the one-way northbound parking aisle.

- To expedite the drop-off/pick-up activity and minimize the impact on the roadway system, the following measures are implemented by the school:

  - Left-turn movements to and from the Maple Avenue access drive are prohibited from 8:00 A.M. to 9:00 A.M. and 3:00 P.M. to 5:00 P.M. on school days via permanent and temporary signage and cones. As such, only right-turn movements are permitted at the Maple Avenue access drive.

  - To minimize the surging of school traffic, the start and end of the school day for the various grades are staggered.

  - Several staff members assist with the loading of students and the management of the operations.

  - The school requires all parents/caregivers to display a color-coded, school-provided name card in the windshield of their vehicle.

Field observations indicated that the queue of vehicles during both the morning drop-off and afternoon pick-up periods were generally contained within the campus circulation system. A few times during the afternoon pick-up period, several vehicles were queued on Maple Avenue. Further, it is our understanding that more significant queueing can occur along Maple Avenue. However, it should be noted that the queuing along Maple Avenue typically occurs for a short period and clears quickly. Further, the outbound movements at the Maple Avenue access drive can experience some congestion during both the morning drop-off period and the afternoon pick-up period, which results in additional delay and queuing. This is due in part to the fact that the campus is only served via one access drive and the proximity of the Maple Avenue access drive to the signalized intersection of Maple Avenue with 55th Street, which provides for limited stacking. However, it is important to note that additional congestion only occurs for approximately 15 to 20 minutes before and after school.

4. Detailed Evaluation and Recommendations

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

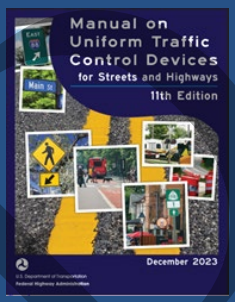
- Intersection traffic control devices
- Pedestrian and bicycle facilities
- Travel speeds and traffic volumes on the neighborhood roads

Basis of Recommendation

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

MUTCD

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



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

Purposes and Types of Traffic Calming Measures/Devices

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

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

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

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

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

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

Table 3
TRAFFIC CALMING MEASURES/DEVICES

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

Table 4
NON-PHYSICAL MEASURES/DEVICES

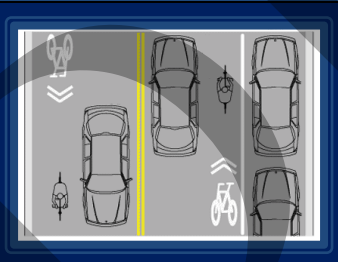
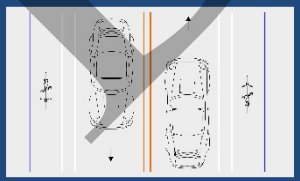
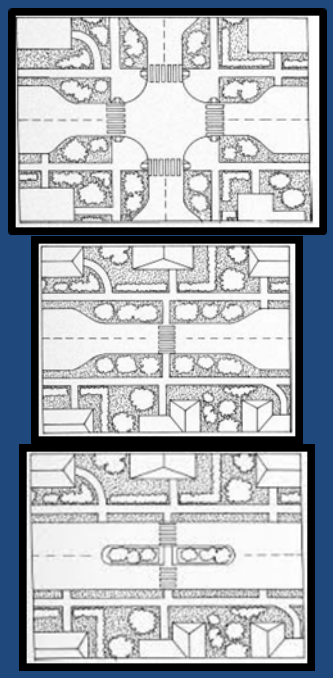
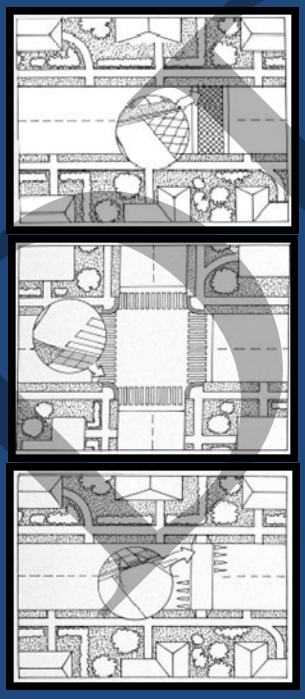
	***Education and Community Involvement Efforts*** include yard sign campaigns, radar gun loan programs, and self-policing that further educates/informs both residents and motorists.
	***Speed Limit Signage/Markings*** include oversized speed limit signs, yellow-framed speed limit signs, and/or speed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

Table 5
PHYSICAL MEASURES/DEVICES – HORIZONTAL DEFLECTIONS



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

Table 6
PHYSICAL MEASURES/DEVICES – VERTICAL DEFLECTIONS



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

Intersection Traffic Control

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

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

Figure 10 illustrates the recommended traffic control plan and **Table 7** summarizes the recommended modifications.

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

- *Dunham Road with 59th Street*. This intersection should continue to operate under all-way stop sign control given that it is an intersection of two collector roads.

- *Dunham Road with Jefferson Avenue*. This intersection should continue to operate under all-way stop sign control to maintain this established location and due to the intersection's proximity to Hillcrest Elementary School.

- *Jefferson Avenue with Hillcrest Road*. This intersection should continue to operate under all-way stop sign control to maintain this established location and due to the intersection's proximity to Hillcrest Elementary School.

- *Forest Avenue with Curtiss Street*. This intersection should continue to operate under all-way stop sign control to maintain this established location and due to its proximity to downtown Downers Grove and the increased vehicle, pedestrian, and bicycle activity at this intersection.

- *Carpenter Street with Grove Street*. This intersection should continue to operate under all-way stop sign control to maintain this established location and due to its proximity to downtown Downers Grove and the increased vehicle, pedestrian, and bicycle activity at this intersection.

Table 7
RECOMMENDED INTERSECTION TRAFFIC CONTROL MODIFICATIONS

Modifications	Intersections
Replace yield sign control with all-way stop sign control	• Carpenter Street with Summit Street • Plymouth Street with Jefferson Avenue • Brookbank Road with 60th Place • Brookbank Road with Wallen Place • Brookbank Road with 62nd Street • Brookbank Road with 62nd Place • Carpenter Street with 62nd Pl/Lane Pl • Hillcrest Place with 61st Street
Add all-way stop sign control at intersections with no control	• Brookbank Road with N. Turvey Road • Brookbank Road with Hawthorne Lane • Brookbank Road with S. Turvey Road • Brookbank Rd with Turvey Rd/Brook Ln • Brookbank Road with Meadow Lane • N. Turvey Road with S. Turvey Road • S. Turvey Road with Turvey Road (S leg) • Lane Place with Summit Street • Plymouth Street with Thornwood Drive • Plymouth Street with George Street • Hillcrest Road with Thornwood Drive • Hillcrest Road with George Street • Ridgewood Circle with Hillcrest Court • Ridgewood Circle with 61st Street • Springside Avenue with Brian Grant • Middaugh Avenue with 60th Place • Middaugh Avenue with 62nd Street • Carpenter Street with 60th Street • Carpenter Street with 60th Place • E. Carpenter Street with 61st Street • W. Carpenter Street with 61st Street • Carpenter Street with 62nd Court • Lane Place with 61st Street

- *Carpenter Street with Maple Avenue*. This intersection should continue to operate under all-way stop sign control to maintain this established location and due to the increased vehicle, pedestrian, and bicycle activity at this intersection.

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

- Carpenter Street with Summit Street
- Plymouth Street with Jefferson Avenue
- Brookbank Road with 60th Place
- Brookbank Road with Wallen Place
- Brookbank Road with 62nd Street
- Brookbank Road with 62nd Place
- Carpenter Street with 62nd Place/Lane Place
- Hillcrest Place with 61st Street

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

- *Brookbank Road with Turvey Road and Brook Lane.* The Turney Road and Brook Lane approaches should be under stop sign control at their intersection with Brookbank Road, which currently has no traffic control.

- *Middaugh Avenue with 60th Place*. The 60th Place approaches should be under stop sign control at their intersection with Middaugh Avenue, which currently has no traffic control.

- *Carpenter Street with 60th Place*. The 60th Place approaches should be under stop sign control at their intersection with Carpenter Street, which currently has no traffic control.

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

- Brookbank Road with North Turvey Road
- Brookbank Road with Hawthorne Lane
- Brookbank Road with South Turvey Road
- Brookbank Road with Meadow Lane
- North Turvey Road with South Turvey Road
- South Turvey Road with south leg of Turvey Road
- Lane Place with Summit Street
- Plymouth Street with Thornwood Drive
- Plymouth Street with George Street
- Hillcrest Road with Thornwood Drive
- Hillcrest Road with George Street
- Ridgewood Circle with Hillcrest Court
- Ridgewood Circle with 61st Street
- Springside Avenue with Brian Grant
- Middaugh Avenue with 62nd Street
- Carpenter Street with 60th Street
- Carpenter Street with 61st Street (east intersection)
- Carpenter Street with 61st Street (west intersection)

- Carpenter Street with 62nd Court
- Lane Place with 61st Street

Speed Limits and Posted Speed Limit Signs

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

- 30 mph advisory speed zones are located along the curves on 55th Street within the study area.

- 15 mph advisory speed zones are located along the following roads:

    - The curved section of Gilbert Avenue at Gilbert Park
    - The curved section of Maple Avenue just north of 55th Street
    - The two curved sections of Carpenter Street between 59th Street and 61st Street
    - The curved section of Carpenter Street south of 61st Street
    - Through the Y-intersection of Thornwood Drive with Hillcrest Road

- 20 mph school speed zones that are in effect on school days when children are present are provided on multiple roads serving Hillcrest Elementary School, Indian Trail Elementary School, and Grove Children's Preschool.

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

Pedestrian Facilities and Traffic Control Devices

The neighborhood contains five parks, Hillcrest Elementary School, Indian Trail Elementary School, Grove Children's Preschool, and Avery Coonley School. In addition, Downers Grove South High School is located adjacent to the neighborhood. To safely accommodate pedestrians, numerous pedestrian facilities and warning devices are provided within the neighborhood, which are highlighted in the existing conditions section of the report and illustrated in Figure 6.

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

- Install school advanced crossing assemblies (S1-1, W16-9P) at the following locations:
    - On the north side of Jefferson Avenue east of Dunham Road
    - On the west side of Springside Avenue north of Jefferson Avenue
    - On the east and west sides of Stonewall Avenue north and south of the midblock crosswalk located north of 63rd Street
- Per the *Village of Downers Grove Active Transportation Plan* adopted April 8, 2025, the following intersections have been identified for the installation of crosswalks at locations that do not have them and/or the upgrade of existing crosswalks:
    - Middaugh Avenue with 60th Street
    - Brookbank Road with 59th Street
    - Brookbank Road with 61st Street
    - Carpenter Street with 59th Street
    - Carpenter Street with 61st Street
    - Main Street with 61st Street
- Per the *Village of Downers Grove Active Transportation Plan* adopted April 8, 2025, the following intersections have been identified for curb extensions:
    - Carpenter Street with Gilbert Avenue
    - Plymouth Street with Jefferson Avenue
    - Brookbank Road with 62nd Place

Table 8
PEDESTRIAN FACILITIES AND TRAFFIC CONTROL DEVICES RECOMMENDATIONS

Location	Recommendation Description
• On Jefferson Ave east of Dunham Rd • On Springside Ave north of Jefferson Ave • On Stonewall Ave at midblock crosswalk	Install school advanced crossing assemblies (S1-1, W16-9P)
• Middaugh Avenue with 60th Street • Brookbank Road with 59th Street • Brookbank Road with 61st Street • Carpenter Street with 59th Street • Carpenter Street with 61st Street • Main Street with 61st Street	Per the *Village of Downers Grove Active Transportation Plan*, consider the installation of crosswalks and/or upgrading existing crosswalks
• Carpenter Street with Gilbert Avenue • Plymouth Street with Jefferson Ave • Brookbank Road with 62nd Place	Per the *Village of Downers Grove Active Transportation Plan*, consider intersection curb extensions

Bicycle Facilities

The 2000 Village of Downers Grove bikeway plan currently designates several neighborhood roads as bike routes that extends through the neighborhood. In addition, bicycle route signs are located on all of the designated bike routes within the neighborhood. Enhancing the visibility of the bike routes through the Village may increase the comfort level of bicyclists, encourage more people to ride, and more effectively alert motorists to the potential presence of bicyclists. **Figure 12**, **Table 9**, and the following summarize the recommendations for the bicycle facilities in the neighborhood, many of which are from the *Village of Downers Grove Active Transportation Plan* adopted April 8, 2025:

- Per the *Village of Downers Grove Active Transportation Plan,* shared use paths are recommended along Gilbert Avenue and 59th Street through the neighborhood.
- Per the *Village of Downers Grove Active Transportation Plan,* an off-road trail is recommended for Gilbert Avenue that would extend through Gilbert Park.
- The *Village of Downers Grove Active Transportation Plan* identifies suggested modifications to the Dunham Road bike route but does provide any specific recommendations.
- Install additional bike route signs along the existing bike routes on Dunham Road, 59th Street, and Jefferson Avenue.

Table 9
BICYCLE FACILITIES RECOMMENDATIONS

Location	Recommendation Description
• Gilbert Avenue • 59th Street	Shared use paths are recommended per the *Village of Downers Grove Active Transportation Plan*
• Gilbert Park/Gilbert Avenue	An off-road trail is recommended per the *Village of Downers Grove Active Transportation Plan*
• Dunham Road • Jefferson Avenue • 59th Street	Install bike route signs

Pavement Markings and Signage

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

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

- Stop lines are supplemental pavement markings that enhance the visibility of the stop sign control, which can improve compliance and reduce crash potential. When used in combination with crosswalks, they indicate the point at which vehicles should stop to provide adequate separation from pedestrians in the crosswalk. The following stop bar modifications are recommended:

    - Refresh existing stop bars that have become faded
    - Relocate the stop bars on the stop sign approaches where high visibility, ladder style crosswalks are recommended to be installed
    - Install stop bars on the approaches where new stop signs are recommended or existing stop sign approaches that do not have stop bars

- Refresh all pavement markings that have become faded including parking boxes/lines, centerlines, bike lanes, stop bars, etc.

Education

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

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

Enforcement

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

Traffic Calming Measures

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

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

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

- Dunham Road
- Plymouth Street
- Carpenter Street
- 59th Street
- Carpenter Street with Gilbert Avenue
- Plymouth Street with Jefferson Avenue
- Brookbank Road with 62nd Place

Table 10
POTENTIAL TRAFFIC CALMING MEASURES

Traffic Calming Measure	Locations
Speed Monitors and Police Enforcement. Continue use of portable electronic speed monitors, install permanent speed monitors, and/or enhance targeted police enforcement to increase awareness and enforce speed limits.	• Neighborhood-wide
Speed Limit Signage. Install additional speed limit signs and/or yellow-framed speed limit signs to further reinforce the speed limits.	• Neighborhood-wide
Crosswalks: Per the *Village of Downers Grove Active Transportation Plan,* consider installing new crosswalks and/or upgrading existing crosswalks.	• Middaugh Avenue with 60th Street • Brookbank Road with 59th Street • Brookbank Road with 61st Street • Carpenter Street with 59th Street • Carpenter Street with 61st Street • Main Street with 61st Street
Curb Extensions. Per the *Village of Downers Grove Active Transportation Plan,* consider installing curb extensions to enhance pedestrian circulation and safety and give motorists the perception of a narrower roadway.	• Carpenter Street with Gilbert Avenue • Plymouth Street with Jefferson Ave • Brookbank Road with 62nd Place

5. Conclusion

This study summarizes the results and findings of the neighborhood traffic study for Area Number 11. The neighborhood is generally bounded by BNSF Railroad tracks on the north, Forest Avenue, Carpenter Street, and Main Street on the east, 63rd Street on the south, and the Village's western boundary on the west (generally east of Lee Avenue). Overall, the objective of the study was to thoroughly examine the existing traffic operations within the neighborhood, identify operational deficiencies, and recommend modifications and/or improvements to enhance both vehicular and pedestrian operations. The study addressed the primary traffic concerns within any neighborhood: vehicular volume, vehicular speed, and overall vehicular and pedestrian safety. The recommendations developed in the study were based primarily on accepted engineering practices, conformity with the 2011 MUTCD, existing Village criteria, and input from Village staff.

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

Table 11
DOWNERS GROVE NEIGHBORHOOD 11 - RECOMMENDATION MATRIX

Transportation Component	Location	Recommendation Description	Ease of Implementation Effort	Cost
Traffic Control	Carpenter Street with Summit Street Plymouth Street with Jefferson Avenue Brookbank Road with 60th Place Brookbank Road with Wallen Place Brookbank Road with 62nd Street Brookbank Road with 62nd Place Carpenter Street with 62nd Pl/Lane Pl Hillcrest Place with 61st Street	• Replace yield sign control with stop sign control	Low	Low
Traffic Control	Brookbank Rd & Turvey Rd/Brook Ln Carpenter Street with 60th Place Middaugh Avenue with 60th Place	• Add two-way stop sign control on Turvey Road/Brook Lane and 60th Place at these intersections that have no traffic control	Low	Low
Traffic Control	Brookbank Road with N. Turvey Road Brookbank Road with Hawthorne Lane Brookbank Road with S. Turvey Road Brookbank Road with Meadow Lane N. Turvey Road with S. Turvey Road S. Turvey Rd with Turvey Road (S leg) Lane Place with Summit Street Plymouth Street with Thornwood Dr Plymouth Street with George Street Hillcrest Road with Thornwood Drive Hillcrest Road with George Street Ridgewood Circle with Hillcrest Court Ridgewood Circle with 61st Street Springside Avenue with Brian Grant Ct Middaugh Avenue with 62nd Street Carpenter Street with 60th Street E. Carpenter Street with 61st Street W. Carpenter Street with 61st Street Carpenter Street with 62nd Court Lane Place with 61st Street	• Add one-way stop sign control on the road with only one intersection leg at these T-intersections that have no traffic control	Low	Low

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

Transportation Component	Location	Recommendation Description	Ease of Implementation Effort	Cost
Pedestrian Facilities	On Jefferson Avenue east of Dunham Road On Springside Avenue north of Jefferson Avenue On Stonewall Avenue at midblock crosswalk	• Install school advanced crossing assemblies (S1-1, W16-9P)	Low	Low
Pedestrian Facilities	Middaugh Avenue with 60th Street Brookbank Road with 59th Street Brookbank Road with 61st Street Carpenter Street with 59th Street Carpenter Street with 61st Street Main Street with 61st Street	• Per the *Village of Downers Grove Active Transportation Plan*, consider the installation of crosswalks and/or upgrading existing crosswalks	Low	Low
Pedestrian Facilities	Carpenter Street with Gilbert Avenue Plymouth Street with Jefferson Ave Brookbank Road with 62nd Place	• Per the *Village of Downers Grove Active Transportation Plan*, consider the installation of intersection curb extensions	Low	Low
Bicycle Facilities	Gilbert Avenue 59th Street	• Shared use paths are recommended per the *Village of Downers Grove Active Transportation Plan*	Low	Low
Bicycle Facilities	Gilbert Park/Gilbert Avenue	• An off-road trail is recommended per the *Village of Downers Grove Active Transportation Plan*	Low	Low
Bicycle Facilities	Dunham Road Jefferson Avenue 59th Street	• Install bike route signs	Low	Low
Striping & Signage	Neighborhood-wide	• Inspect all traffic sign locations and trim trees within Village right-of-way to improve visibility of signs	Low	Low
Striping & Signage	Neighborhood-wide	• Refresh all pavement markings including parking boxes/lines, centerlines, stop bars, etc.	Low	Low
Striping & Signage	Neighborhood-wide	• Install stop lines at new stop sign-controlled locations and existing stop sign control approaches that do not have stop bars	Low	Low

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

Transportation Component	Location	Recommendation Description	Ease of Implementation Effort	Cost
Traffic Speeds	Neighborhood-wide (see Figure 11)	• Install yellow borders on existing speed limit signs • Install new speed limit signs with yellow borders	Low	Low
Traffic Speeds	Neighborhood-wide	• Targeted speed enforcement and use of speed radar trailer	Low	Low
Traffic Speeds	Dunham Road Plymouth Street Carpenter Street 59th Street	• Consider the installation of permanent or temporary speed monitors	Low	Medium
Traffic Speeds & Pedestrian Facilities	Carpenter Street with Gilbert Avenue Plymouth Street with Jefferson Ave Brookbank Road with 62nd Place	• Per the *Village of Downers Grove Active Transportation Plan*, consider the installation of curb extensions	High	High
Education		• Develop materials to explain Village policies regarding vehicular speeds and volumes on neighborhood roads • Develop materials to explain State of Illinois "Stop for Pedestrians in the Crosswalk" law • Develop materials to assist with navigating the Village's website for neighborhood transportation data, studies, and information	Low	Low

KEY:
Ease of Implementation

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

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

Low – Completed by internal Village staff.

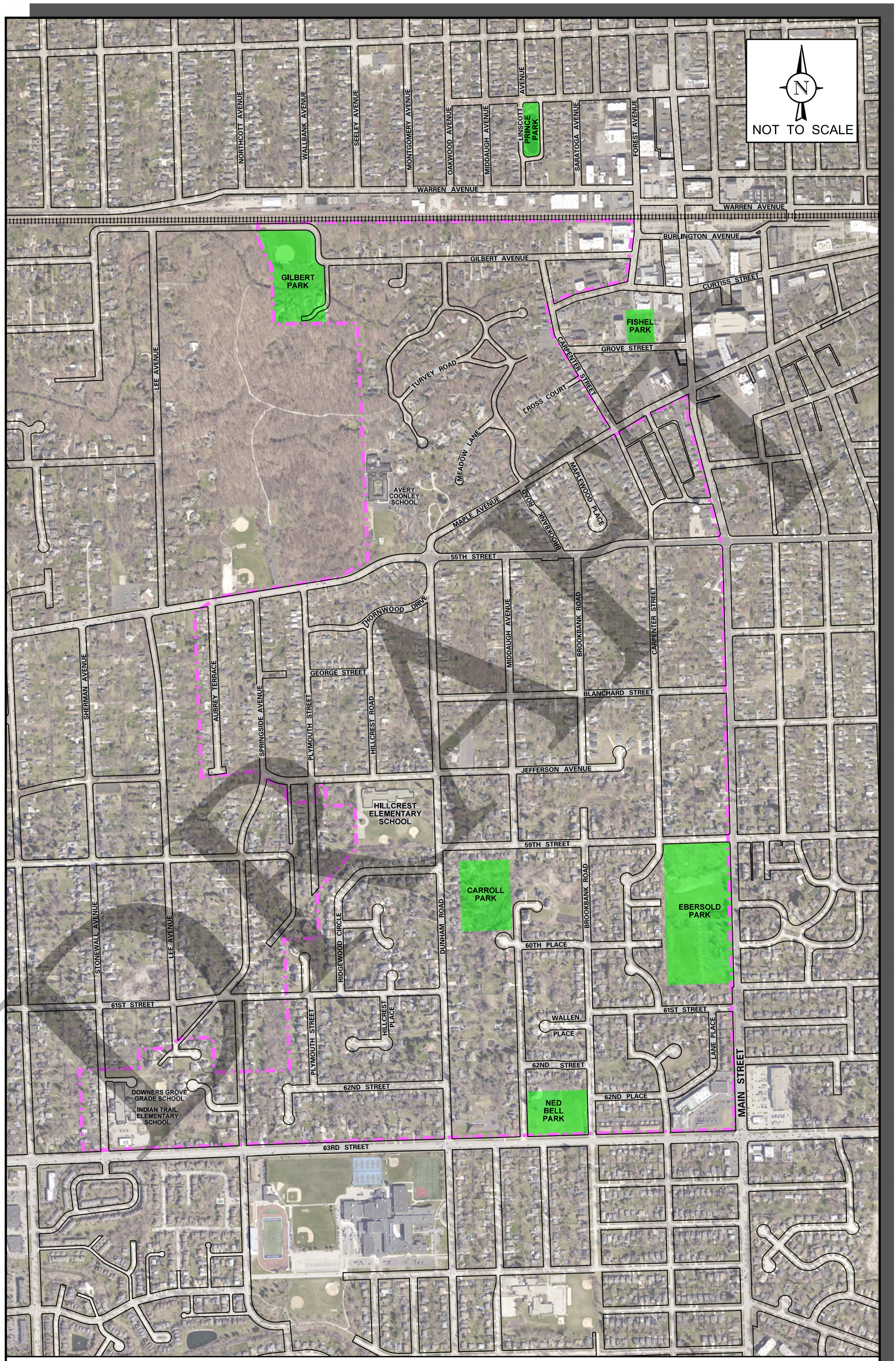
Cost

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

Appendix

Figures
Crash Data

Figures

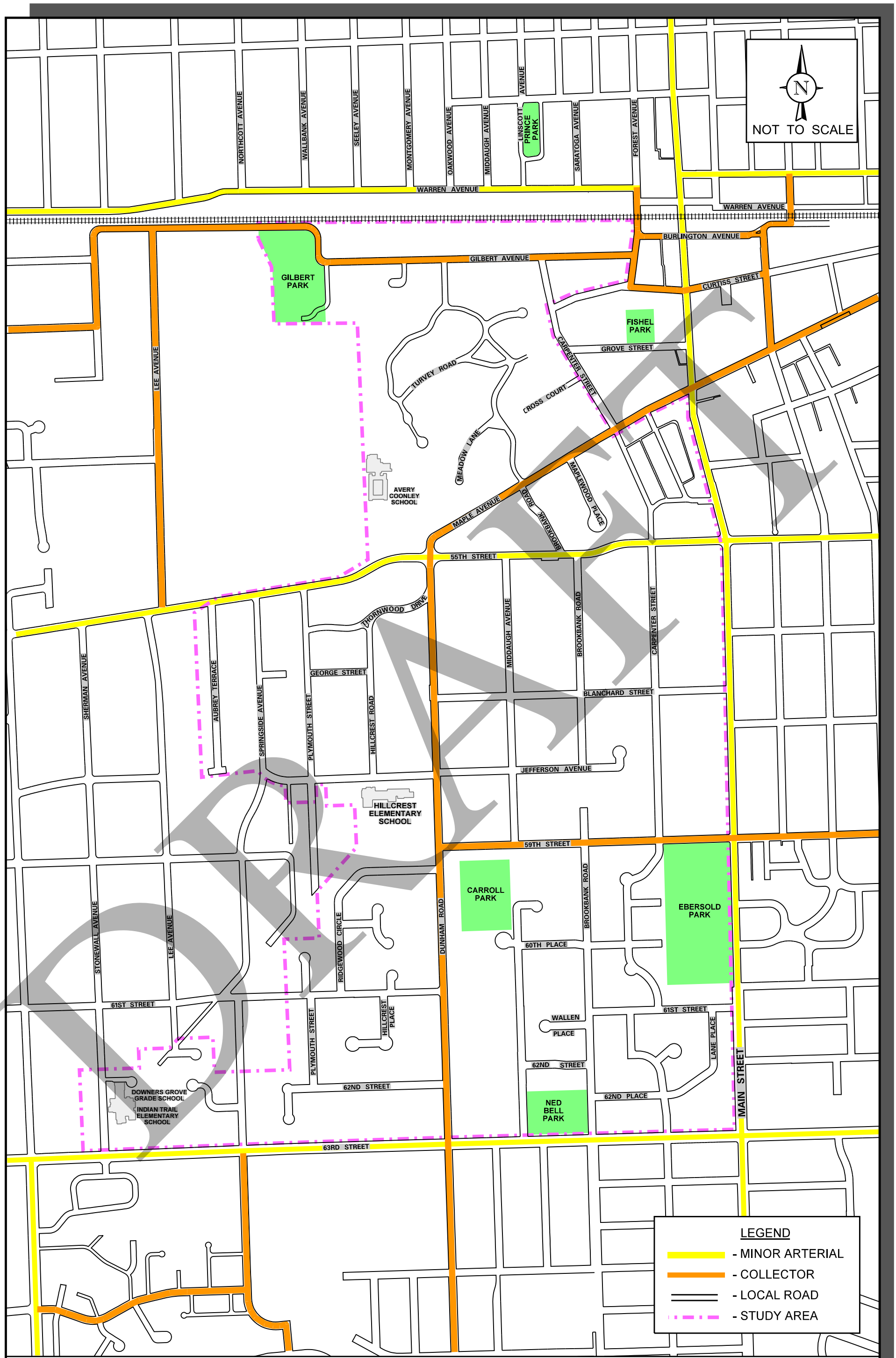


NEIGHBORHOOD 11 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

NEIGHBORHOOD 11 TRAFFIC STUDY AREA

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

Job No: 25-094 Figure: 1

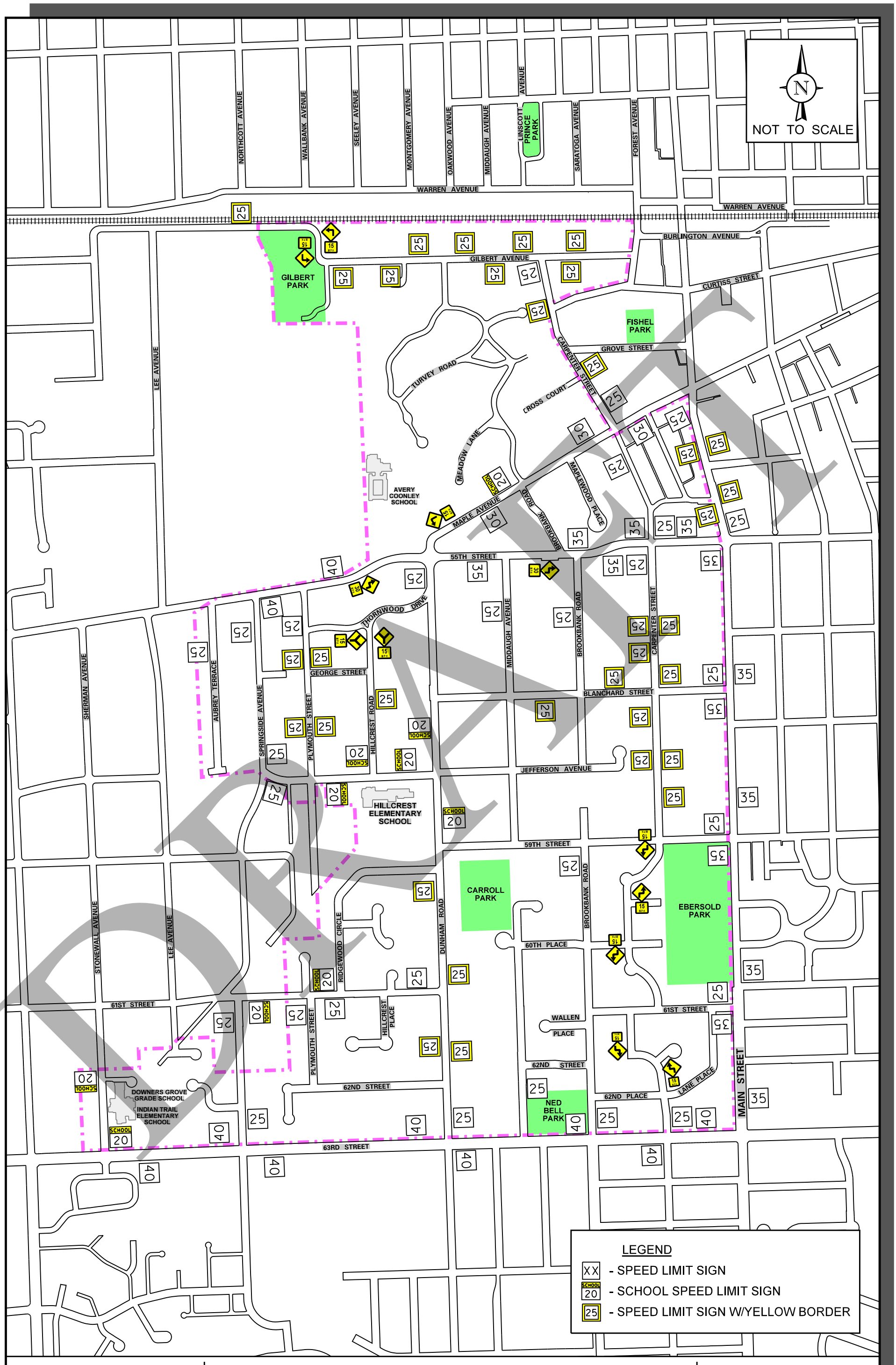


NEIGHBORHOOD 11
TRAFFIC STUDY
DOWNERS GROVE,
ILLINOIS

EXISTING ROADWAY FUNCTIONAL CLASSIFICATION

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

Job No: 25-094 Figure: 2

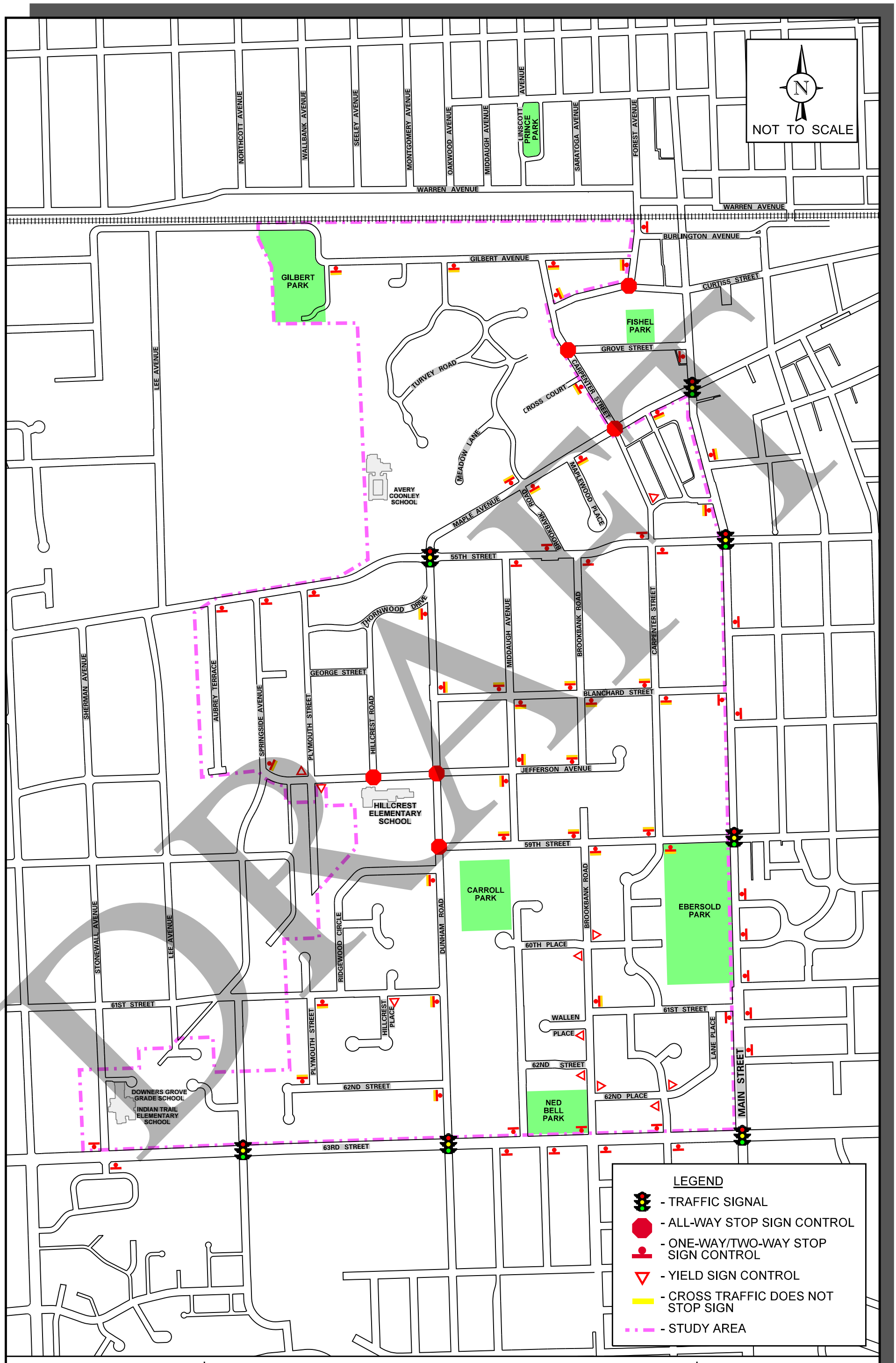


NEIGHBORHOOD 11
TRAFFIC STUDY
DOWNERS GROVE,
ILLINOIS

EXISTING POSTED SPEED REGULATIONS

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

Job No: 25-094 Figure: 3

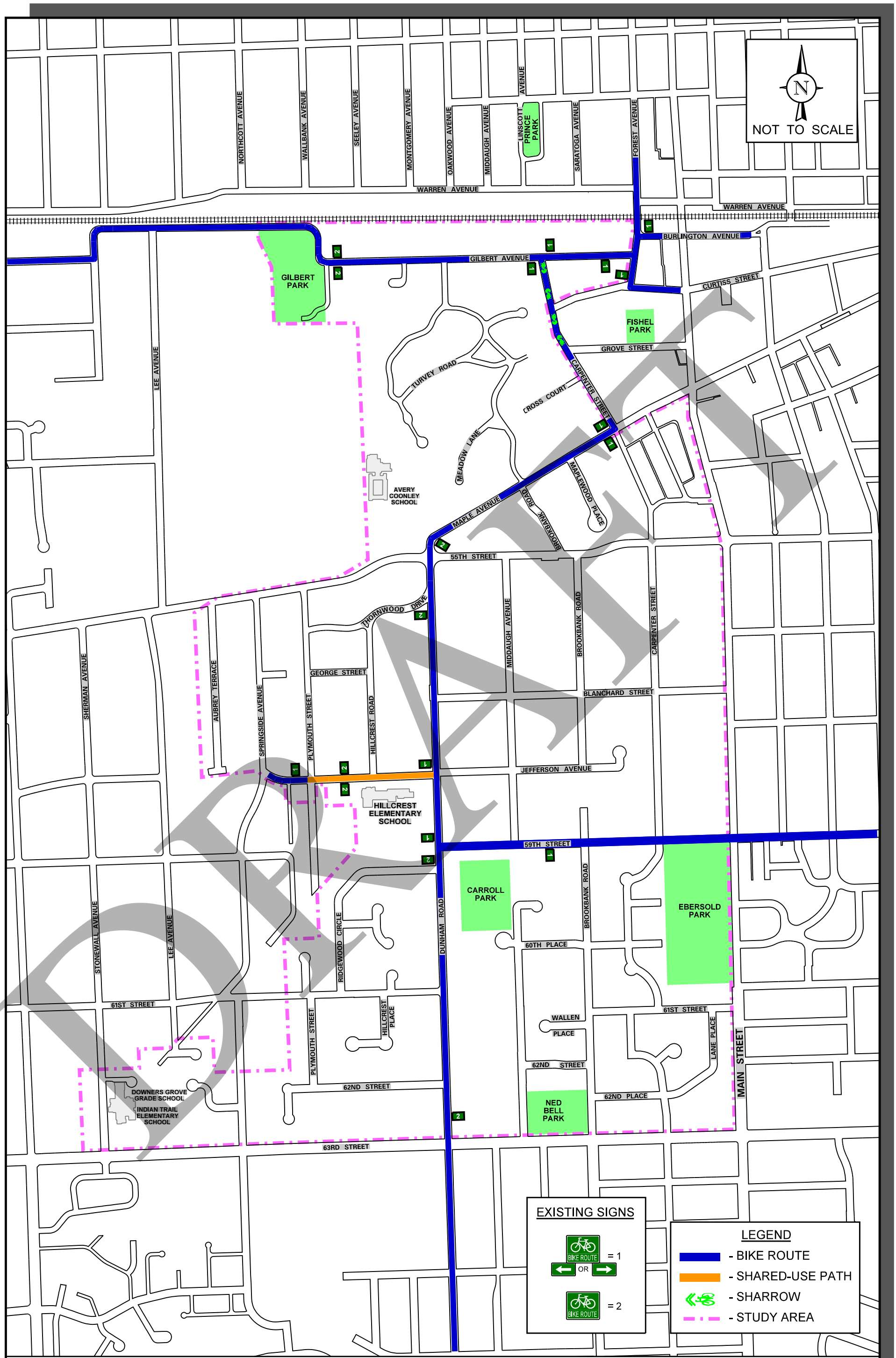


NEIGHBORHOOD 11
TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

EXISTING INTERSECTION TRAFFIC CONTROL

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

Job No: 25-094 Figure: 4



NEIGHBORHOOD 11
TRAFFIC STUDY
DOWNERS GROVE,
ILLINOIS

EXISTING BICYCLE SIGNAGE AND BIKE ROUTES

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

Job No: 25-094 Figure: 5

LEGEND

- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- DECORATIVE PAVER CROSSWALK
- STUDY AREA
- CROSSING GUARD

EXISTING SIGNS

= 1 AHEAD

= 2

= 3 AHEAD

= 4

= 5 STATE LAW STOP FOR WITHIN CROSSWALK

S = SCHOOL PAVEMENT MARKING

NOT TO SCALE

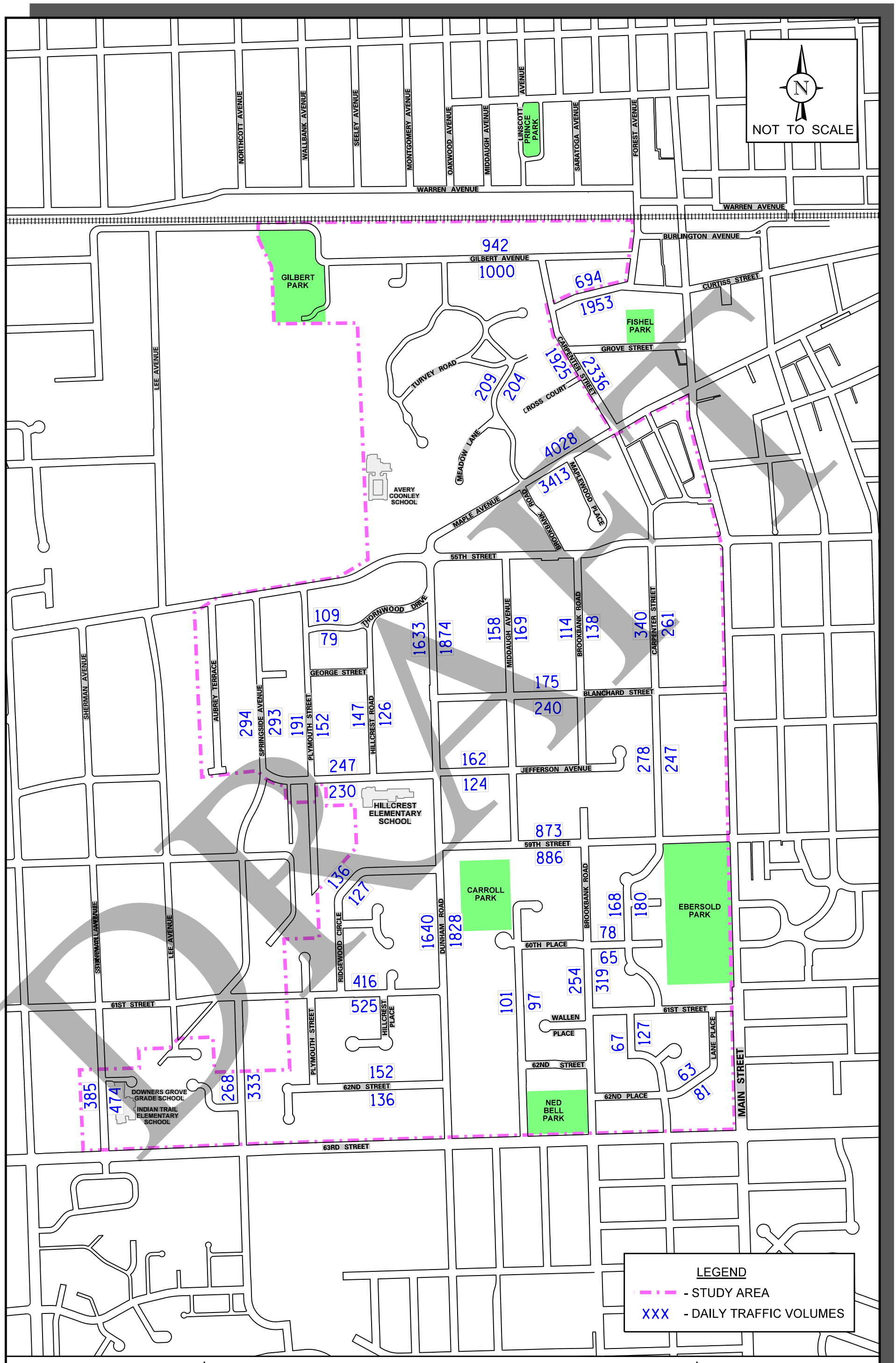
SEELEY AVENUE
MONTGOMERY AVENUE
OAKWOOD AVENUE
MIDDAUGH AVENUE
LINSCOTT PRINCE PARK
SARATOGA AVENUE
FOREST AVENUE
WARREN AVENUE
BURLINGTON AVENUE
GILBERT AVENUE
GILBERT PARK
CURTISS STREET
FISHEL PARK
GROVE STREET
TURVEY ROAD
CROSS COURT
CARPENTER STREET
MEADOW LANE
MAPLEWOOD PLACE
BROOKBANK ROAD
AVERY COONLEY SCHOOL
MAPLE AVENUE
LEE AVENUE
55TH STREET
THORNWOOD DRIVE
MIDDAUGH AVENUE
BROOKBANK ROAD
CARPENTER STREET
SHERMAN AVENUE
AUBREY TERRACE
SPRINGSIDE AVENUE
PLYMOUTH STREET
GEORGE STREET
HILLCREST ROAD
BLANCHARD STREET
JEFFERSON AVENUE
HILLCREST ELEMENTARY SCHOOL
59TH STREET
CARROLL PARK
EBERSOLD PARK
STONEWALL AVENUE
RIDGEWOOD CIRCLE
DUNHAM ROAD
60TH PLACE
61ST STREET
HILLCREST PLACE
WALLEN PLACE
62ND STREET
LANE PLACE
MAIN STREET
DOWNERS GROVE GRADE SCHOOL
INDIAN TRAIL ELEMENTARY SCHOOL
63RD STREET
NED BELL PARK

NEIGHBORHOOD 11 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

EXISTING PEDESTRIAN SIGNAGE AND PAVEMENT MARKINGS

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

Job No: 25-094 Figure: 6

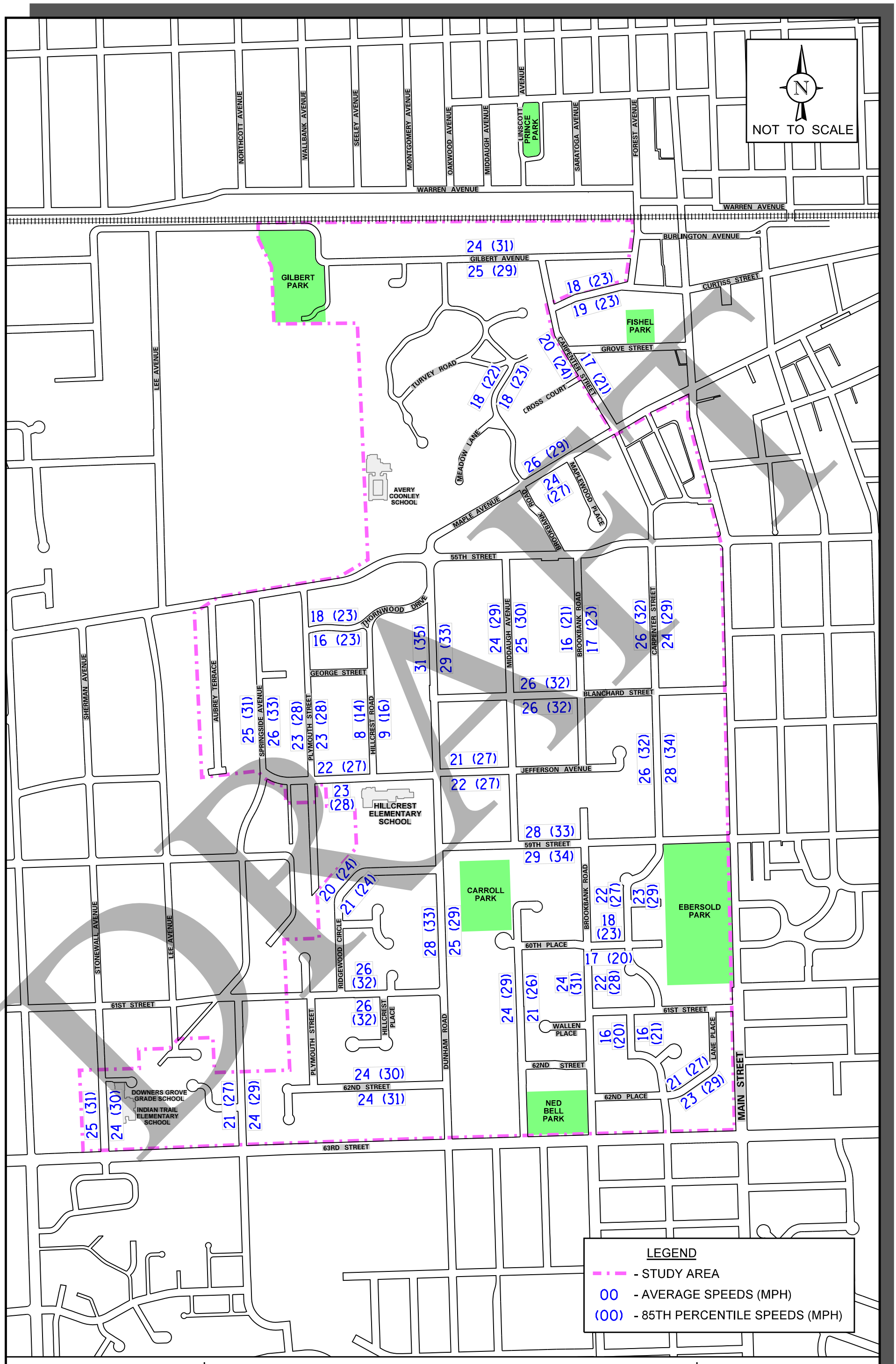


NEIGHBORHOOD 11
TRAFFIC STUDY
DOWNERS GROVE,
ILLINOIS

EXISTING DAILY TRAFFIC VOLUMES

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

Job No: 25-094 Figure: 7

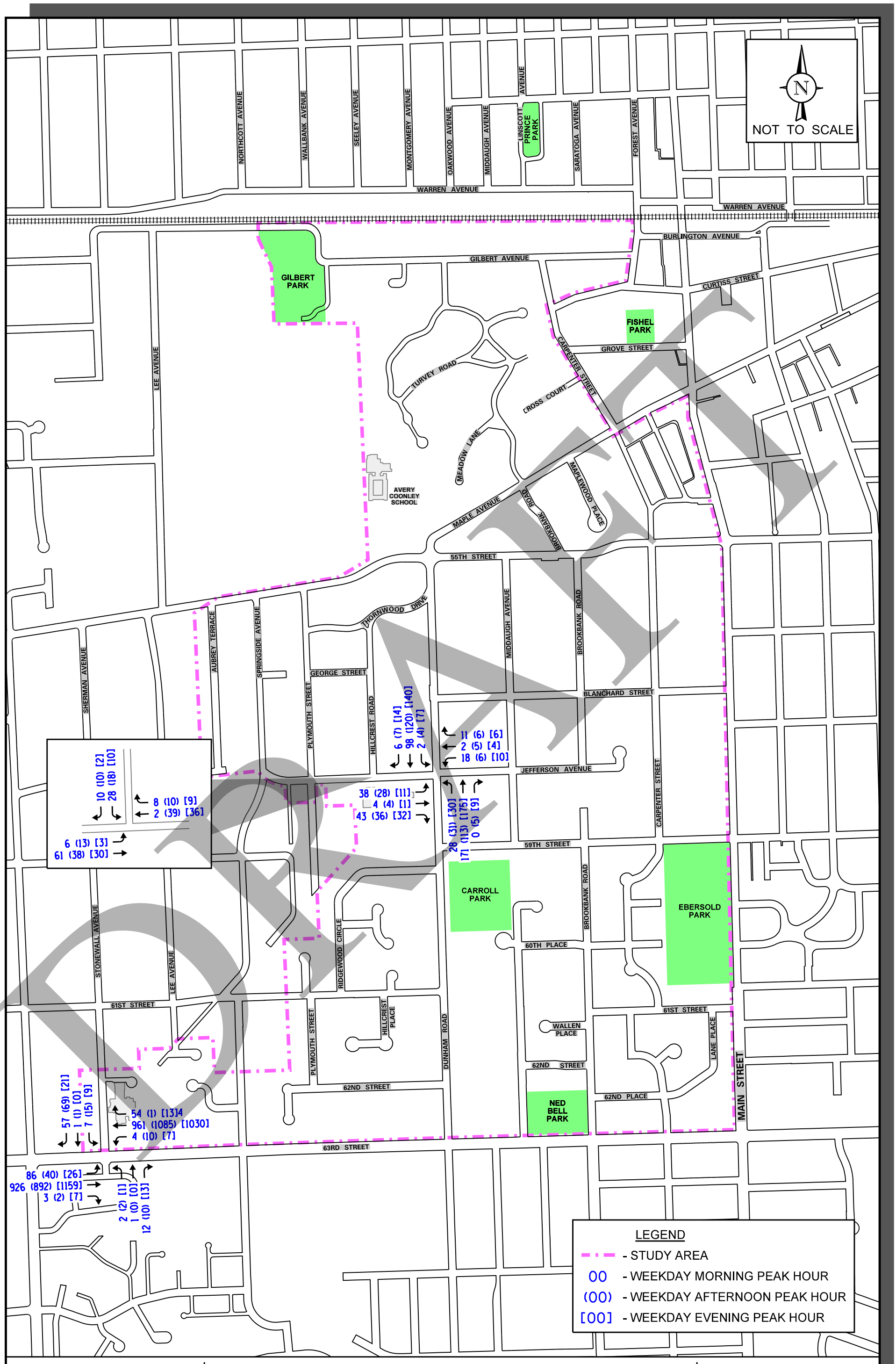


NEIGHBORHOOD 11
TRAFFIC STUDY
DOWNERS GROVE,
ILLINOIS

EXISTING AVERAGE AND 85TH PERCENTILE SPEEDS

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

Job No: 25-094 Figure: 8

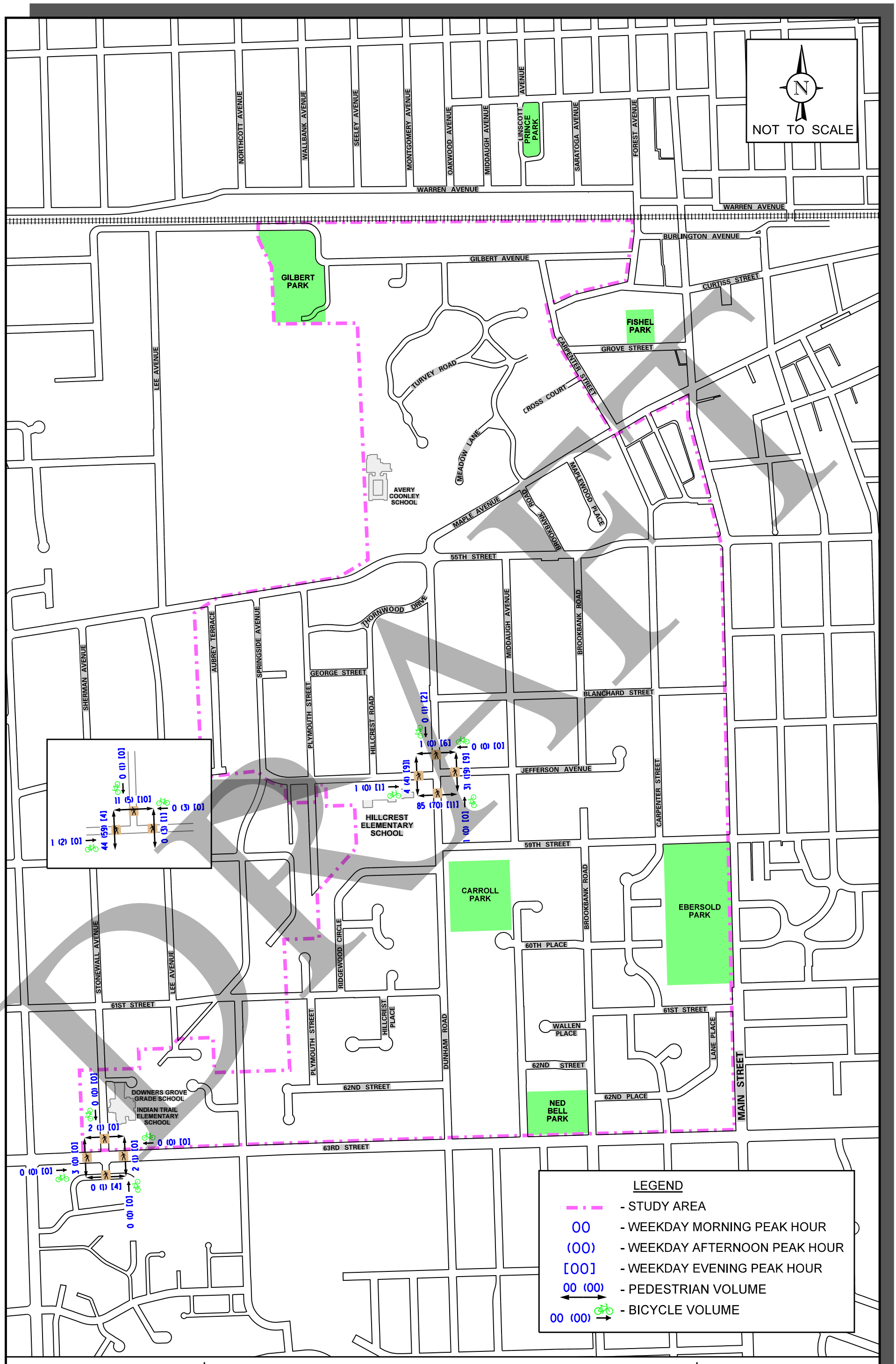


NEIGHBORHOOD 11
TRAFFIC STUDY
DOWNERS GROVE,
ILLINOIS

EXISTING PEAK HOUR TRAFFIC VOLUMES

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

Job No: 25-094 Figure: 9

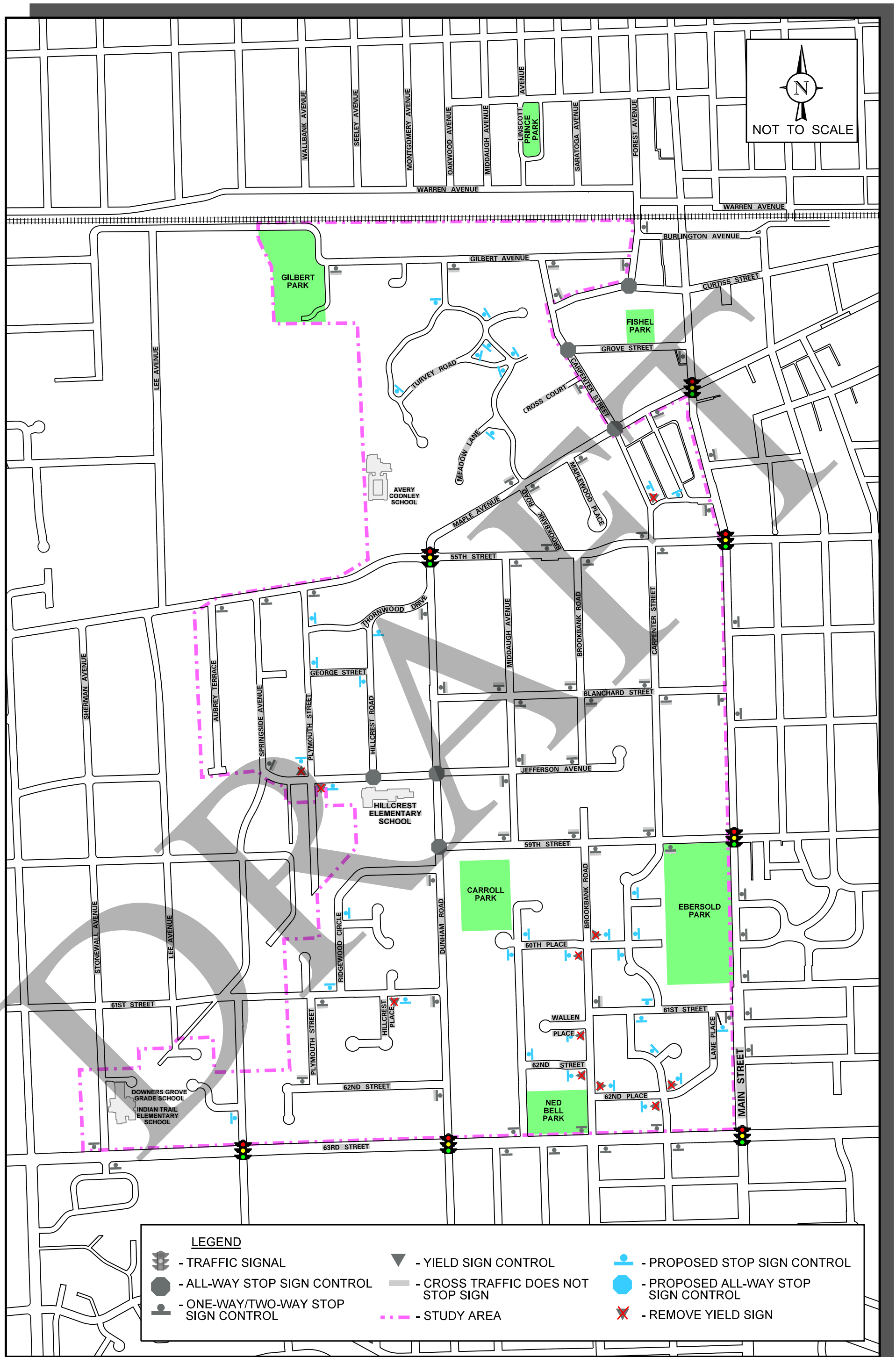


NEIGHBORHOOD 11 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

EXISTING PEAK HOUR PEDESTRIAN AND BICYCLE VOLUMES

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

Job No: 25-094 Figure: 10

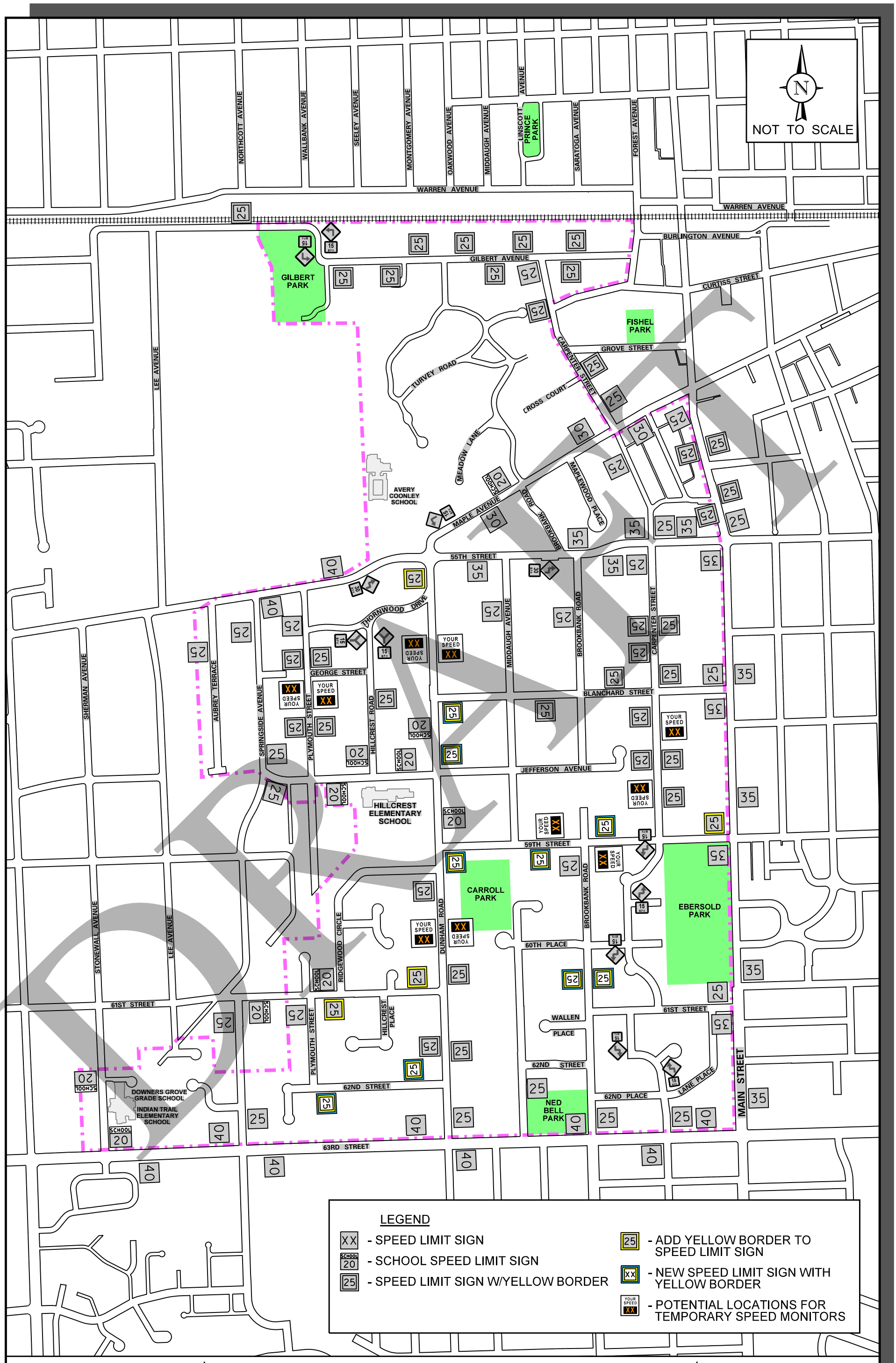


NEIGHBORHOOD 11 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

RECOMMENDED INTERSECTION TRAFFIC CONTROL

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

Job No: 25-094 Figure: 11



NEIGHBORHOOD 11
TRAFFIC STUDY
DOWNERS GROVE,
ILLINOIS

RECOMMENDED POSTED SPEED REGULATIONS

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

Job No: 25-094 Figure: 12

EXISTING SIGNS

= 1

= 2

= 3

= 4

= 5

S = SCHOOL PAVEMENT MARKING

LEGEND

- STANDARD CROSSWALK
- HIGH VISIBILITY CROSSWALK
- DECORATIVE PAVER CROSSWALK
- NEW SCHOOL SIGN
- STUDY AREA

PER THE ACTIVE TRANSPORTATION STUDY

- CROSSWALK UPGRADE OPPORTUNITY
- CURB EXTENSION OPPORTUNITY

NOT TO SCALE

SEELEY AVENUE
MONTGOMERY AVENUE
OAKWOOD AVENUE
MIDDAUGH AVENUE
LINSCOTT PRINCE PARK
SARATOGA AVENUE
FOREST AVENUE
WARREN AVENUE
BURLINGTON AVENUE
GILBERT PARK
GILBERT AVENUE
CURTISS STREET
FISHEL PARK
GROVE STREET
TURVEY ROAD
CROSS COURT
CARPENTER STREET
MEADOW LANE
AVERY COONLEY SCHOOL
MAPLE AVENUE
MAPLEWOOD PLACE
BROOKBANK ROAD
55TH STREET
LEE AVENUE
THORNWOOD DRIVE
SHERMAN AVENUE
AUBREY TERRACE
SPRINGSIDE AVENUE
PLYMOUTH STREET
HILLCREST ROAD
GEORGE STREET
BLANCHARD STREET
JEFFERSON AVENUE
HILLCREST ELEMENTARY SCHOOL
59TH STREET
CARROLL PARK
EBERSOLD PARK
DUNHAM ROAD
RIDGEWOOD CIRCLE
60TH PLACE
STONEWALL AVENUE
61ST STREET
HILLCREST PLACE
WALLEN PLACE
LANE PLACE
MAIN STREET
62ND STREET
62ND PLACE
NED BELL PARK
DOWNERS GROVE GRADE SCHOOL
INDIAN TRAIL ELEMENTARY SCHOOL
63RD STREET

NEIGHBORHOOD 11 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

RECOMMENDED PEDESTRIAN SIGNAGE AND PAVEMENT MARKINGS

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

Job No: 25-094 Figure: 13

NOT TO SCALE

WARREN AVENUE
NORTHCOTT AVENUE
WALLBANK AVENUE
SEELEY AVENUE
MONTGOMERY AVENUE
OAKWOOD AVENUE
MIDDAUGH AVENUE
LINSCOTT PRINCE PARK
SARATOGA AVENUE
FOREST AVENUE
BURLINGTON AVENUE
CURTISS STREET
GILBERT AVENUE
GILBERT PARK
FISHEL PARK
GROVE STREET
CARPENTER STREET
CROSS COURT
TURVEY ROAD
MEADOW LANE
LEE AVENUE
AVERY COONLEY SCHOOL
MAPLE AVENUE
BROOKBANK ROAD
MAPLEWOOD PLACE
55TH STREET
THORNWOOD DRIVE
SHERMAN AVENUE
AUBREY TERRACE
SPRINGSIDE AVENUE
PLYMOUTH STREET
HILLCREST ROAD
GEORGE STREET
BLANCHARD STREET
JEFFERSON AVENUE
HILLCREST ELEMENTARY SCHOOL
59TH STREET
DUNHAM ROAD
CARROLL PARK
EBERSOLD PARK
60TH PLACE
STONEWALL AVENUE
RIDGEWOOD CIRCLE
61ST STREET
HILLCREST PLACE
WALLEN PLACE
LANE PLACE
MAIN STREET
62ND STREET
62ND PLACE
NED BELL PARK
DOWNERS GROVE GRADE SCHOOL
INDIAN TRAIL ELEMENTARY SCHOOL
63RD STREET

ACTIVE TRANSPORTATION PLAN RECOMMENDATION
- SHARED-USE PATH
- TRAIL
- UNDETERMINED FACILITY TYPE

EXISTING SIGNS
BIKE ROUTE = 1
OR
BIKE ROUTE = 2

LEGEND
- BIKE ROUTE
- SHARED-USE PATH
- SHARROW
- PROPOSED SIGN
- STUDY AREA

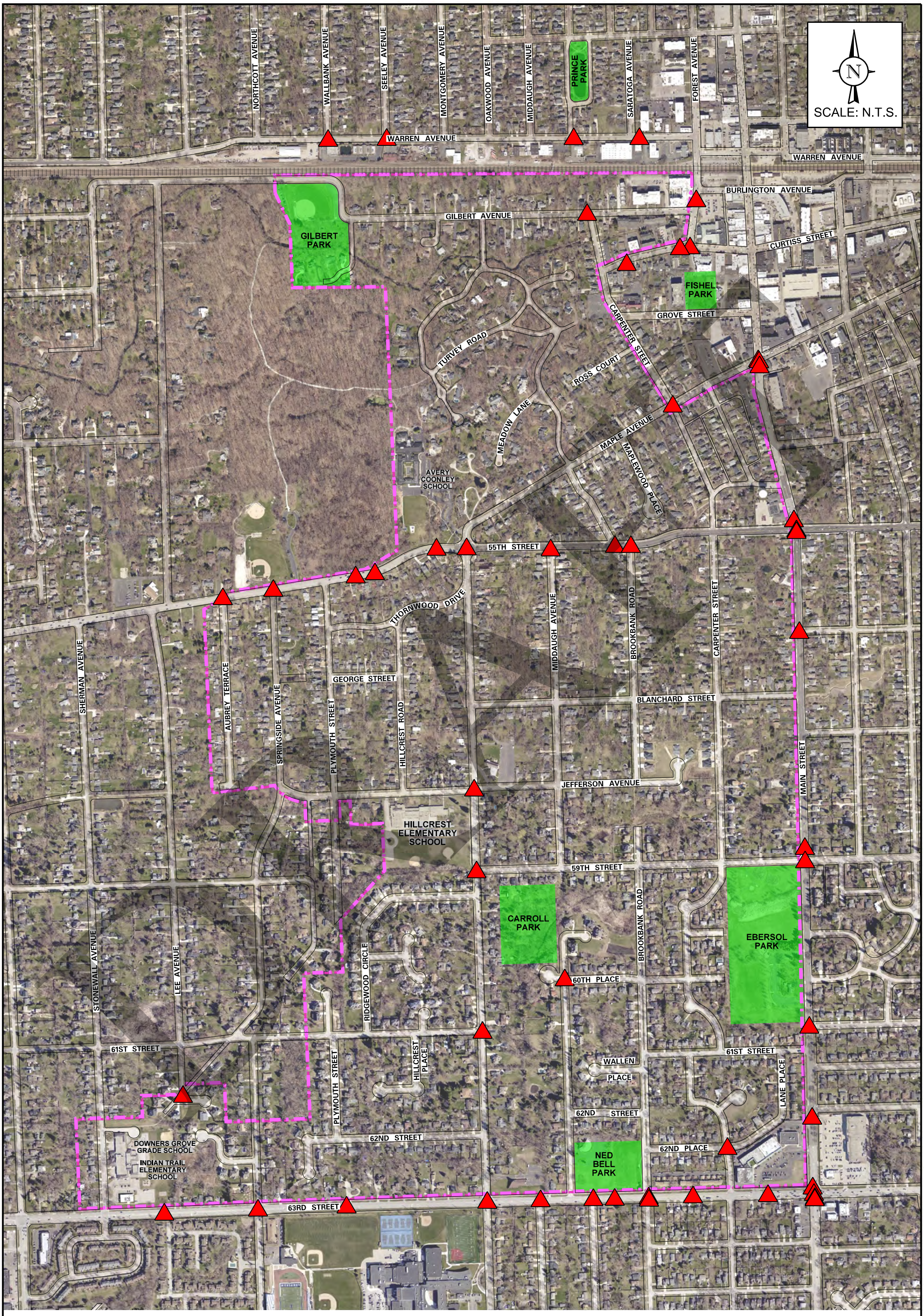
NEIGHBORHOOD 11 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

RECOMMENDED BICYCLE SIGNAGE AND BIKE ROUTES

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

Job No: 25-094 Figure: 14

Crash Data



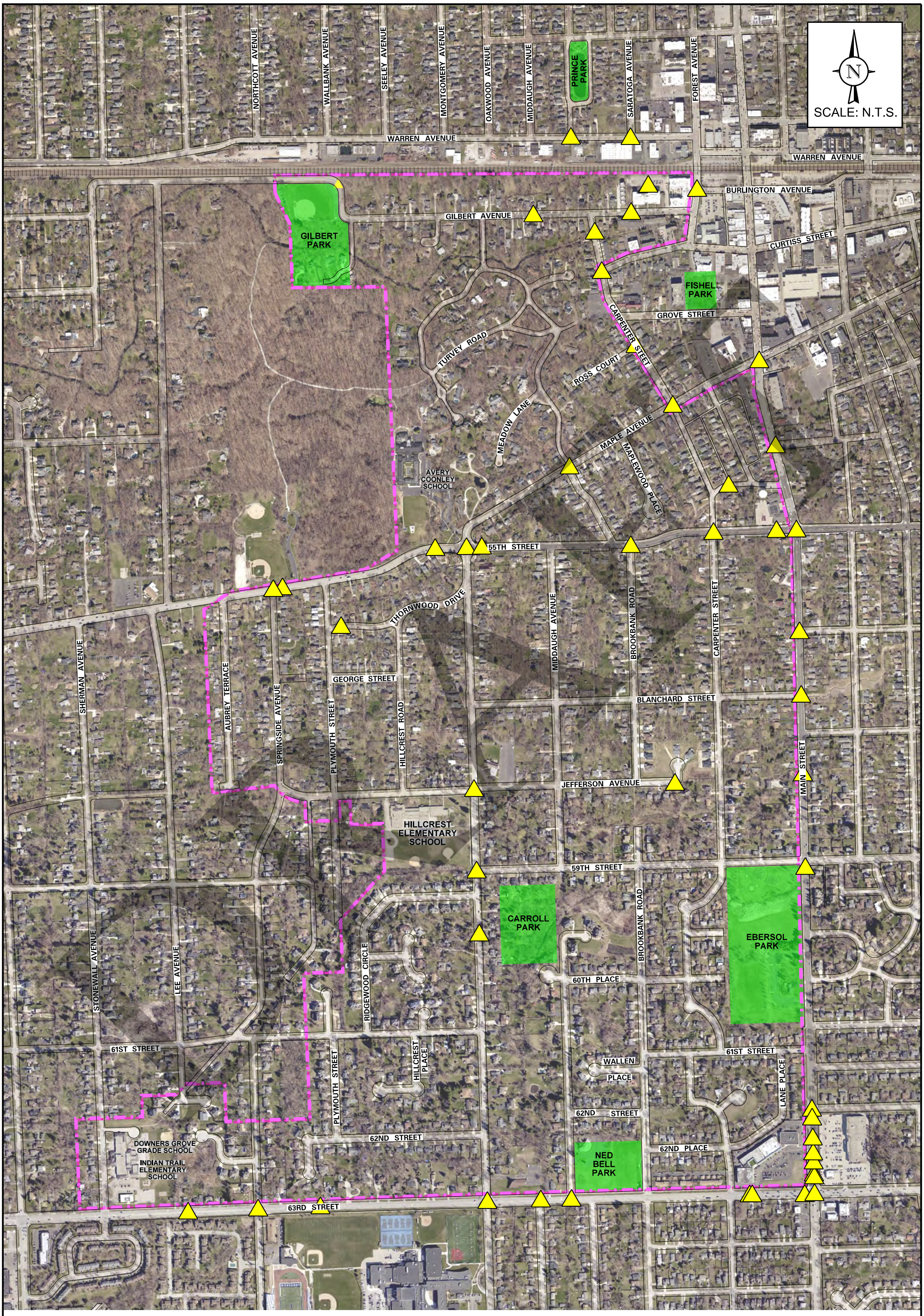
NEIGHBORHOOD 11
TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

CRASH DATA 2021

DRAWN: MD
DATE: 07-28-25
PROJECT #: 25-094
EXHIBIT: A

CHECKED: MW
REV: 09-30-25

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



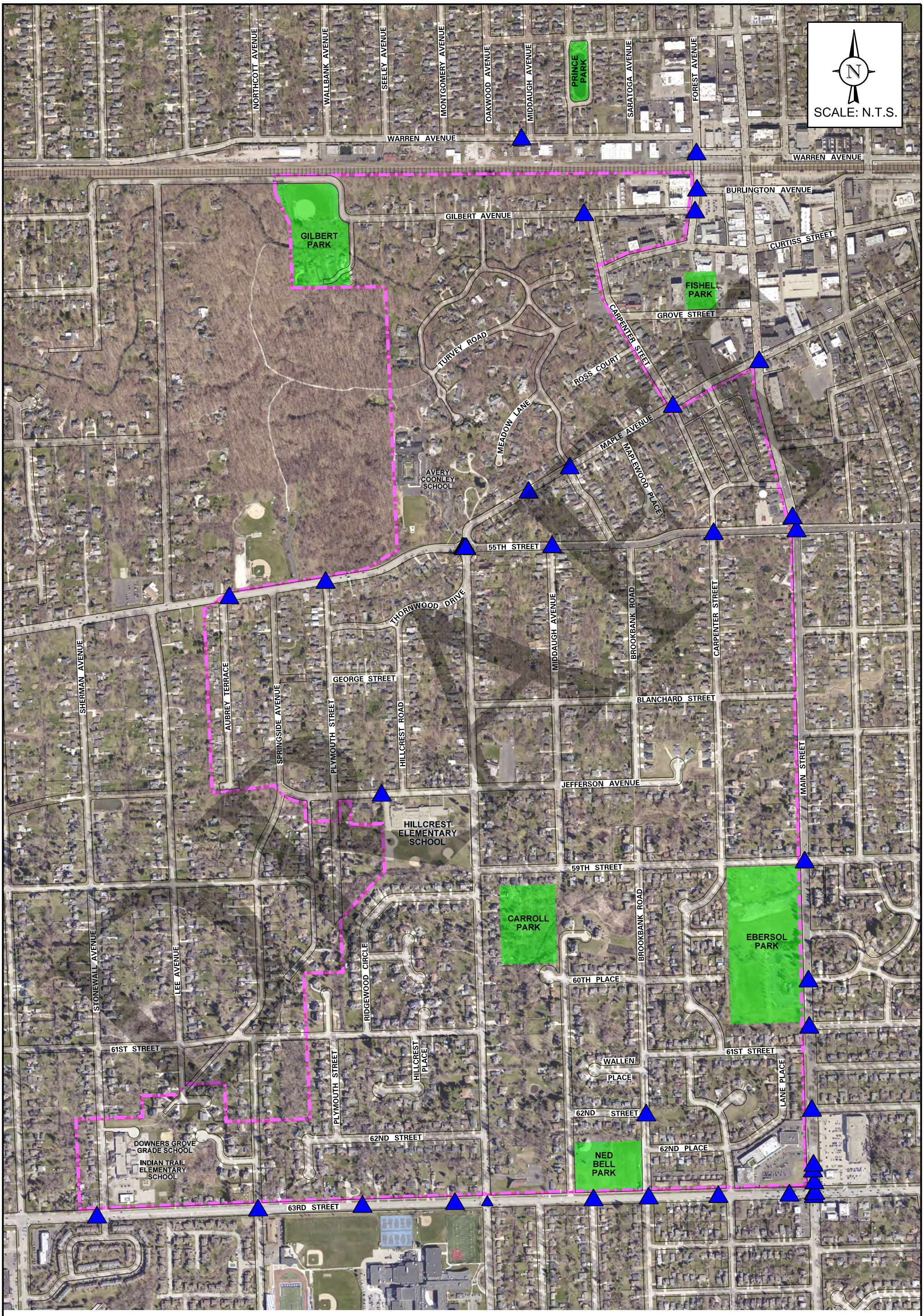
NEIGHBORHOOD 11
TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

CRASH DATA 2022

DRAWN: MD
DATE: 07-28-25
PROJECT #: 25-094
EXHIBIT: B

CHECKED: MW
REV: 09-30-25

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



NEIGHBORHOOD 11
TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

CRASH DATA 2023

DRAWN: MD
DATE: 07-28-25
PROJECT #: 25-094
EXHIBIT: C

CHECKED: MW
REV: 09-30-25

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

VILLAGE OF DOWNERS GROVE
REPORT FOR THE TRANSPORTATION AND PARKING COMMISSION
OCTOBER 8, 2025 AGENDA

SUBJECT:	SUBMITTED BY:
File #3-25 Park Avenue and Summit Street - Intersection Control	Emily Ericson, AICP Transportation Manager

BACKGROUND
A Traffic Calming Petition was received regarding Park Avenue and Summit Street. The concern at this location is related to stated safety concerns due to proximity of Randall Park, Whittier Elementary, and the location of a 15 foot grade change on Park Avenue approximately 70 feet south of the subject intersection.

The request is to revise the existing traffic control from two-way stop control to an all-way stop at this location.

ANALYSIS
Staff reviewed the current operations, traffic data, crash reports, and the warrants for all-way stop control at this intersection.

The intersection of Park Avenue and Summit Street is currently under minor roadway stop control, where Summit Street is the minor road. Park Avenue is not required to yield or stop at this location. There are pedestrian crosswalks at all four legs of this intersection. Both Park Avenue and Summit Street are classified as local streets, with posted speed limits of 25 miles per hour (mph).

Staff gathered data on traffic speed and volume counts from May 15, 2025 to May 30, 2025 near the intersection. The average speed, 85th percentile speed and average vehicles per hour is included in the table below.

Street Name/Travel Direction	Average Speed	85th Percentile Speed	Average Vehicles per Hour
Park Ave. (NB)	17.8 mph	22.7 mph	25
Park Ave. (SB)	18.2 mph	23.4 mph	29
Summit St. (EB)	16.3 mph	20.4 mph	23
Summit St. (WB)	16.4 mph	20.7 mph	35

The average speed on northbound and southbound Park Avenue is approximately 18 mph. The average speed on eastbound and westbound Summit Street is approximately 16 mph. The 85th percentile speed is the speed at or below which 85% of the drivers travel. For Park Avenue, this is approximately 23 mph, and for Summit Street this is approximately 20 mph. This data shows that the majority of traffic falls under the posted speed limit of 25 mph for both streets.

The Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) outlines five warrants for the placement of all-way stop control at an intersection. These include:

- Crash experience
- Sight distance
- Interim transition to a traffic signal or circular intersection
- Traffic volume
- Additional minor factors: the need to control left-turn conflicts; where control would improve operations; where pedestrian and/or bicyclist movement support the installation of all-way stop control

In order for a stop sign to be warranted due to crashes, six or more crashes must be reported within a 36 month time period. No crashes were reported at the intersection of Park Avenue and Summit Street from 2019- present.

For a sight distance warrant to be met, sight distance on the minor street must be challenged to the extent that a motorist cannot safely negotiate turning movements. Summit Street is the minor street and does not pose any sight distance challenges.

The interim transition to a signal or circular intersection outlines a situation where temporary stop signs should be placed while a traffic circle, roundabout, or traffic signal is constructed. This warrant that does not apply.

In order for a traffic volume warrant to be met, the combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major street approach must be at least 300 units per hour for each of any 8 hours of a typical day. The major street approach to this intersection is Park Avenue. As shown in the table above, neither Park Avenue northbound or southbound exceeds 300 units per hour.

Additional factors are also listed which can be used to inform the decision on whether or not to place all-way stop control. These include the need to control left-turn conflicts, where control would improve operations, or where pedestrian or bicyclist movement support the installation of all-way stop control. There is no evidence of left-turn conflicts, or that all-way traffic control would improve operations. Due to the presence of crosswalks, it does not appear that pedestrian or bicyclist movement would be improved by the installation of an all-way stop.

The intersection of Park Avenue and Summit Street does not meet any warrants for all-way stop control as outlined by the MUTCD.

STANDARDS

According to the Traffic Calming Policy, the following standards shall be considered when evaluating a request for traffic calming devices and operational measures:

i. The segment of a street or public property is chronically experiencing an inordinate number of vehicles traveling in excess of the posted speed limit;

ii. The segment of a street or public property is prone to experiencing a significant number of vehicles traveling at extreme speeds above the posted speed limit;

iii. The segment of a street or public property is experiencing unintended or excessive traffic volume (i.e. cut-through traffic);

iv. The requested traffic calming device or operational measure will not unduly limit, restrict or have any negative impacts on the flow of traffic throughout the Village;

v. The requested traffic calming device or operational measure will not substantially affect or frustrate the intended use of streets within the established street system, as established by the Future Land Use Map;

vi. The requested traffic calming device or operational measure will not negatively impact the delivery of Village services;

vii. The requested traffic calming device or operational measure will not significantly alter the character of the neighborhood;

viii. The requested traffic calming device or operational measure will not have a negative impact on the public health, safety and welfare.

In addition to the above standards, other relevant factors deemed appropriate that are specific and unique to a particular situation may be considered when evaluating a request, including, but not limited to, school and/or park proximity and pedestrian access.

RECOMMENDATION

Based upon the standards outlined in the section above and analysis provided, staff does not recommend any changes to the existing intersection control at Park Avenue and Summit Street. Park Avenue does not receive an inordinate number of vehicles traveling in excess of the posted speed limit and does not experience unintended or excessive traffic volume.

The Commission is asked to provide a recommendation to the Village Council.

File #3-25 Park Avenue and Summit Street - Intersection Control

Intersection Location

1:4,514

0 0.03 0.06 0.11 mi

0 0.04 0.09 0.18 km

County of DuPage, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA

Village of Downers Grove

County of DuPage, Esri Canada, Esri, HERE, Garmin, INCREMENT P, USGS, EPA, USDA | VDG |

Petition to the Transportation and Parking Commission

Village of Downers Grove

Street/Intersection of Concern:

Park Avenue & Summit Street – Traffic going northbound/southbound on Park Avenue.

Issue or Concern (select one):

☐ Parking

☐ Speeding

☒Intersection control

☐ Other:

Description of Issue or Concern:

- **Safety hazard for Whittier Elementary**

  Without intersection control, conditions pose a significant safety risk for young pedestrians walking to Whittier Elementary

  - Whittier is a walk only school. This intersection lies along one of only two primary walking routes used by students from the west.
  - Recent stop sign installations at Lyman and Summit, Fairmount and Summit, and new traffic controls on Washington Avenue, have redirected more vehicles to this intersection-particularly during the morning when children are walking to school.
  - Children are likely to misinterpret pedestrian right-of-way at the intersection due to it being a 2-way stop. (Gitelman V, Levi S, Carmel R, Korchatov A, Hakkert S. Exploring patterns of child pedestrian behaviors at urban intersections. Accid Anal Prev. 2019 Jan;122:36-47. doi: 10.1016/j.aap.2018.09.031. Epub 2018 Oct 8. PMID: 30308329.)

- **Safety hazard for families visiting Randall Park**

  The intersection borders Randall Park, where uncontrolled traffic poses a significant safety risk to pedestrians, including children and families attending activities at the tennis courts, soccer fields, football fields, and the baseball diamond.

  - Safety risks are exacerbated when cars are parked all the way down Park Avenue limiting visibility to pedestrians, a frequent occurrence during sports activities.

- **Visibility Issues pose safety hazard**

  A crest of a hill 200 feet south of this intersection on park creates a blind approach for vehicles and limited stopped time to give pedestrians the right of way. Especially on wet pavement.

Desired Solution:

We respectfully request the installation of stop signs in the north and south direction of Park Avenue at Summit Street, establishing a 4-way stop at the intersection.

Petition Signatures

(Five (5) signatures of neighboring residents required; only one signature per residence)

Printed Name	Signature	Address
Susan Ennis	[redacted]	[redacted] DG 60515
Matthew Novak	[redacted]	[redacted] DG 60515
Joseph Juetten	[redacted]	[redacted] DG 60515
Evelyn I. Justiniano	[redacted]	[redacted] DG 60515
John Bouton	[redacted]	[redacted] DG 60515
John. Ochoa	[redacted]	[redacted] DG 60515

Petition Contact Person

Name: Grant Milstead
Address: [redacted] Downers Grove, IL 60515
Phone: [redacted]
Email: [redacted]
[redacted]

Filing Instructions

- Submit completed petition to the Director of Public Works (Village of Downers Grove).
- Upon receipt, the Director will notify the contact person.
- The Transportation and Parking Commission will commence a public meeting within 90 days of receiving the petition and notify the petitioner(s) at least 15 days prior.
- The Commission will make recommendations to the Village Council within 45 days after the public meeting.

This draft follows Sec. 2.61 & Sec. 2.62 of the Downers Grove Municipal Code, ensuring compliance with requirements for petitions.