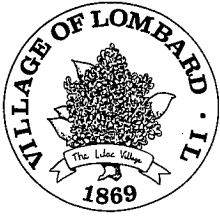


040285



To: John Burg, Acting Director of Public Works

From: Justine Gembala, PE, Civil Engineer *JG*

Date: July 8, 2004

Subject: Hammerschmidt Daily Fee Lot Pedestrian Traffic - *Revised July 8, 2004*

This memo is regarding your meeting with Mr. Lichter, Chief Byrne, and Mr. Hulseberg concerning pedestrian traffic to and from the Hammerschmidt Daily Fee Commuter Lot which is scheduled to open in August 2004. The following recommendations are the results from that meeting and the *June 2004, St. Charles Road-Main Street Commercial Area Traffic Evaluation Study prepared by Kenig, Lindgren, O'Hara, Aboona, Inc.:*

- Install a wider, more visible crosswalk on the south leg of St. Charles Road and Main Street. The existing faded crosswalk has 6-inch parallel lines, 6-feet apart. The proposed crosswalk will consist of 8-inch parallel lines, 12-feet apart with 12-inch perpendicular block style markings.

*In addition to the above, as part of the Main Street LAPP project, standard crosswalks (6-inch parallel lines, 6-feet apart) will be installed on the west, north, and east legs of St. Charles Road at Main Street. To maintain the same style of crosswalks at the intersection, it is recommended to install 12-inch perpendicular block style markings in the above crosswalks.*

- Install more visible crosswalks on the north and east legs of Parkside Avenue and Main Street. The existing faded crosswalks have 6-inch parallel lines, 6-feet apart. The proposed crosswalks will consist of 8-inch parallel lines, 6-feet apart with 12-inch perpendicular block style markings.

*In addition to the above, as part of the Main Street LAPP project, standard crosswalks (6-inch parallel lines, 6-feet apart) will be installed on the west leg of Parkside Avenue at Main Street. To maintain the same style of crosswalks at the intersection, it is recommended to install 12-inch perpendicular block style markings at the above crosswalk.*

- *The Traffic Evaluation Study concluded that a "No Turn On Red" sign should be posted for westbound traffic movements at the intersection of Main Street and Parkside Avenue. Sight restrictions to the south force motorists to intrude into the*

*intersection and over the crosswalk when yielding to northbound Main Street traffic. Additionally, the lack of northbound gaps frequently block the intersection prohibiting outbound movements. Even though the Traffic Evaluation Study recommends restricting right turns on red at all times, the Police Department, with staff concurrence, recommends restricting right turns on red only during the peak morning and evening commuter times of 6:00 AM to 9:00 AM and 4:00 PM to 7:00PM. When a train blocks the St. Charles Road at Grace Avenue intersection, motorists travel westbound to Parkside Avenue at Main Street to use the underpass, increasing the use of this intersection.*

*To standardize the "No Turn on Red" time restrictions at Main Street and St. Charles Road with Main Street at Parkside Avenue, it is recommended to replace the existing "No Turn on Red, 6:30 AM - 8:30 AM and 4:30 PM - 7:00 PM" with "No Turn on Red, 6:00 AM - 9:00 AM and 4:00 PM - 7:00PM".*

- *At your meeting, it was discussed to install a "Pedestrian Crossing Ahead" sign on the east side of Main Street at the railroad tracks for northbound traffic. Based on the MUTCD guidelines, "Pedestrian Crossing Ahead" signs (sign W11-2 on page 2C-22 and sign W16-9p on page 2C-23 of the MUTCD 2003 Edition) "should be used only at locations where the crossing activity is unexpected or at locations not readily apparent". Since the Main Street at St. Charles Road intersection is signalized and in a downtown area, motorists would expect pedestrians to cross the roadway at the intersection. Therefore, it is not recommended to install the "Pedestrian Crossing Ahead" sign. Staff concurs with not installing the sign.*
- *Based on the Traffic Evaluation Study conclusions, consideration should be given to installing new pedestrian signal equipment indicating the time remaining on the pedestrian phase. The approximate time it takes a pedestrian to cross Main Street at Parkside Avenue is 20 seconds. Currently, the signal allows 11 seconds for east-west "walk" time and 29 seconds of a cautionary flashing "don't walk". If a pedestrian approaches the crosswalk during the "walk" cycle, they will have sufficient time to cross. If a pedestrian approaches the crosswalk during the "don't walk" cycle, they may or may not have sufficient time to cross. It is recommended to install count down pedestrian signals indicating the time remaining on the pedestrian phase, when the traffic signals on Main Street at St. Charles Road and Parkside Avenue are modified or replaced as part of a future project.*
- *The Traffic Evaluation Study concluded that the on-street parking on the north side of St. Charles Road, west of Main Street should be reduced by two car lengths to provide a less restricted flow for northbound to westbound left-turn traffic. Due to the premium need for parking in the downtown area, it is recommended to reduce the parking only by one car length.*

JG/jj

cc: Rick Soderstrom, Trustee, District 6  
Joan DeStephano, Trustee, District 1  
Steven Sebby, Trustee, District 4  
Mr. Lichter, Village Manager  
Ray Byrne, Police Chief  
Dave Hulseberg, Director of Community Development  
David Dratnol, Village Engineer  
Transportation and Safety Committee

04/0285



To: John Burg, Acting Director of Public Works  
From: Justine Gembala, PE, Civil Engineer *JG*  
Date: July 1, 2004  
Subject: Hammerschmidt Daily Fee Lot Pedestrian Traffic

This memo is regarding your meeting with Mr. Lichter, Chief Byrne, and Mr. Hulseberg concerning pedestrian traffic to and from the Hammerschmidt Daily Fee Commuter Lot which is scheduled to open in August 2004. The following recommendations are the results from that meeting:

- Install a wider, more visible crosswalk on the south leg of St. Charles Road and Main Street. The existing faded crosswalk has 6-inch parallel lines, 6-feet apart. The proposed crosswalk will consist of 8-inch parallel lines, 12-feet apart with 12-inch perpendicular block style markings.
- Install more visible crosswalks on the north and east legs of Parkside Avenue and Main Street. The existing faded crosswalks have 6-inch parallel lines, 6-feet apart. The proposed crosswalks will consist of 8-inch parallel lines, 6-feet apart with 12-inch perpendicular block style markings.
- Install "No Turn On Red, 4 PM – 6 PM" signs for westbound Parkside Avenue at Main Street to reduce the conflict between turning motorists and pedestrians during the train station peak hours.
- Install a "Pedestrian Crossing Ahead" sign (see sign W11-2 on page 2C-22 and sign W16-9p on page 2C-23 of the MUTCD 2003 Edition) on the east side of Main Street at the railroad tracks for northbound traffic.
- Increase the traffic signal "walk" time for St. Charles Road and Parkside Avenue at Main Street.

JG/jj

cc: Rick Soderstrom, Trustee, District 6  
Joan DeStephano, Trustee, District 1  
Steven Sebby, Trustee, District 4  
Mr. Lichter, Village Manager  
Ray Byrne, Police Chief  
Dave Hulseberg, Director of Community Development  
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