



GUIDING DG

PLANNING THE FUTURE OF
DOWNERS GROVE



Village of Downers Grove

STREETSCAPES PLAN

ADOPTED | April 8, 2025



GUIDING DG

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

COMPREHENSIVE PLAN



ACTIVE TRANSPORTATION PLAN



STREETSCAPES PLAN



ENVIRONMENTAL SUSTAINABILITY PLAN



ACKNOWLEDGMENTS

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- Leslie Sadowski-Fugitt, Commissioner
- Chris Gilmartin, Commissioner
- Danny Glover, Commissioner
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With assistance from:



ACRONYMS

Acronym	Definition
ATP	Active Transportation Plan
BNSF	Burlington Northern Sante Fe Railway
CIP	Community Investment Program
EV	Electric Vehicle
HPDRB	Historic Preservation and Design Review Board

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INTRODUCTION

01

*In January 2024, the Village of Downers Grove started the **Guiding DG** project. **Guiding DG** consists of four plans, a Comprehensive Plan, an Active Transportation Plan, an Environmental Sustainability Plan and a Streetscapes Plan for the Downtown, Fairview Area and the connection between the two. The new Streetscapes Plan will guide future policy decisions and inform future development and investment for the streetscapes within the Downtown, Fairview and the Connection Area for the next 20 years.*



Streetscape is generally defined as the pedestrian environment within the public right-of-way, and typically relates to mixed-use areas with significant pedestrian activity.

The character of a streetscape is influenced by the type of streets along with the adjacent properties and land uses. The identified streetscapes in Downers Grove include the Downtown Area, including the Linda Kunze Plaza and the public space on the north side of the tracks near the Metra station, and Fairview Focus Area. The section between the two is considered the Connection Area and is included in the Streetscapes Plan.

The streetscape design process included an analysis of the existing conditions, community outreach, preparation of schematic design alternatives, and development of the Streetscapes Plan. The Streetscapes Plan includes five sections: Existing Conditions, Community Outreach, Guiding Principles, Streetscape Improvements, and Streetscape Implementation.

The Existing Conditions section covers a variety of topics, including identifying individual streetscape types, streetscape component categories, and the condition of specific streetscape elements. The Community Outreach section summarizes the various opportunities throughout the process where Village leaders and community members were able to provide input. The Guiding Principles section summarizes the key takeaways from the research, analysis, and community outreach that inform the streetscape improvement recommendations. The Streetscape Improvements section outlines the specific improvement recommendations, and finally, the Implementation section outlines the process, costs, and timeline to implement the streetscape improvements.

Key Terminology

Community

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





Downers Grove

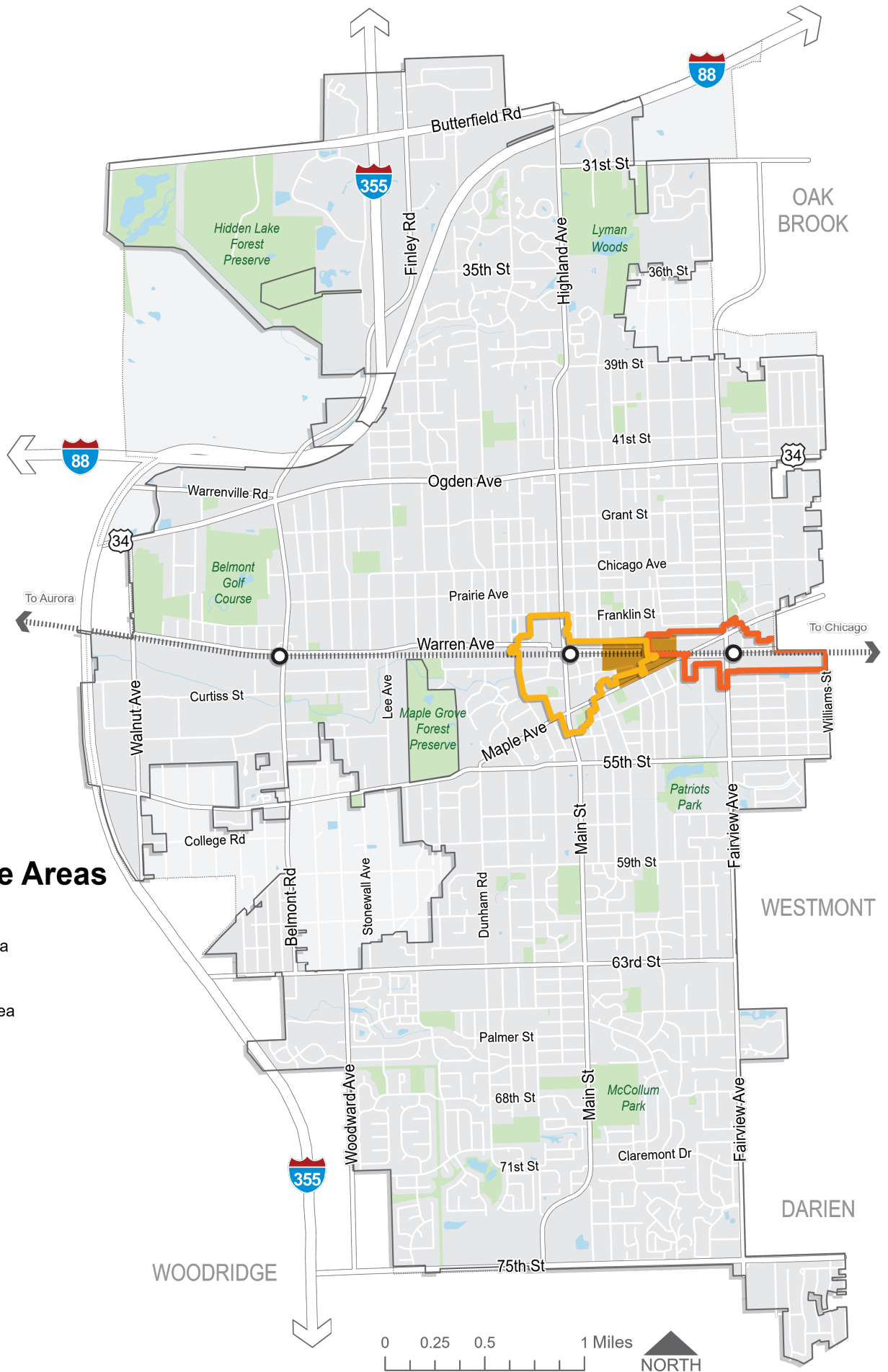
When the term Downers Grove is used, it describes the geography of the community and properties located within the municipal boundaries

Village

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

Streetscape Areas

-  Metra Station
-  Downtown Area
-  Fairview Area
-  Connection Area



EXISTING CONDITIONS



02

The streetscape existing conditions were thoroughly reviewed and analyzed as part of the streetscape design process. The following is a summary of the issues and opportunities and key takeaways. The full Streetscape Existing Conditions Memorandum is available for reference.





DOWNTOWN AREA STREETSCAPE EXISTING CONDITIONS

The current Downtown Area streetscape was constructed in the late 1990's and early 2000's as a cohesive design. The Village and Downtown Management Corporation work together to evaluate, maintain, and improve the Downtown Area streetscape regularly. The Village requires new developments to construct streetscape improvements consistent with the initial vision and the Downtown Design Guidelines, which was updated in 2021. Based on community outreach, there is a perception that more attention is given to the area south of the railroad tracks versus north. This information was taken into consideration as design concepts were developed.

The Linda Kunze Plaza and the public space on the north side of the tracks near the Metra station are identified as valued public spaces that also serve as vehicular kiss-n-ride and drop-off zones for the Metra station. Evaluation revealed that there are opportunities to modify each of the spaces to improve the pedestrian space, while maintaining the vehicular drop-off zones and parking.



CONNECTION AREA STREETSCAPE EXISTING CONDITIONS

The Connection Area between the Downtown Area and the Fairview Focus Area is identified as an important streetscape link due to the proximity of the two areas, which is approximately a 10–15-minute walk. This area will also be strengthened by the anticipated redevelopment that is likely to occur over time. Appropriate streetscape improvements have been identified throughout the Connection Area.



FAIRVIEW FOCUS AREA STREETSCAPE EXISTING CONDITIONS

The Fairview Focus Area streetscape is utilitarian and was constructed at different times in relation to the development of the adjacent properties. In many cases, the streetscape infrastructure is near the end of its useful life and in need of basic repairs and maintenance. The Fairview Focus Area does not have a management corporation like the Downtown Area. The Village is in the process of implementing the recommendations for the Fairview Focus Area from the 2017 Comprehensive Plan, which could influence property redevelopment and the timing of new streetscape improvements.



STREETSCAPE ELEMENTS EXISTING CONDITIONS

The Existing Conditions Memorandum includes an evaluation of the existing elements for the Downtown, Connection Area, and Fairview Focus Area streetscapes.

The elements within the Downtown Area are consistent, functional, and well maintained, although there are opportunities for improvement to create a more inviting pedestrian environment. The Connection Area is primarily residential and does not include streetscape elements beyond typical sidewalks and street trees. The Fairview Focus Area streetscape elements are outdated, insignificant, and in need of repair.

Recommendations include incorporating elements consistently throughout all streetscape areas. Incorporating elements including trees, landscaping, quality lighting, and well-designed street furnishings will create a more inviting streetscape, enhance pedestrian comfort, and improve visual appeal. Attractive downtown gateways and wayfinding signage will build a sense of community pride, direct visitors, and help support local businesses.

COMMUNITY OUTREACH

03

As part of the streetscape design process, community outreach was conducted to gain input from residents, local businesses, Village staff, and key stakeholders to identify challenges, opportunities, and priorities for the streetscapes in Downers Grove.



COMMUNITY KICK-OFF EVENT

April 4, 2024

The Village hosted the first official public event of the *Guiding DG* planning process on April 4th, 2024. The kick-off event allowed community members, including residents, business owners and operators, and other key stakeholders to discuss the community and provide visioning input for the future of Downers Grove. The feedback received helped guide the planning process and inform the Comprehensive Plan, Active Transportation Plan, Environmental Sustainability Plan, and the Streetscapes Plan.

The engagement activities asked participants to complete a variety of exercises where they would offer insight. These exercises were designed to gather high-level input on how participants feel about the streetscapes in Downers Grove and encouraged them to think critically.

OPPORTUNITIES AND AREAS OF CONCERN EXERCISE

This exercise prompted participants to tag areas of opportunities with a blue dot and areas of concern with an orange dot. The areas of focus were the Downtown Area, Connection Area, and Fairview Focus Area. Participants were also encouraged to write their ideas on Post-it notes and discuss their ideas with the consultant team. Identified areas of opportunities and concerns, along with comments and notes helped form the basis for the Evaluation Summary and Overall Streetscape Impressions.

STREETSCAPE ELEMENTS RANKING EXERCISE

This exercise prompted attendees to vote for what they believed to be the most important streetscape elements to address. Participants were given three “thumbs up” stickers to place their votes. The rankings alone were not conclusive of the overall importance of specific items but were used to develop and evaluate proposed streetscape improvement recommendations.

KEY STAKEHOLDER INTERVIEWS

April 11, 2024, April 16, 2024

As a part of the community engagement phase of the planning process, interviews were conducted with individuals and small focus groups to discuss the existing conditions and potential opportunities for the streetscapes within the Village. Residents, business owners, and other stakeholders from the community were asked to provide direct insight, specifically focused on the Downtown, Connection Area, and Fairview Focus Area.

Hitchcock Design Group conducted a series of interviews with 12 participants, with some being conducted in-person and others virtually. Each lasted approximately 45 minutes. Interviews were framed around a sequence of questions regarding the streetscapes and conducted in a conversational style. Impressions from the stakeholder interviews helped form the basis for the Evaluation Summary and Overall Streetscape Impressions.



HISTORIC PRESERVATION AND DESIGN REVIEW BOARD WORKSHOP

September 4, 2024

This workshop was a continuation of the Plan Commission (now known as the Planning and Zoning Commission) and Historic Preservation and Design Review Board (HPDRB) Kick-off Workshop to focus specifically on the streetscapes. Workshop participants identified Downtown's lack of pedestrian infrastructure, traffic safety, and the need for Fairview Focus Area renovations as top concerns. Additional issues raised were related to community attitudes and identity. When asked to identify the assets and strengths of Downers Grove, meeting participants listed access to the Metra, parks and open spaces, and downtown.

COMMUNITY OPEN HOUSE

October 21, 2024

The Village hosted a Community Open House for the streetscapes component of the *Guiding DG* planning process in two sessions, one in the afternoon and another in the evening. The event allowed residents, business owners and operators, and other key stakeholders to review the streetscapes concept information and discuss the advancement of the Streetscapes Plan.

Attendees were asked to provide comments on Post-it notes, and Village representatives and members of the project team were available to discuss the concepts. Examples of streetscape elements were also projected for commentary throughout the duration of the Open House.

HPDRB AND VILLAGE COUNCIL MEETINGS

HPDRB Meetings: January 22, 2024, September 4, 2024, December 4, 2024, March 19, 2025

Village Council Meetings: July 9, 2024, September 10, 2024, December 10, 2024, February 4, 2025

The streetscapes information was presented at HPDRB and Village Council meetings at various stages of the process. Public comment was taken at each of these meetings and considered as part of the improvement recommendations.



GUIDING PRINCIPLES

04

DOWNTOWN
Downers Grove

shop
LOCAL

eat
LOCAL

spend
LOCAL

enjoy
LOCAL

shop
LOCAL

eat
LOCAL

The Village Council approved the streetscape guiding principles that were developed based on key issues, opportunities, and takeaways from the existing conditions analysis and community outreach. These principles serve as the foundation for the streetscape improvement recommendations.



DOWNTOWN
Downers Grove

spend
LOCAL

enjoy
LOCAL

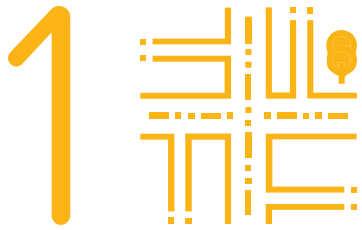
shop
LOCAL

eat
LOCAL

spend
LOCAL

enjoy
LOCAL

shop
LOCAL

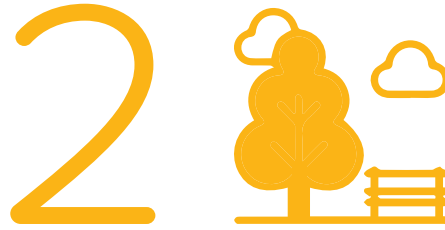


STREETSCAPE FUNCTION AND CHARACTER

For all areas, the streetscape is functional but lacks a distinctive image and identity representing the community. Stakeholders raised the question if the Downtown Area and Fairview Focus Area should have the same character for consistency within the community, or if the Fairview Focus Area could have its own unique neighborhood style.

The Downtown and Fairview Focus Area streetscape improvements first establish baseline functional improvements, with additional components identified to add character. The resulting improvements create a community-wide style, while allowing the Fairview Focus Area to have its own neighborhood identity.

The streetscape style leans towards traditional given comments received through community input, although innovative elements, products, and materials are included as a progressive solution, consistent with community sustainability goals.



EXPANDED FLEXIBLE AMENITY AREAS

Streetscapes need to provide a balance between pedestrian and vehicular uses, which are not always clear and obvious. Several situations exist where pedestrian and vehicular uses compete for the same space. As of 2025, the Village allows seasonal outdoor dining to use on-street parking spaces in certain permitted areas. Permanent modifications provide additional pedestrian space by converting vehicular areas and strategically determined on-street parking spaces to pedestrian use. These additional pedestrian areas are designed to be flexible for a variety of uses including outdoor dining, cultural amenities, additional landscaping, and common seating areas.

Additional crosswalks, curb bump-outs, and traffic calming devices are included to improve pedestrian safety.



PUBLIC GATHERING SPACES AND PROGRAMMED EVENTS

Streetscape areas and parks and open spaces are frequently used as public gathering spaces for programmed events. The commuter parking lot is used for the Downtown Downers Grove Market and Rotary Grove Fest. Parks and plazas are used to host a variety of events. Friends Corner and Linda Kunze Plaza are owned and operated by the Village, while Fishel Park is owned and operated by the Park District. Programmed events contribute to the success of the community and the streetscape environment is designed to accommodate functional and operational requirements. Locations, temporary conditions, timing of events, infrastructure, and management expectations impact the design of these spaces.

Specifically, Linda Kunze Plaza and the public space on the north side of the railroad tracks at Main Street can be improved to better accommodate public gathering and programmed events. A public space is created in the Fairview Focus Area at the commuter lot along with connecting the pocket park on Fairview Avenue and to the Fairview Metra Station area.



CULTURE AND PUBLIC ART

Currently there are limited cultural or public art components within the streetscapes. There is an opportunity to better represent the character of the community by including cultural references and public art within the streetscape environment. Numerous stakeholders brought up the desire to incorporate public art, seasonal installations, and historical and cultural references, not only as a sense of pride for the community, but also as an attraction to help local businesses.

Opportunities are identified to incorporate public art components, along with ways to incorporate historical and cultural references and considerations for temporary or seasonal attractions to draw local and out of town visitors.

Downtown gateways and wayfinding signage that reflect the culture of the community can be designed in a tasteful way and implemented tactfully so that it does not become too cluttered.

STREETSCAPE IMPROVEMENTS

05

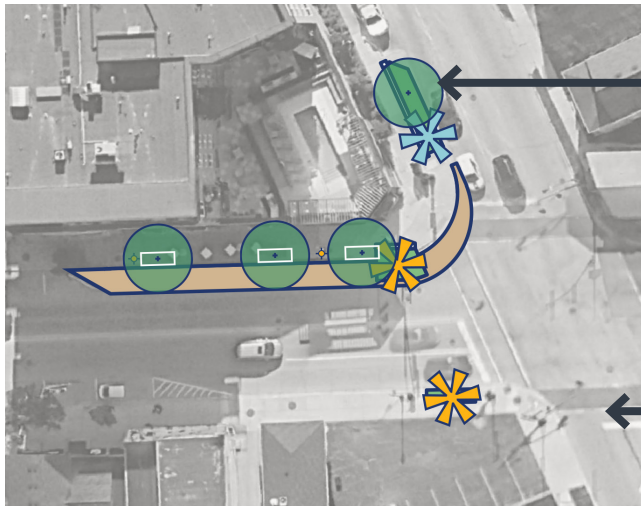




OVERVIEW OF IMPROVEMENTS

The overall key map and following individual maps show the proposed streetscape improvements within each of the three streetscape areas. The proposed improvements are shown in color and symbols are identified in the corresponding sheet legends. Existing conditions to remain are included for context on the aerial photographs.

Example Improvement



Proposed improvements,
refer to Legend (color)

Existing conditions to
remain (gray)

Note: Areas where proposed improvements are shown imply modifications to existing conditions.





FINE DESIGN
Hair Studio

101-A
DESIGN
Studio
4007
ST

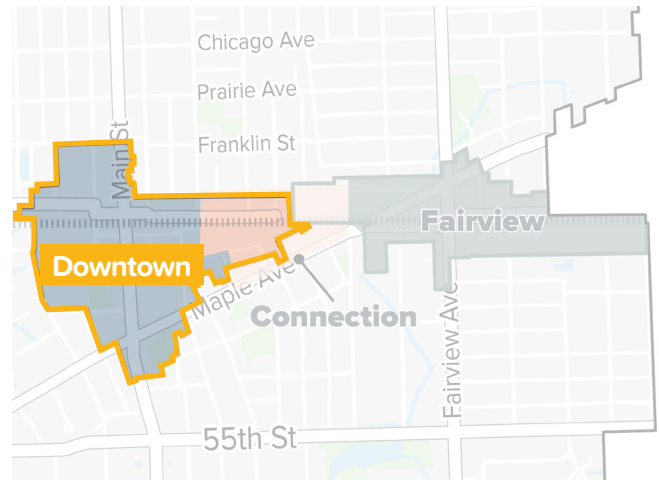
TOP
DRIVES
HALL 3000

Hair Studio

DOWNTOWN AREA STREETSCAPE














Several options were considered for streetscape improvements throughout the Downtown Area. The options were refined into two streetscape types. The two streetscape types were further refined into the Downtown Streetscape Plan.

The Streetscape Plans show the specific improvements throughout the Downtown Area. These improvements are conceptual and will be refined during the implementation phase, incorporating further analysis such as topographic surveys, utility and geotechnical assessments, environmental evaluations, traffic studies, and additional stakeholder coordination.





Legend




















-  Specialty Concrete Type 1
-  Crosswalk
-  Planting Bed
-  Undetermined ATP Facility Type
-  Multi-Use Asphalt Path
-  Asphalt Paving and Striping
-  Street Tree
-  Street Tree In Tree Grate
-  Benches
-  Masonry Wall
-  Public Art Feature
-  Gateway Feature
-  Sharrows



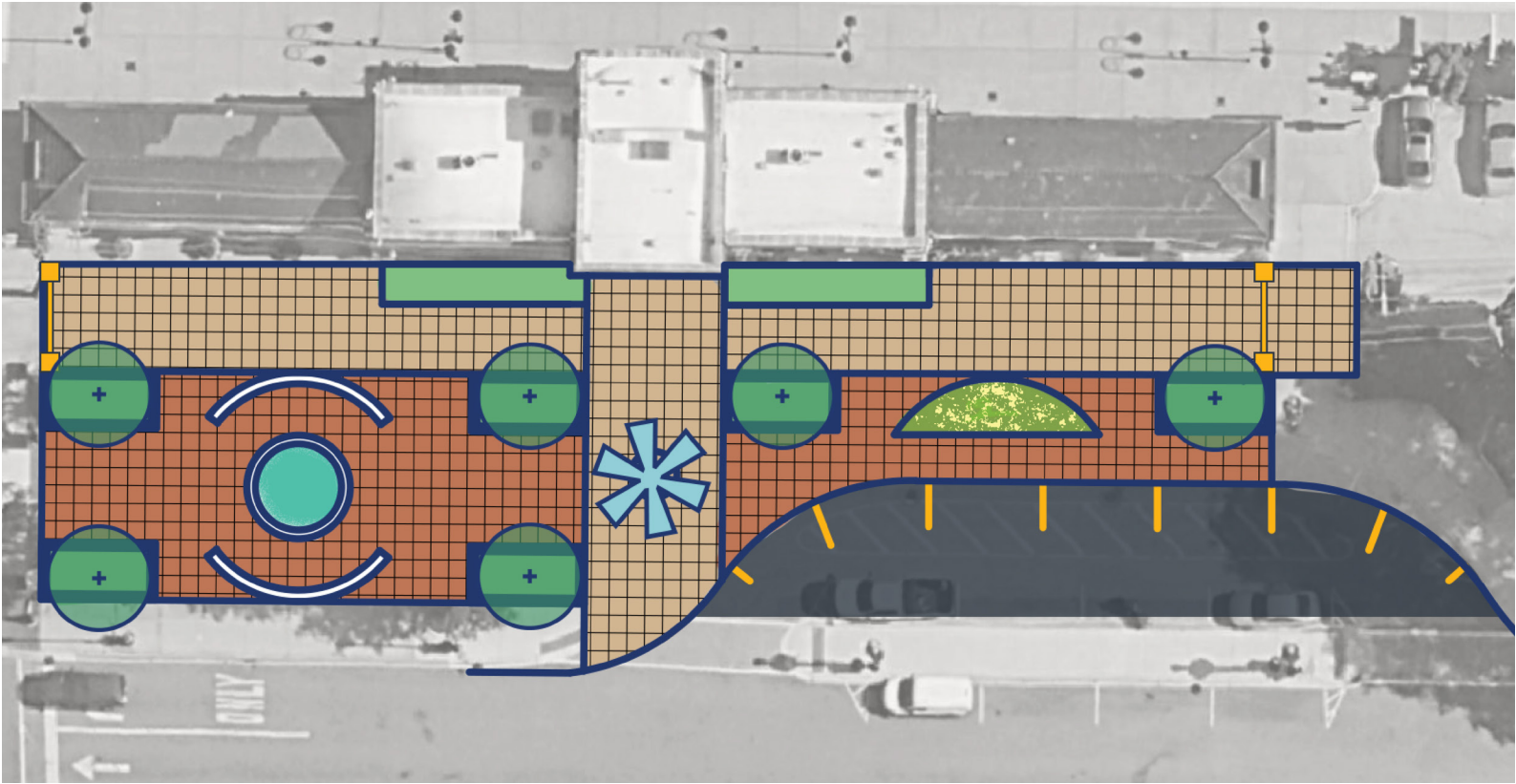
DRAFT



Legend

-  Standard Concrete
-  Specialty Concrete Type 1
-  Specialty Concrete Type 2
-  Planting Bed
-  Rain Garden
-  Asphalt Paving and Striping
-  Street Tree
-  Street Tree In Tree Grate
-  Trash / Recycling Receptacle
-  Bike Racks
-  Tables and Chairs
-  Benches
-  Masonry Wall
-  Barrier Fencing
-  Shade Structure
-  Solar Structures Over Bike Racks
-  Public Art Feature
-  Gateway Feature
-  Gateway Feature Overhead



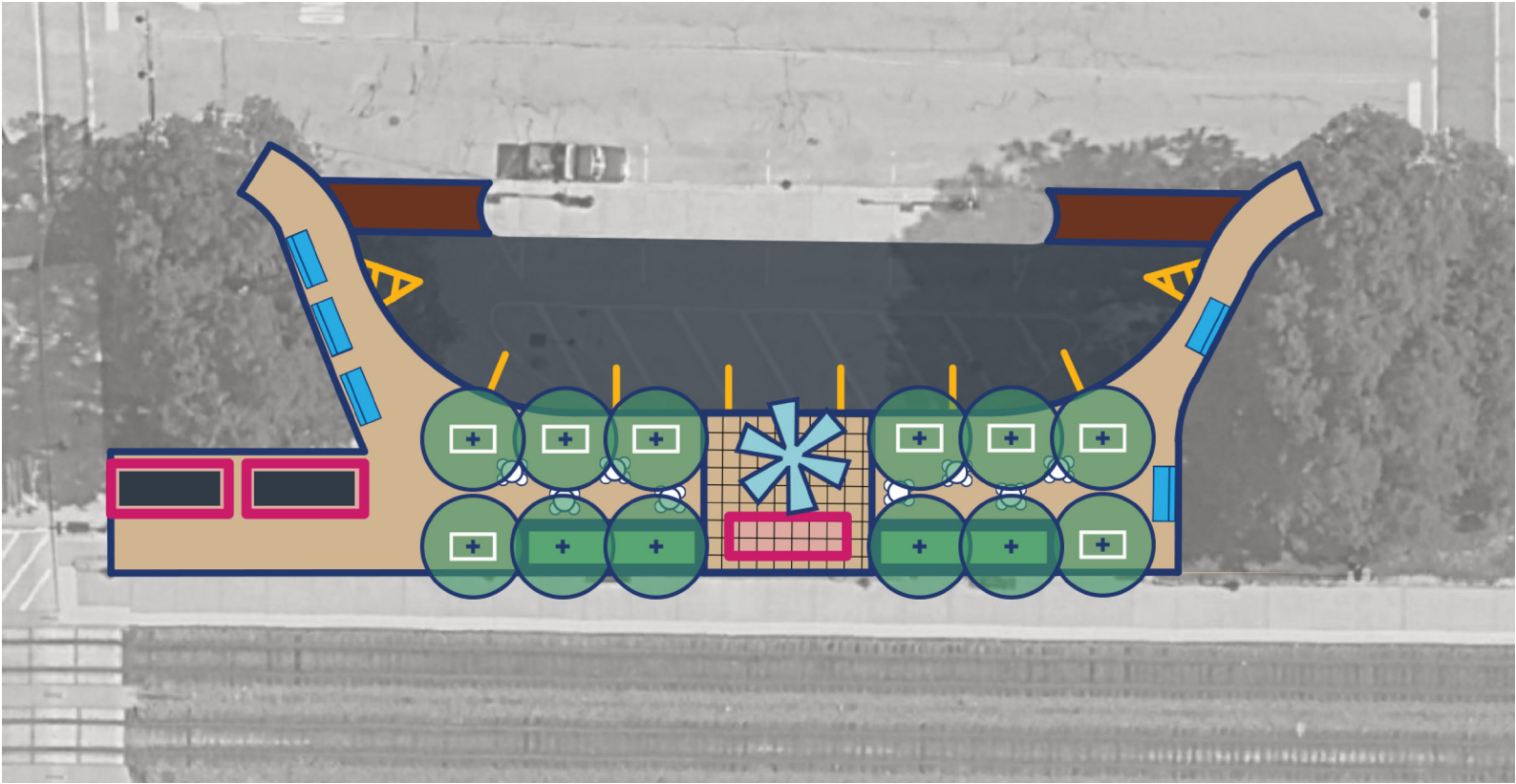


IMPROVED LINDA KUNZE PLAZA

Centrally located downtown and adjacent to the Metra station, Linda Kunze Plaza is a valued public space that is admired for its fountain, streetscape clock, and landscaping. The area also includes a Metra kiss-n-ride area. The Plan provides an opportunity to improve the space to better accommodate public gatherings and events. Improvements include reducing the space dedicated to the kiss-n-ride and includes features like more open plaza space, seatwalls, benches, a rain garden, and cultural amenities or public art.

Legend

- Specialty Concrete Type 1
- Specialty Concrete Type 2
- Planting Bed
- Rain Garden
- Asphalt Paving and Striping
- Street Tree
- Public Art Feature
- Gateway Feature Overhead



IMPROVED DOWNTOWN PUBLIC SPACE NORTH CONCEPT

Similar to the south side, the north side of the tracks near the Metra station has a large area dedicated to a vehicular kiss-n-ride zone. The Plan calls to reduce the space dedicated to the kiss-n-ride to increase the area available for the public space. The design of this plaza includes a 'A Grove for Downers Grove,' cultural amenities and public art opportunities, seating, and shade structures.

Expanding the public space on the north side supports the community's goal of treating the area equally to the south side.

Legend

- Standard Concrete
- Specialty Concrete Type 1
- Planting Bed
- Asphalt Paving and Striping
- Street Tree
- Street Tree In Tree Grate
- Tables and Chairs
- Benches
- Shade Structure
- Solar Structures Over Bike Racks
- Public Art Feature



Legend

-  Specialty Concrete Type 1
-  Crosswalk
-  Planting Bed
-  Street Tree
-  Street Tree In Tree Grate
-  Benches
-  Masonry Wall
-  Shade Structure
-  Public Art Feature
-  Gateway Feature





Legend

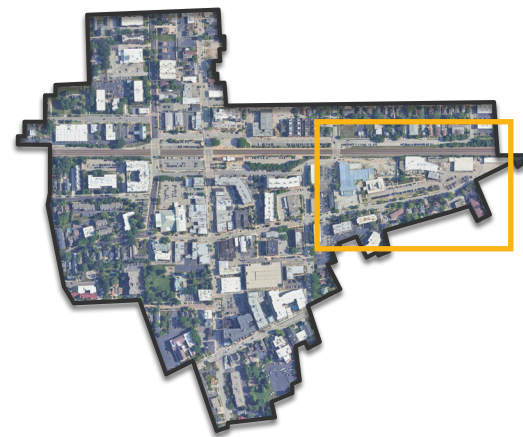
-  Specialty Concrete Type 1
-  Crosswalk
-  Multi-Use Asphalt Path
-  Pedestrian Light
-  Turf
-  Street Tree

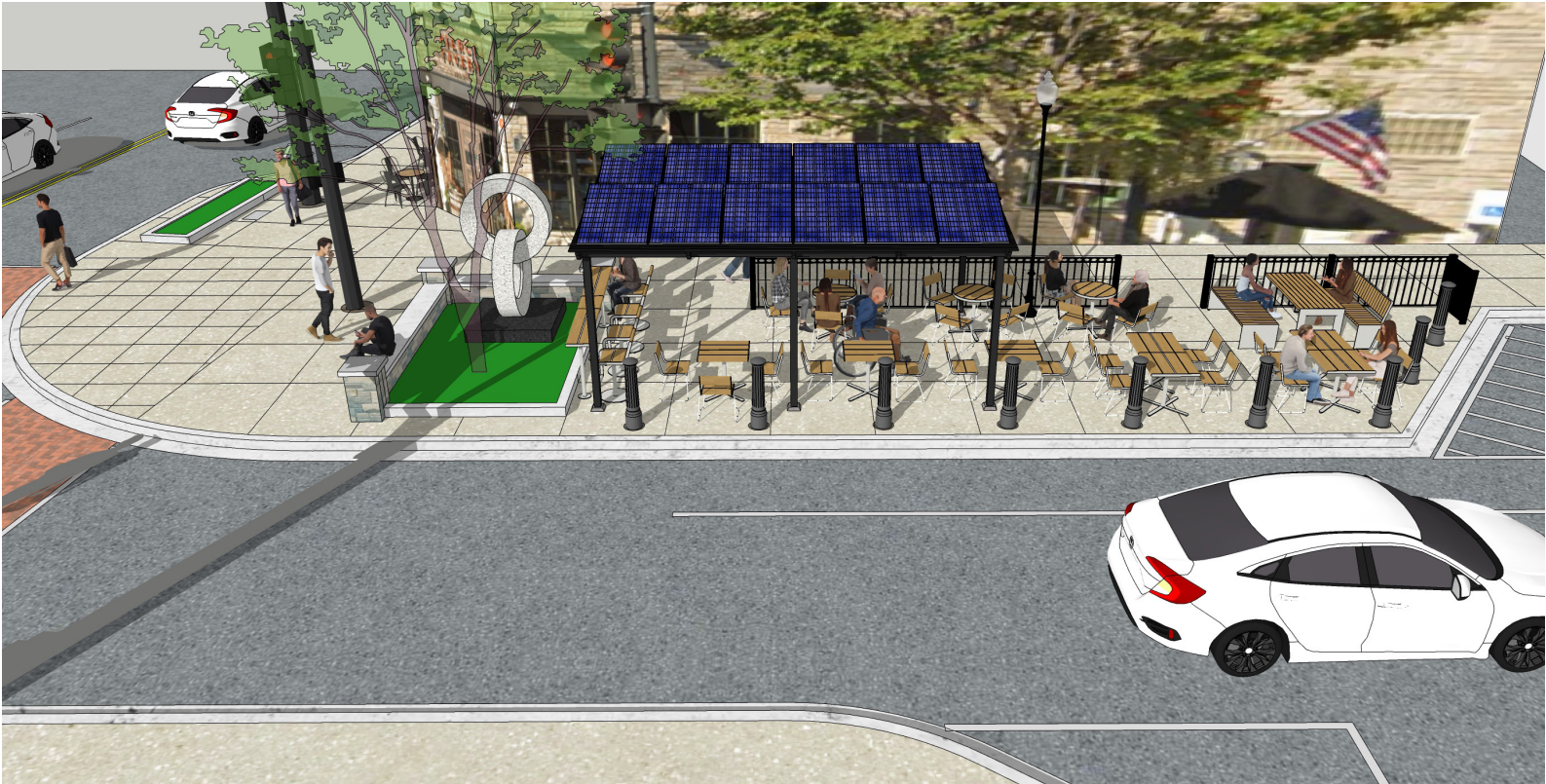




Legend

- Crosswalk
- Turf
- Street Tree
- Pedestrian Light





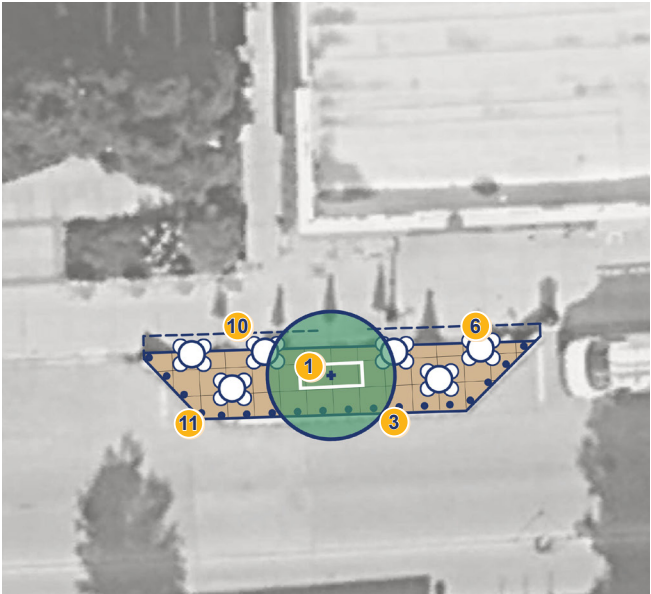
**FLEXIBLE AMENITY
AREA CONCEPTS**

Flexible amenity areas are pedestrian spaces created by modifying areas for various public uses. These spaces are designed to not obstruct pedestrian movement or traffic flow, while offering the flexibility to adapt to changing needs. The Village can involve adjacent users, residents, and community members to determine their best use. Examples include outdoor dining areas, cultural amenities, additional landscaping, and shared seating spaces for pedestrians.

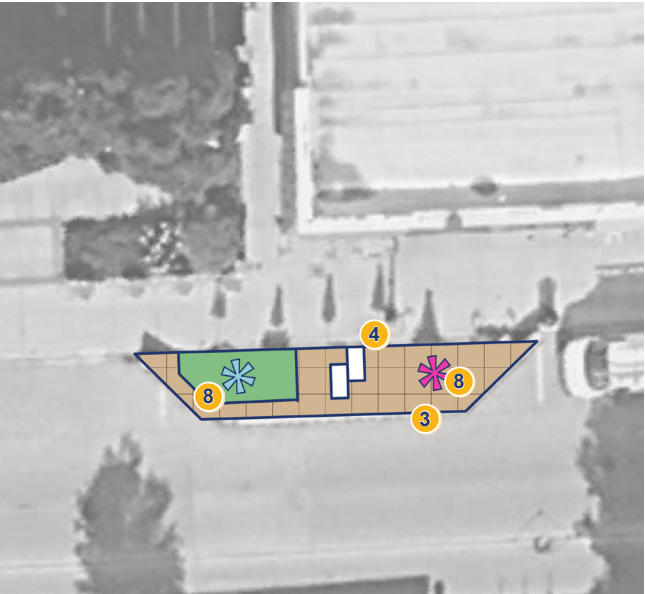
Legend

- 1 Street Tree In Tree Grate
- 2 Curbed Planter
- 3 Curb Bump Out
- 4 Bench
- 5 Movable Planters
- 6 Tables and Chairs
- 7 Shade Structure and Seating
- 8 Public Art / Kiosk
- 9 Masonry Seatwall
- 10 Fence Barrier (Outdoor Dining)
- 11 Bollards

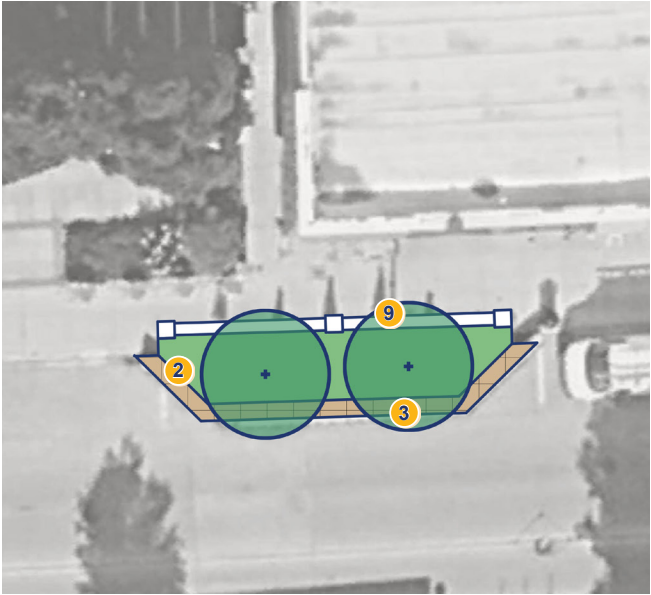
**Option 1
Outdoor Dining Concept**



**Option 2
Cultural Amenities Concept**



**Option 3
Additional Landscape Concept**



**Option 4
Common Pedestrian Seating Concept**



CONNECTION AREA STREETSCAPE

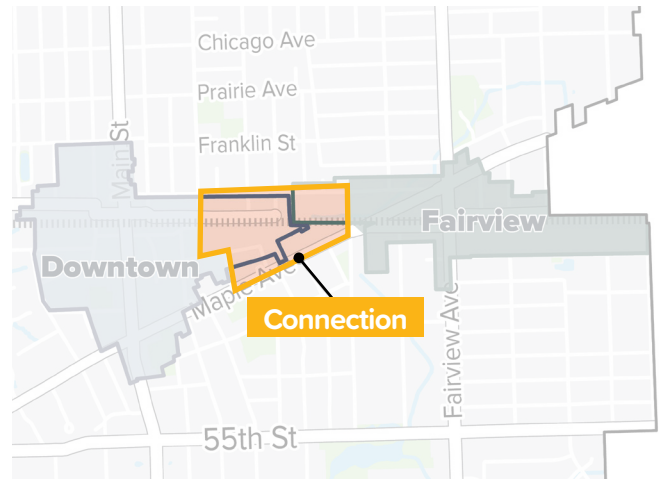
The Rogers Street connection is principally residential between Main Street and Prospect Avenue. East of Prospect, the north side of Rogers Street is residential, while the south side includes light industrial, office, and commercial uses. Several options were considered for streetscape improvements throughout the Connection Area. The application of the improvements is shown on the Connection Area Streetscape Map.

The Streetscape Plans show the specific improvements throughout the Connection Area. These improvements are preliminary and will be refined during the implementation phase, incorporating further analysis such as topographic surveys, utility and geotechnical assessments, environmental evaluations, traffic studies, and additional stakeholder coordination.

It is anticipated that portions of the Connection Area will redevelop during the 20-year timeframe of this plan, creating opportunities for meaningful streetscape improvements that will be integrated with individual developments as they occur.









CONNECTION AREA STREETSCAPE IMPROVEMENTS

The north side of Rogers Street includes standard five-foot-wide sidewalks with street trees and grass parkways. The south side of Rogers Street includes a shared-use path to provide active transportation connectivity. The Connection Area is also identified as an Active Transportation Friendly District (ATFD) in the *Guiding DG* Active Transportation Plan. Intersection improvements are also proposed along the corridor. Adding consistent streetscape elements like decorative crosswalks, pedestrian lighting, wayfinding signage, and landscaping will visually connect these areas and improve pedestrian appeal.





Legend

-  Specialty Concrete Type 1
-  Crosswalk
-  Planting Bed
-  Multi-Use Asphalt Path
-  Street Tree
-  Ornamental Tree
-  Pedestrian Light
-  Benches

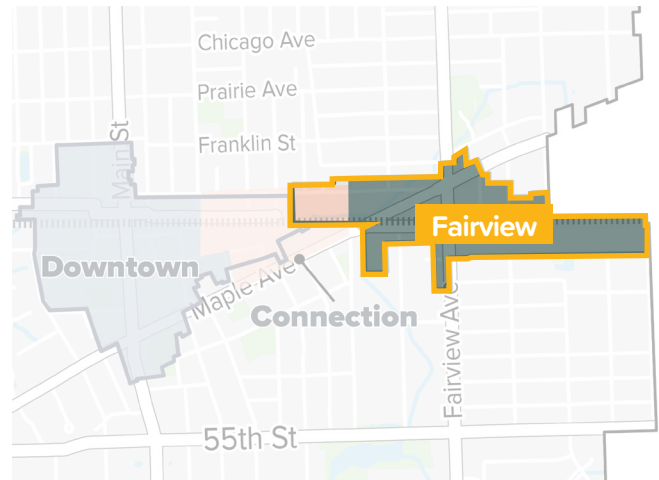


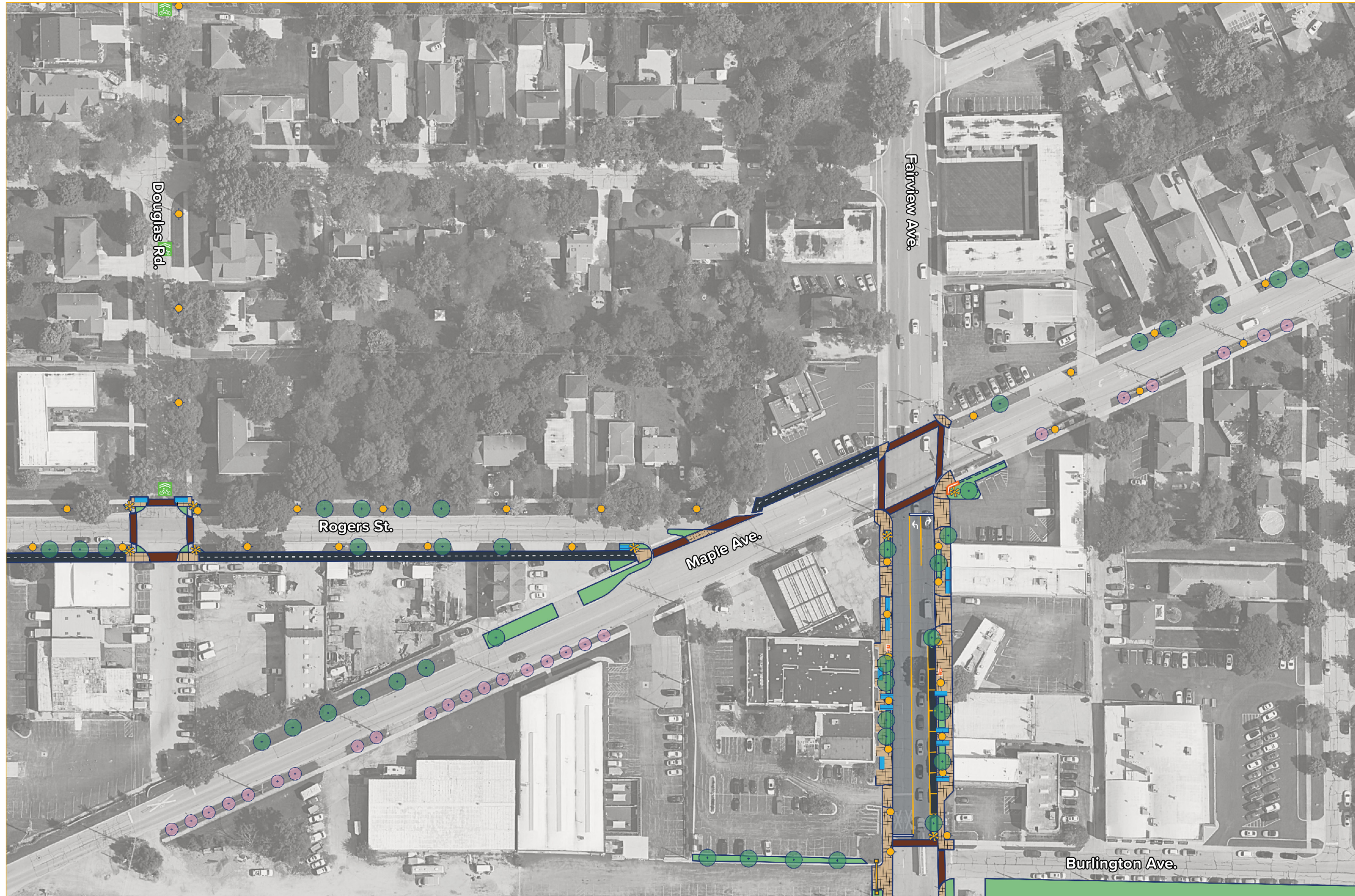
FAIRVIEW FOCUS AREA STREETSCAPE

Several options were considered for streetscape improvements throughout the Fairview Focus Area. The options were refined into two streetscape types. The two streetscape types were further refined into the Fairview Streetscape Plan.

















The Streetscape Plan shows the specific application of improvements throughout the Fairview Focus Area. These improvements are preliminary and will be refined during the implementation phase, incorporating further analysis such as topographic surveys, utility and geotechnical assessments, environmental evaluations, traffic studies, and additional stakeholder coordination.

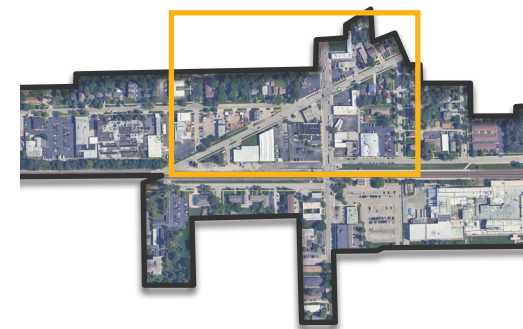
It is anticipated that portions of the Fairview Focus Area will redevelop during the 20-year timeframe of this plan, creating opportunities for meaningful streetscape improvements that will be integrated with individual developments as they occur.





Legend














-  Specialty Concrete Type 1
-  Crosswalk
-  Turf
-  Planting Bed
-  Multi-Use Asphalt Path
-  Asphalt Paving and Striping
-  Street Tree
-  Street Tree In Tree Grate
-  Ornamental Tree
-  Pedestrian Light
-  Trash / Recycling Receptacle
-  Benches
-  Barrier Fencing
-  Gateway Feature
-  Gateway Feature Overhead
-  Sharrows

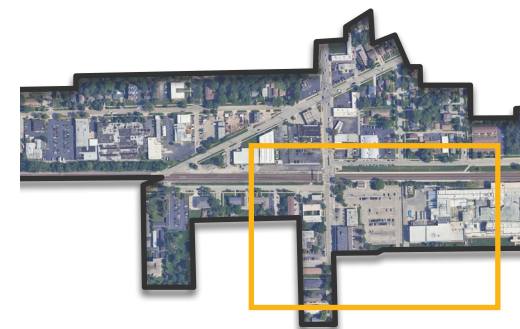


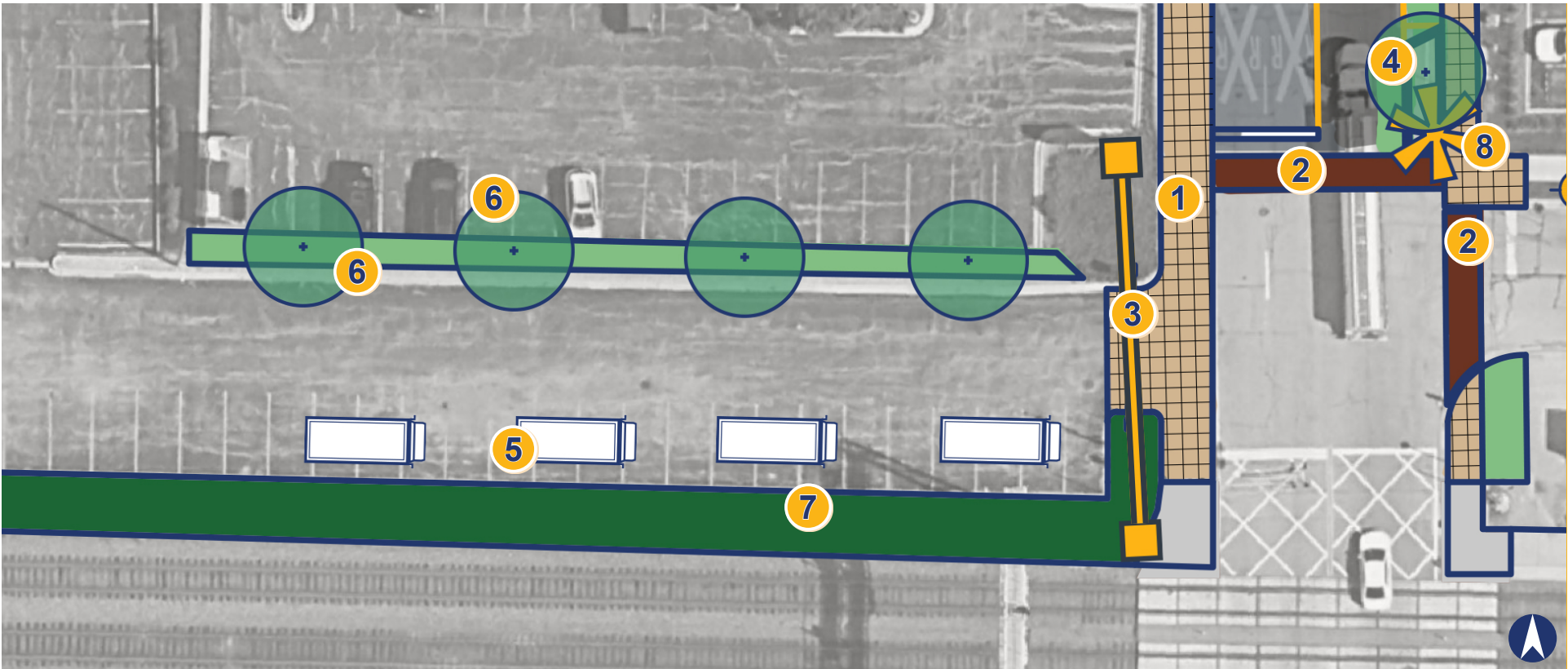
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Legend

-  Specialty Concrete Type 1
-  Crosswalk
-  Turf
-  Planting Bed
-  Undetermined ATP Facility Type
-  Asphalt Paving and Striping
-  Street Tree
-  Ornamental Tree
-  Pedestrian Light
-  Benches
-  Gateway Feature
-  Gateway Feature Overhead
-  Masonry Wall





**FAIRVIEW FOCUS AREA
PUBLIC SPACE CONCEPT**

Based on the analysis of the Fairview Focus Area, there is currently a surplus of commuter parking for the Fairview Avenue Metra Station. Commuter parking along Burlington Avenue west of Fairview Avenue is rarely used. This presents an opportunity to enhance the existing area and create a public space to support community events and activities, such as local vendor fairs and food truck days. Incorporating streetscape elements such as decorative crosswalks, signage, landscaping, and support amenities for events will improve both function and aesthetics.

The existing pocket park south of the railroad tracks can be improved with additional landscaping, furnishings, signage, and amenities along with updates to the area adjacent to the Fairview Avenue Metra Station.

Legend

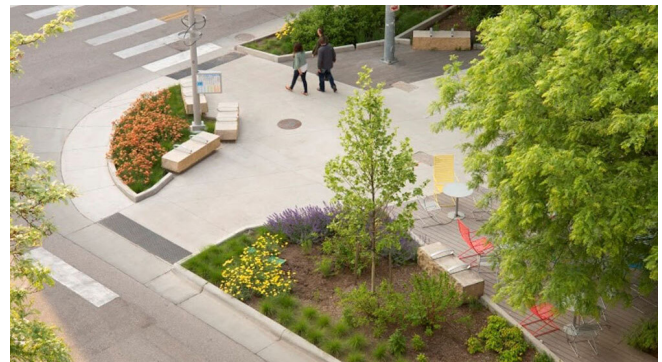
- 1 Specialty Sidewalk Paving
- 2 Specialty Crosswalk
- 3 Gateway (Overhead)
- 4 Curbed Planter
- 5 Power for Food Truck / Events
- 6 Shade Tree
- 7 Landscape Buffer
- 8 Public Art / Amenity Feature



Existing Pocket Park

The existing pocket park south of the railroad tracks can be improved with additional landscaping, furnishings, signage, and amenities along with updates to the area adjacent to the Fairview Avenue Metra Station.

Given the proximity to the tracks and involvement of commuter parking, these enhancements will require coordination with the BNSF Railway and Metra.



STREETSCAPE ELEMENTS

TREES AND PLANTING

The Village currently maintains the existing trees and plantings throughout the study area. Consistent monitoring, maintenance, and replacements as needed are recommended for all street trees and plantings.

Where opportunities exist to add new trees and plantings, support systems should be included such as providing adequate soil volume, installing sub-surface tree well systems, and installing automatic irrigation. Tree, shrub, and perennial selections should be native species consistent with the Village's *Guiding DG* Environmental Sustainability Plan.

The Village coordinates with the Downtown Management Corporation to provide annual plantings which add seasonal interest and beauty to the downtown streetscape environment. A similar program should be considered for the Connection Area and Fairview Focus Area for consistency.



STREET FURNISHINGS

The existing street furnishings throughout the Downtown Area are adequate and the upgraded style furnishings can be used in the expanded streetscape areas and throughout the Connection Area and Fairview Focus Area for consistency.

There is an opportunity to update street furnishings with a design that maintains a traditional aesthetic while uniquely reflecting the culture of Downers Grove.



SIDEWALKS, PAVING MATERIALS, CROSSWALKS

When the existing downtown streetscape was originally constructed in the early 2000's, brick pavers and colored concrete were used in certain areas. The Village made the decision to remove the brick pavers due to maintenance concerns and has had issues with matching the colored concrete with replacements and new improvements. For these reasons, the Village would like to stay with standard concrete for sidewalks, although accent items could be included in certain areas.

The sidewalks in the Connection and Fairview Areas are standard concrete. The Plan identifies new concrete sidewalks at intersections along the connection route and within the Fairview Area. New sidewalks in the Fairview Area will assist in revitalizing this area.

As noted in the *Guiding DG Active Transportation Plan*, the Village should consider adding decorative crosswalks in prominent locations. The Downtown Area, the Connection Area and the Fairview Focus Area are prominent locations and could benefit from decorative crosswalks.



ARCHITECTURAL COMPONENTS, WALLS, COLUMNS, FENCING

Incorporating architectural components, walls, columns, and fencing within the streetscape serves a purpose to define spaces, control pedestrian access and circulation, and provide a level of safety for pedestrians. Care must be taken to place these components to respect vehicular sight lines and clearances. The design of these elements can be highly visual and contribute to the character of the streetscape.

The existing seat walls within the downtown streetscape are constructed from concrete and architectural precast and in some areas need repair. Incorporating brick or stone veneer when repairing existing seat walls, and with new walls, columns, and other architectural features throughout the streetscapes will help to unify the areas and create character.

Pergolas, shade structures, and other items located in flexible amenity areas can be designed to be consistent with other streetscape elements, while also including features to create a unique user experience and attraction. They can also incorporate sustainability components such as solar panels to power accent lighting and auxiliary power outlets



PUBLIC ART AND CULTURAL AMENITIES

By incorporating public art and cultural amenities within the streetscapes and public spaces, an environment can be created unique to the community. Coordinating with local artists, historians, special interest groups, and community members is a great way to instill a sense of community pride.



LIGHTING, SECURITY, WI-FI

Pedestrian and roadway lighting throughout the Downtown Area provides an acceptable level of lighting to create a safe environment. Similar light levels should be incorporated into the Connection Area and Fairview Focus Area.

Recently upgraded roadway lighting and traffic signals in the Downtown Area align with its traditional style. Future replacements in the Connection Area and Fairview Focus Area should maintain this consistency by matching Downtown Area poles and fixtures.



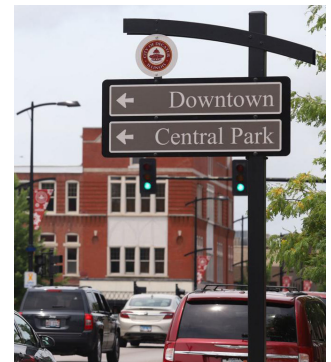
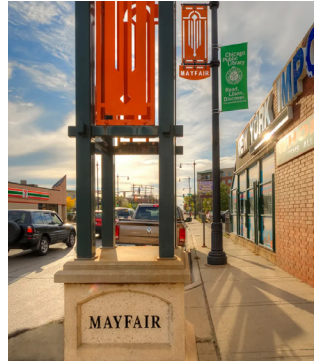
The combination roadway lighting and traffic signals within the Downtown Area have recently been replaced and are consistent in the traditional style of the downtown. When the opportunity comes to replace additional traffic signals within the Connection Area and Fairview Focus Area, they should also be consistent with the Downtown Area poles and fixtures.

Although the existing Downtown Area acorn pedestrian lights are adequate, replacing them with fixtures that maintain a traditional style and uniquely reflect the character of Downers Grove offers an opportunity for enhancement. New fixtures could also include solar components and smart technologies to improve efficiency and meet dark sky compliant standards to limit light pollution.



Additional accent lighting, such as overhead catenary lighting, bollard lighting, and tree uplighting can also contribute to the comfort and attraction of the streetscape environment.

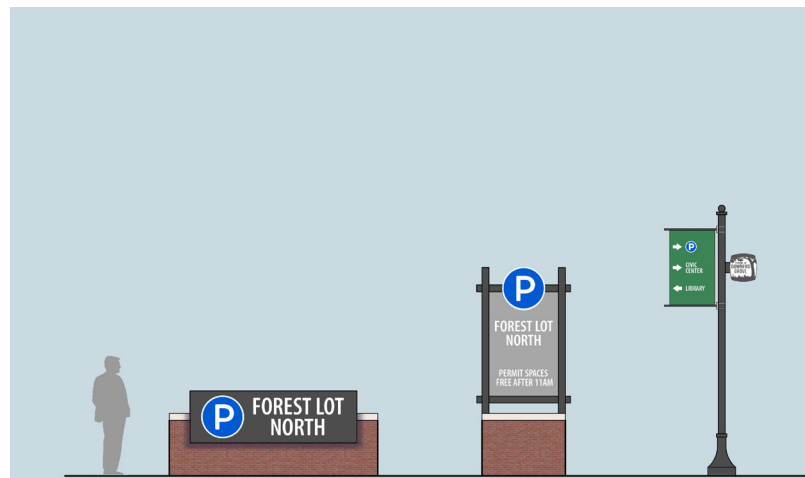
As security cameras and public Wi-Fi become more common, incorporating these features throughout the streetscape should be a priority in future improvements.



GATEWAYS, SIGNAGE, AND WAYFINDING

The current signage within the streetscape areas is somewhat limited and utilitarian. While avoiding visual clutter and unnecessary messaging is important, adding gateway features, coordinated signage, and wayfinding can enhance navigation and improve the visitor experience. Thoughtfully designed elements can also serve as a visually distinctive representation of the community's character and culture.

Examination of wayfinding and parking lot signage to direct individuals to available parking should be an implementation priority.

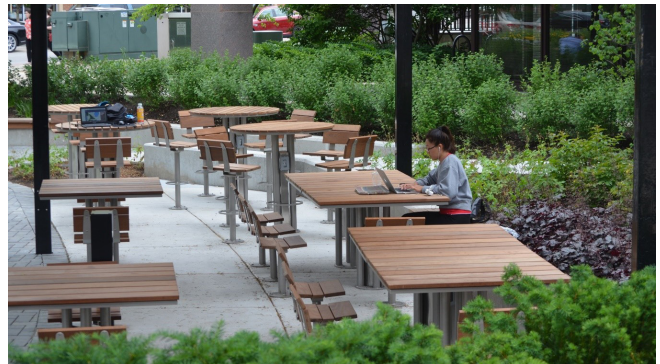






OUTDOOR DINING

Once the proposed improvements are completed, outdoor dining can be one of the uses to occur in flexible amenity areas, along sidewalks where space permits, and on adjacent private property. In designated outdoor dining areas, pedestrian clear zones must be always maintained to comply with Village requirements.



OTHER STREETSCAPE ELEMENTS

There are several other elements that should be considered during implementation of specific streetscape improvement projects. Burial of overhead utility lines is desirable and can be accomplished in coordination with streetscape improvements. Creating centralized public dumpster locations would improve efficiency but will require coordination for operations and access. Installing utility and electrical infrastructure to support public events can reduce reliance on temporary solutions.

Lastly, sustainability features, such as EV charging stations, solar canopies over public parking lots and amenities, considerations for other renewable energy sources, and other smart technologies, will become increasingly common over the next 20 years.

IMPLEMENTATION

06



IMPLEMENTATION OVERVIEW

It is expected that the Village will implement the streetscape improvements throughout each of the streetscape areas in manageable phases based on identified priorities and available funding. Priorities are outlined for each of the streetscape areas based on information available at the time of this planning process.

Through the Village's existing Community Investment Program (CIP) and this planning process, the Village has identified the construction of five flexible amenity areas in the Downtown Area as the first phase of implementation. The Linda Kunze Plaza recommendations are identified as the next priority improvements to advance.

Several individual projects are identified within the Downtown Existing Streetscape Improvement priority area that can be constructed as separate projects with manageable costs, grouped geographically and by improvement type. These separate projects can also include updates to the various streetscape elements to take advantage of economies of scale and minimize disruption.

The Village will continue to evaluate project priorities on an annual basis and update the CIP accordingly. It is expected that future phases of the streetscape improvements will be further analyzed and refined at the time of implementation over the 20-year timeframe of the plan.

STREETSCAPE PRIORITIES

DOWNTOWN AREA STREETSCAPE PRIORITIES

Priority 1 Flexible Amenity Areas

The first phase improvements focus on constructing five flexible amenity areas in place of seasonal outdoor dining located in on-street parking spaces. This will allow the Village to discontinue the use of on-street parking spaces for outdoor dining. The improvements included in the five areas will demonstrate the majority of the proposed streetscape elements as an example for future improvements.

Priority 2 Linda Kunze Plaza

The Village previously identified needed repairs at the Linda Kunze Plaza and have grant funding set aside to cover a portion of the costs. Completing the repairs including the recommended improvements are a high priority for the Village.

Priority 3 Improve Existing Streetscape Areas

There are several areas throughout the downtown where streetscape areas can be improved, or streetscape elements can be constructed to expand pedestrian space without significant infrastructure modifications. Implementing the two mid-block crossings in the downtown will also improve pedestrian mobility. Several individual projects are identified in the Implementation Table with manageable costs, based on geographic area and improvement type to take advantage of economies of scale.

Priority 4 Upgrade Streetscape Elements

The first phase improvements will demonstrate the majority of the proposed streetscape elements. The Village can then systematically update the streetscape elements throughout the Downtown Area. This can be accomplished in coordination with Priority 3 Improvement projects, based on the amount of available funding.

Priority 5 North Metra Station Plaza

Expanding the public space on the north side of the railroad tracks supports the community's goal of treating the area equally to the south side. These improvements are a priority to advance once funding is available.

Project Area	Priority Order by Area	Overall Priority Order	Level of Effort	Order of Magnitude Cost		
	1	1	A (High)	Low	Mid	High
	2	2	B			
	3	3	C			
	4	4	D			
	5	5	E (Low)			

Downtown Area Streetscape Priorities						
Five Flexible Areas	1	1	C/D	\$\$\$	\$\$\$\$	\$\$\$\$
Linda Kunze Plaza	2	2	A	\$\$\$ \$\$\$	\$\$\$ \$\$\$	\$\$\$ \$\$\$
Improve Existing Streetscape Areas	3	3	B	\$\$\$\$	\$\$\$ \$\$\$	\$\$\$ \$\$\$
Project 3a	3a	3a		\$	\$\$\$	\$\$\$
Intersection of Main / Franklin				\$	\$	\$
Crosswalk at Forest / Franklin				\$	\$	\$
Mid-Block Crossing - 4900 block of Main St				\$	\$	\$
Intersection of Main / Rogers				\$	\$	\$
Project 3b	3b	3b		\$	\$\$\$	\$\$\$
Mid-block crossing - Cemetery				\$	\$	\$
Intersection Main / Grove				\$	\$	\$
Pavement to green space on N side of Grove				\$	\$	\$
Pavement to green at NE corner of Main / Maple				\$	\$	\$
Pavement to green at NW corner of Main / Maple				\$	\$	\$
Project 3c	3c	3c		\$	\$	\$\$\$
Intersection of Mochel / Curtiss (SW corner)				\$	\$	\$
Mochel island improvements				\$	\$	\$
Mochel (E side adjacent to 937 Curtiss)				\$	\$	\$
Pavement to green space in front of Post Office				\$	\$	\$
Project 3d	3d	3d		\$	\$	\$\$\$
Intersection Washington / Curtiss				\$	\$	\$
Intersection Washington / Burlington				\$	\$	\$
Pavement to green space on Burlington east of Washington				\$	\$	\$
Mochel from Washington to W of parking garage				\$	\$	\$
Project 3e	3e	3e		\$	\$\$\$	\$\$\$\$
Intersection of Highland / Warren (by Tivoli)				\$	\$	\$
Intersection of Main / Burlington (SE corner)				\$	\$	\$
Intersection Forest / Warren				\$	\$	\$
Pavement to green space at Station Crossing on Warren				\$	\$	\$
Pavement to green space at Burlington Station in Forest				\$	\$	\$
Main (E Side adjacent to 5101 Main St)				\$	\$	\$
Project 3f	3f	3f		\$	\$	\$
Parkway improvements on Warren (Washington to Prospect)				\$	\$	\$
Project 3g	3g	3g		\$	\$	\$
Intersection of Saratoga / Warren				\$	\$	\$
Warren Ave improvments between Saratoga & Forest (Re-striping of parking spaces and curb bump outs)				\$	\$	\$
Project 3h	3h	3h		See ATP	See ATP	See ATP
Warren Ave improvements west of Saratoga				See ATP	See ATP	See ATP
Rogers Street Multi-Use Path				See ATP	See ATP	See ATP
Sharrows and Sharrow Route Lighting				See ATP	See ATP	See ATP
Streetscape Elements*	3	3	D	\$\$\$\$	\$\$\$\$	\$\$\$\$
Gateway Signs				\$	\$	\$
Public Art Foundations				\$	\$	\$
Remove Concrete, Add Parkway Tree Grate and Parkway Tree				\$	\$	\$
Shade Structures (each)				\$	\$	\$
Masonry Walls				\$	\$	\$
Benches and Street Furnishings				\$	\$	\$
North Metra Station Plaza	5	5	A	\$\$\$\$	\$\$\$ \$\$\$	\$\$\$ \$\$\$

*To be included with the above scope of work based on proposed plans

CONNECTION AREA STREETSCAPE PRIORITIES

Priority 1

Intersection Improvements and Crosswalks

The first priority is to complete the intersection improvements and crosswalk treatments. These relatively modest improvements will make a significant impact to reinforce the connectivity between the Downtown Area and Fairview Focus Area.

Priority 2

Multi-Use Path

The Village will look to coordinate the implementation of the multi-use path improvements in the Connection Area with the *Guiding DG* Active Transportation Plan. The Village will continue to prioritize connection improvements and budget accordingly.

Priority 3

Streetscape Elements

Construction of streetscape elements such as pedestrian lighting, street trees, landscaping, and wayfinding signage can occur in coordination with the completion of the multi-use path. These improvements will bring consistency throughout the streetscape areas.

Project Area	Priority Order by Area	Overall Priority Order	Level of Effort	Order of Magnitude Cost		
Connection Area Streetscape Priorities						
Intersection Improvements and Crosswalks	1	3	D	\$\$\$	\$\$\$\$	\$\$\$\$
Highland / Rogers				\$	\$	\$
Washington / Rogers				\$	\$	\$
Elm / Rogers				\$	\$	\$
Prospect / Rogers				\$	\$	\$
Stanley / Rogers				\$	\$	\$
Linden / Rogers				\$	\$	\$
Douglas / Rogers				\$	\$	\$
Maple / Rogers				\$	\$	\$
Multi-Use Path	2	3	C	See ATP	See ATP	See ATP
Rogers Street Multi-Use Path				See ATP	See ATP	See ATP
Sharrows and Sharrow Route Lighting				See ATP	See ATP	See ATP
Streetscape Elements	3	4	D	\$	\$	\$
Green Parkway, S side of Rogers from Highland / Washington				\$	\$	\$
Parkway and Ornamental Trees along Rogers Street				\$	\$	\$
Decorative Lighting along Rogers Street				\$	\$	\$

FAIRVIEW FOCUS AREA STREETSCAPE PRIORITIES

The Village is in the process of implementing the 2017 Comprehensive Plan zoning recommendations for the Fairview Focus Area with the goal of revitalizing this area. In the near term, the Village will be looking at financial policies and mechanisms to facilitate redevelopment of private properties and to pay for public improvements. The Village will continue to prioritize improvements in this area and budget in coordination with other proposed streetscape improvements.

Priority 1 Intersection Improvements, Crosswalks, and Streetscape Improvements

Similar to the Connection Area, intersection and crosswalk improvements are relatively modest items that will make a significant impact to reinforce the connectivity and consistency with the other streetscape areas.

The streetscape in this area is outdated and needs repair. Although redevelopment of private properties may occur within this area in the foreseeable future, streetscape improvements within this area are a priority to advance in the more near term.

Priority 2 Streetscape Elements

Construction of the streetscape elements throughout the Fairview Focus Area will bring much needed consistency to the streetscape. Many of these improvements are not dependent on other improvements and can occur as funding becomes available.

Priority 3 Metra Station Area and Pocket Park

Improvements to the area around the Fairview Metra station, on both sides of the railroad tracks, and the adjacent pocket park, consist mostly of landscaping, streetscape element replacement, and modest geometric updates. These improvements can be advanced with modest effort and will make a significant impact to the area.

Priority 4 Fairview Focus Area Public Space

Ultimately, the goal is to modify a portion of the Metra commuter parking to create a public space for the Fairview Focus Area. In the short-term, the Village can start to identify programming opportunities, discuss the idea with Metra representatives, and start to use the space to host programs, which will inform the design of more long-term improvements.

Project Area	Priority Order by Area	Overall Priority Order	Level of Effort	Order of Magnitude Cost		
Fairview Focus Area Streetscape Priorities						
Intersection Improvements, Crosswalks, Streetscape Improvements	1	3	A	\$\$\$ \$\$\$	\$\$\$ \$\$\$	\$\$\$ \$\$\$
Fairview / Maple				\$	\$	\$
Fairview / Burlington (N of tracks)				\$	\$	\$
Fairview / Burlington (S of tracks)				\$	\$	\$
Fairview / 2nd				\$	\$	\$
Wilcox / Burlington				\$	\$	\$
Fairview (both sides from Maple to RR Tracks)				\$\$\$\$	\$\$\$ \$\$\$	\$\$\$ \$\$\$
Fairview (both sides from RR Tracks to 2nd)				\$\$\$	\$\$\$	\$\$\$
Streetscape Elements	2	4	C	\$	\$	\$
Parkway and Ornamental Trees along Maple Ave	2a	4a		\$	\$	\$
Parkway Improvements on Maple adjacent to 425 Rogers	2b	4b		\$	\$	\$
Maple Ave Multi-Use Path	2c	4c		See ATP	See ATP	See ATP
2nd St undetermined ATP Facility	2d	4d		See ATP	See ATP	See ATP
Landscape Improvements - BNSF ROW S of Burlington	2e	4e		\$	\$	\$
Metra Station Area and Pocket Park	3	5	E	\$	\$	\$
Fairview Focus Area Public Space	4	3	C	\$	\$	\$
TOTAL ORDER OF MAGNITUDE COSTS				\$\$\$ \$\$\$	\$\$\$ \$\$\$	\$\$\$ \$\$\$

COMPREHENSIVE STREETScape PRIORITIES

Although improvements are prioritized within each of the three streetscape areas, it is also helpful to consider how the streetscapes will be implemented comprehensively.

Typically, it is most efficient to construct streetscape improvements by geographic area in phases based on priority. This method minimizes disruption of previously completed improvements and allows for coordination of individual components with infrastructure and utilities. The exception is for replacement of streetscape elements in-kind, and the addition of streetscape elements that do not require infrastructure modifications.

For example, it would be logical to complete an entire block of streetscape improvements including modifying the infrastructure, replacing outdated components, and installing new streetscape elements all as one project, and then moving on the next geographic area as funding becomes available. At the same time, improvements can be completed as stand-alone projects that do not require significant disruption to existing infrastructure. Examples include replacing pedestrian light poles, updating street furnishings, or implementing wayfinding signage comprehensively throughout all three streetscape areas.

The Implementation Table outlines the priorities by streetscape area, level of effort, and order of magnitude costs. This information is provided as a guide to systematically implement the improvements and it is understood that the information will be updated over time. Note that it is typical for multiple components to proceed concurrently as part of the implementation strategy.

POTENTIAL COSTS AND FUNDING SOURCES

ORDER OF MAGNITUDE COSTS

The Implementation Table includes order of magnitude costs that align with the outlined streetscape areas and project priorities. These costs represent a typical range of costs at the time of publication and are provided for planning purposes. The Village will continue to evaluate the improvements and slate them into its CIP on an annual basis.

As individual projects are advanced, more specific project costs will be determined based on several factors including detailed analysis of existing conditions, coordination with public utilities/ roadway/ infrastructure improvements, economies of scale, and timing of when the improvements will be constructed.

The following factors should be included in establishing comprehensive budget costs for improvements based on anticipated project phases.

- ☐ Anticipated construction costs by area based on cost data at time of bidding
- ☐ Anticipated streetscape element product costs at time of bidding
- ☐ Contractor general conditions
- ☐ Contingencies and allowances
- ☐ Design and engineering fees
- ☐ Grant funding requirements (if applicable)
- ☐ Escalation

PHASE 1 PROJECT BUDGET COSTS

The Village has identified the Downtown Area Priority 1 – Flexible Amenity Areas as the Phase 1 project to advance. Preliminary Budget Costs are identified for project totaling approximately \$1.2 million which includes anticipated construction costs, general conditions, contingencies, and design and engineering fees. These budget costs will be refined as final design and engineering is completed, prior to issuing the project for bidding. Actual costs will be based on the results of a competitive public bidding process.

