Village of Downers Grove

Transportation and Parking Commission – Agenda

Table 1 - Detailed information on this Transportation and Parking Commission meeting.

Meeting Location	Civic Center – Betty Cheever Council Chambers
Meeting Address	850 Curtiss St., Downers Grove, IL 60515
Meeting Date	September 16, 2026 at 7:00 PM

Call to Order.

Roll Call.

Approval of Minutes.

- October 8, 2025.

Public Comments.

General topics or issues not on tonight's agenda.

Action Items:

A. File 1-26: Neighborhood Traffic Study #12

Staff and project consultant will provide a presentation regarding Neighborhood Traffic Study #12, which is bounded by 63rd Street on the north, Fairview Avenue on the east, 75th Street on the south, Main Street on the west, and includes the portion of the Village in the southeast quadrant of the intersection of Fairview Avenue and 75th Street. KLOA, Inc. was selected as the consultant to perform this study. A recommendation to Village Council is requested.

Adjournment.

TRANSPORTATION AND PARKING COMMISSION
Minutes – October 8, 2025
Council Chambers – Village Hall
850 Curtiss St., Downers Grove

Chairperson Novak called the October 8, 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, Shiliga

Absent: Commissioners: McKenzie, O'Malley

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

Visitor Roster: Grant Milstead, John Ochoa, Brian Schuering, Mary Badke, John Bouton

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 MAY 14, 2025 MINUTES

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

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

THE MOTION PASSED BY VOICE VOTE 4:0

PUBLIC COMMENT ON NON-AGENDA ITEMS

Bryan Schuring of 5719 Buck Ct, Westmont

- Requests crosswalk and a sign stating "stop when pedestrians are present" at 56th St & Fairview Ave. Requests a shared use bike and pedestrian path connecting the Fairview train station to crosswalks in the Fairview Focus area and Rogers Street shared-use path
- In favor of many of the Village plans for the Fairview Focus Area.

File #2-25 Neighborhood Traffic Study # 11

Transportation Manager Emily Ericson indicated that the traffic study area is bounded on the west by Maple Grove following the Village boundary, south at 63rd St, Main St on the east, and the railroad tracks to the north. Emily Ericson introduced Michael Werthmann of KLOA to present the traffic study.

Michael Werthmann of KLOA Presented the Study:
Study details presented may be found in the October 8, 2025 Agenda.

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

Inventory of Existing Conditions:
Performed extensive field investigations and observations of the neighborhood transportation system. Conducted daily traffic counts at 30 locations and performed vehicle, pedestrian and bicycle counts at 3 intersections. Collected and reviewed various transportation data including crash data over the past several years. Observed the operation of the 4 schools in the neighborhood.

Primary Concerns:
Intersection traffic control, multiple intersections with no traffic control, enhanced pedestrian safety, roadway traffic volumes and vehicles speeds.

Results showed the daily traffic volumes were within typical ranges found for each classification of road. Overall speeds were generally reasonable and some roads had higher speed. Crashes were generally low in the neighborhood with very few accidents and no problematic intersections.

Recommendations:

Intersection Traffic Control

1. Many intersections are currently under yield sign or no control. Traffic signal or stop sign control is generally proposed at all intersections within the neighborhood.
2. The number of intersections proposed for all-way stop sign control is to remain the same.
3. Either two-way or one-way stop sign control is recommended at 31 intersections that currently have yield sign control or no control.

Speed Limit and Sign Modification

1. Installation of new speed limit signs with a yellow border within the neighborhood.
2. Addition of new speed limit signs on roads where higher speeds were recorded.
3. Installation of temporary radar feedback signs at multiple locations: Dunham Rd, Plymouth St, Carpenter St, 59th St.

Bicycle Recommendations: (in alignment with Village comprehensive plan)

1. Installation of shared use paths along Gilbert Ave and 59th St.
2. Installation of an off-road trail through the northwest section of Gilbert Park.
3. Dunham Rd as a bike route with the facility of that still to be determined.
4. Shared use path already installed on south side of Jefferson St between Dunham and Plymouth along school frontage.

Additional Recommendations:
As seen in the Village comprehensive plan: use of speed monitors, additional crosswalks, curb extensions and additional enforcement and education.

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

CHAIRPERSON NOVAK OPENED UP THE PUBLIC COMMENT PERIOD

Reina Gallt of 5439 Carpenter St

- Concerned about the number of traffic accidents at 55th St & Carpenter St.

Mary Ann Badke of 5408 Carpenter St

- Stated that there are 5 schools in the neighborhood and the YMCA, and is concerned about the number of traffic accidents and speeds of vehicles.
- Requests 25 mph speed limit on Maple Ave from Dunham to Fairview.
- Requests enforcement at the 4-way stop at Maple and Carpenter for people not stopping.

CHAIRPERSON NOVAK CLOSED THE PUBLIC COMMENT

CHAIRPERSON NOVAK OPENED DISCUSSION AMONGST THE COMMISSION

Commissioner Gaisel: Requested comment from KLOA regarding public comments.

Michael Werthmann: Data from the last 3 years was obtained. At 55th & Carpenter: 2021 no accidents, 2022 showed 1 accident, 2023 showed 1 accident.

Commissioner Gaisel: Would like to see data from 2024 and 2025 for 55th & Carpenter. In favor of changing yield signs to stop signs. Concerned about speeds on Carpenter even though it has been narrowed. Asked if reduction of speed on Maple would help.

Michael Werthmann: Can take 25 mph to 20 mph if ordinance allows it.

Chairperson Novak: Asked about reduction of speed on Maple and jurisdiction.

Michael Werthmann: Have not been a lot of accidents on Maple St from what was seen. The all-way stop sign at Carpenter does slow the traffic. Carpenter St south of 55th has a number of speed limit signs with yellow borders.

Commissioner Novak: Asked if 55th St being under DUDOT jurisdiction would affect crash data report information pulled for Downers Grove.

Michael Werthmann: Will check to see if DUDOT crash information comes from the Village as IDOT crash information does.

Chairperson Novak: Asked if it is still Council policy to have a sign be at all intersections to control traffic and had the questions confirmed as yes. Asked if there was email or phone call feedback once the traffic study was posted online.

Emily Ericson: Stated no additional feedback was sent to staff.

Chairperson Novak: Wants to ensure reduction of speed aligns with Council policy.

Commissioner McDonough: In favor of replacing yield signs with stop signs for intersection control.

CHAIRPERSON NOVAK REOPENED PUBLIC COMMENT PERIOD

Reina Gallt of 5439 Carpenter St

- Stated that drivers hate the increased number of stop signs installed around the high school.
- Requests that the 30 mph speed limit on Maple Ave be lowered to 25 mph to match other neighborhood streets.
- Stated that Carpenter St and 55th St is a problematic intersection due to the height differential on the south side of 55th St.

CHAIRPERSON NOVAK CLOSED PUBLIC COMMENT AND REOPENED DISCUSSION AMONGST THE COMMISSION

Chairperson Novak: Asked the commissioners for thoughts based on the feedback and speed reduction. Supports the plan provided by staff and inquired about further investigation for speed reduction.

Commissioners were in agreement.

Scott Vasko: Clarified that Commissioners are requesting a speed reduction from 25 mph to 20 mph in the area.

CHAIRPERSON NOVAK CALLED FOR A MOTION

WITH RESPECT TO FILE #2-25 NEIGHBORHOOD TRAFFIC STUDY # 11 COMMISSIONER SHILIGA MOVED TO ACCEPT RECOMMENDATIONS AND MODIFICATIONS AS OUTLINED IN THE DRAFT FROM KOLA AS IS, WITH THE ADDITIONAL STUDY OF RESTRICTIONS OF SPEED TO THIS NEIGHBORHOOD #11 AND FORWARD TO VILLAGE COUNCIL. SECONDED BY COMMISSIONER GAISEL.

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

THE MOTION PASSED 4:0

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

Traffic Manager Emily Erison stated that staff received a traffic calming petition for the intersection of Park Ave & Summit St. The requested intersection control modification was for a change from a two-way stop to an all-way stop.

EMILY ERICSON OPENED COMMENT TO PETITIONER

Grant Milstead of 5332 Park Ave

- Believed MUTCD standards do not support pedestrians enough. Concerned about pedestrian safety: Whittier School and Randall Park adjacent to the intersection.
- The traffic volume in the report is an average, and the volume is different during peaks. Height differential at intersection affects visibility. Randall and Lyman has an all-way stop and is adjacent to this intersection.
- Received signatures from all five addresses at intersection in favor of the all-way stop.

CHAIRPERSON NOVAK OPENED UP THE PUBLIC COMMENT PERIOD

John Bouton of 5336 Park Ave

- The study does not show the actual conditions of the traffic.

CHAIRPERSON NOVAK CLOSED THE PUBLIC COMMENT

Emily Ericson presented the item for consideration. Data gathered was collected over two weeks during May of 2025. The westbound average speed on Summit St is just over 16 mph with an 85th percentile of around 20 mph. Eastbound traffic is just over 16 mph with an 85th percentile of around 20 mph. The speeds on Park Ave are slightly higher. Southbound Park Ave is at about 18 mph with an 85th percentile of 23.4 mph. Northbound is at 17 mph with an 85th percentile of 22.7 mph.

The MUTCD stop control warrants include whether or not 6 or more crashes have occurred within a 36 month period. Crash reports reviewed from 2019 to present showed no crashes at the intersection. The second warrant is in relation to sight distance on a minor road which is Summit St. Staff does not feel there is a sight distance challenge. The third warrant is related to interim transition to an increased type of control, which is not relevant in this situation. The fourth warrant of traffic volume at 300 units per hour is also not met.

Staff does not find that there are an inordinate number of vehicles traveling in excess of the posted speed limit or that there are excessive traffic volumes, which is why staff does not recommend moving forward with any change at this intersection.

CHAIRPERSON NOVAK OPENED DISCUSSION AMONGST THE COMMISSION

Commissioner Gasiel: Asked about intersection control near parks.

Emily Ericson: Stop signs are to assign right of way. Data shows that the conditions on Park and Summit are appropriate.

Commissioner Gasiel: Asked about concerns with sight issues.

Emily Ericson: The slight 15 ft grade change is 70 feet south of the intersection.

Commissioner Gasiel: Asked if the 10 mph variance between Summit vs Park should be of concern in regards to traffic control.

Emily Ericson: The 85th percentile travels below the posted speed limit and does not give reason to change the intersection stop control.

Chairperson Shiliga: Asked if there is a crossing guard at that intersection and had it confirmed that there is not. Asked if staff considered the additional stop sign in regards to consistency with the other side of the park.

Emily Ericson: The stop control at Fairmount and Lyman was related to neighborhood concerns to the change in access at 55th St when the right-in and right-out went in. Traffic counts and data were collected in 2023 to determine where solutions with confusion regarding right of way could be mitigated. That is where the stop control was changed. The intersection at Park & Summit was also evaluated at that time and it was found that it did not need to be changed at that time.

Commissioner Novak: Asked if the intersection at Randall and Park is currently a 4-way stop and had it confirmed that it is. Does not feel that MUTCD supports pedestrian safety enough and feels that a 4-way stop is required.

CHAIRPERSON NOVAK CALLED FOR A MOTION

WITH RESPECT TO FILE #3-25 PARK AVENUE AND SUMMIT STREET REQUESTED INTERSECTION CONTROL MODIFICATION, COMMISSIONER SHILIGA MOVED TO ACCEPT THE PETITIONERS REQUEST AND REVISE THE TRAFFIC CONTROL FROM A TWO-WAY STOP TO AN AN ALL-WAY STOP AT PARK AVE AND SUMMIT STREET AND FORWARD THIS TO VILLAGE COUNCIL. SECONDED BY COMMISSIONER MCDONOUGH.

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

THE MOTION PASSED 4:0

DISCUSSION OF OLD BUSINESS
No old business.

COMMUNICATIONS
No communications at this time.

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

Chairperson Novak adjourned the meeting at 7:58 P.M.

Respectfully submitted,

/s/ Andrea Banke
Recording Secretary

Village of Downers Grove

Transportation and Parking Commission - Report

Table 1 - Detailed information on this Transportation and Parking Commission Report.

Meeting Location	Civic Center – Betty Cheever Council Chambers
Meeting Address	850 Curtiss St., Downers Grove, IL 60515
Meeting Date	September 16, 2026 at 7:00 PM
Subject	Neighborhood Traffic Study #12
Type	Report/Recommendations
Submitted by	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 12, which is bounded by 63rd Street on the north, Fairview Avenue on the east, 75th Street on the south, Main Street on the west, and includes the portion of the Village in the southeast quadrant of the intersection of Fairview Avenue and 75th Street. KLOA, Inc. was selected as the consultant to perform this study.

Analysis.

KLOA, Inc. 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 12 report. These recommendations include new intersection controls, speed limit modifications, and traffic calming improvements.

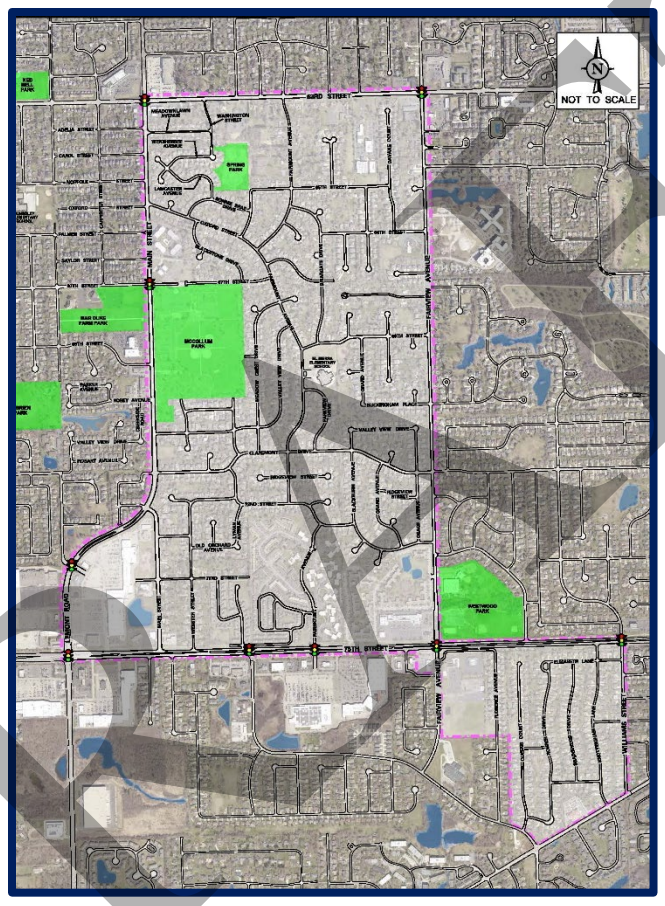
Recommendation.

Staff recommends the improvements and modifications as outlined in the draft Neighborhood Traffic Study 12 report.

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

Neighborhood Traffic Study
Area Number 12

Downers Grove, Illinois



Prepared For:

Village of DOWNERS GROVE FOUNDED IN 1832

KLOA

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

September 2, 2026

Table of Contents

List of Tables and Figures

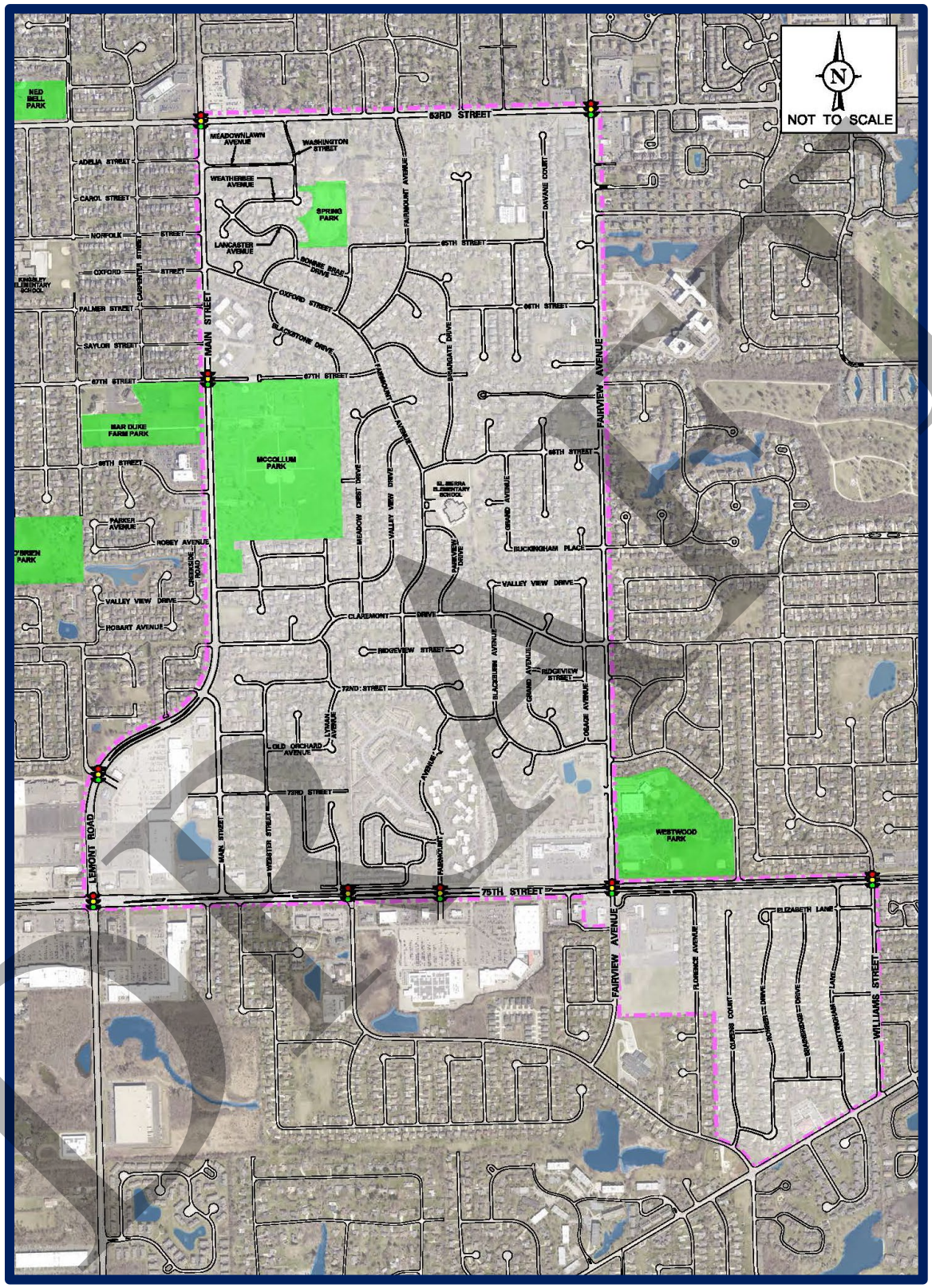
Tables

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

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



Neighborhood 12 Aerial View **Figure 1**

2. Existing Neighborhood Conditions

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

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

Study Area and Existing Land Uses

Neighborhood Parks

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

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

Existing Roadway System

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

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

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

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

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

Internal Neighborhood Roadways

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

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

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

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

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

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

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

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

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

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

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

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

Existing Intersection Traffic Control

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

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

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

Pedestrian and Bicycle Facilities and Traffic Control Devices

Sidewalk System

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

Bike Routes

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

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

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

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

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

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

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

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

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

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

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

Existing Daily Traffic Volumes and Speed Surveys

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

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

Existing Morning and Afternoon/Evening Peak Period Traffic Volumes

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

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

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

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

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

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

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

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

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

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

Review of the Travel Speed Surveys

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

Travel Speeds

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

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

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

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

Table 2
NEIGHBORHOOD 12
85TH PERCENTILE SPEEDS BY ROAD CLASSIFICATION

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

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

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

Main Street and Oxford Street Intersection Improvements

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

Traffic Crash History

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

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

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

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

Preliminary On-Street Parking Review

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

Review of El Sierra Elementary School Campus

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

The following briefly summarizes the transportation operations of the school:

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

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

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

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

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

School Operations

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

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

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

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

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

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

4. Detailed Evaluation and Recommendations

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

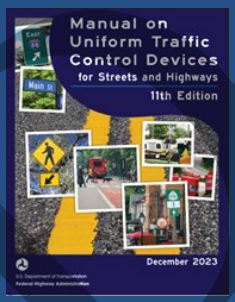
- Intersection traffic control devices
- Pedestrian and bicycle facilities
- Travel speeds and traffic volumes on the neighborhood roads

Basis of Recommendations

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

MUTCD

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



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

Purposes and Types of Traffic Calming Measures/Devices

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

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

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

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

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

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

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

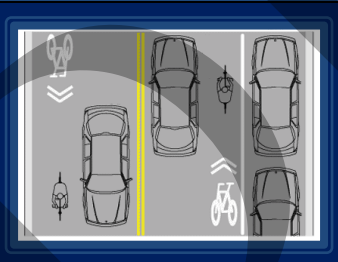
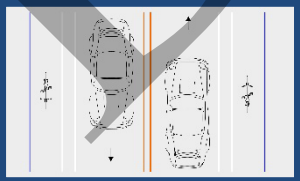
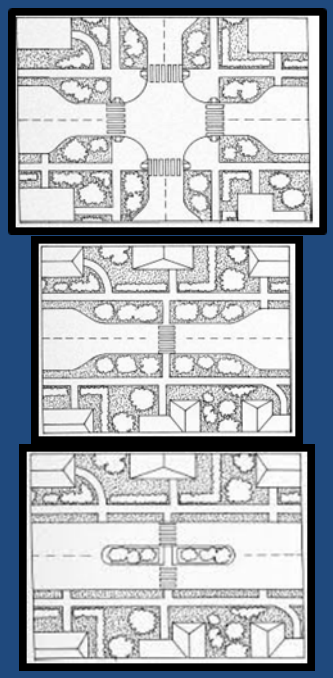
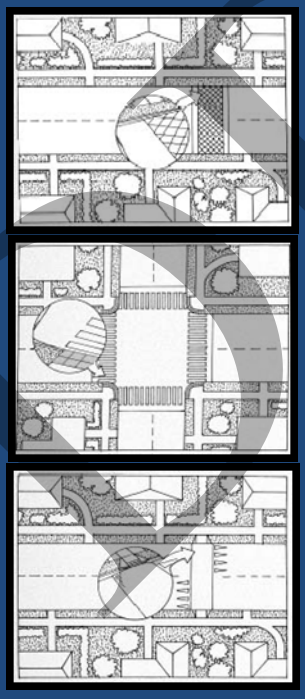
	***Education and Community Involvement Efforts*** include yard sign campaigns, radar gun loan programs, and self-policing that further educates/informs both residents and motorists.
	***Speed Limit Signage/Markings*** include oversized speed limit signs, yellow-framed speed limit signs, and/or speed 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

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

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

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

Table 7
RECOMMENDED INTERSECTION TRAFFIC CONTROL MODIFICATIONS

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

Table 7, Continued
RECOMMENDED INTERSECTION TRAFFIC CONTROL MODIFICATIONS

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

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

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

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

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

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

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

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

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

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

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

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

Speed Limits and Posted Speed Limit Signs

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

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

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

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

Pedestrian Facilities and Traffic Control Devices

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

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

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

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

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

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

- Per the *Village of Downers Grove Active Transportation Plan* adopted April 8, 2025, the following intersections have been identified for curb extensions:

  - Fairmount Avenue with Oxford Street
  - Fairmount Avenue with 72nd Street (east leg)
  - Fairmount Avenue with 72nd Street (west leg)

- Per the *Village of Downers Grove Active Transportation Plan* adopted April 8, 2025, the following intersections have been identified for trail crossing improvements:

  - 67th Street with Main Street
  - 67th Street with Blackstone Drive

Table 8
PEDESTRIAN FACILITIES AND TRAFFIC CONTROL DEVICES RECOMMENDATIONS

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

Bicycle Facilities

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

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

Table 9
BICYCLE FACILITIES RECOMMENDATIONS

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

Pavement Markings and Signage

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

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

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

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

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

Education

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

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

Enforcement

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

Traffic Calming Measures

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

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

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

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

Table 10
POTENTIAL TRAFFIC CALMING MEASURES

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

5. Conclusion

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

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

Table 11
DOWNERS GROVE NEIGHBORHOOD 12 - RECOMMENDATION MATRIX

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

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

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

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

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

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

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

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

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

KEY:

Ease of Implementation

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

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

Low – Completed by internal Village staff.

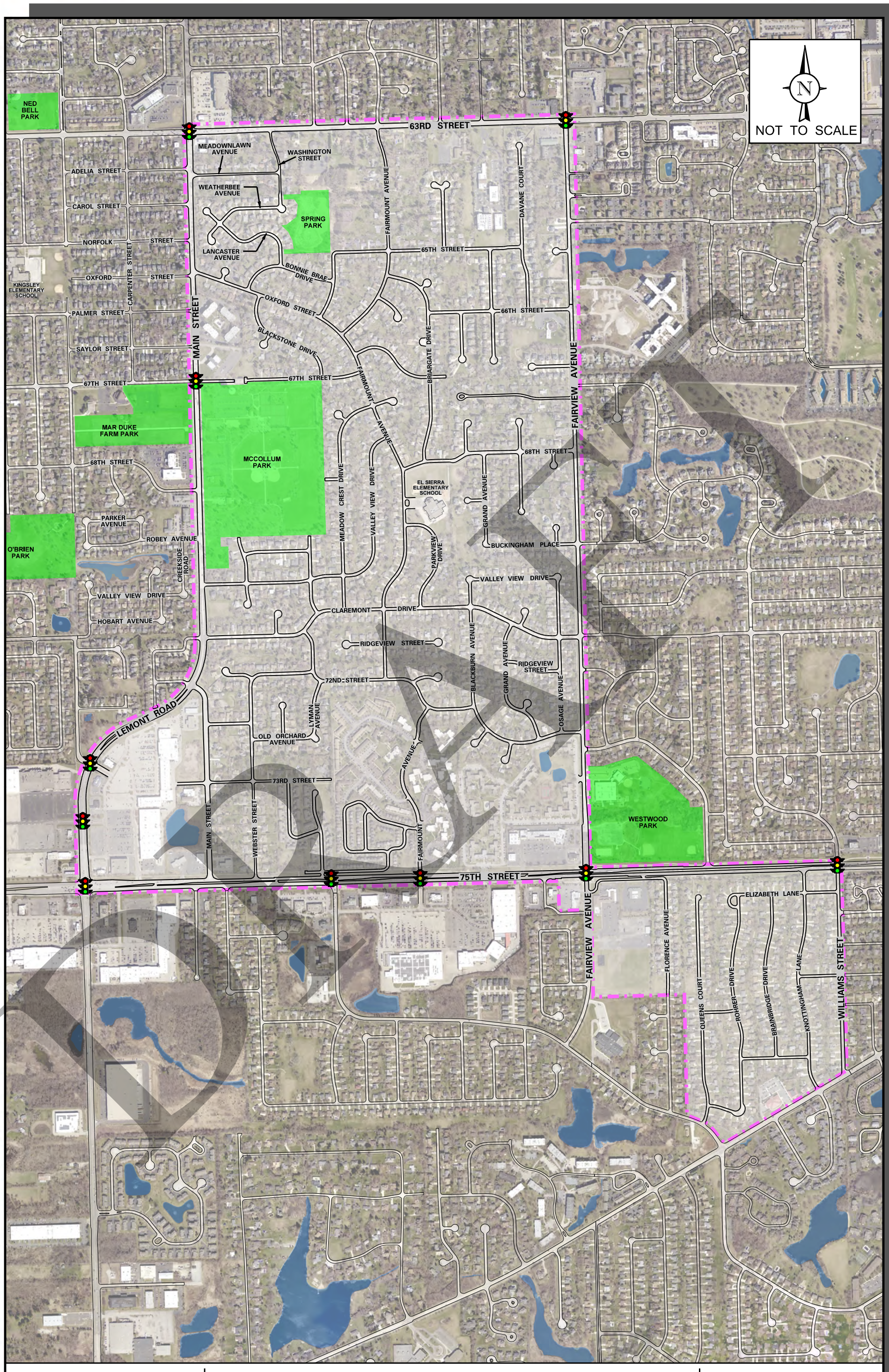
Cost

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

Appendix

Figures
Crash Data

Figures



NEIGHBORHOOD 12 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

NEIGHBORHOOD 12 TRAFFIC STUDY AREA

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

Job No: 26-015 Figure: 1

NOT TO SCALE

LEGEND
- MAJOR ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- LOCAL ROAD
- STUDY AREA

NEIGHBORHOOD 12
TRAFFIC STUDY
DOWNERS GROVE,
ILLINOIS

EXISTING ROADWAY FUNCTIONAL CLASSIFICATION

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

Job No: 26-015 Figure: 2

NOT TO SCALE

LEGEND

XX - SPEED LIMIT SIGN

SCHOOL XX - SCHOOL SPEED LIMIT SIGN

XX - SPEED LIMIT SIGN W/YELLOW BORDER

NEIGHBORHOOD 12
TRAFFIC STUDY
DOWNERS GROVE,
ILLINOIS

EXISTING POSTED SPEED REGULATIONS

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

Job No: 26-015 Figure: 3

NOT TO SCALE

LEGEND

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

NEIGHBORHOOD 12 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

EXISTING INTERSECTION TRAFFIC CONTROL

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

Job No: 26-015 Figure: 4

NOT TO SCALE

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

EXISTING SIGNS

BIKE ROUTE = 1

BIKE ROUTE OR = 2

BIKE ROUTE = 3

BIKE ROUTE END

LEGEND

- BIKE ROUTE
- STUDY AREA

NEIGHBORHOOD 12 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

EXISTING BICYCLE SIGNAGE AND BIKE ROUTES

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

Job No: 26-015 Figure: 5

NOT TO SCALE

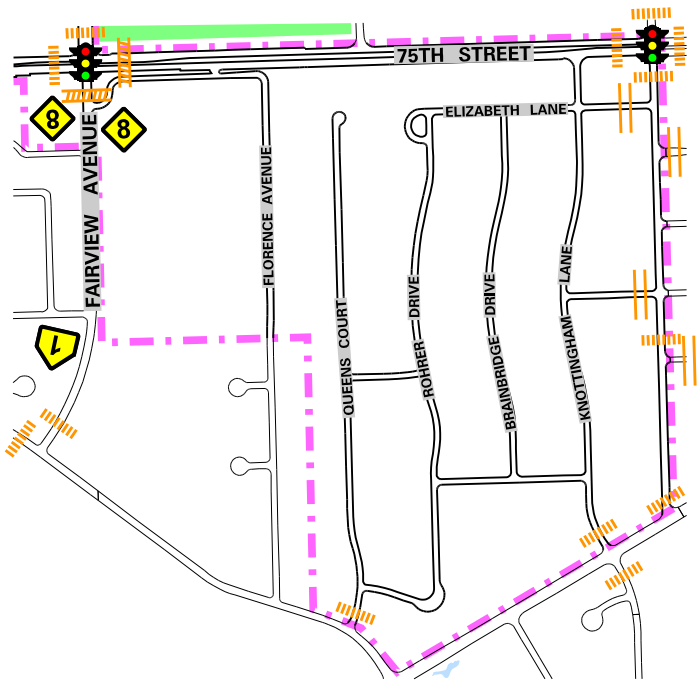
LEGEND

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

EXISTING SIGNS

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

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



NEIGHBORHOOD 12 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

EXISTING PEDESTRIAN SIGNAGE AND PAVEMENT MARKINGS

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

Job No: 26-015 Figure: 6

NOT TO SCALE

LEGEND

- STUDY AREA

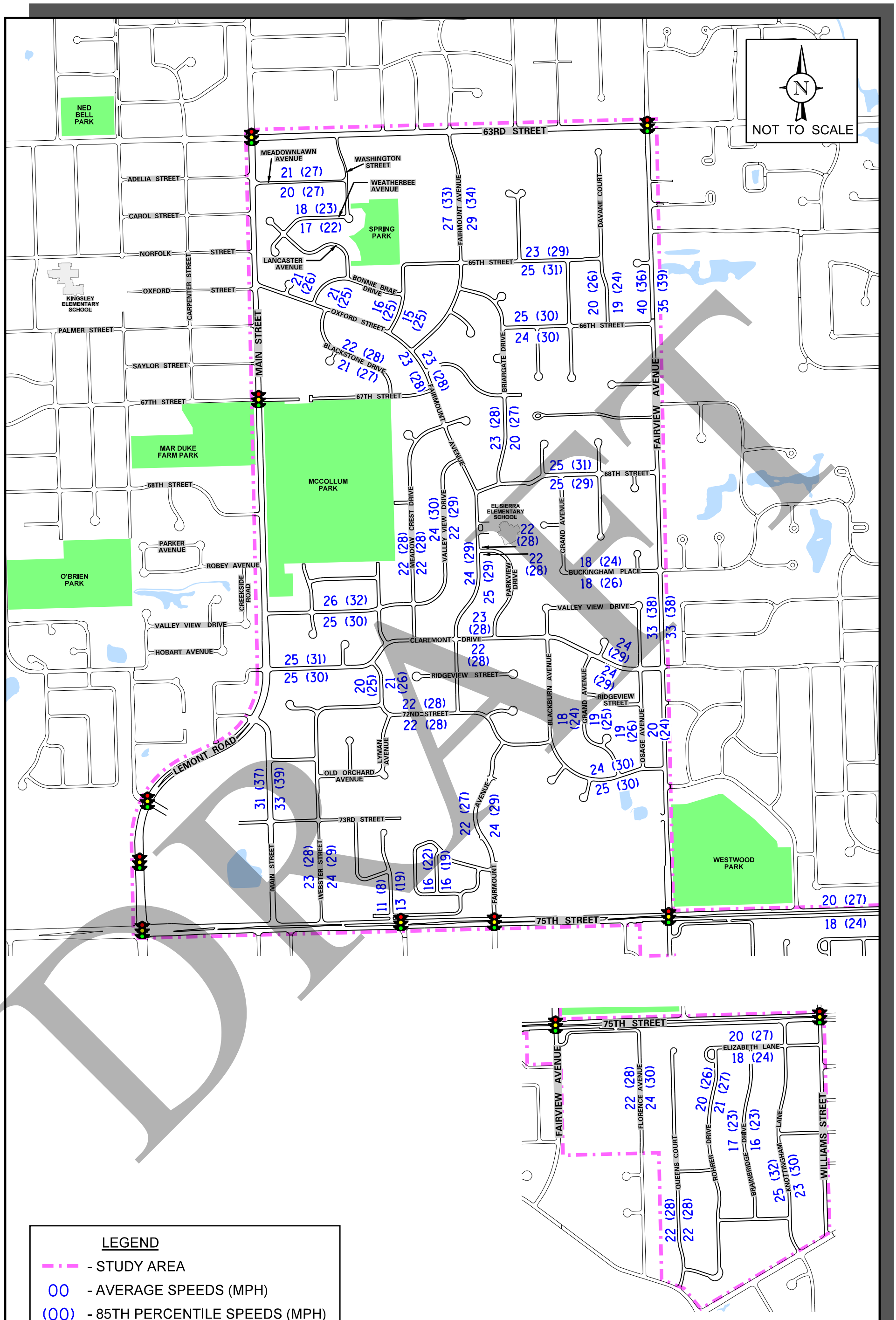
XXX - DAILY TRAFFIC VOLUMES

NEIGHBORHOOD 12
TRAFFIC STUDY
DOWNERS GROVE,
ILLINOIS

EXISTING DAILY TRAFFIC VOLUMES

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

Job No: 26-015 Figure: 7



LEGEND

- STUDY AREA
00 - AVERAGE SPEEDS (MPH)
(00) - 85TH PERCENTILE SPEEDS (MPH)

NEIGHBORHOOD 12 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

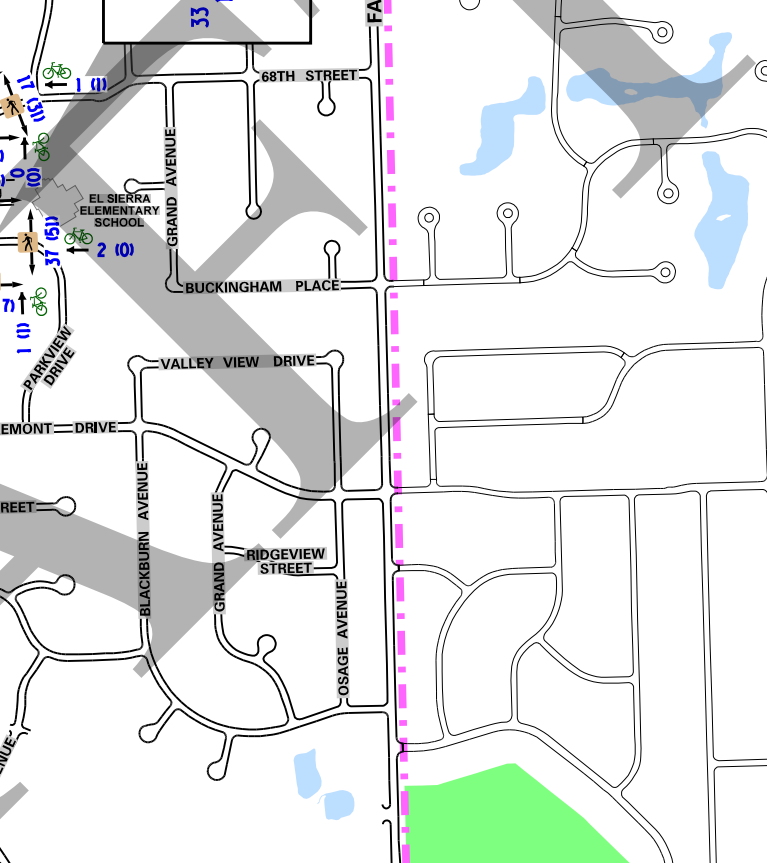
EXISTING AVERAGE AND 85TH PERCENTILE SPEEDS

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

Job No: 26-015 Figure: 8

NOT TO SCALE

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



LEGEND

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

NEIGHBORHOOD 12 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

EXISTING PEAK HOUR VEHICLE, PEDESTRIAN AND BICYCLE VOLUMES

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

Job No: 26-015 Figure: 9

NOT TO SCALE

LEGEND

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

NEIGHBORHOOD 12
TRAFFIC STUDY
DOWNERS GROVE,
ILLINOIS

RECOMMENDED INTERSECTION TRAFFIC CONTROL

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

Job No: 26-015 Figure: 10

NOT TO SCALE

LEGEND

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

NEIGHBORHOOD 12 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

RECOMMENDED POSTED SPEED REGULATIONS

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

Job No: 26-015 Figure: 11

NOT TO SCALE

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

PER THE ACTIVE TRANSPORTATION STUDY
- CROSSWALK UPGRADE OPPORTUNITY
- CURB EXTENSION OPPORTUNITY
- TRAIL CROSSING IMPROVEMENT OPPORTUNITY

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

NEIGHBORHOOD 12 TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

RECOMMENDED PEDESTRIAN SIGNAGE AND PAVEMENT MARKINGS

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

Job No: 26-015 Figure: 12

NOT TO SCALE

EXISTING SIGNS

BIKE ROUTE = 1

BIKE ROUTE = 2

BIKE ROUTE OR

BIKE ROUTE = 3

BIKE ROUTE END

ACTIVE TRANSPORTATION PLAN RECOMMENDATION

- UNDETERMINED FACILITY TYPE

LEGEND

- BIKE ROUTE

- STUDY AREA

NEIGHBORHOOD 12 TRAFFIC STUDY DOWNERS GROVE, ILLINOIS

RECOMMENDED BICYCLE SIGNAGE AND BIKE ROUTES

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

Job No: 26-015 Figure: 13

Crash Data

NED BELL PARK

SPRING PARK

KINGSLEY ELEMENTARY SCHOOL

MAR DUKE FARM PARK

MCCOLLUM PARK

EL SIERRA ELEMENTARY SCHOOL

O'BRIEN PARK

WESTWOOD PARK

18

6

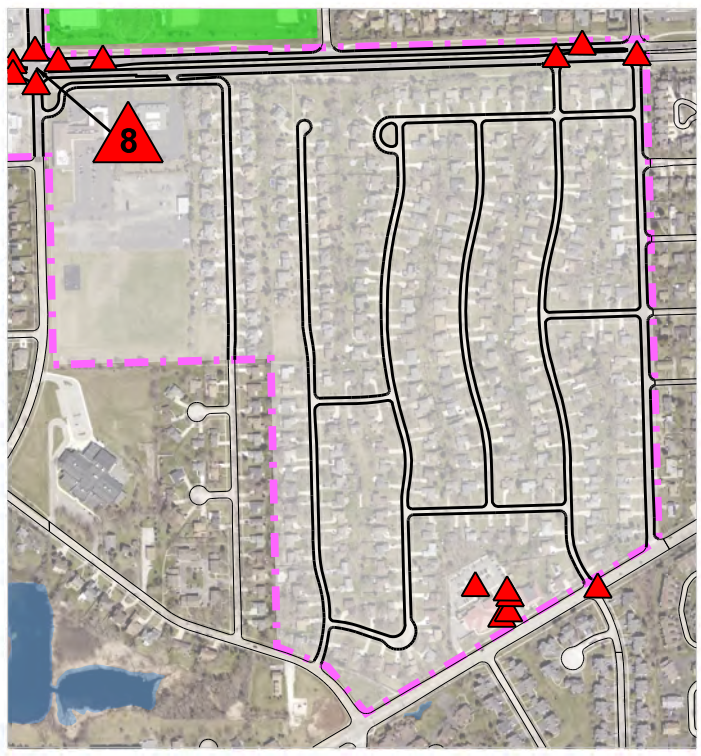
20

14

8

N

SCALE: N.T.S.



NEIGHBORHOOD 12
TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

CRASH DATA 2021

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

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

NED BELL PARK

SPRING PARK

KINGSLEY ELEMENTARY SCHOOL

MAR DUKE FARM PARK

MCCOLLUM PARK

EL SIERRA ELEMENTARY SCHOOL

O'BRIEN PARK

WESTWOOD PARK

12

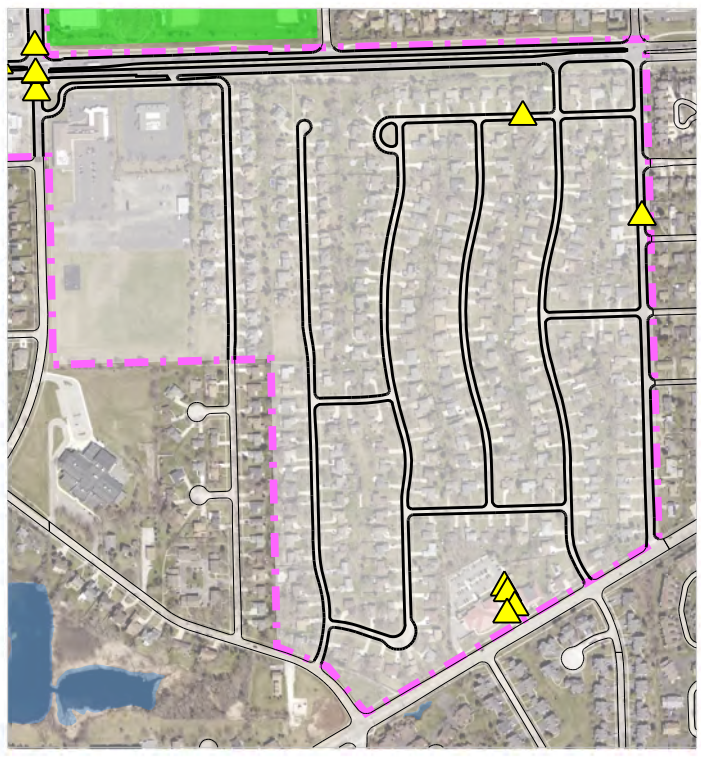
8

19

3

N

SCALE: N.T.S.

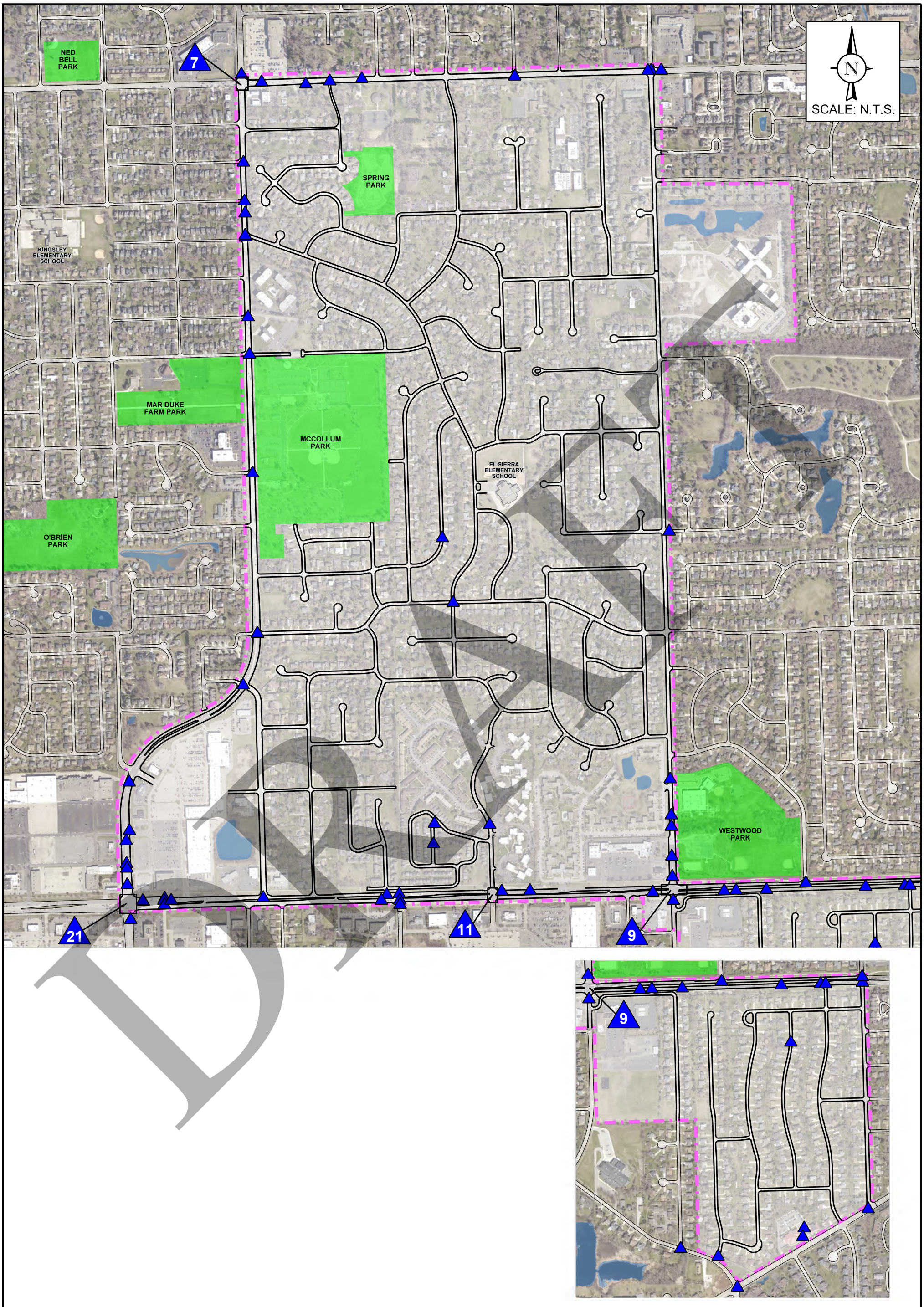


NEIGHBORHOOD 12
TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

CRASH DATA 2022

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

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



NEIGHBORHOOD 12
TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

CRASH DATA 2023

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

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

NED BELL PARK

SPRING PARK

KINGSLEY ELEMENTARY SCHOOL

MAR DUKE FARM PARK

MCCOLLUM PARK

EL SIERRA ELEMENTARY SCHOOL

O'BRIEN PARK

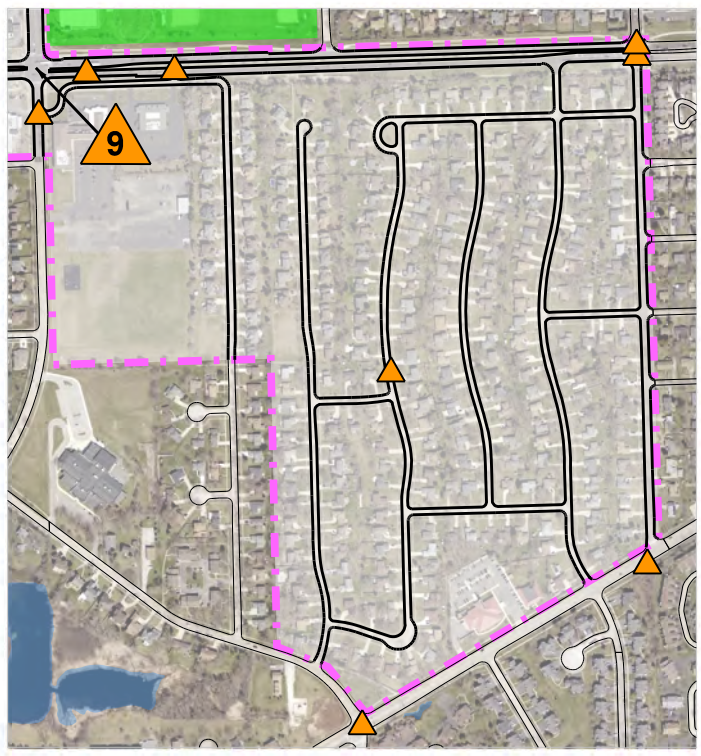
WESTWOOD PARK

N

SCALE: N.T.S.

20

9



NEIGHBORHOOD 12
TRAFFIC STUDY
DOWNERS GROVE, ILLINOIS

CRASH DATA 2024

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

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