A four-to-three lane reduces space allocated to motor vehicles on a street by eliminating a travel lane.

Benefits include:
- Reduction in crashes
- Fewer lanes for people walking to cross
- Simplifies left turns
- Less lane switching
- Provides space for bus stops, curb extensions, or other uses
OGDEN AVE.
RECOMMENDATIONS

Ogden Avenue is a state road north of North High. Recommendations will require communication and collaboration with the Illinois Department of Transportation as well as property owners.

- **LEADING PEDESTRIAN INTERVAL**
  Leading pedestrian intervals give pedestrians a 3-7 second head start to enter the intersection before vehicles.

- **SPEED LIMIT 35**

- **SIDEWALKS**
  Work with IDOT and property owners to make sidewalk connections.

- **NO TURN ON RED**
  No Turn on Reds restrictions reduce the opportunity for conflict between people walking and driving. Restrictions may be illuminated when pedestrians are present.
Main St. (Norfolk St. to Oxford St.)

Recommendations

The existing crosswalk on Main Street at Norfolk Street is not a safe uncontrolled crossing. To improve safety, it is recommended to relocate the crossing to Oxford Street, where a full traffic signal is also recommended.

Work with DuPage County to reduce posted speed and install speed feedback signs.

A signalized intersection will indicate motor vehicles to stop and allow pedestrians to cross Main Street. This will need to be based on an engineering study.
Main Street between Sherman Street and Lincoln Street is currently four lanes with a recent 25 mph school zone speed limit. In order to foster a more pedestrian-friendly street, it is recommended to reconfigure Main Street from four lanes to three lanes.

A four-to-three lane reconfiguration reduces space allocated to motor vehicles on a street by eliminating a travel lane.

A painted intersection brings attention to the intersection while encouraging slow traffic and community identity.

A refuge island is a segment of roadway median that is used as a refuge for pedestrians that are crossing the road.
Highland Avenue sits one block east of Main Street and is used by people traveling from North High’s parking lot. Traffic calming to prevent speeding along the corridor.

A curb extension, or bump-out, is an area of sidewalk that is widened into the parking lane to reduce crossing distances, slow turning vehicles, and improve pedestrian visibility.

Chicanes are modifications made to the curb line and lanes intended to slow vehicular traffic. They are useful tools for deterring speeding and cut-through traffic, particularly on local residential streets.
Saratoga Avenue, just west of North High, is used to access the school’s west parking lots. To create a more pedestrian-friendly environment, it is recommended to add sidewalks along Saratoga Avenue and Grant Street. In addition, it is recommended to create a raised intersection at Prince Street and Sherman Street to help bring attention to the crosswalk.

Raised intersections create a safe, slow-speed crossing. They reinforce slow speeds and encourage motorists to yield to pedestrians at the crosswalk.
Bordering the high school to the north, 63rd Street is a County arterial with high travel speeds. Traffic should be slowed and pedestrians should be encouraged to cross at signalized locations. A traffic signal will be installed Springside and 63rd Street. Additional traffic calming measures, like narrowing the lanes, are recommended.

A right-in, right-out provides an access point on 63rd St to better distribute vehicle traffic related to the high school.

A curb extension, or bump-out, is an area of sidewalk that is widened into the parking lane to reduce crossing distances, slow turning vehicles, and improve pedestrian visibility.

A signalized intersection is planned to be installed in 2020.

Leading pedestrian intervals (LPI), are used to give pedestrians priority at intersections and temporarily separate pedestrian and vehicles at crossings.

Work with DuPage County to reduce posted speed and install speed feedback signs.
Dunham Road extends along the east side of South High. Pedestrian improvements, such as a midblock crossing and curb extensions are recommended.

- **Access Management**: Consider access management to limit pedestrian-vehicle conflicts at areas of high pedestrian activity.
- **Curb Extensions**: As traffic volumes decrease along Norfolk, review lane reductions to simplify operation at the intersection.
- **Drop-off**: New drop-off location proposed by school district.
- **Midblock Crossing**: Mid-block crossings are often installed to provide more frequent crossing opportunities.

Map showing recommended improvements along Dunham Road.
Pedestrian movements at the signalized intersection of Main Street with Grant Street will benefit from slower speeds along Main Street, a shorter crossing distance, and a strong sense of place where pedestrians are prioritized.

A four-to-three lane reduces space allocated to motor vehicles on a street by eliminating a travel lane. Benefits include:
- Reduction in crashes
- Fewer lanes for people walking to cross
- Simplifies left turns
- Less lane switching
- Provides space for bus stops, curb extensions, or other uses

Curb extensions, or bump-outs, shorten the pedestrian crossing distance and improve pedestrian visibility.

A painted intersection brings attention to the intersection while encouraging slow traffic and community identity. It also offers an opportunity for community place-making.