




To: Chairperson and Transportation and Safety Committee
From: Frank Kalisik, Civil Engineer II
Through: Carl S. Goldsmith, Director of Public Works 
Date: September 23, 2013
Subject: Sidewalk Safety Concern on Taylor Road between Stewart and Hammerschmidt Avenues

130490; Sidewalk Safety Concern on Taylor Road

During the September 2013 meeting, the Public Works Committee (PWC) discussed a request to install sidewalks on the north side of Taylor Road between Stewart and Hammerschmidt Avenues. The cause of concern reported to the PWC was that pedestrians (school aged children) were utilizing the driveway at 265 Taylor Road to access the sidewalk on the south side of Taylor Road, causing an unsafe condition as the residents at 265 Taylor Road cannot see pedestrians when backing out of their garage. It was requested that a sidewalk be installed on the north side of the road to reduce the number of pedestrians using their driveway/sidewalk. The residents at 265 Taylor Road indicated that this is a concern for other residents on the south side of Taylor Road. Mr. Carl Goldsmith, Director of Public Works, provided the PWC with the current Village Board Sidewalk Policy, along with a modified policy (attached) that included provisions for a "Complete the Block" program, funded by a 50/50 cost share agreement between residents and Village. The PWC denied modifying the current Village Board Sidewalk Policy and remanded this issue to the Transportation and Safety Committee as public safety is in question.

Public Works staff utilized 48-hour traffic behavior data (collected from Monday, September 16, 2013 through Wednesday, September 18, 2013), 5-year accident history, and the Preferred Pedestrian School Route Plan to determine if any abnormalities of general public safety were occurring at this location. Traffic behavior on Taylor Road appears typical of all Village residential streets, with 85 percent of the traffic being less than 5 mph over the posted speed limit of 30 mph, minimal excessive speeds recorded during the study, and sufficient headway gap (time between each vehicle) during the 3:30 pm peak time period of more than two (2) minutes. There has not been a pedestrian/vehicle accident reported in the past five (5) years. Taylor Road is not a Preferred Pedestrian School Route and meets the current Village Board Sidewalk Policy. There does not appear to be any extraordinary public safety concern at this location that could be avoided if a sidewalk were installed on the north side of Taylor Road between Hammerschmidt and Stewart Avenues. Staff recommends the Traffic and Safety Committee report no finding of a significant public safety issue to the Public Works Committee.

Attachments: Aerial Location Map
 Modified Sidewalk Policy Draft
 Hammerschmidt School Preferred Pedestrian School Route Plan
 Traffic Study Summary Report

cc: William Ware, District 6

Taylor Road Sidewalks



40 ft

esri



VILLAGE OF LOMBARD

VILLAGE BOARD POLICY MEMORANDUM

Subject: Sidewalk Policy

Section: 6.D.

Dept.: PW

Date: January 20, 2005

Revised: December 2, 2010

I. Purpose

To establish the sidewalk installation, maintenance, and replacement programs in the Village of Lombard. This policy replaces all previous versions.

II. Procedures/Guidelines

A. SCHOOLS ~~Program presently completed.~~

1. **3-Block, 1-Side Rule:** All schools are entitled to sidewalks on one side of the street within three (3) blocks of the school property.
2. **Preferred Pedestrian School Route Plan (PPSRP):** School safety committees, the Village Transportation and Safety Committee, and Public Works staff developed the PPSRP in the early 1990s. Detailed studies were performed to determine the student walking routes to schools. The Village incorporated crucial segments of sidewalk into the Capital Improvement Plan and installed the necessary sidewalks.

B. FILL THE GAP & COMPLETE THE BLOCK

1. On improved residential streets, sidewalks will be installed in up to three (3) lots in a city block at 100% Village cost to complete the block. The installation of the sidewalks must complete a continuous walkway around a city block to qualify for this program. Irregular-shaped lots and blocks will be considered on a case by case basis. Funding cap is determined annually during the Capital Improvement Program development process. (Board decision May 20, 1999)
2. On improved residential streets, where there are more than three (3) lots in a city block that do not have sidewalks installed in the public right-of-way, the Village will construct the sidewalks to complete the block. The residents adjacent to the proposed sidewalks must pay for 50% of the cost of the work. The Village will only complete sidewalk improvements in the event that there is unanimous support for the extension of sidewalks. It is a first-come first-served program and applications for the current fiscal year will no longer be accepted once the funds are expended. This program is subject to funding of the program in the Capital Improvement Program.

C. STREET CONSTRUCTION PROJECTS

1. **Unimproved Streets & Special Assessments:** Sidewalks are a component of the street improvement program. Basic improvement costs, including sidewalks, are

split 70% Village, 30% adjacent owner. Occasionally, corner lots on the special assessment roll are adjacent to an improved street on one side and an unimproved street on the other. The basic improvement shall include the installation of sidewalk on both sides of the lot. Cost of the sidewalk on the improved street side of the lot shall also be split 70% Village, 30% adjacent owner.

2. **Reconstruction of Improved Streets:** The Village will install ADA ramps, replace trip hazards, replace construction damage; and replace all deteriorated sidewalks during street reconstruction projects at no cost to the owner. The Village provides 100% funding for the construction of new sidewalks adjacent to all streets under reconstruction where sidewalks did not previously exist. (Board decision January 6, 2000)
3. **Subdivisions:** The Subdivision Ordinance requires sidewalks on both sides for the full length of right-of-way in all cases of plat approvals and developments. Exceptions are rare. Whenever public, sidewalk is required as part of the subdivision ordinance, sidewalk replacement is required in the event that broken or out of proper grade sidewalk is encountered.
4. **Downtown Tax Increment Financing District:** Brick pavers are the standard sidewalk construction material for downtown ~~streets~~ sidewalks or sections of ~~streets~~ sidewalks in the downtown area.
5. **Annexation Agreements:** Construction of sidewalks as part of any unimproved street, special assessment project or as a stand-alone project will be planned and scheduled in accordance with the annexation agreement.

D. TRIP HAZARDS & DETERIORATED SIDEWALK

Sidewalk Management: This program is 100% funded by the Village. The purpose of this program is to have a system that responds to resident calls for trip hazards in sidewalks.

Resident reported trip hazards: Sidewalks with a 1 and 1/4 inch difference in elevation is a trip hazard. The Village will temporarily ramp the location within 48 hours of being notified and will have the hazard corrected in 1 year. (Board decision June 17, 1999)

Deteriorated sidewalk: An annual program ~~funded at 10%~~ of Lombard's sidewalk budget with a not to exceed of \$~~1520,000~~ per year. ~~If 10% of the sidewalk program is over \$15,000 then the difference is split based on the Budgets funding ratio for the two elements of the sidewalk management program.~~ The purpose of the program is to support Lombard residents' efforts to maintain their homes. It is a first-come first-served program and applications for the current fiscal year will no longer be accepted once the funds are expended. The resident must pay for 50% of the cost of the work.

The program is based on Lombard's fiscal year (~~June — May~~ January — December). Residents can submit requests to be considered for the current fiscal year. Any request accepted but not funded will not automatically be carried over from one fiscal year to

the residents who were accepted but not funded. Residents on the carry over list must notify Public Works beginning 15 April that they want to participate in the upcoming fiscal year's program.

E. SPECIAL SERVICE AREA (SSA)

Occasionally, a SSA is used to finance the installation of sidewalks in an area not part of another construction project.

SUMMARY OF SIDEWALK POLICIES

1. Installation at 100% Village cost

- a. Near schools - 3 block, 1 side rule; PPSRP
- b. Near Prairie Path or Great Western Trail (trail connections)
- c. Construction damage, ADA, after regrading (during a construction project)
- d. Trip hazards of 1¼ "
- e. Gaps of 3 lots or less in a continuous walkway around city block
- f. All gaps in an improved street construction area
- g. Major trail or pedways ~~(such as South Finley pedway)~~
- h. State or Federal assistance (STP, TCM or CMAQ) .

2. Installation at 70% Village cost; 30% resident cost

Special Assessment street improvement (part of basic improvement)

3. Installation at 50% Village cost; 50% owner cost

- a. Deteriorated sidewalk program
- ~~a-b.~~ Complete the Block

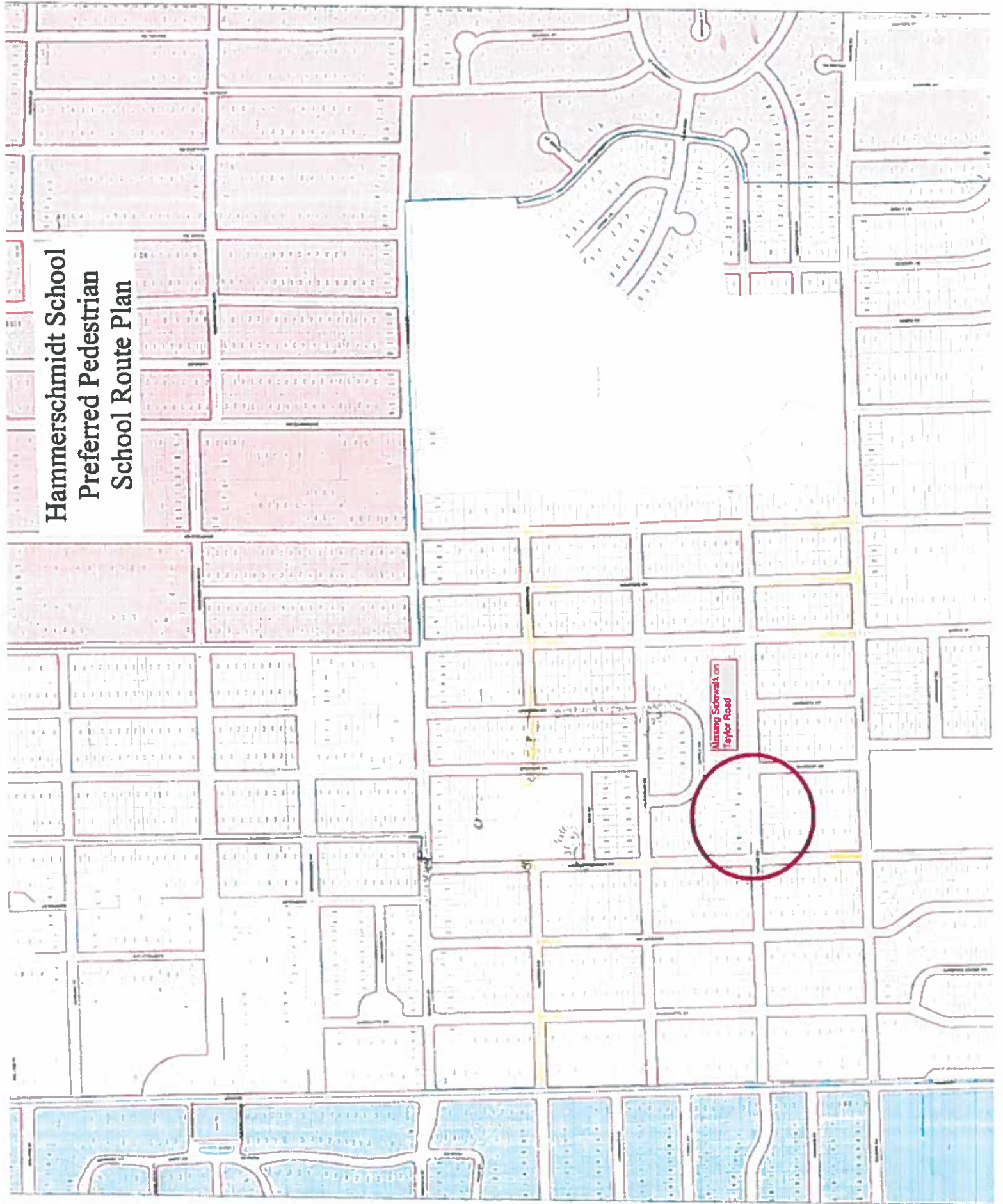
4. Installation at 100% owner cost

- a. Special Service Areas (such as Roosevelt Road sidewalks)
- b. New subdivisions
- c. New "in-fill" home construction

III. Legislation/Documentation

- A. Minutes Board of Trustees meeting January 20, 2005
- B. Minutes Board of Trustees meeting January 6, 2000
- C. Minutes Board of Trustees meeting June 17, 1999
- D. Minutes Board of Trustees meeting June 3, 1999
- E. Minutes Board of Trustees meeting May 20, 1999

**Hammerschmidt School
Preferred Pedestrian
School Route Plan**



**Nu-Metrics Traffic Analyzer Study
 Computer Generated Summary Report
 City: Lombard
 Street: EB Taylor bet Hammersc & Stewart**

A study of vehicle traffic was conducted with HI-STAR unit number 7B1742. The study was done in the lane on EB Taylor bet Hammersc & Stewart in Lombard, IL in DuPage county. The study began on 09/16/2013 at 10:30 AM and concluded on 09/18/2013 at 10:30 AM, lasting a total of 48 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 450 vehicles passed through the location with a peak volume of 27 on 09/16/2013 at 03:30 PM and a minimum volume of 0 on 09/17/2013 at 12:30 AM. The AADT Count for this study was 225.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
2	7	16	48	144	166	47	12	1	2	2	0	0	0	0

At least half of the vehicles were traveling in the 30 - 34 mph range or a lower speed. The average speed for all classified vehicles was 30 mph with 51.4 percent exceeding the posted speed of 30 mph. The HI-STAR found 0.45 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 30 mph and the 85th percentile was 34.91 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	22	40	50	60	70	80	140
to	to	to	to	to	to	to	>
21	39	49	59	69	79	139	
422	21	2	1	0	0	1	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 422 which represents 94.40 percent of the total classified vehicles. The number of Small Trucks in the study was 21 which represents 4.70 percent of the total classified vehicles. The number of Trucks/Buses in the study was 2 which represents 0.40 percent of the total classified vehicles. The number of Tractor Trailers in the study was 2 which represents 0.40 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 09/16/2013 at 03:30 PM the average headway between the vehicles was 128.57 seconds. The slowest traffic period was on 09/17/2013 at 12:30 AM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 52 and 95 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 0.00 percent of the time.

**Nu-Metrics Traffic Analyzer Study
Computer Generated Summary Report
City: Lombard
Street: WB Taylor bet Hammersc & Stewart**

A study of vehicle traffic was conducted with HI-STAR unit number 7B1746. The study was done in the lane on WB Taylor bet Hammersc & Stewart in Lombard, IL in DuPage county. The study began on 09/16/2013 at 10:30 AM and concluded on 09/18/2013 at 10:30 AM, lasting a total of 48 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 110 vehicles passed through the location with a peak volume of 21 on 09/16/2013 at 03:30 PM and a minimum volume of 0 on 09/16/2013 at 08:30 PM. The AADT Count for this study was 55.

SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

Chart 1

0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to	to	to	to	to	to	to	to	to	to	to	to	to	to	>
9	14	19	24	29	34	39	44	49	54	59	64	69	74	
3	9	6	23	33	10	4	3	1	0	0	1	0	0	1

At least half of the vehicles were traveling in the 25 - 29 mph range or a lower speed. The average speed for all classified vehicles was 26 mph with 21.2 percent exceeding the posted speed of 30 mph. The HI-STAR found 2.13 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 25 mph and the 85th percentile was 32.95 mph.

CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

Chart 2

0	22	40	50	60	70	80	140
to	to	to	to	to	to	to	>
21	39	49	59	69	79	139	
82	10	1	0	1	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 82 which represents 87.20 percent of the total classified vehicles. The number of Small Trucks in the study was 10 which represents 10.60 percent of the total classified vehicles. The number of Trucks/Buses in the study was 1 which represents 1.10 percent of the total classified vehicles. The number of Tractor Trailers in the study was 1 which represents 1.10 percent of the total classified vehicles.

HEADWAY

During the peak time period, on 09/16/2013 at 03:30 PM the average headway between the vehicles was 163.64 seconds. The slowest traffic period was on 09/16/2013 at 08:30 PM. During this slowest period, the average headway was 3600.0 seconds.

WEATHER

The roadway surface temperature over the period of the study varied between 54 and 97 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 0.00 percent of the time.