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# Village of Lombard

Village Hall  
255 East Wilson Ave.  
Lombard, IL 60148  
villageoflombard.org

## Master

File Number: 100303

File ID: 100303

Type: T&S Request

Status: On Consent  
Agenda

Version: 0

Reference:

In Control: Transportation &  
Safety Committee

File Created: 06/02/2010

File Name: Intersection of Wilson and Edgewood Avenues

Final Action:

**Title: Intersection of Wilson and Edgewood Avenues**  
A request to install a pedestrian cross-walk across Wilson Avenue at Edgewood Avenue.  
(DISTRICT #6)

### Notes:

Agenda Date:

Sponsors:

Enactment Date:

Attachments:

Enactment Number:

Contact:

Hearing Date:

Drafter: Frank Kalisik

Effective Date:

### History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
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0	Transportation & Safety Committee	06/07/2010	recommended to the Board of Trustees for approval				Pass
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**Action Text:** It was moved by Corbino, seconded by Kuehl, that this matter be recommended to the Board of Trustees for approval to install crosswalks and pedestrian crossing signs including signage in the middle of the road. The motion carried by a voice vote

**Notes:** *Trustee Ware explained that he had asked for this to come back to the committee. It originally came before the committee as an issue specific to Cherry and Wilson, which the committee deemed unwarranted. However, that discussion did not address the whole issue. Another part of the issue is the length of Wilson between Cherry and Edgewood. At Edgewood there is a baseball diamond and parents park on Edgewood and Wilson. There are safety issues.*

*Mr. Irion addressed the committee. He explained that he lives at Cherry and Wilson. He stated that he does know that the traffic study did not warrant the 4-way stop, however, that study only focuses on vehicle traffic. His personal interest is more about pedestrian safety and having safe passage from Old Grove to Madison Meadows. He has four small kids and it's difficult to get them to the park because there are not any traffic devices to help. He also pointed out that the speed limit is 30 mph on Wilson, but on the north side of the park it's 25 mph. It is also 25 mph at the Lombard Commons on Grace. The limit is 25 mph around all of the other parks with the exception of Wilson. There is a lot of activity in that park and crossing is dangerous. Another variable in the situation is that Wilson widens at Lewis and although it's striped some people will stop to let kids cross and then someone will swing around them. Mr. Irion reiterated that he thinks something needs to be done. The traffic study said the average speed is 39 mph and there are a lot of kids in Old Grove trying to get to Madison Meadows.*

Mr. Quirk said that Mr. Irion spoke well. He also has small kids. It doesn't have to be a stop sign, but a yield, or something to slow people down.

Kalisik reviewed the staff findings. Staff did do a traffic study and did also note that there is a significant amount of crossing at Edgewood. Staff suggests putting in a crosswalk with a crosswalk sign and advanced warning signs. The people parking are not utilizing the parking north of Wilson. Staff will ask the Park District and baseball league to ask parents to use the available parking.

Another possibility is installing a pedestrian activated light, however, right now staff is suggesting a crosswalk and signs. Chairperson Wilson asked if it would be possible to install Yield to Pedestrians signs in the middle of the street like Downers Grove. Chief Byrne explained that Wilson is a different type of roadway. That area in Downers Grove is much narrower. Chairperson Wilson asked if the Village needs to reduce the speed limit in conjunction with the suggested action and would a traffic study warrant a speed reduction. Kalisik responded that staff would have to revisit the issue and look at pedestrian traffic. Discussion ensued regard pedestrian signals and speed limits around parks. Trustee Ware suggested that if we're going to install a crosswalk and signs at Edgewood, maybe we should be increasing the signage at Lewis too. The baseball diamond is at Edgewood, but the parking lot is at Lewis. Schwarz suggested that staff start with a basic approach of reidentifying Edgewood or Lewis with Yield to Pedestrians. He added that the parents need to use the parking lot to get their kids to the field safely. Keep it as simple as possible, try crosswalks and signs.

Chairperson Wilson asked if school zones are successful because of enforcement. Chief Byrne replied that part of it is enforcement, but also with all of the school traffic, it's impossible to speed anyhow. Difino commented that the most similar situation would be Grace along the Commons. Johnson suggested rubber-based signs that are installed in the middle of the street could be used. They could be put down Memorial Day through Labor Day. They install very easily and the cost is not prohibitive. Corbino commented that he liked the idea of the sign in the street.

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Text of Legislative File 100303



To: Chairperson and Transportation and Safety Committee  
From: Frank Kalisik, Civil Engineer *FK*  
Through: Carl S. Goldsmith, Director of Public Works *CJ*  
Date: June 1, 2010  
Subject: Wilson and Edgewood – Mid-Block Pedestrian Crossing

Pedestrian traffic is periodically heavy at the intersection of Wilson and Edgewood Avenues. This seems to be correlated with the increase in seasonal use of the west baseball field at Madison Meadow Park north of Wilson Avenue. It appears the Cherry Lane parking lot is being underutilized, while vehicles are parking on Edgewood Avenue to be closer to the park's offered activities. This phenomenon concentrates the pedestrian traffic across Wilson Avenue at Edgewood Avenue, instead of crossing at Lewis Avenue where a cross-walk is present or utilizing the Cherry Lane parking lot, which minimizes pedestrian traffic crossing Wilson Avenue.

Staff has received a request to install a pedestrian cross-walk across Wilson Avenue at Edgewood Avenue. Staff anticipates moving forward on installation, along with placement of pedestrian crosswalk warning and arrow placards to improve the safety of the pedestrian crossing. Suggestions concerning this pedestrian crossing are requested from the Transportation and Safety Committee at this time.

cc: William Ware, Trustee, District 6



# Village of Lombard

Village Hall  
255 East Wilson Ave.  
Lombard, IL 60148  
villageoflombard.org

## Master

File Number: 100048

File ID: 100048

Type: Request

Status: In Committee

Version: 0

Reference:

In Control: Village Board of Trustees

File Created: 01/26/2010

File Name: Wilson Avenue and Cherry Lane, 4-way Stop Request

Final Action: 05/06/2010

**Title: Wilson Avenue and Cherry Lane**  
Request for a 4-Way Stop. This was recommended for denial by the Transportation and Safety Committee. (DISTRICT #6)

### Notes:

Agenda Date:

Sponsors:

Enactment Date:

Attachments: 100048.pdf

Enactment Number:

Contact:

Hearing Date:

Drafter:

Effective Date:

### History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:	
0	Transportation & Safety Committee	02/01/2010	tabled				Pass	
	<b>Action Text:</b>	It was moved by Shaefer, seconded by Kuehl, that this matter be tabled. The motion carried by a voice vote						
	<b>Notes:</b>	<i>Chairperson Tross suggested that the committee wait to discuss this issue when staff has collected all of the information. Staff will try to conduct the speed study prior to the March meeting if the weather breaks.</i>						
0	Transportation & Safety Committee	04/05/2010	denied				Pass	
	<b>Action Text:</b>	It was moved by Shaefer, seconded by Snead, that this matter be denied. The motion carried by a voice vote						
	<b>Notes:</b>	<i>Kalisik reviewed the item and explained that this intersection does not meet warrants for a four-way stop. Schwarz asked what the motivation for the request was. Chairperson Tross explained that a resident contacted Trustee Ware because he and his neighbors are concerned that cars are speeding. Chairperson Tross went on to say that if traffic were doing 45 mph he could justify a speed reduction, but that is not the case. Schwarz asked about the three accidents. Deputy Chief Cuny responded that they were in the vicinity, but not related to the intersection. General discussion ensued regarding MUTCD warrants.</i>						
0	Village Board of Trustees	04/15/2010	tabled				Pass	
	<b>Action Text:</b>	It was moved by Trustee Ware, seconded by Trustee Wilson, that this matter be tabled to May 6, 2010. The motion carried by the following vote:						
	<b>Notes:</b>	<i>Trustee Ware indicated that he had pulled the item from the Consent Agenda and was requesting that this item be tabled to the first meeting in May.</i>						

Aye: 6 Greg Gron, Richard J. Tross, Zachary Wilson, Dana Moreau, Laura Fitzpatrick, and Bill Ware

0 Village Board of Trustees 05/06/2010 referred to Pass

**Action Text:** It was moved by Trustee Ware, seconded by Trustee Wilson, that this matter be referred to the Transportation & Safety Committee The motion carried by the following vote:  
**Notes:** *Trustee Ware indicated he had done further review and would like to see this item sent back to the Transportation & Safety Committee for review with possible alternative solutions reviewed. He asked that the committee review a possible speed limit reduction like on Madison. He noted that the roadway is like three lanes in one area and spoke about the safety of children going to the park. President Mueller suggested looking at a possible crosswalk at Edgewood to help with residents crossing to go to the ball fields. Trustee Ware stated that he will attend the Transportation & Safety Committee when this item is discussed. Trustee Moreau spoke about the possible speed limit reduction and felt the Village should be consistent. She felt the Board should look at speed limits as a whole and not just look at reducing speed limits in certain areas. President Mueller noted that Maple Street and Madison are 25 and that Wilson is 30.*

Aye: 5 Greg Gron, Zachary Wilson, Dana Moreau, Laura Fitzpatrick, and Bill Ware

Absent: 1 Richard J. Tross

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Text of Legislative File 100048



To: Chairperson and Transportation and Safety Committee  
From: Frank Kalisik, Civil Engineer *FK*  
Through: Carl S. Goldsmith, Director of Public Works *Cy*  
Date: March 24, 2010  
Subject: Wilson and Cherry Intersection 4-Way Stop Sign Request

A request for placement of a 4-way stop intersection has been requested by Trustee Ware. Currently, the intersection is controlled by stop signs on Cherry Street with through traffic moving unencumbered on Wilson Avenue. An aerial map of the intersection is attached for your reference. Both streets are posted at the state regulated 30 mph speed limit. Traffic accident history has been reviewed by the Police Department revealing three (3) known accidents at the intersection since 2006; no injuries were reported.

From March 16, 2010 through March 18, 2010, traffic counts and vehicular speed information were obtained. Wilson Avenue had an approximate daily traffic volume of 2500 vehicles, while Cherry exhibited approximately 300 vehicles per day. Traffic speeds on Wilson Avenue were higher than the posted speed limit by 8-9 mph, but remained generally under 40 mph. Traffic speed on Cherry was less than the posted speed limit at around 20 mph, but was likely influenced by the approaching stop sign controlled intersection. Headway, or time between vehicles on Wilson Avenue, was around 12 seconds, giving ample time for vehicles stopped on Cherry Street to safely navigate the intersection. No visual impairments or obstructions were noted by staff at the intersection in any direction.

With the current traffic control configuration, the subject intersection appears to be adequately controlled and in accordance with the MUTCD. The implementation of a multi-way stop sign controlled intersection is not warranted at this time. Staff does not recommend expanding the existing traffic control measures at the intersection of Cherry Street and Wilson Avenue.

cc: William Ware, Trustee, District 6

# Intersection of Wilson and Cherry



