




Legistar #: 140361

September 4, 2014

TO: Transportation and Safety Committee

FROM: Carl Goldsmith, Director of Public Works 

SUBJECT: Active Transportation Alliance Illinois Prairie Path Crossing Study

This report is being written to provide the Committee an update on a recent survey conducted by the Active Transportation Alliance in conjunction with the DuPage County Department of Transportation. The survey sought input from trail users of the Illinois Prairie Path through DuPage County. Survey responses were used to determine the accessibility and safety of the trail as perceived by users. The survey provided qualitative data, not quantitative. It pursued opinions and perceptions rather than hard data. The Village has prepared this summary to identify the key take-aways from the report. The report offered little in the way of recommendations, which were later requested by Village staff. This report will provide a few recommendations from the planning staff at the Active Transportation Alliance (ATA). It is important to note that the majority of the recommendations contained in the ATA material are already in place at that location. A copy of the report has been provided for the Committee's review and consideration.

This survey showed that through the entire length of the trail, the trail crossing at Main Street in Lombard received the lowest crossing approval rating with just 24% approval from 234 respondents. The Main Street crossing had the highest number of bike and pedestrian crashes, a total of five between 2010 and 2012. The Lombard Police Department records indicate 4 accidents at that intersection during the timeframe provided in the survey. The Grace Street and Westmore Avenue crossings were also in the bottom five for crossing approval rating with 35% approval from 149 respondents and 40% approval from 235 respondents, respectively. There were no crashes at Grace from 2010 to 2012. There were two crashes at Westmore Avenue over the same period.

The survey instrument permitted respondents to provide comment on any/all survey questions. Free-response comments regarding the trail through Lombard give other suggestions for improvement. Specifically regarding Main Street, respondents stated the lack of lighting prevented them from using the trail alone after dark. Staff would comment that the map below provides details on the lighting of the path at Main Street. Each fixture is represented by a red asterisk. These lights were installed per County specifications and provide sufficient lighting of the path and crossing.

One user specifically mentioned Lombard has had a lot of media attention to the trail crossings. Drivers blame cyclists and cyclists blame drivers because many people from both sides are not aware of crossing rules causing confusion and heated arguments. The Village will continue to provide educational material via various media outlets.

Staff will continue to look for opportunities to improve the trail crossings. While the perception is that the Main Street crossing is unsafe, empirical data does not generally support that assertion. Staff believes that a continued effort focused on education and enforcement is the most effective strategies to improve the perception that the intersection is not safe. The staff has begun to discuss the potential of placing a fence or barrier within the Main Street right-of-way that would force pedestrian and bicyclists to slow down or dismount their bicycle prior to entering the intersection. This strategy is in place at the Schmale Road and the Great Western Trail. A picture of that configuration can be found below.



In that situation, the fence directs trail users to a signalized intersection at St. Charles Road and Schmale Road. In regard to the Main Street/IPP crossing, the Village does not have the opportunity to direct users to an intersection in close proximity of the crossing. There are a number of concerns relative to the erection of a fence at the crossing. First and foremost is what liability does the Village create. Additionally, there may be issues with the County granting authorization to place such a barrier along the trail. If it were to be placed in the Village's r-o-w, it may restrict the use of the sidewalks along Main Street.

Staff has also sought guidance from DuPage County on establishing a standardized system of designating/signing crossings along the County Bikeway. Since the MUTCD provides a standardized means of addressing traffic control devices for motorists, Lombard staff has suggested that the County develop a standard crossing protocol. County staff has expressed support of the concept, but has yet to provide such a document or guidance.

The Village staff will continue to develop educational material to identify the manner in which motorists and vehicles should approach the intersection. Additionally, staff will review the recommendations offered by the Active Transportation Alliance to determine what, if any, changes can be implemented at the Main Street/Illinois Prairie Path crossing.

Should you have any questions, please feel free to contact staff.

Illinois Prairie Path Access Study

Technical Documentation

Study developed by Active Transportation Alliance with funding support from DuPage FORWARD

PROJECT OVERVIEW

The Illinois Prairie Path (IPP) is one of the region's largest trail systems. It provides a safe, healthy, environmentally-friendly opportunity to be physically active for residents and visitors in DuPage County. However, some people may not be comfortable with accessing the trail via biking and walking, making driving the only option to access the trail system. For individuals who do not drive, the IPP can be completely inaccessible in some locations. Additionally, some places where trails intersect streets can often be intimidating and hazardous for trail users, especially when the crossing is not well designed.

"Complete Trails, Complete Crossings" sets forth baseline standards for comprehensive trail access to the Illinois Prairie Path in DuPage County. The standards are intended to create safer, more convenient access to the trail system for residents and visitors and to facilitate more opportunities for physical activity. In partnership with DuPage County Division of Transportation, Active Transportation Alliance developed a set of standards based on state and national best practices for accommodating pedestrians and bicyclists at trail crossings and in the public right of way. Application of these standards is primarily based on roadway characteristics with additional consideration for adjacent land use.

The completed project will provide the DuPage County Division of Transportation and local governments insight into perceived challenges to accessing the IPP as well as a standardized set of solutions for addressing those perceived challenges.

TPOLOGY SUMMARY

Two factors were used to develop recommendations; roadway characteristics and land use. These first two factors were selected because application of bicycle and pedestrian accommodations both on street and at crossings are determined based on traffic volumes, vehicle speeds, crossing distance and surrounding land uses. An additional two characteristics; user perception and bicycle and pedestrian crashes were identified as a way to assist in prioritizing improvements. This second set of factors shows both the perceived safety issues as well as the recorded safety issues that can be used with grant applications.

Roadway Typology

Identification of roadway characteristics; traffic volume, vehicle speed, roadway width, and available right of way are key factors to determining appropriate bicycle and pedestrian accommodations. For this study, roadways were divided into three typologies; local, minor and major roads. Local roads are typically low speed, 30 mph or less, two lane roads with traffic volumes under 5,000 cars/day. Minor roads are typically collector streets with moderate speeds, under 35 mph, moderate traffic volumes, under 15,000 cars/day, and 2-3 travel lanes. Major roads are typically high speed, over 40 mph, high volume, over 20,000 cars/day roads with more than 3 travel lanes. Using IDOT's roadway classification system, the map represents an approximation of which roads are considered local, minor or major.

Land Use Typology

Existing and planned land uses can shape a roadway cross section. When IPP crossings are near destinations such as homes, offices, shopping, institutional uses, or light industrial, it is likely that trail users will want safe and comfortable connections between the trail and nearby destinations.

Considerations such as wayfinding signage and level of bicycle and pedestrian accommodation can be made based on surrounding land uses. For example, when the IPP crosses through a business district, colored crosswalks may be used to indicate the trail is passing through a special place. When the trail is passing through a large forest preserve, bicycle and pedestrian traffic may only need to be accommodated on one side of the roadway. Land use data displayed on the DuPage County Land Use Typology Map is based on CMAP's 2005 land use inventory.

User Preference

User preference is meant to help transportation professionals understand the public perception of the trail both generally and at specific locations. Nearly 600 people responded to a survey between November 2013 and February 2014, asking about how they viewed current conditions on the Illinois Prairie Path and what changes they would most like to see. Respondents provided information on how they use the trail overall and their perceptions of various bicycle and pedestrian accessibility characteristics at each crossing. The Perceived Ease of Crossing map displays survey results from a question where respondents identified if they found the crossing easy to cross or challenging to cross. Complete survey results are attached to this memo.

Crash Map

The Crash Map illustrates reported crashes involving pedestrians and cyclists between January 1, 2012 and December 31, 2012. A total of 53 crashes occurred during that time period within 500' of the IPP. None of those crashes were fatal, but a total of 51 people were injured.

ATTACHMENTS

A: Crossing Summary

B: Survey Results

Attachment A

Illinois Prairie Path Complete Crossings Study Results

Street Name	Municipality	Traffic Volume (AADT)*	Speed Limit (MPH)*	Surface Width (ft)*	IDOT Road Classification*	Total Survey Responses*	Crossing Approval Rating #	Easy To Cross #	Challenging To Cross #	Missing Crossing Signage or Markings #	Can't Walk or Bike to Neighborhood #	Fast Moving Traffic #	Land Use +	Bike and Pedestrian Crashes Within 500' of Crossing, 2010-2012*	
MAIN ST	LOMBARD	17,100	25	40	Minor Arterial	234	24%	50	159	234	6	0	96	Mixed Use	5
GRACE ST	LOMBARD	-	-	28	Local Road or Street	149	35%	48	88	149	4	0	54	Open Space	0
Nehlor Blvd	WEST CHICAGO	33,600	35	44	Other Principal Arterial	57	40%	22	33	57	0	1	12	Mixed Use	2
WESTMORE AVE	LOMBARD	12,700	30	40	Minor Arterial	235	40%	84	126	235	7	0	76	Open Space	2
ROOSEVELT RD	WHEATON	32,100	35	44	Other Principal Arterial	112	44%	45	58	112	2	2	53	Mixed Use	2
Winfield Rd	WARRENVILLE	17,600	40	44	Minor Arterial	67	45%	27	33	67	2	1	26	Open Space	2
Main St	GLEN ELLYN	8,450	40	21	Minor Arterial	212	46%	92	108	212	2	0	35	Mixed Use	4
WASHINGTON ST	WEST CHICAGO	10,150	40	26	Minor Arterial	55	47%	23	26	55	4	0	10	Mixed Use	4
DIEHL RD	MAPERVILLE	15,600	40	60	Major Collector	74	48%	32	35	74	3	0	31	Open Space	0
Wishook Rd	WHEATON	8,100	30	18	Minor Arterial	100	50%	49	49	100	6	1	23	Commercial	0
YORK ST	ELMHURST	15,400	30	28	Minor Arterial	106	51%	103	103	106	0	0	44	Open Space	0
MAIN ST	WHEATON	16,800	40	48	Minor Arterial	191	51%	94	90	191	4	0	74	Mixed Use	0
PRESIDENT ST	WHEATON	10,600	30	30	Minor Arterial	298	54%	102	86	298	1	0	35	Open Space	1
Orchard Rd	WHEATON	8,100	30	24	Minor Arterial	95	58%	53	39	95	2	0	15	Residential	0
ARDMORE AVE	VILLA PARK	10,400	25	40	Major Collector	232	59%	133	92	232	5	0	35	Open Space	1
Hill Ave	WHEATON	3,450	30	32	Major Collector	114	59%	76	78	114	4	0	22	Residential	0
KAUTZ RD	AURORA	4,000	35	36	Interstate	49	60%	26	17	49	0	0	12	Industrial	0
WASHINGTON ST	WHEATON	4,300	-	32	Major Collector	57	62%	32	20	57	0	0	13	Open Space	0
ARMY TRAIL RD	WAYNE	4,050	30	22	Local Road or Street	68	63%	43	25	68	2	0	1	Open Space	1
BUTTERFIELD RD	WARRENVILLE	17,700	55	27	Other Principal Arterial	106	63%	62	36	106	0	4	24	Residential	0
JEWELL RD	WINFIELD	6,500	30	22	Minor Arterial	126	64%	60	34	126	1	0	27	Open Space	0
Park Blvd	GLEN ELLYN	13,500	35	24	Major Collector	207	65%	74	40	207	2	1	23	Residential	0
VILLA AVE	VILLA PARK	2,700	40	36	Minor Arterial	228	66%	131	68	228	3	0	20	Mixed Use	2
WILSON AV	WEST CHICAGO	2,550	-	28	Local Road or Street	34	67%	34	17	34	2	0	4	Open Space	2
Hill Ave	GLEN ELLYN	10,600	35	24	Major Collector	208	68%	134	62	208	2	0	4	Open Space	1
Barawa Rd	WARRENVILLE	10,600	-	30	Minor Arterial	87	69%	58	26	87	1	0	11	Open Space	3
BILTER RD	AURORA	1,900	-	20	Local Road or Street	44	70%	28	12	44	2	0	9	Residential	0
WARRENVILLE RD	WARRENVILLE	1,900	-	9	Major Collector	81	71%	55	23	81	0	0	3	Commercial	0
YORK AV	WEST CHICAGO	7,050	-	25	Local Road or Street	52	71%	35	14	52	1	0	9	Residential	0
KRESS RD	WEST CHICAGO	6,850	35	22	Major Collector	124	72%	78	30	124	2	0	40	Residential	1
PRINCE CROSSING RD	ELMHURST	7,100	30	36	Major Collector	229	73%	161	60	229	1	0	13	Open Space	1
Spring Rd	GLEN ELLYN	4,300	-	24	Local Road or Street	189	74%	136	48	189	1	0	10	Commercial	1
Prospect Ave	WHEATON	8,100	20	14	Major Collector	187	75%	139	47	187	2	0	12	Mixed Use	2
West St	LAKE	-	-	34	Local Road or Street	53	76%	38	12	53	1	0	4	Open Space	0
INDUSTRIAL DR	WEST CHICAGO	1,750	-	34	Local Road or Street	53	76%	39	12	53	3	0	3	Open Space	0
MOULTON RD	AURORA	-	-	24	Major Collector	68	77%	50	15	68	0	0	7	Mixed Use	0
HIGHLAND AV	LOMBARD	-	-	26	Local Road or Street	223	77%	163	48	223	2	0	20	Open Space	0
LAKE	AURORA	28,000	45	48	Minor Arterial	68	78%	52	15	68	0	0	8	Open Space	0
SMITH RD	WHEATON	1,600	30	22	Local Road or Street	184	78%	144	40	184	1	0	10	Mixed Use	0
PLEASANT HILL RD	WAYNE	3,200	-	17	Major Collector	105	79%	77	20	105	3	0	20	Open Space	0
WHEATON AVE	WHEATON	4,650	-	31	Major Collector	128	79%	89	23	128	4	1	22	Residential	0
POWIS RD	WHEATON	1,400	-	28	Local Road or Street	184	81%	149	35	184	1	0	11	Mixed Use	2
CROSS ST	WHEATON	1,950	-	22	Major Collector	99	82%	79	17	99	1	2	11	Commercial	0
FERRY RD	MAPERVILLE	11,500	-	44	Local Road or Street	187	82%	154	33	187	1	0	5	Mixed Use	0
MONTELEY AV	VILLA PARK	1,700	-	48	Major Collector	74	84%	61	12	74	0	0	4	Residential	0
CHASE ST	WHEATON	3,500	-	24	Local Road or Street	218	84%	181	34	218	6	0	4	Open Space	4
FRONTENAC RD	MAPERVILLE	-	-	28	Local Road or Street	187	84%	156	29	187	1	0	5	Open Space	0
LIBERTY DR	WHEATON	-	-	36	Major Collector	67	85%	50	9	67	2	0	4	Industrial	0
WEST CHICAGO	WEST CHICAGO	-	-	24	Local Road or Street	179	85%	152	26	179	2	0	3	Mixed Use	0
IL-59	WARRENVILLE	29,700	45	44	Other Principal Arterial	90	87%	78	12	90	0	2	2	Mixed Use	0

Illinois Prairie Path Complete Crossings Study Results

Street Name	Municipality	Traffic Volume (AADT)*	Speed Limit (MPH)**	Surface Width (ft)*	IDOT Road Classification*	Total Survey Responses#	Crossing Approval Reason#	Easy To Cross #	Challenging To Cross #	Missing Crossing Signage or Markings #	Can't Walk or Bike to Neighborhood #	Fast Moving Traffic #	Land Use +	Bike and Pedestrian Crashes Within 500' of Crossing, 2010-2012*
TAYLOR AVE	GLEN ELYN	-	-	24	Local Road or Street	197	87%	171	25	1	0	0	2 Residential	0
FINLEY RD	LOMBARD	5,300	30	30	Major Collector	216	88%	182	26	2	1	0	12 Residential	0
POPLAR AVE	ELMHURST	4,150	-	30	Major Collector	217	88%	186	26	6	0	0	2 Open Space	0
ARBON AVE	WHEATON	-	-	26	Local Road or Street	85	88%	75	10	0	0	0	0 Residential	0
BERKLEY AV	ELMHURST	-	-	24	Local Road or Street	216	88%	188	25	3	0	0	3 Open Space	0
Eola Rd	AURORA	24,700	45	48	Minor Arterial	51	90%	46	5	0	0	0	0 Industrial	0
LOMBARD AV	LOMBARD	-	-	24	Local Road or Street	210	91%	182	19	4	0	0	8 Residential	1
CHILD'S ST	WHEATON	-	-	29	Local Road or Street	91	91%	81	8	0	0	0	1 Mixed Use	0
HARVARD AV	VILLA PARK	-	-	24	Local Road or Street	219	91%	195	19	3	0	0	5 Open Space	1
STEWART AV	LOMBARD	-	-	24	Local Road or Street	208	91%	188	18	1	1	0	2 Residential	0
IL-59	WEST CHICAGO	31,600	45	48	Other Principal Arterial	119	91%	105	10	0	0	0	8 Open Space	1
KINGERY HWY	VILLA PARK	54,400	45	72	Other Principal Arterial	228	92%	206	19	1	3	0	9 Residential	0
ELIZABETH ST	LOMBARD	2,150	-	25	Local Road or Street	209	92%	190	17	0	0	0	2 Residential	0
LOGGIE LA	LOMBARD	-	-	25	Local Road or Street	212	92%	193	17	0	0	0	2 Open Space	2
CENTER AVE	WHEATON	-	-	24	Local Road or Street	76	92%	70	6	0	1	1	1 Commercial	0
LINCOLN AVE	WHEATON	-	-	24	Local Road or Street	119	92%	106	8	5	0	0	2 Residential	2
EDSON AV	LOMBARD	-	-	25	Local Road or Street	206	93%	190	14	1	0	0	2 Residential	1
NAGEL CT	WEST CHICAGO	-	-	24	Local Road or Street	106	93%	96	7	3	0	0	0 Open Space	0
MADISON	WHEATON	-	-	14	Local Road or Street	74	95%	70	4	0	0	0	0 Residential	0
COLUMBINE AVE	LOMBARD	17,500	45	40	Other Principal Arterial	213	95%	200	11	1	2	0	3 Open Space	0
Ronald Reagan Memorial Hwy	NAPERVILLE	107,200	55	72	Interstate	83	99%	82	1	0	0	0	0 Industrial	0
NORTH AVE	WEST CHICAGO	32,200	45	72	Other Principal Arterial	119	100%	118	0	1	3	0	0 Open Space	0
NAPERVILLE RD	WHEATON	-	-	28	Local Road or Street	-	-	-	-	-	-	-	0 Open Space	0
COUNTY FARM RD	WINFIELD	23,800	40	48	Other Principal Arterial	-	-	-	-	-	-	-	0 Mixed Use	0
GENEVA RD	WINFIELD	16,900	40	48	Minor Arterial	-	-	-	-	-	-	-	0 Mixed Use	0
PRAIRIE	-	-	-	16	Local Road or Street	-	-	-	-	-	-	-	0 Residential	0
ELECTRIC AVE	-	-	-	17	Local Road or Street	-	-	-	-	-	-	-	0 Residential	0
WESLEY ST	WHEATON	1,600	30	24	Major Collector	-	-	-	-	-	-	-	0 Residential	0
FRONT ST	WHEATON	1,450	30	24	Major Collector	-	-	-	-	-	-	-	0 Residential	0
ELMWOOD (PROP)	WEST CHICAGO	-	-	12	Local Road or Street	-	-	-	-	-	-	-	0 Open Space	0
ELMWOOD (PROP)	WEST CHICAGO	-	-	10	Local Road or Street	-	-	-	-	-	-	-	0 Open Space	0
MCCONNELL AV	WEST CHICAGO	-	-	22	Local Road or Street	-	-	-	-	-	-	-	0 Open Space	0
EASTON AVE	WEST CHICAGO	-	-	22	Local Road or Street	-	-	-	-	-	-	-	0 Mixed Use	0
GRANDLAKE BLVD	WEST CHICAGO	-	-	24	Local Road or Street	-	-	-	-	-	-	-	0 Mixed Use	1
SUNSET AVE	WARRENVILLE	-	-	18	Local Road or Street	-	-	-	-	-	-	-	0 Commercial	0
ROCKWELL ST	NAPERVILLE	-	-	41	Local Road or Street	-	-	-	-	-	-	-	0 Residential	0
SHORE	NAPERVILLE	-	-	16	Interstate	-	-	-	-	-	-	-	0 Industrial	0
EOLA RD TO I 88 WB	AURORA	1,600	35	16	Interstate	-	-	-	-	-	-	-	0 Industrial	0
GENEVA RD	WINFIELD	16,900	40	48	Minor Arterial	-	-	-	-	-	-	-	0 Open Space	1
MONTCLAIR AV	GLEN ELYN	-	-	24	Local Road or Street	-	-	-	-	-	-	-	0 Open Space	1
LOMBARD	LOMBARD	1,26,400	55	72	Interstate	-	-	-	-	-	-	-	0 Residential	1
BREWSTER AV	LOMBARD	-	-	19	Local Road or Street	-	-	-	-	-	-	-	0 Residential	0
SADDISON AVE	VILLA PARK	-	-	24	Local Road or Street	-	-	-	-	-	-	-	0 Open Space	0
SUMMITT AV	VILLA PARK	-	-	24	Local Road or Street	-	-	-	-	-	-	-	0 Open Space	1
CRAG PL	LOMBARD	-	-	24	Local Road or Street	-	-	-	-	-	-	-	0 Residential	0

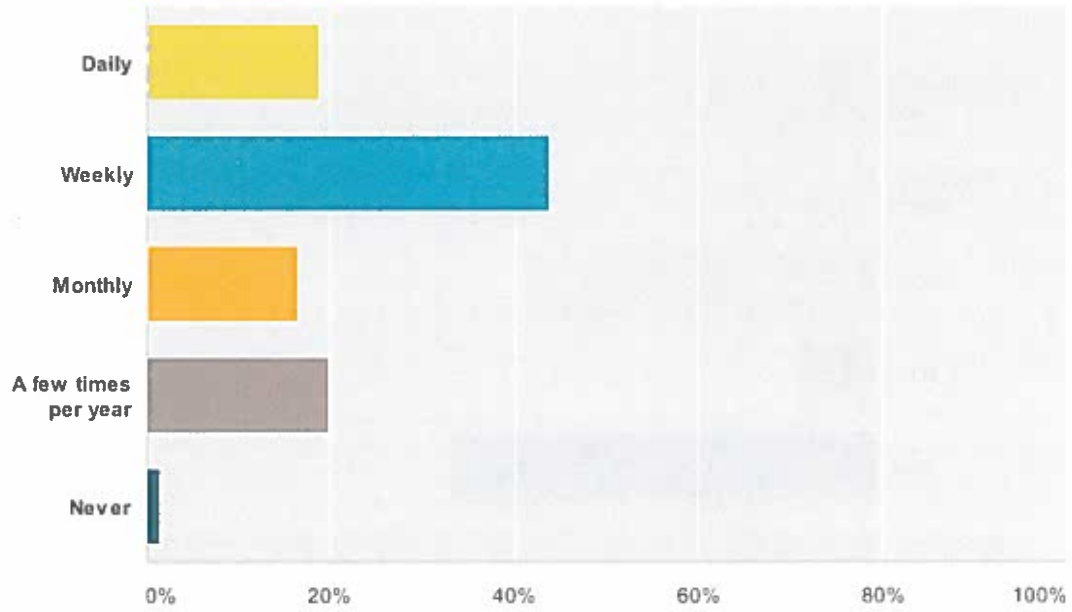
Data Sources:
 * Illinois Department of Transportation (IDOT)
 * Chicagoand Metropolitan Agency for Planning (CMAP)
 # Illinois Prairie Path User Survey

Attachment B

Illinois Prairie Path Crossing Survey

Q1 How often do you visit the Illinois Prairie Path

Answered: 576 Skipped: 7

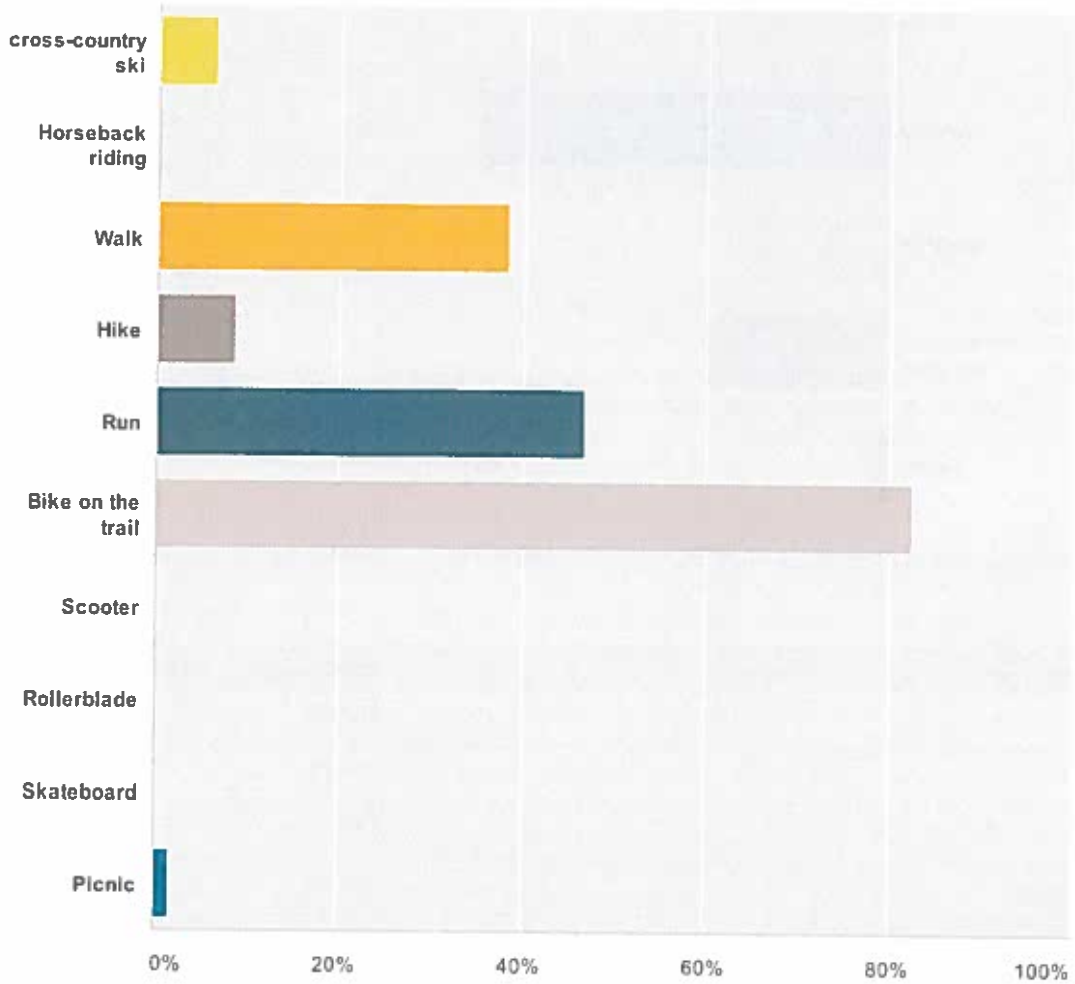


Answer Choices	Responses	Count
Daily	18.75%	108
Weekly	43.58%	251
Monthly	16.32%	94
A few times per year	19.79%	114
Never	1.56%	9
Total		576

Illinois Prairie Path Crossing Survey

Q2 Which activities do participate in while using the Illinois Prairie Path? (select all that apply)

Answered: 574 Skipped: 9



Answer Choices	Responses	
cross-country ski	6.27%	36
Horseback riding	0.35%	2
Walk	38.15%	219
Hike	8.54%	49
Run	46.52%	267
Bike on the trail	82.23%	472
Scooter	0%	0
Rollerblade	0.17%	1
Skateboard	0%	0

Illinois Prairie Path Crossing Survey

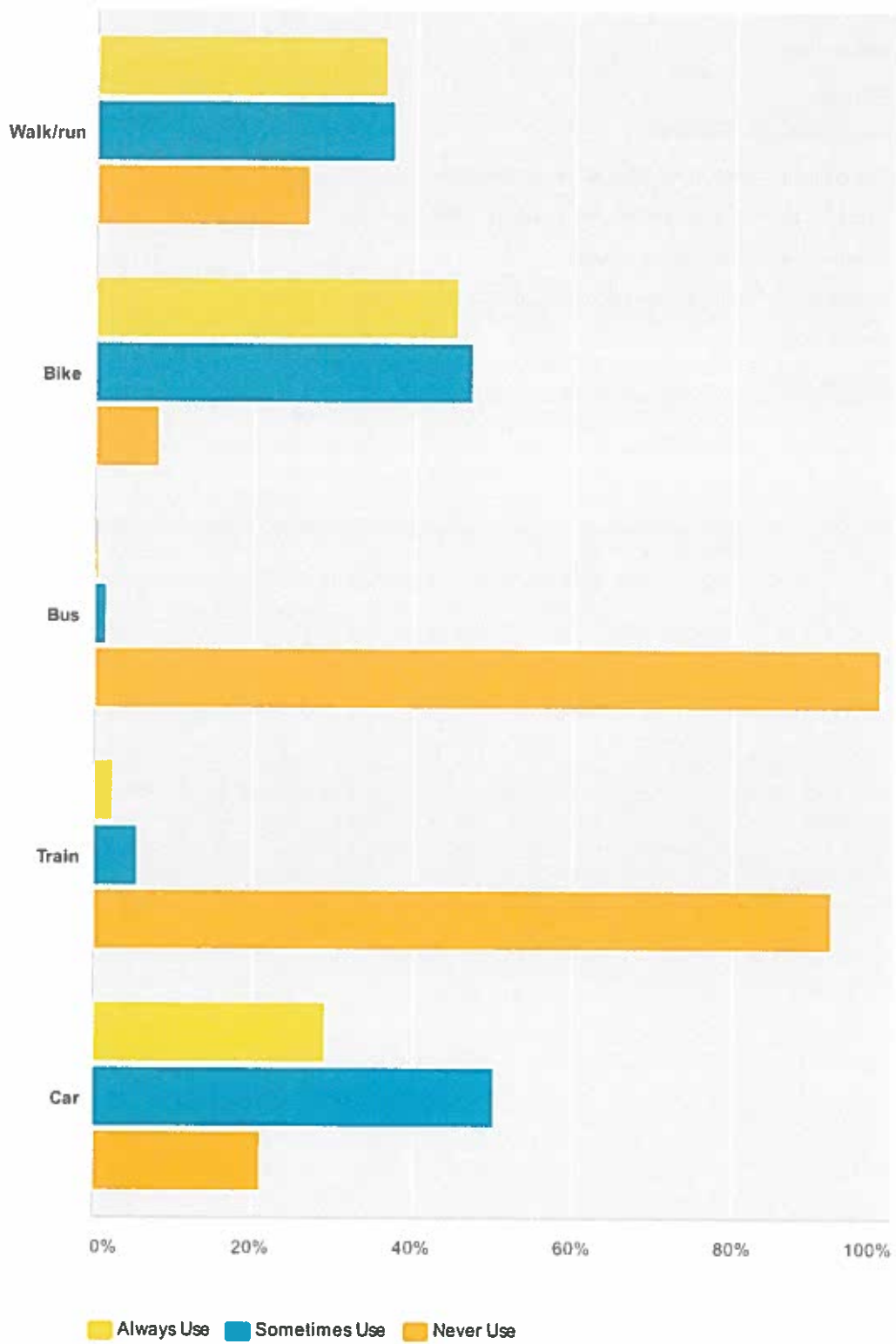
Picnic	1.74%	10
Total Respondents: 574		

#	Other (please specify)	Date
1	photography	12/4/2013 12:46 PM
2	walk the dogs	11/22/2013 7:25 AM
3	Dog Walk	11/14/2013 8:34 PM
4	Natural area volunteer work	11/14/2013 10:18 AM
5	Change the grammar in the sentence so it makes sense	11/13/2013 10:48 PM
6	survey not accepting my answers...im on it daily walking and biking	11/13/2013 9:58 PM
7	Roller-ski (cross-country ski on wheels)	11/13/2013 1:02 PM
8	exploration/nature hikes in the woods and grasslands adjacent to it with my kids	11/13/2013 12:25 PM
9	Geocaching	11/8/2013 10:15 AM
10	Exercise dogs	11/8/2013 10:13 AM

Illinois Prairie Path Crossing Survey

Q3 How do you travel from your home to the trail?

Answered: 561 Skipped: 22



Always Use	Sometimes Use	Never Use	Total
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Illinois Prairie Path Crossing Survey

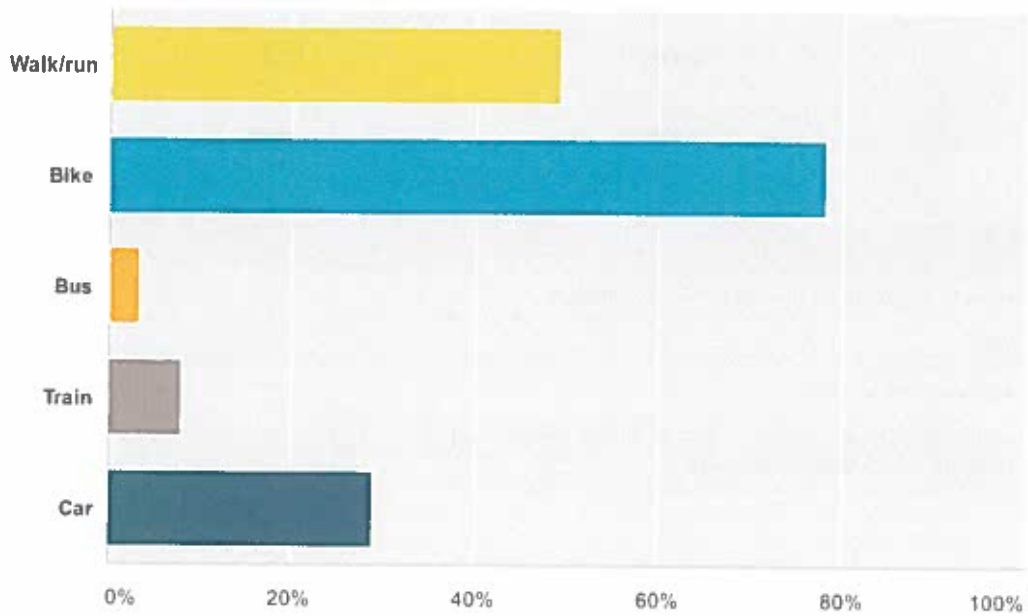
Walk/run	36.26% 128	37.11% 131	26.63% 94	353
Bike	45.18% 206	46.93% 214	7.89% 36	456
Bus	0.49% 1	1.46% 3	98.05% 201	205
Train	2.31% 5	5.56% 12	92.13% 199	216
Car	29.03% 108	50% 186	20.97% 78	372

#	Other (please specify)	Date
1	Drive to runners meet up and then run to the trail	11/20/2013 10:19 PM
2	Work	11/14/2013 11:31 AM
3	walk and bike and car	11/13/2013 9:59 PM
4	we live three houses from the Path, so almost always walk/jog to it. When we ride bikes, we ride our bikes the short distance, obviously	11/13/2013 12:27 PM

Illinois Prairie Path Crossing Survey

Q4 Which form of travel would you like to use to visit the trail? (select all that apply)

Answered: 555 Skipped: 28



Answer Choices	Responses
Walk/run	49.01% 272
Bike	78.02% 433
Bus	3.24% 18
Train	7.93% 44
Car	28.83% 160
Total Respondents: 555	

#	Other (please specify)	Date
1	I live nearby	1/3/2014 2:27 PM
2	Wish I could run there but I live in Lisle.	11/23/2013 2:05 PM
3	No changes	11/21/2013 6:39 AM
4	I leave 2 blocks from the trail	11/17/2013 2:06 PM
5	walk/run	11/13/2013 9:59 PM
6	cross country ski	11/13/2013 2:24 PM

Illinois Prairie Path Crossing Survey

Q5 Are there physical barriers that keep you from visiting the trail more often? If yes, please list them below.

Answered: 208 Skipped: 375

#	Responses	Date
1	There are no bike lanes in Glen Ellyn.	1/6/2014 9:51 PM
2	There is no safe bike/walkway along Naperville Road from Warrenville Road to Butterfield Road.	1/4/2014 7:50 PM
3	Usually weather-related issues, and occasional damage by utility trucks using the path.	1/3/2014 2:27 PM
4	no	12/31/2013 1:47 PM
5	just construction on trail last summer	12/25/2013 9:13 PM
6	NO	12/10/2013 2:27 PM
7	Where to park, where spots to stop are located.	12/5/2013 12:19 AM
8	doesn't always go where I want to go	12/4/2013 1:46 PM
9	too tired lame excuse	12/4/2013 12:50 PM
10	Distance	12/4/2013 12:47 PM
11	Distance from the path and busy roads to get there.	12/3/2013 5:02 PM
12	no	11/30/2013 8:03 PM
13	Temp's below 50. Time to devote to it.	11/28/2013 10:48 AM
14	ice on the path in the winter	11/26/2013 3:30 PM
15	Distance from trail	11/25/2013 6:47 PM
16	No safe, direct connection to our community (Palatine)	11/25/2013 5:45 PM
17	NO	11/24/2013 5:49 PM
18	lack of water fountains out west where we live in West Chicago	11/24/2013 4:07 PM
19	None	11/24/2013 7:51 AM
20	No	11/24/2013 7:24 AM
21	Have plenty of forest preserve trails so spoilt for choice and can mix it up. Not a barrier, more lucky me	11/23/2013 9:05 PM
22	no	11/23/2013 8:06 PM
23	path lighting and safe access from near the morton arb	11/23/2013 6:10 PM
24	No paths leading to the prairie path thus making it dangerous getting to the path	11/23/2013 5:28 PM
25	I like east of the start of the trail in maywood. Would be great if trail extended to des plaines river trail. Safety is also a concern in the eastern parts of the IPP.	11/23/2013 5:18 PM
26	Would be nice to have a bike rack on where the prairie path intersects pleasant hill, although off to the side so it doesn't interfere with the two parking spots	11/23/2013 5:13 PM
27	no	11/23/2013 2:05 PM
28	Clean out the portapotty more often in Wheaton il	11/22/2013 10:17 PM
29	I wish it had more light. There are quite a few homeless people that are between Glen Ellyn and Lombard, and some of those areas are very dark at night. For my personal safety, I do not use the trail when running alone. I wish I could run on it every night, and would if there was adequate light.	11/22/2013 9:36 PM
30	no	11/22/2013 6:37 PM

Illinois Prairie Path Crossing Survey

31	Snow/ice cover from January to March	11/22/2013 12:52 PM
32	Distance	11/22/2013 11:48 AM
33	Busy streets	11/22/2013 11:39 AM
34	For biking, I would use it much more frequently if it was paved (near Bartlett area).	11/22/2013 10:04 AM
35	no	11/22/2013 8:58 AM
36	The path gets very icy and flooded	11/22/2013 6:19 AM
37	Proximity to my home.	11/22/2013 5:52 AM
38	distance from the trail.	11/22/2013 5:21 AM
39	Distance from path	11/21/2013 10:45 PM
40	None	11/21/2013 9:53 PM
41	No	11/21/2013 8:40 PM
42	In a way. The Maywood entrance to the Prairie Path is very unsafe and exposed. It prevents me from using it as much as I would like as it's not always practical to drive to Elmhurst just to run. It would be awesome to have some natural barriers (trees or shrubs) to separate the path from people's yards and common areas.	11/21/2013 7:05 PM
43	Need more lights	11/21/2013 7:04 PM
44	No	11/21/2013 4:59 PM
45	No	11/21/2013 4:41 PM
46	No.	11/21/2013 9:22 AM
47	No	11/21/2013 8:36 AM
48	No	11/21/2013 6:39 AM
49	Snow removal in the winter. Lack of port-o-potties at regular intervals	11/21/2013 5:37 AM
50	Lighting, snow, lack of water fountains west of 355	11/20/2013 11:19 PM
51	Snow removal sometimes ruts in wet weather	11/20/2013 10:19 PM
52	When the water is turned off, I will rarely use it even though I run year-round.	11/20/2013 9:56 PM
53	If the trail is too icy or water logged	11/20/2013 9:38 PM
54	NA	11/20/2013 8:46 PM
55	None	11/18/2013 6:53 PM
56	Access from where I live is awkward. Not a lot of reliably safe crossing spots with children (people rolling stop signs constantly makes it dangerous).	11/18/2013 4:26 PM
57	Living in and coming from Oak Park, the first few miles of the IPP are unpleasant, so don't ride it alone.	11/18/2013 3:49 PM
58	Weather conditions.	11/18/2013 2:41 PM
59	No	11/18/2013 1:49 PM
60	As a pedestrian and cyclist, St. Charles can be difficult to cross to get to and from the trail and my home.	11/18/2013 9:38 AM
61	No	11/18/2013 8:57 AM
62	Sometimes Drivers Do Not Give Adequate Clearance To Me When They Pass Me On My Bike. I Have Been Told Many Times To Ride On The Sidewalk By Ignorant Drivers.	11/17/2013 11:13 PM
63	no	11/17/2013 10:16 PM
64	No safe way to get to the trail.	11/17/2013 7:16 PM
65	No	11/17/2013 2:06 PM

Illinois Prairie Path Crossing Survey

66	Ice on the trail.	11/17/2013 9:44 AM
67	Non connecting bike paths especially in the area west of route 53. There is not a very good way to go North from there.	11/16/2013 12:58 PM
68	weather	11/16/2013 12:23 PM
69	It's unsafe to run from my house to the path due to the roads required to get there (no shoulder, no sidewalks, no trails). So I only use the path on weekend days when I can afford the time to drive there.	11/16/2013 10:54 AM
70	no	11/16/2013 9:34 AM
71	Travel from Homer Park to trail difficult, several road crossings on trail itself very bad.	11/16/2013 9:07 AM
72	No	11/15/2013 9:20 PM
73	I live next to the lake in Chicago	11/15/2013 5:11 PM
74	Busy streets to ride on	11/15/2013 2:49 PM
75	no	11/15/2013 1:55 PM
76	TRail does not come near my home in Oak Brook	11/15/2013 1:02 PM
77	1.) County Farm Road @ Great Western Trail (I need to use the GWT to get to the IPP) 2.) County Farm Road @ Illinois Prairie Path in Winfield	11/15/2013 11:20 AM
78	No	11/15/2013 8:44 AM
79	Off road trails to get to the trail	11/15/2013 7:25 AM
80	NO	11/14/2013 10:46 PM
81	no	11/14/2013 10:18 PM
82	Nearest point is 7 miles from my house.	11/14/2013 9:26 PM
83	Copd	11/14/2013 8:42 PM
84	No sidewalks on west Roosevelt Rd., no stop light or crosswalk from Carlton to Adare Drive	11/14/2013 7:45 PM
85	I live in Wheeling. I once lived in Hillside and used the trail much more then.	11/14/2013 7:22 PM
86	No. Just not enough time !	11/14/2013 6:18 PM
87	none	11/14/2013 4:59 PM
88	Only snow/ice ruts in Jan-Feb	11/14/2013 4:58 PM
89	no	11/14/2013 3:17 PM
90	No	11/14/2013 2:06 PM
91	No	11/14/2013 1:24 PM
92	no	11/14/2013 1:15 PM
93	not really	11/14/2013 1:07 PM
94	no	11/14/2013 12:55 PM
95	Winter snow removal (or lack thereof) makes trail use difficult at times.	11/14/2013 12:41 PM
96	I live in Elk Grove. If the path were closer I would visit more often	11/14/2013 12:40 PM
97	No bike path leading to trail	11/14/2013 12:34 PM
98	No	11/14/2013 12:24 PM
99	Access from Woodland Hills is a little tricky as I have to go down Munger Road which is not safe for family bike travel	11/14/2013 11:44 AM
100	no	11/14/2013 11:31 AM
101	No	11/14/2013 10:19 AM

Illinois Prairie Path Crossing Survey

102	Missing link (Pratts Wayne Woods Forest Preserve) at west end of North Central Dupage Regional Trail. Conceptual alignment exists to connect to Prairie Path near Smith Road.	11/14/2013 10:08 AM
103	Butterfield Road and Naperville Road has no safe access to the trails around Rice Lake, Danada Farm or connection to Herrick	11/14/2013 9:37 AM
104	no	11/14/2013 9:01 AM
105	I have a choice to cross high-traffic streets without a stop sign or traffic light, or I have to ride on high traffic streets. Grade crossings at Washington, Chase and President are difficult on a bike. Construction near the library make the Cross street access unusable. Downtown Wheaton streets are not recommended for bikes. Parking is poor near most prairie path accesses.	11/14/2013 8:04 AM
106	No I live one block from the IPP	11/14/2013 7:05 AM
107	No barriers other than distance from me.	11/14/2013 3:43 AM
108	Not that I know of. I've never visited the trail.	11/13/2013 10:49 PM
109	No.	11/13/2013 8:32 PM
110	no weekend bus from Wheaton area don't drive and cannot always get a ride	11/13/2013 8:28 PM
111	no	11/13/2013 7:33 PM
112	No	11/13/2013 7:22 PM
113	no	11/13/2013 6:36 PM
114	I really would prefer a paved trail. Limestone screenings get awfully messy when they are wet.	11/13/2013 6:28 PM
115	Lack of bike friendly roads. Too many 4 lane, fast moving, no shoulder, ...etc...	11/13/2013 6:23 PM
116	No	11/13/2013 5:41 PM
117	No path from County Farm-Roosevelt south to go toward Aurora - Belleau Woods needs a path. Missing sidewalk along County Farm north to the path. Poor sidewalk along Manchester to the UPRR bridge to go east.	11/13/2013 5:28 PM
118	pregnancy and lack of bathrooms	11/13/2013 5:14 PM
119	Physically unable to walk/run often because of arthritis. Two years ago I would walk on the path nearly every day.	11/13/2013 5:08 PM
120	The trail does not reach a reasonably safe road distance to the residential neighborhoods in the Bartlett community .(However, our property taxes are high enough to support a path paved in gold.	11/13/2013 3:44 PM
121	More direct bike path connection to the City of Chicago.	11/13/2013 3:41 PM
122	No	11/13/2013 3:37 PM
123	A safe path from the Woodlands Hills subdivison to the the Prairie path. I have to travel on Munger road which has heavy traffic	11/13/2013 3:11 PM
124	Northern access at the trails starting point (near cemetery(cemetery rules state no bikes))	11/13/2013 2:33 PM
125	Trail crossings	11/13/2013 2:11 PM
126	I live in Elk Grove Village	11/13/2013 2:05 PM
127	no	11/13/2013 2:01 PM
128	no	11/13/2013 1:59 PM
129	No bike trail from Woodland Hills Subdivision in Bartlett to the trail. Must use very busy Army Trail Road into Wayne or busy Munger Road in Bartlett	11/13/2013 1:37 PM
130	na	11/13/2013 1:31 PM
131	No	11/13/2013 1:28 PM
132	Time	11/13/2013 1:25 PM

Illinois Prairie Path Crossing Survey

133	Nicor completely blocked the Aurora Branch just north of Deihl Road for about 6 months in 2013. Arrangements could have been made to make the trail passable, such as was done with the Fox Valley Trail when the Sullivan Road Bridge was built. The detour crossed Ferry road 3 times, and because of the high speed traffic, was dangerous at each crossing. The trail needs to be provided the same protection as other right-of-ways	11/13/2013 1 23 PM
134	Busy road with no shoulder to ride my bike to my local path. Still travel this road but it is dangerous.	11/13/2013 1:07 PM
135	No	11/13/2013 1 03 PM
136	Frequent trail closures/construction	11/13/2013 1 02 PM
137	No	11/13/2013 12:38 PM
138	no	11/13/2013 12 27 PM
139	NICOR closures and detours	11/13/2013 12 25 PM
140	no	11/13/2013 12 25 PM
141	It's COLD..Please fix!	11/13/2013 12.08 PM
142	No. Access is good from Wood Dale.	11/13/2013 11 57 AM
143	Weather. I'll be back in the spring, but probably not until then.	11/13/2013 11:54 AM
144	Distance from where I live.	11/13/2013 11.44 AM
145	I don't particularly enjoy the Path running through Maywood. I live in Oak Park, so to get to the parts I like, I have to ride through Maywood first. What I would like is an opportunity further along the Path to park your car and start riding further west.	11/13/2013 11 27 AM
146	no	11/13/2013 11:18 AM
147	The train crossing in Elmhurst is a menace and unsafe. Many people have been injured there.	11/13/2013 11:11 AM
148	No	11/13/2013 10 58 AM
149	no	11/13/2013 10 52 AM
150	1st Avenue is miserable to cross.	11/12/2013 3 02 PM
151	No	11/12/2013 2 08 PM
152	Distance from house & lack of safe biking	11/12/2013 12 03 AM
153	Ice and snow in winter, sloppy trail conditions following heavy rains.	11/11/2013 5 18 PM
154	No, but I'm 86 and stopping and starting at intersection is more difficult.	11/11/2013 11 36 AM
155	proximity. I live in Naperville	11/11/2013 9 27 AM
156	none	11/10/2013 8 32 AM
157	None	11/10/2013 8 30 AM
158	no	11/9/2013 3 48 PM
159	Distance	11/9/2013 3 10 PM
160	No really good way to get from downtown to the start of the trail in Maywood on a bike.	11/9/2013 8 02 AM
161	Lack of Roadside parking near trail access points.	11/9/2013 7.37 AM
162	I live about 30 minutes from a safe place on the trail to run alone.	11/9/2013 7 06 AM
163	Distance to trail	11/9/2013 3:00 AM
164	The unpaved segments of trail are not useable during wet conditions.	11/8/2013 7.41 PM
165	I won't visit the trail if I think it will be muddy.	11/8/2013 4 27 PM
166	I live in Bloomingdale near Gary and Schick Roads and I ride down Kuhn Road to the Great Western Trail, which of course connects to the IPP. Although Kuhn Road is the least heavily traveled N-S road, it is far from ideal, with incomplete sidewalk access (especially as one nears the GWT) and rough sidewalks in places.	11/8/2013 3 41 PM

Illinois Prairie Path Crossing Survey

167	Overall distance from my residence	11/8/2013 3:30 PM
168	no	11/8/2013 2:57 PM
169	Lack of sidewalks and safe crossings at the intersection of I-88 and Naperville Rd, and Warrenville Rd and Naperville Rd.	11/8/2013 1:40 PM
170	Yes. No linking bike trails from Joliet to the trail and extremely dangerous roads or intersections to cross.	11/8/2013 1:24 PM
171	no	11/8/2013 1:21 PM
172	Not enough bike connections (both on- and off-road) from my home (in Naperville) to the Prairie Path.	11/8/2013 1:12 PM
173	no	11/8/2013 11:19 AM
174	no	11/8/2013 11:14 AM
175	too much traffic (car) to take bike to path	11/8/2013 10:30 AM
176	Limited amount of side walks on St Charles road in Glen Ellyn. Unsafe!	11/8/2013 10:14 AM
177	n/a	11/8/2013 9:49 AM
178	Recently moved further away- which requires a car to get there	11/8/2013 9:14 AM
179	no	11/8/2013 8:16 AM
180	The fence installed a couple of years ago by a homeowner at Buming trail (Wheaton) forces all of us near Weisbrook to only enter at Weisbrook or Orchard road. The Buming Trail Ct. entrance made it easy for strollers in our location to access the the path for 25 years. Now must travel 1/4 to 1/2 mile to access the path. Has caused major loss in use.	11/8/2013 7:08 AM
181	I live in Oak Park and it starts in Maywood. It is approximately 5 miles away. The neighborhood where it begins in Maywood is not very safe and I worry about my security and that of my parked car.	11/8/2013 6:22 AM
182	None	11/8/2013 5:26 AM
183	Busy streets	11/8/2013 4:37 AM
184	Crowded and poor/unsafe street crossings. Often opt for street riding instead.	11/7/2013 10:49 PM
185	The crossing at First avenue in Maywood to begin the Prairie Path is difficult. Also the crossing at Mannheim is hard. One must go a block out of the way to get to the light	11/7/2013 10:45 PM
186	No physical barriers but it isn't always safe riding down Main Street in Lombard	11/7/2013 10:40 PM
187	no	11/7/2013 10:33 PM
188	Recent and seemingly endless construction	11/7/2013 10:24 PM
189	No known bus routes.	11/7/2013 10:17 PM
190	1st Avenue in Maywood.	11/7/2013 10:14 PM
191	A fence has been put up at the end of Buming Trail Court in Wheaton. Previous to the fence, the path had been accessible for thirty-two years at that access. One individual has been able to change the access for many people who wish to access the path at a safe point. Otherwise, people north of the Wiesbrook Road in Wheaton have to travel east or west on busy Wiesbrook Road to access the path.	11/7/2013 9:19 PM
192	Construction that shuts down the path all summer, but the actual time they work on the path is a small fraction of that time.	11/7/2013 8:50 PM
193	no	11/7/2013 8:41 PM
194	no	11/7/2013 8:28 PM
195	Unsafe roads to bike or walk to the trail	11/7/2013 8:02 PM
196	no	11/7/2013 7:36 PM
197	Time	11/7/2013 7:28 PM

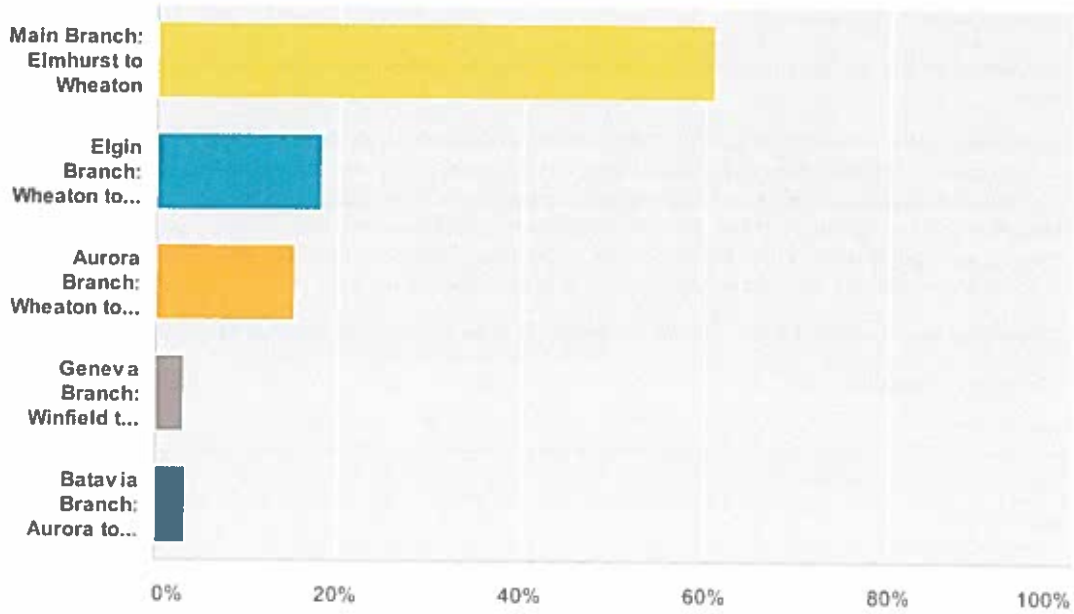
Illinois Prairie Path Crossing Survey

198	Glass on trail between First and 19th Ave.	11/7/2013 7:25 PM
199	No.	11/7/2013 7:02 PM
200	The trail from Forest Park, near my home, to Elmhurst is in TERRIBLE shape. It lacks such basics of crosswalk markings and signs at street crossings and curb cuts. It is sad. Truly sad. I know these are less wealthy areas, which is why they should warrant MORE attention.	11/7/2013 6:52 PM
201	Glass on the trail in Maywood	11/7/2013 6:47 PM
202	Just west of 1st ave you have to ride on a street and it is not the easiest to navigate back onto the path	11/7/2013 6:40 PM
203	I use parts of the trail, not the entire trail. The fox river trail which it connects with is what I rode most frequently. However, from appearances sake, it is a broadband trail which connects to the fox river trail from several locations, and looks like an excellent route for connecting to them, from Maywood as a beginning point. And, particularly since the des plaines river trail connects with it at the very south point which is near Maywood. The buses have cut back in the routes, therefore a trail which goes the varied routes and connects is an excellent travelling medium.	11/7/2013 6:34 PM
204	Crossings at Mannheimi & 1st Ave. Frequent presence of glass shards along stretch in Maywood	11/7/2013 6:30 PM
205	The trail is a long drive	11/7/2013 6:28 PM
206	No	11/7/2013 6:18 PM
207	no	11/7/2013 10:19 AM
208	n/a	11/4/2013 3:43 PM

Illinois Prairie Path Crossing Survey

Q6 Which segment of the Illinois Prairie Path do you use the most?

Answered: 556 Skipped: 27

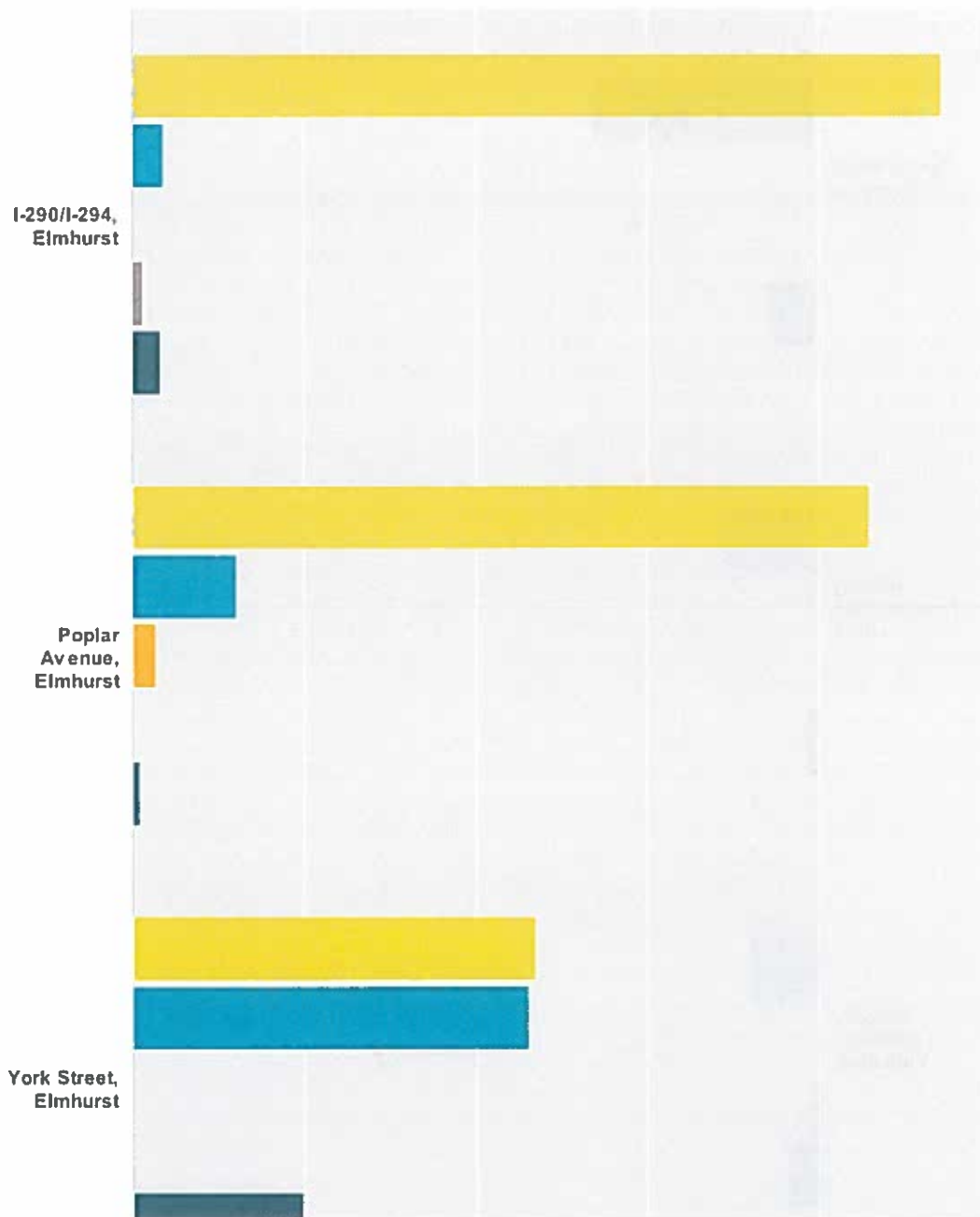


Answer Choices	Responses
Main Branch: Elmhurst to Wheaton	60.61% 337
Elgin Branch: Wheaton to Wayne Township/South Elgin	17.99% 100
Aurora Branch: Wheaton to Aurora	15.11% 84
Geneva Branch: Winfield to Saint Charles	3.06% 17
Batavia Branch: Aurora to Batavia	3.24% 18
Total	556

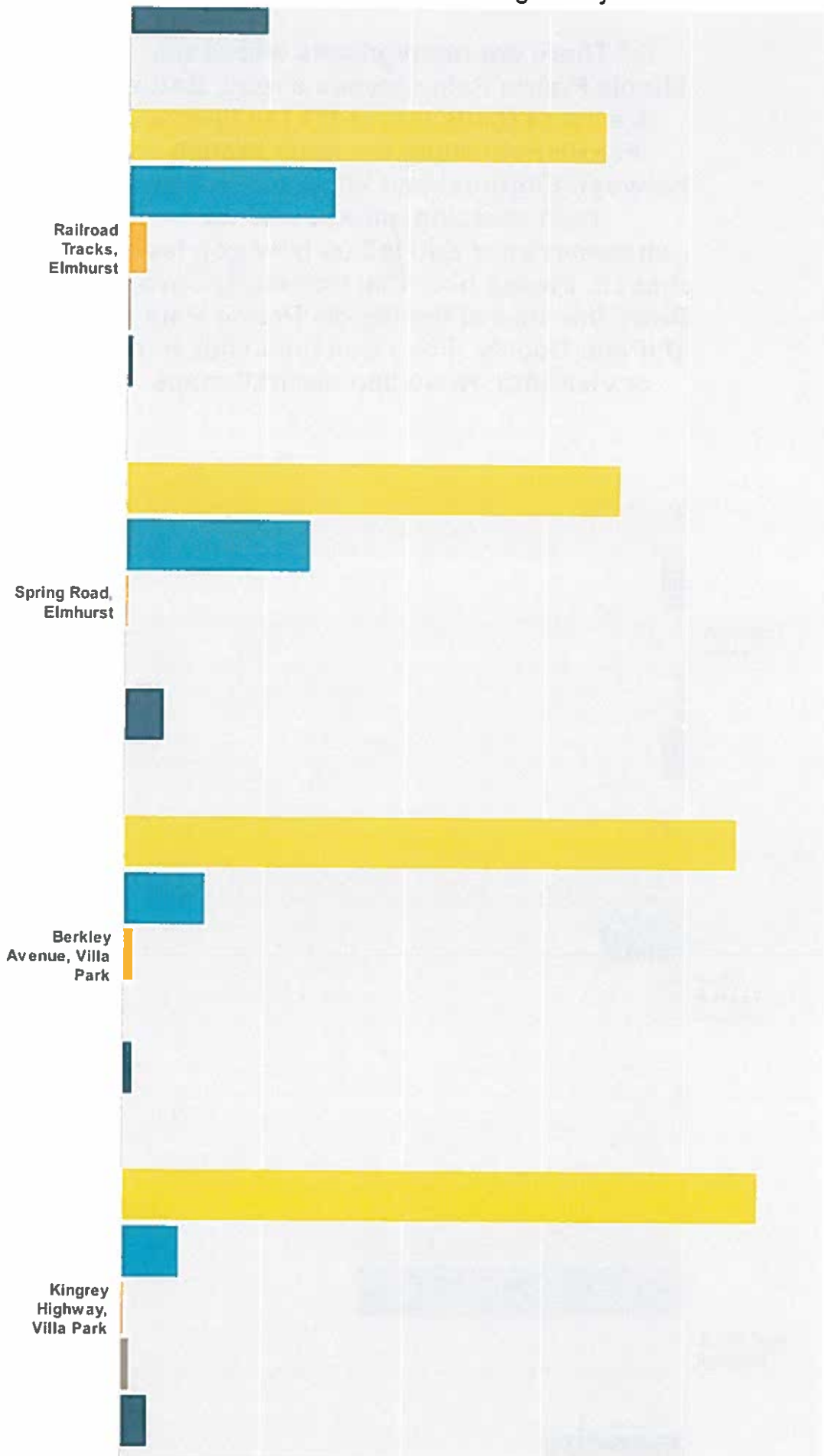
Illinois Prairie Path Crossing Survey

Q7 There are many places where the Illinois Prairie Path crosses a road. Below is a list of roads that cross the Illinois Prairie Path along the main branch, between Elmhurst and Wheaton. For each road crossing, please rate its characteristics and tell us how you feel about it. Please note that this study covers ONLY the area of the Illinois Prairie Path in DuPage County. For a trail map click here or visit <http://www.ipp.org/trail-maps>

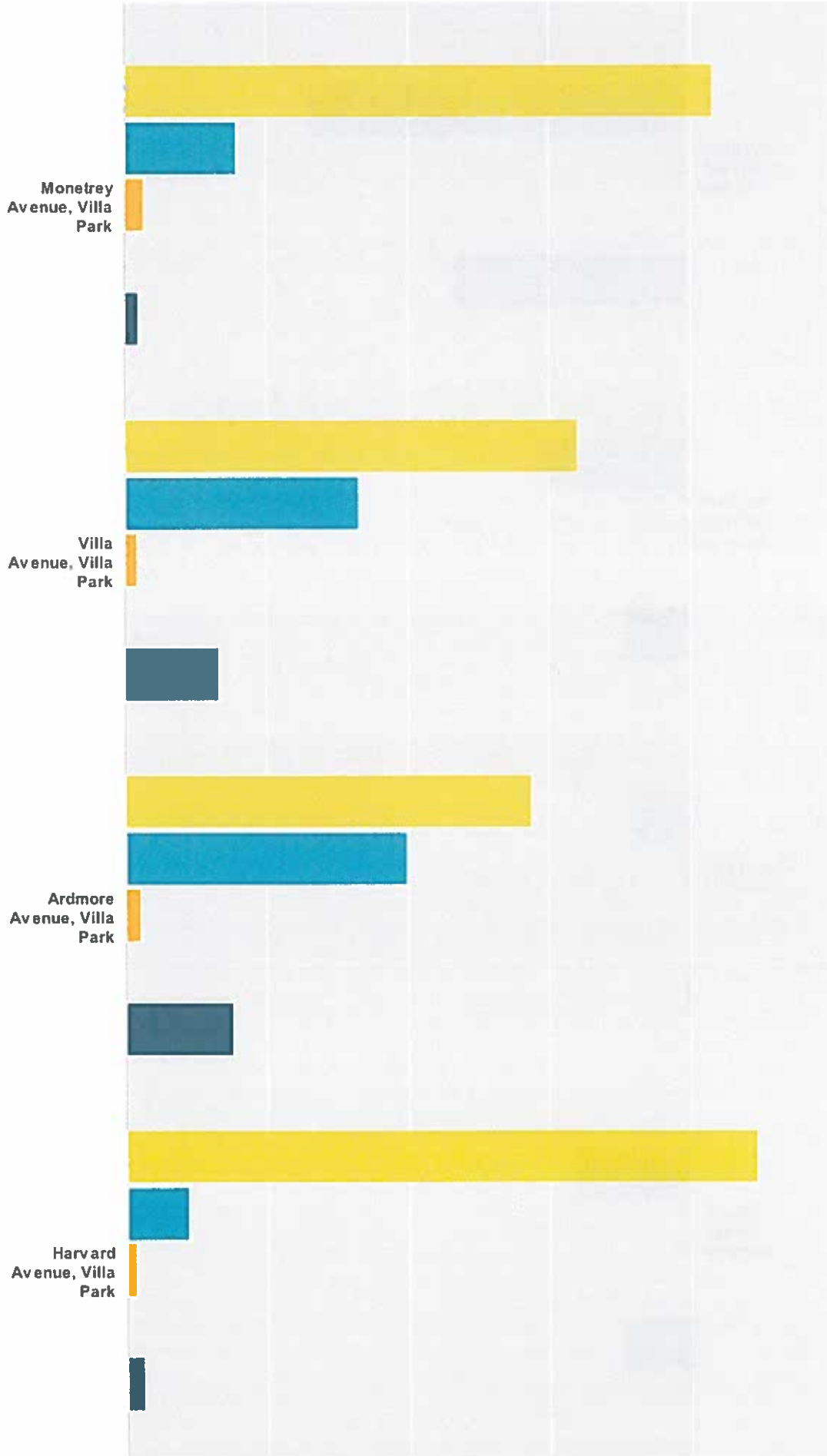
Answered: 298 Skipped: 285



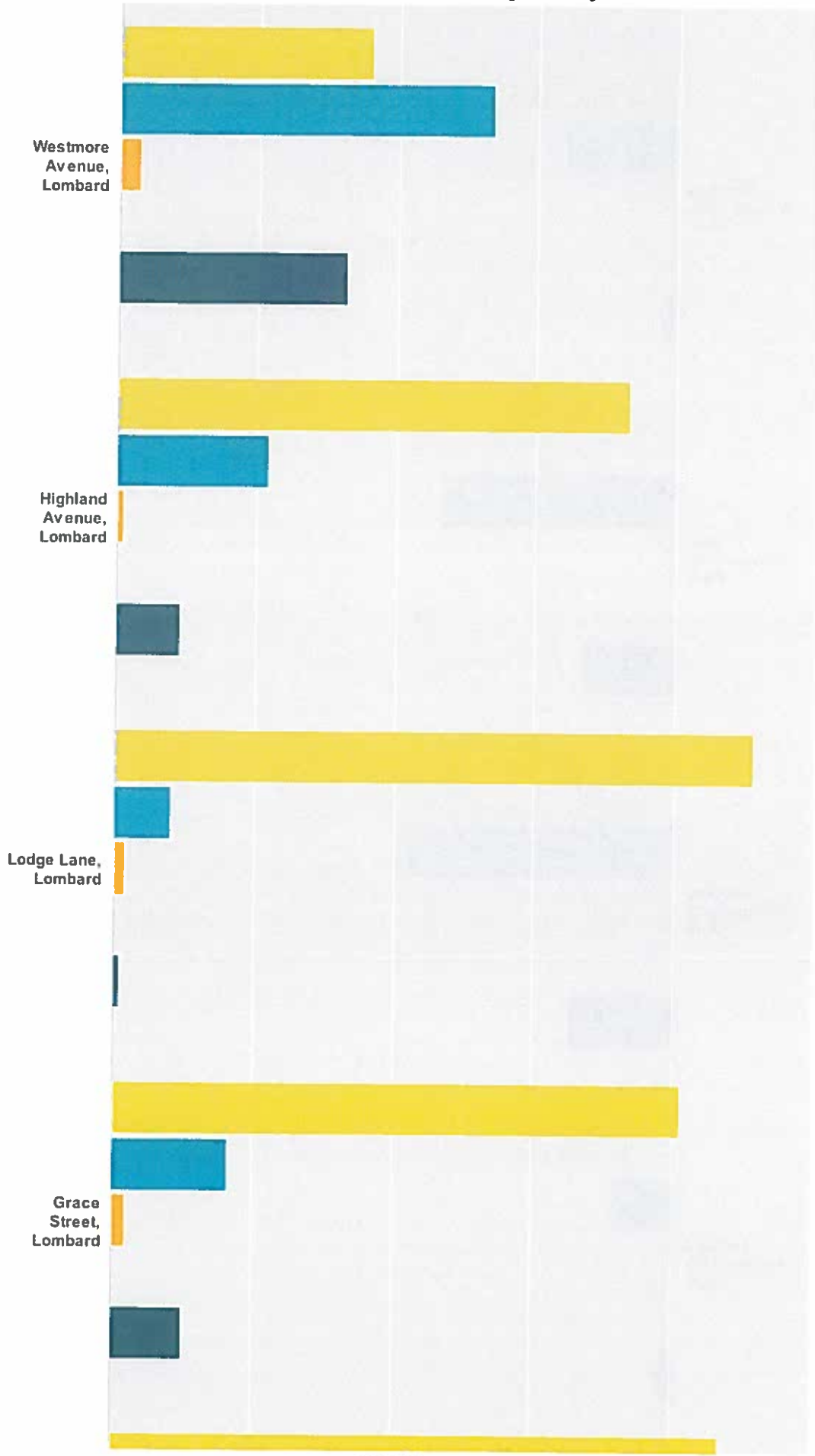
Illinois Prairie Path Crossing Survey



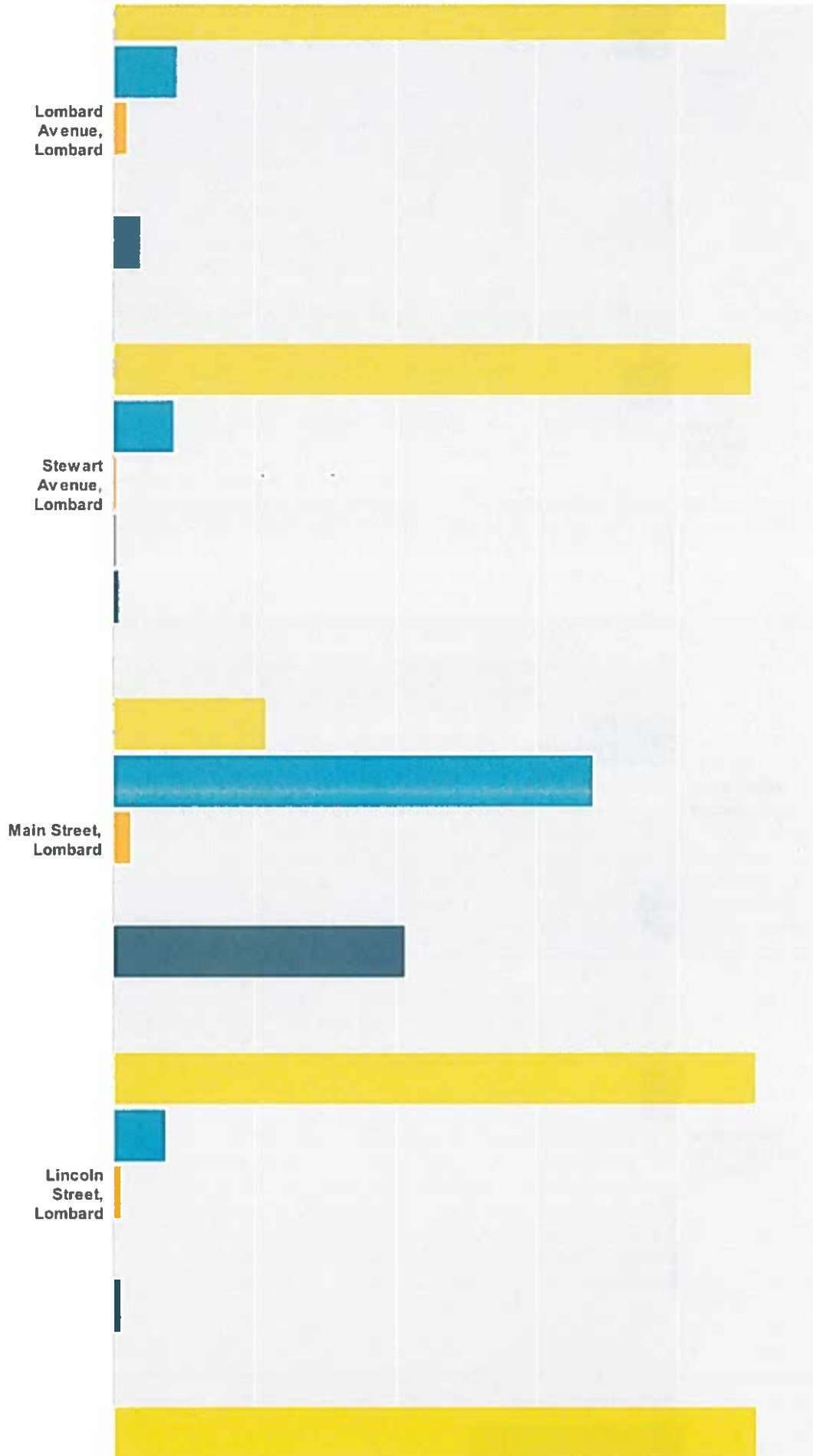
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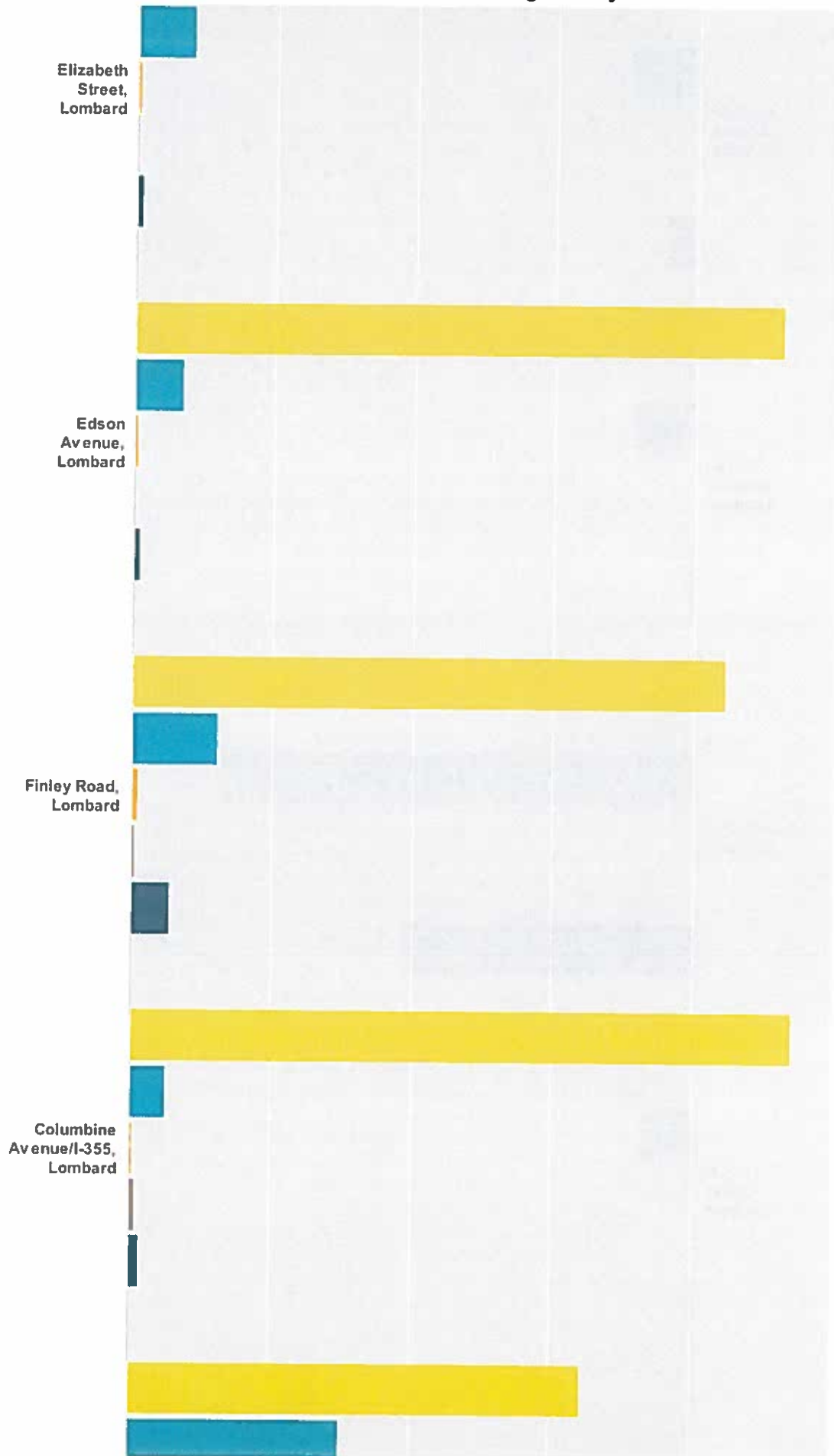
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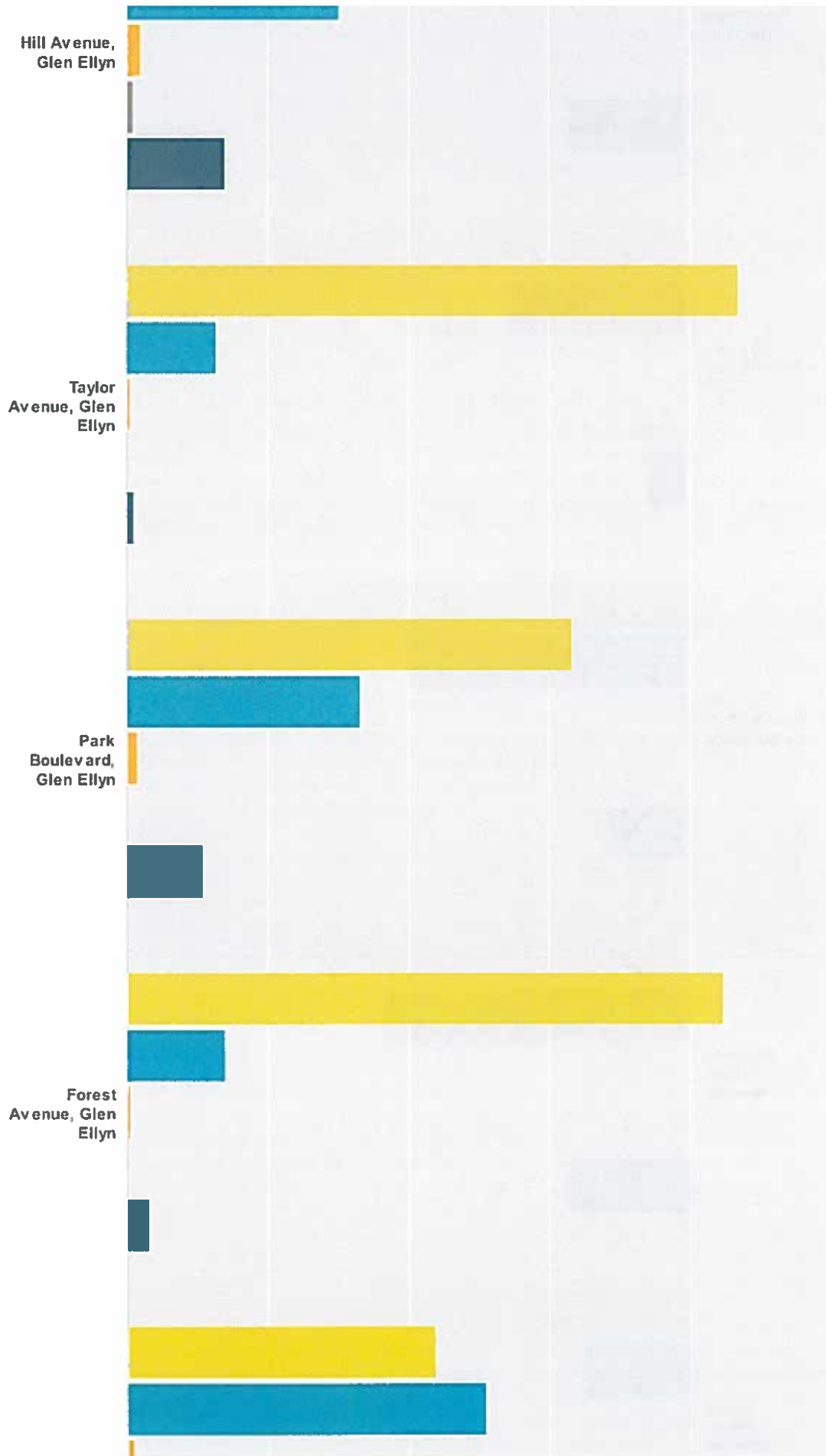
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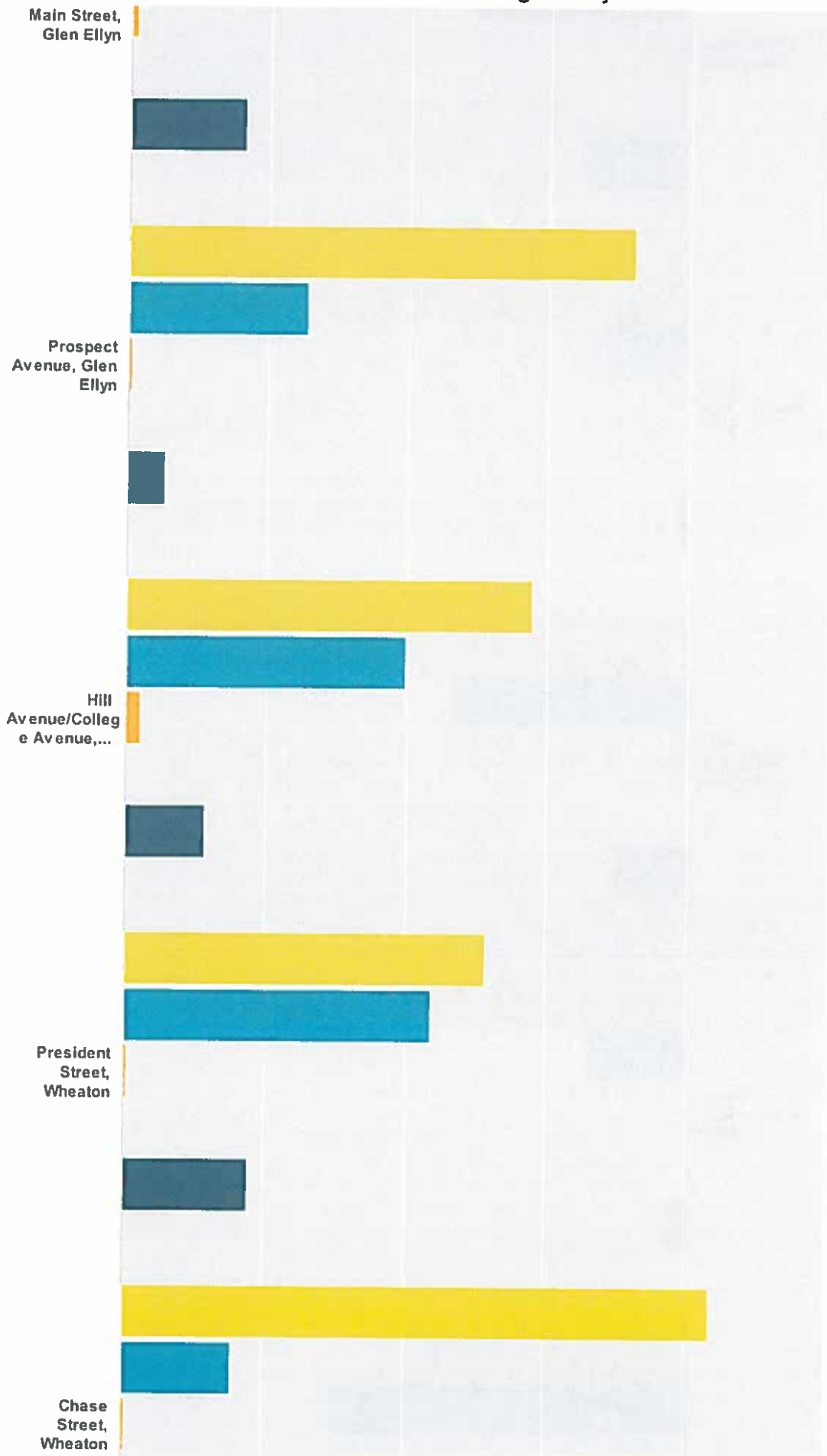
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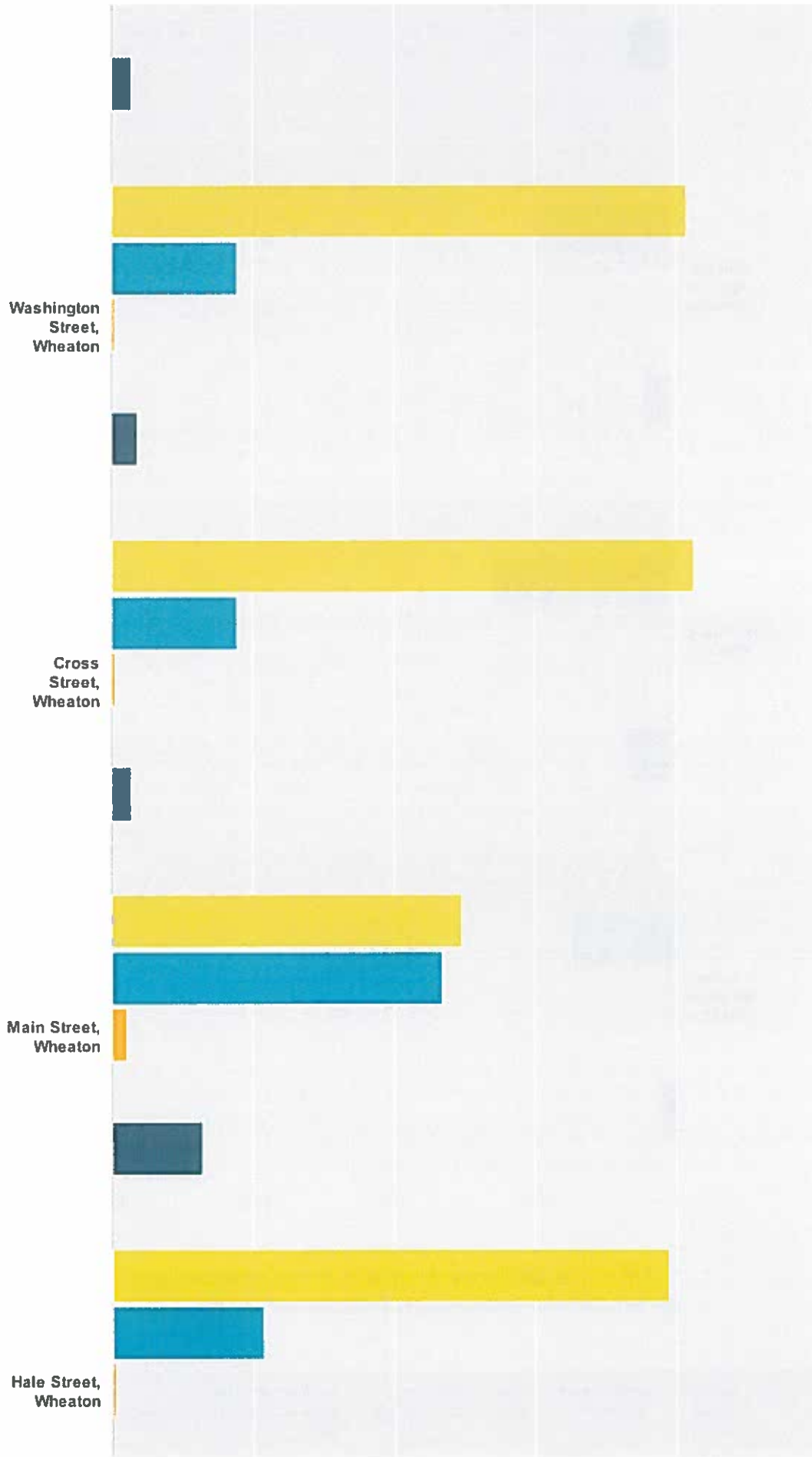
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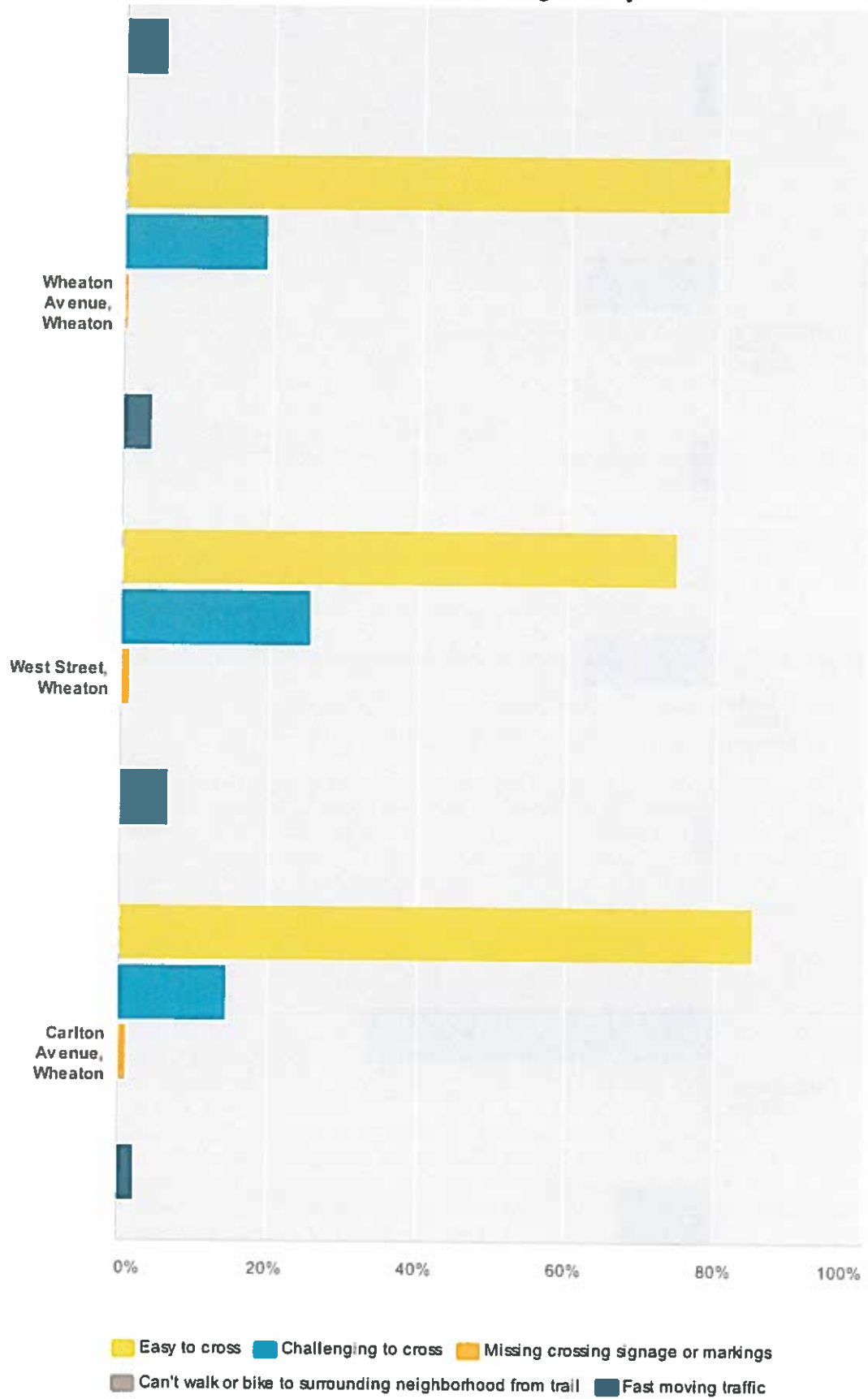
Illinois Prairie Path Crossing Survey



Illinois Prairie Path Crossing Survey



Illinois Prairie Path Crossing Survey



	Easy to cross	Challenging to cross	Missing crossing signage or markings	Can't walk or bike to surrounding neighborhood from trail	Fast moving traffic	Total Respondents
100%	81.04%	20.27%	0.69%	0%	4.99%	2,322

Illinois Prairie Path Crossing Survey

I-290/I-294, Elmhurst	94.04% 205	3.07% 8	0% 0	1.38% 3	3.41% 7	223
Poplar Avenue, Elmhurst	85.65% 185	12.04% 26	2.78% 6	0% 0	0.93% 2	219
York Street, Elmhurst	46.88% 105	45.98% 103	0% 0	0% 0	19.64% 44	252
Railroad Tracks, Elmhurst	67.73% 149	29.55% 65	2.73% 6	0.45% 1	0.91% 2	223
Spring Road, Elmhurst	70.18% 160	26.32% 60	0.44% 1	0% 0	5.70% 13	234
Berkey Avenue, Villa Park	86.98% 187	11.63% 25	1.40% 3	0% 0	1.40% 3	218
Kingrey Highway, Villa Park	90.31% 205	8.37% 19	0.44% 1	1.32% 3	3.96% 9	237
Monterey Avenue, Villa Park	82.95% 180	15.67% 34	2.76% 6	0% 0	1.84% 4	224
Villa Avenue, Villa Park	63.88% 145	33.04% 75	1.76% 4	0% 0	13.22% 30	254
Ardmore Avenue, Villa Park	57.14% 132	39.83% 92	2.16% 5	0% 0	15.15% 35	264
Harvard Avenue, Villa Park	88.99% 194	8.72% 19	1.38% 3	0% 0	2.29% 5	221
Westmore Avenue, Lombard	35.90% 84	53.42% 125	2.99% 7	0% 0	32.48% 76	292
Highland Avenue, Lombard	72.97% 162	21.62% 48	0.90% 2	0% 0	9.01% 20	232
Lodge Lane, Lombard	91.00% 192	8.06% 17	1.42% 3	0% 0	0.95% 2	214
Grace Street, Lombard	80.82% 177	16.44% 36	1.83% 4	0% 0	10.05% 22	239
Lombard Avenue, Lombard	86.60% 181	9.09% 19	1.91% 4	0% 0	3.83% 8	212
Stewart Avenue, Lombard	90.34% 187	8.70% 18	0.48% 1	0.48% 1	0.97% 2	209
Main Street, Lombard	21.46% 50	67.81% 158	2.58% 6	0% 0	41.20% 96	310
Lincoln Street, Lombard	90.95% 181	7.54% 15	1.01% 2	0% 0	1.01% 2	200
Elizabeth Street, Lombard	90.87% 189	8.17% 17	0.48% 1	0% 0	0.96% 2	209
Edson Avenue, Lombard	92.20% 189	6.83% 14	0.49% 1	0% 0	0.98% 2	206
Finley Road, Lombard	84.19% 181	12.09% 26	0.93% 2	0.47% 1	5.58% 12	222
Columbine Avenue/I-355, Lombard	93.87% 199	5.19% 11	0.47% 1	0.94% 2	1.42% 3	216
Hill Avenue, Glen Ellyn	64.25% 133	29.95% 62	1.93% 4	0.97% 2	14.01% 29	230
Taylor Avenue, Glen Ellyn	86.73% 170	12.76% 25	0.51% 1	0% 0	1.02% 2	199

Illinois Prairie Path Crossing Survey

City	170	20	1	0	2	150
Park Boulevard, Glen Ellyn	63.11% 130	33.01% 68	1.46% 3	0% 0	10.68% 22	223
Forest Avenue, Glen Ellyn	84.54% 164	13.92% 27	0.52% 1	0% 0	3.09% 6	198
Main Street, Glen Ellyn	43.60% 92	50.71% 107	0.95% 2	0% 0	16.59% 35	236
Prospect Avenue, Glen Ellyn	71.81% 135	25.53% 48	0.53% 1	0% 0	5.32% 10	194
Hill Avenue/College Avenue, Wheaton	57.65% 113	39.80% 78	2.04% 4	0% 0	11.22% 22	217
President Street, Wheaton	51.27% 101	43.65% 86	0.51% 1	0% 0	17.77% 35	223
Chase Street, Wheaton	83.33% 155	15.59% 29	0.54% 1	0% 0	2.69% 5	190
Washington Street, Wheaton	81.28% 152	17.65% 33	0.53% 1	0% 0	3.74% 7	193
Cross Street, Wheaton	82.26% 153	17.74% 33	0.54% 1	0% 0	2.69% 5	192
Main Street, Wheaton	49.47% 94	46.84% 89	2.11% 4	0% 0	12.63% 24	211
Hale Street, Wheaton	78.69% 144	21.31% 39	0.55% 1	0% 0	5.46% 10	194
Wheaton Avenue, Wheaton	80.87% 148	19.13% 35	0.55% 1	0% 0	3.83% 7	191
West Street, Wheaton	74.19% 138	25.27% 47	1.08% 2	0% 0	6.45% 12	199
Carlton Avenue, Wheaton	84.83% 151	14.61% 26	1.12% 2	0% 0	2.25% 4	183

#	Other (please specify)	Date
1	Need to dramatically improve route from downtown Wheaton to Roosevelt road crossing	12/10/2013 2:47 PM
2	I do not know them well enough to answer	12/5/2013 12:20 AM
3	I could do this better with a map, I'm not familiar with all of the cross street names	11/22/2013 11:51 AM
4	Geneva & County Farm Rd - Very Challenging	11/21/2013 10:58 PM
5	Cannot click map. There are TWO really bad crossings EAST, don't remember name	11/16/2013 9:13 AM
6	Some are challenging simply because drivers don't look	11/14/2013 2:26 PM
7	The trail map link didn't work, and no detailed map is available online, but I don't recall difficulty crossing.	11/14/2013 1:20 PM
8	You have Glen Elyn crossing mis-labeled	11/14/2013 12:35 PM
9	not certain about those left unmarked - don't keep track of them.	11/14/2013 10:22 AM
10	Too many crossings in Lombard	11/13/2013 1:59 PM

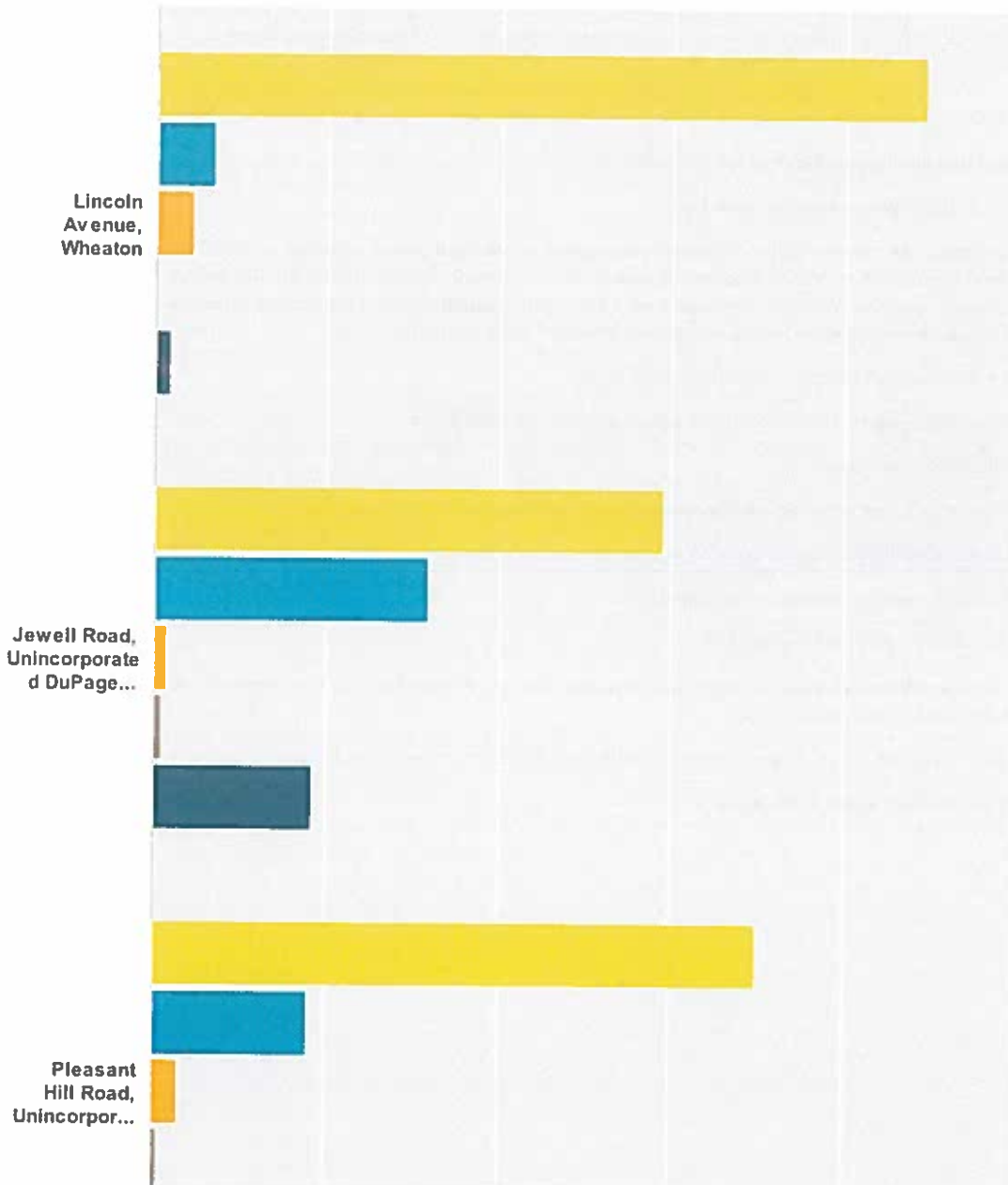
Illinois Prairie Path Crossing Survey

11	The furthest I've gone is from Elmhurst 11 miles west through Wheaton and back. My usually running takes me to 355 and back. The smaller neighborhood roads are not usually an issue due to low traffic, but drivers in Lombard and Villa Park are not good at slowing down for runners/bikers. York and Spring road - people VERY observant of path travellers and usually stop. Berkely in Elmhurst - not so much. I almost got hit two momings in a row during the morning rush, in broad daylight, by people who did rolling stops and just kept going. The new RR crossing near Pioneer Park in ELmhurst is stupidly designed. Nobody pays attention, and just run across the dirt. My wife - a triathlete - has fallen on her bike three times trying to stay on the new sidewalk and taking the curve the way she is 'supposed' to. On damp days, I've even almost slipped running.	11/13/2013 12:46 PM
12	none	11/13/2013 12:29 PM
13	It's a state law to stop for bikes/pedestrians in a crosswalk. Why isn't this enforced? WHY DOES THE MAIN St. LOMBARD SAY THE OPPOSITE!?!	11/13/2013 12:26 PM
14	In general, the trail-to-road transitions are annoyingly bumpy on a bike. Make them smoother.	11/13/2013 12:21 PM
15	Crossings in Maywood. Mannheim in particular and few others that go through busy streets.	11/13/2013 11:29 AM
16	The Glen Ellyn streets are mislabeled as Wheaton streets	11/13/2013 11:23 AM
17	After crossing 1st Ave and Manheim these are all a breeze but I guess those aren't in DuPage county.	11/12/2013 3:07 PM
18	sorry, I don't know name of most of cross streets. always challenging to cross. none have traffic lights & sadly motorists do not obey Illinois law requiring stopping for pedestrians. Need enforcement & education. Some ticketing of motorist stings would likely help. Sadly we in US have a long way to go to meet European expectations. Pedestrians there understand that they have right of way & indeed just walk out into traffic & the traffic stops. Here, that would be life threatening	11/10/2013 7:01 PM
19	County Farm Rd.and Geneva Rd., Wheaton, IL	11/10/2013 4:47 PM
20	Main Street Wheaton listed twice here	11/8/2013 7:47 PM
21	Crossing at Monterey is blind if traveling westbound at elevated speeds. Crossing at Hill/College is blind as southbound traffic is above the bike path. It's not really feasible to use the IPP by bike through downtown Wheaton because there's too much foot traffic on it. I use Liberty Drive instead. The numerous crossings through downtown Wheaton are annoying.	11/8/2013 4:36 PM
22	For portions (Hill-Prospect) you mean Glen Ellyn.	11/8/2013 9:59 AM
23	some of the streets I can't recall, however car traffic varies at times.	11/8/2013 9:57 AM
24	Villa Park is the worse	11/8/2013 7:07 AM
25	I live in Oak Park and only use the eastern end/Cook County portion of the trail.	11/8/2013 6:24 AM
26	I don't know the trail well enough to comment on most of these.	11/7/2013 10:17 PM
27	York is the worst crossing on the Main Stem	11/7/2013 7:38 PM
28	Mannheim? Why isn't this listed??	11/7/2013 7:27 PM
29	The glen ellyn streets are mislabeled as Wheaton. Craig st. Crossing is miss. for Lombard - it's an easy residential street to cross.	11/7/2013 7:06 PM
30	All of these are pie compared to the crossings between Elmhurst and Forest Park.	11/7/2013 6:56 PM
31	It can be hard to see street signs	11/7/2013 6:48 PM

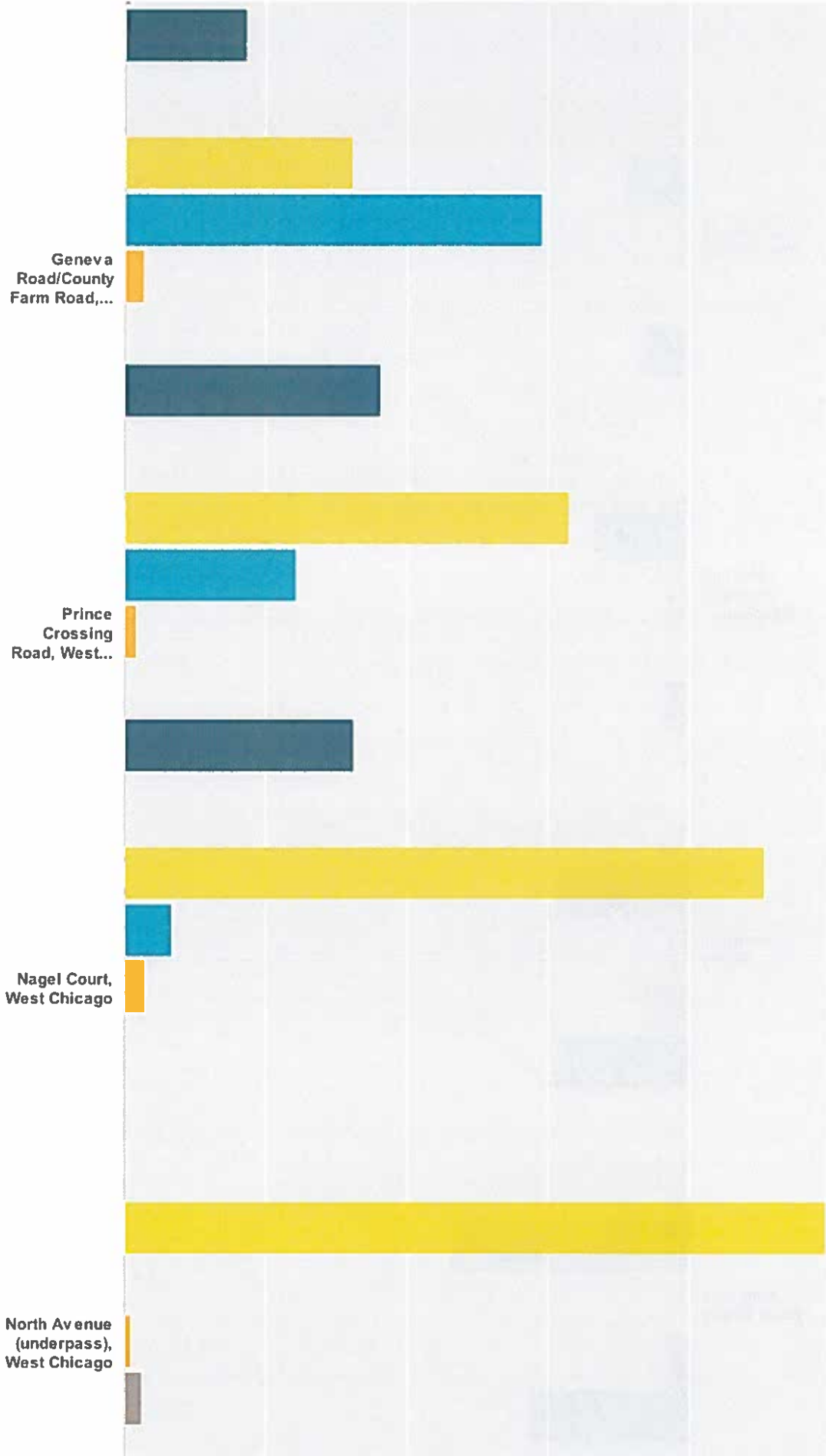
Illinois Prairie Path Crossing Survey

Q8 There are many places where the Illinois Prairie Path crosses a road. Below is a list of roads that cross the Illinois Prairie Path along the Elgin branch between Wheaton and Wayne Township/South Elgin. For each road crossing, please rate its characteristics and tell us how you feel about it. Please note that this study covers ONLY the area of the Illinois Prairie Path in DuPage County. For a trail map click here or visit <http://www.ipp.org/trail-maps>

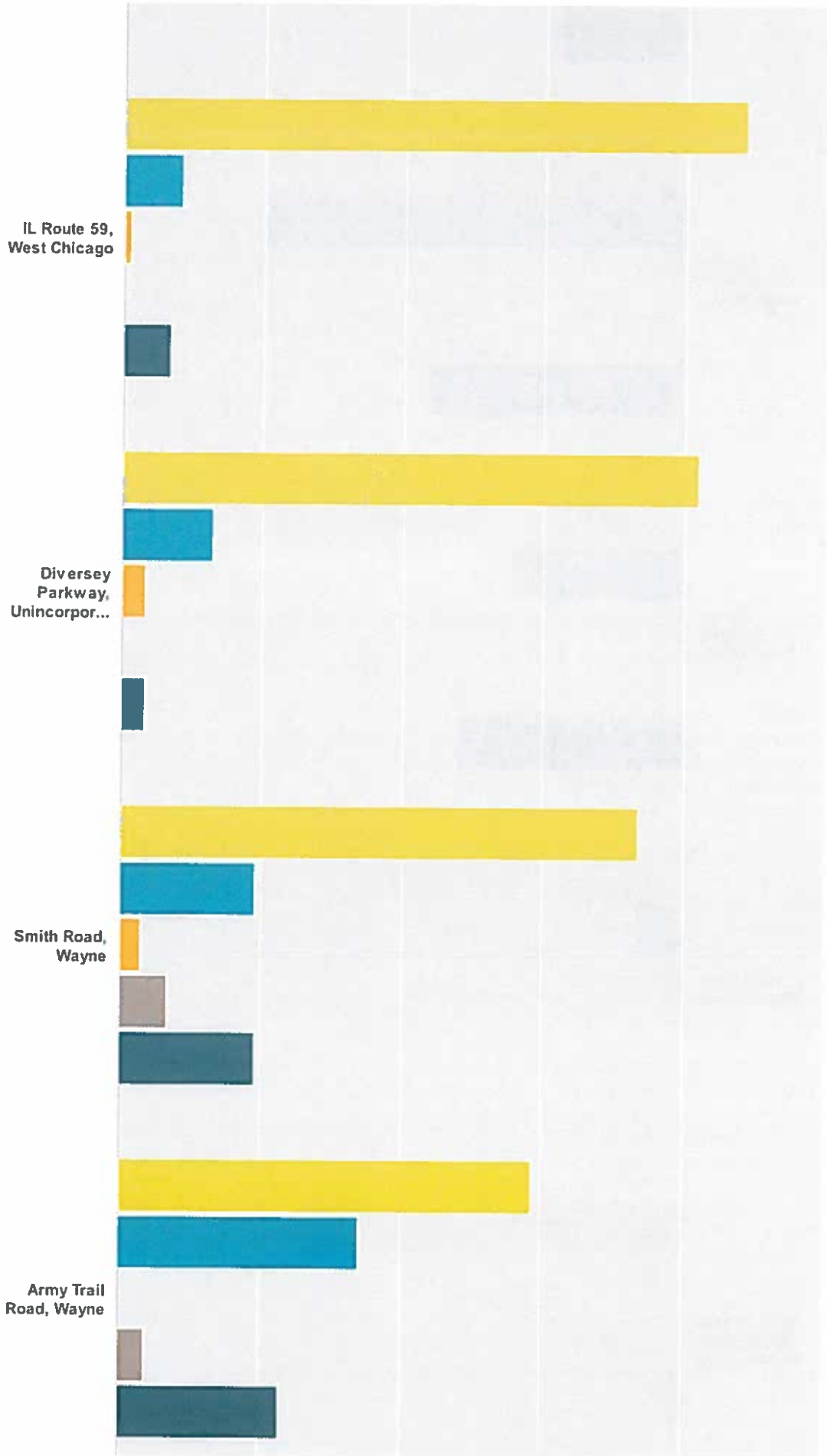
Answered: 166 Skipped: 417



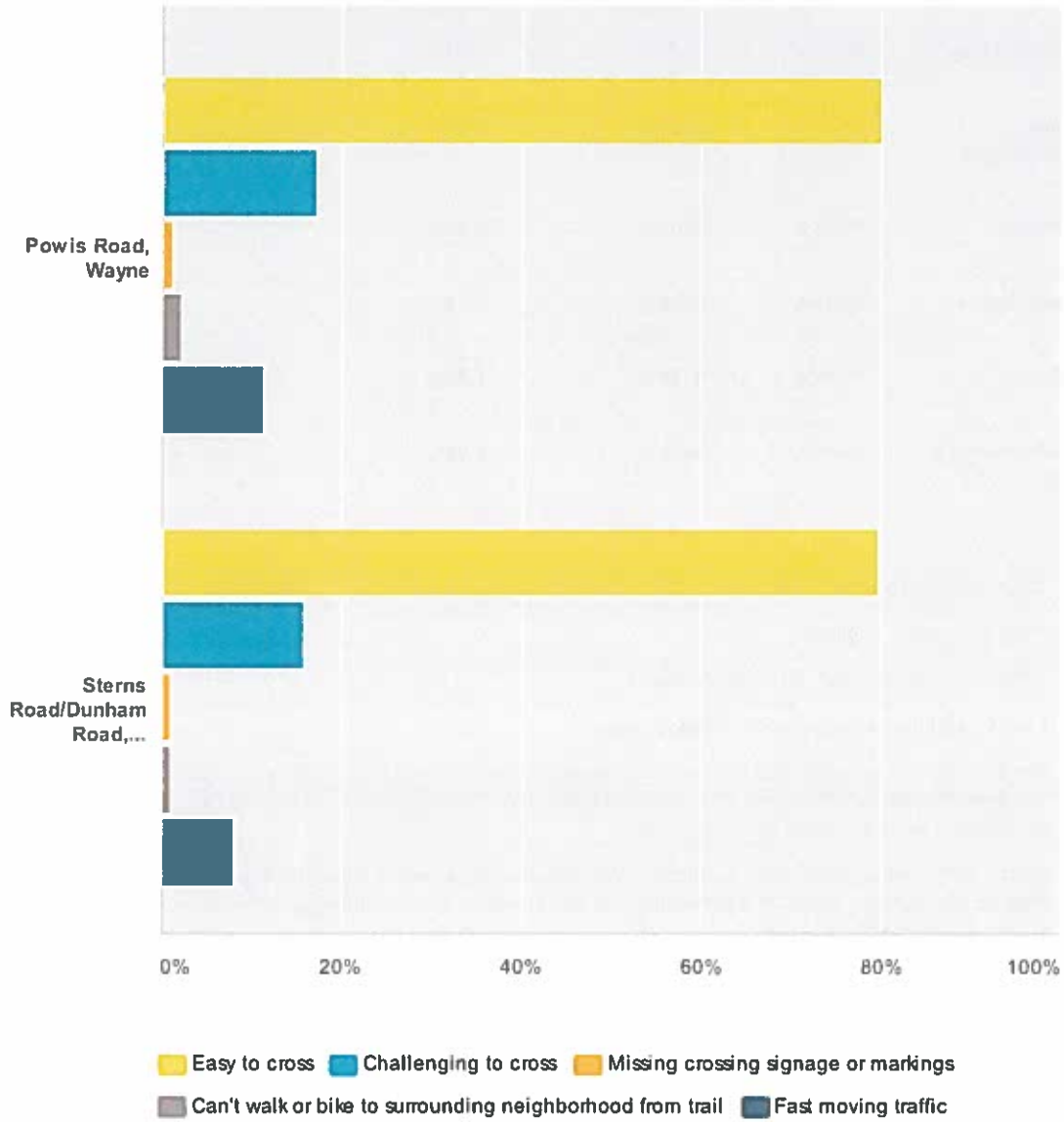
Illinois Prairie Path Crossing Survey



Illinois Prairie Path Crossing Survey



Illinois Prairie Path Crossing Survey



	Easy to cross	Challenging to cross	Missing crossing signage or markings	Can't walk or bike to surrounding neighborhood from trail	Fast moving traffic	Total Respondents
Lincoln Avenue, Wheaton	89.08% 106	6.72% 8	4.20% 5	0% 0	1.68% 2	121
Jewell Road, Unincorporated DuPage County	58.73% 74	31.75% 40	1.59% 2	0.79% 1	18.25% 23	140
Pleasant Hill Road, Unincorporated DuPage County	69.53% 89	17.97% 23	3.13% 4	0.78% 1	17.19% 22	139
Geneva Road/County Farm Road, Winfield	32.21% 48	59.06% 88	2.68% 4	0% 0	36.24% 54	194
Prince Crossing Road, West Chicago	62.90% 78	24.19% 30	1.61% 2	0% 0	32.26% 40	150
Nagel Court, West Chicago	90.57% 96	6.60% 7	2.83% 3	0% 0	0% 0	106
North Avenue (underpass), West Chicago	99.16% 119	0% 0	0.84% 1	2.52% 3	0% 0	122

Illinois Prairie Path Crossing Survey

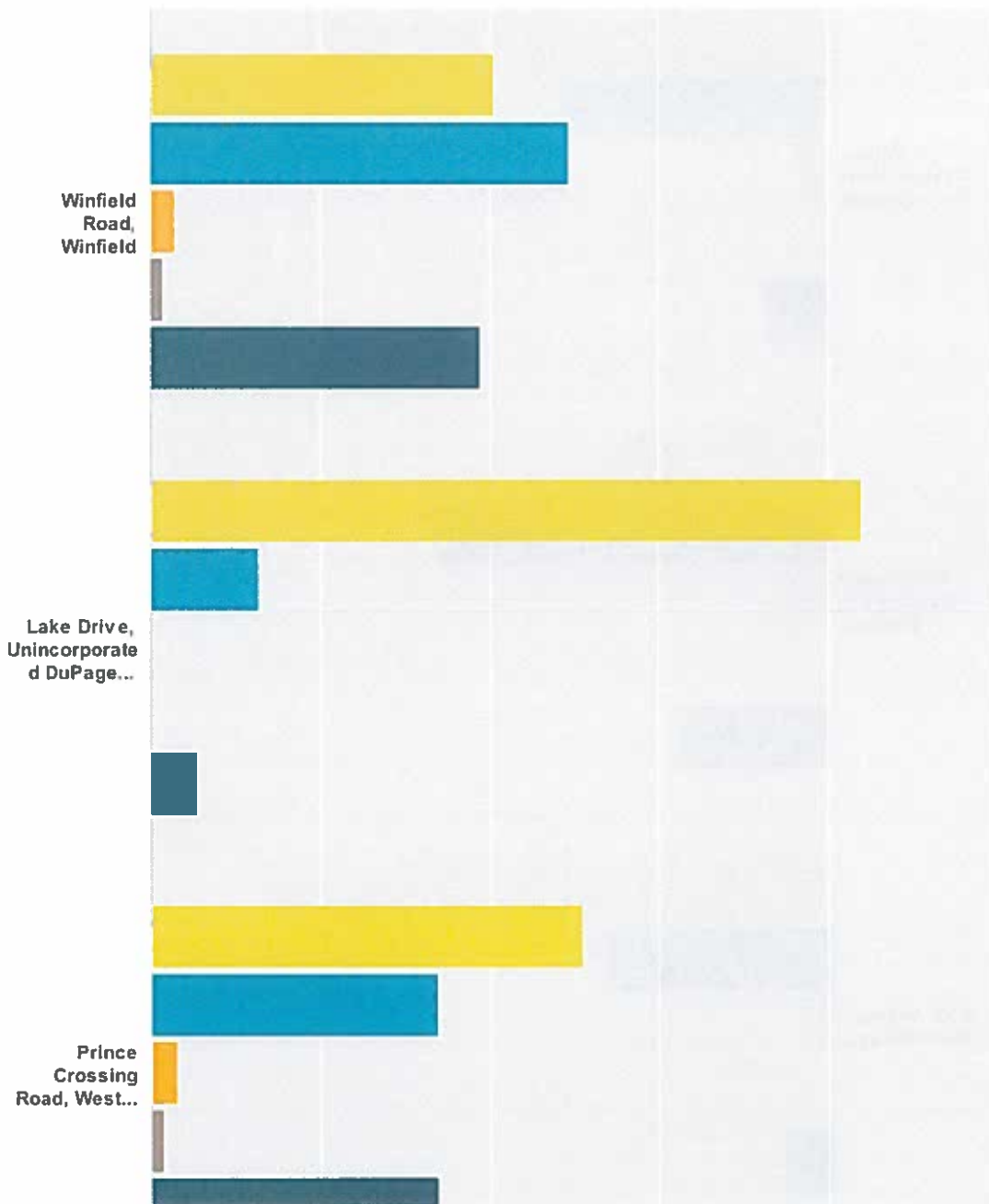
West Chicago	110	0	1	0	0	124
IL Route 59, West Chicago	88.24% 105	8.40% 10	0.84% 1	0% 0	6.72% 8	124
Diversey Parkway, Unincorporated DuPage County	81.72% 76	12.90% 12	3.23% 3	0% 0	3.23% 3	94
Smith Road, Wayne	73.33% 77	19.05% 20	2.86% 3	6.67% 7	19.05% 20	127
Amy Trail Road, Wayne	58.49% 62	33.96% 36	0% 0	3.77% 4	22.64% 24	126
Powis Road, Wayne	79.80% 79	17.17% 17	1.01% 1	2.02% 2	11.11% 11	110
Stems Road/Dunham Road, Unincorporated DuPage County	79.41% 81	15.69% 16	0.98% 1	0.98% 1	7.84% 8	107

#	Other (please specify)	Date
1	need more water fountains	12/2/2013 4:53 PM
2	sometimes and issue but not a big challenge	11/16/2013 12:27 PM
3	I don't recall the names of roads / intersections.	11/14/2013 8:33 AM
4	Geneva/County Farm road is by far the worst. I've even seen a police officer make a right turn on red without stopping, cutting me off and almost hitting me. This needs a bridge in a bad way, and better traffic enforcement in the mean time.	11/13/2013 12:24 PM
5	Nagel Court is more blind than it should be. Who puts a subdivision in the middle of the IPP anyway. Ideally there would be a speed bump at that crossing. Diversey Parkway is blind if traveling at high speed northwest bound.	11/8/2013 4:45 PM
6	crossing rt56 going to batavia can be dangerous	11/7/2013 8:53 PM
7	County Farm/Geneva is the most dangerous on the IPP	11/7/2013 7:40 PM
8	I don't usually see street signs where the path crosses	11/7/2013 6:50 PM

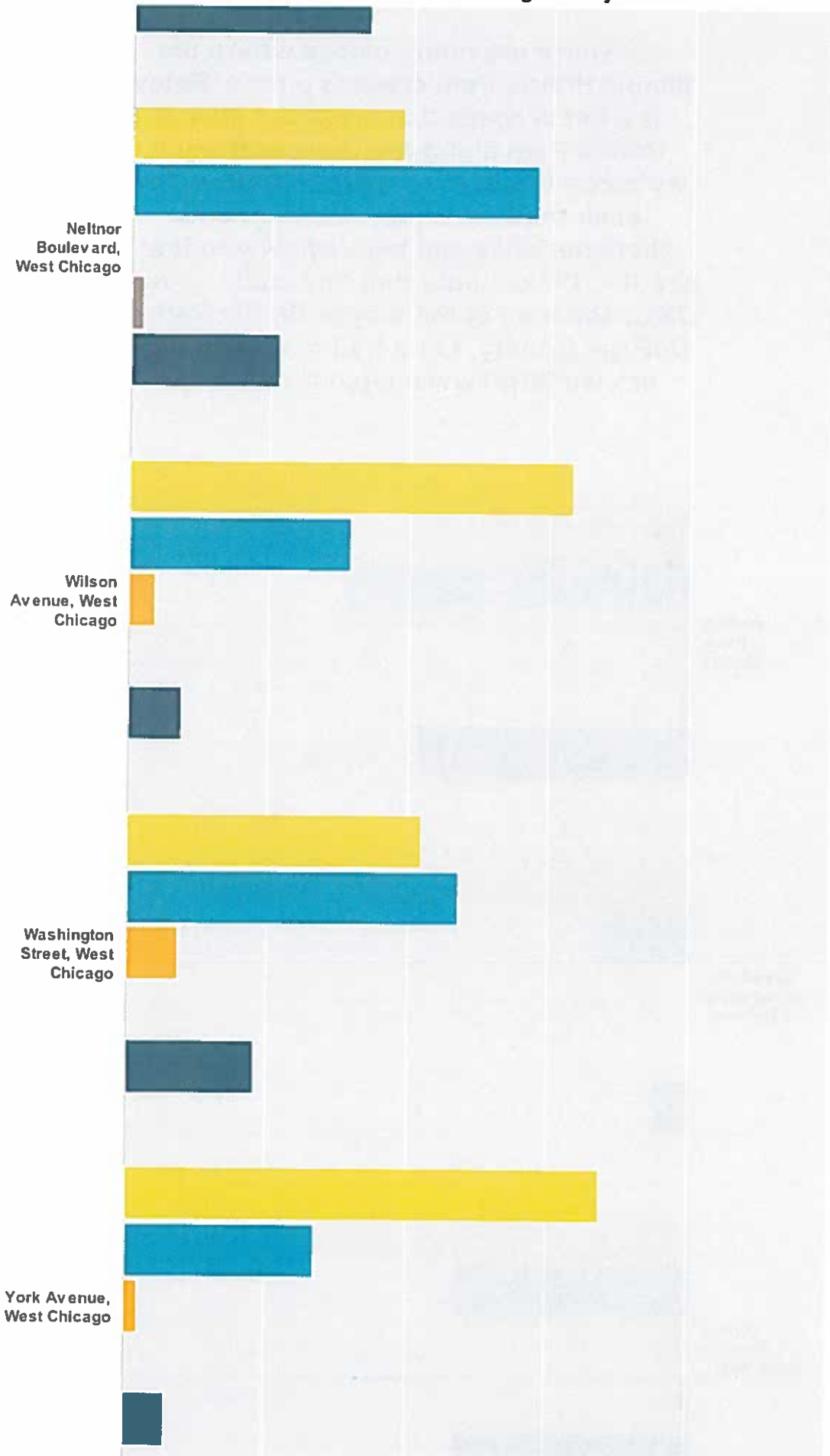
Illinois Prairie Path Crossing Survey

Q9 There are many places where the Illinois Prairie Path crosses a road. Below is a list of roads that cross the Illinois Prairie Path along the Geneva Branch between Winfield and Saint Charles. For each road crossing, please rate its characteristics and tell us how you feel about it. Please note that this study covers ONLY the area of the Illinois Prairie Path in DuPage County. For a trail map click here or visit <http://www.ipp.org/trail-maps>

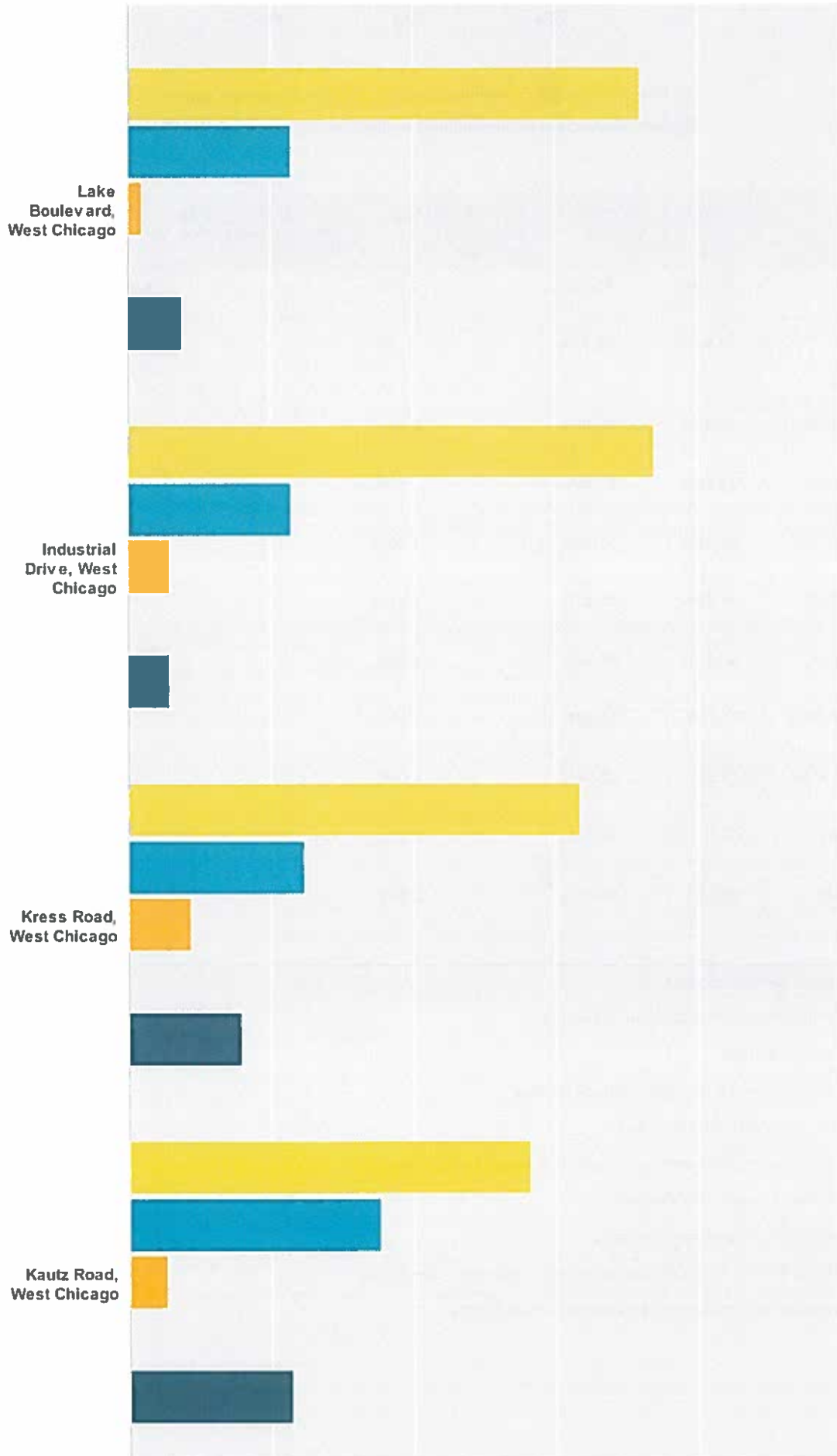
Answered: 73 Skipped: 510



Illinois Prairie Path Crossing Survey



Illinois Prairie Path Crossing Survey



Illinois Prairie Path Crossing Survey

0% 20% 40% 60% 80% 100%

■ Easy to cross
 ■ Challenging to cross
 ■ Missing crossing signage or markings
■ Can't walk or bike to surrounding neighborhood from trail
 ■ Fast moving traffic

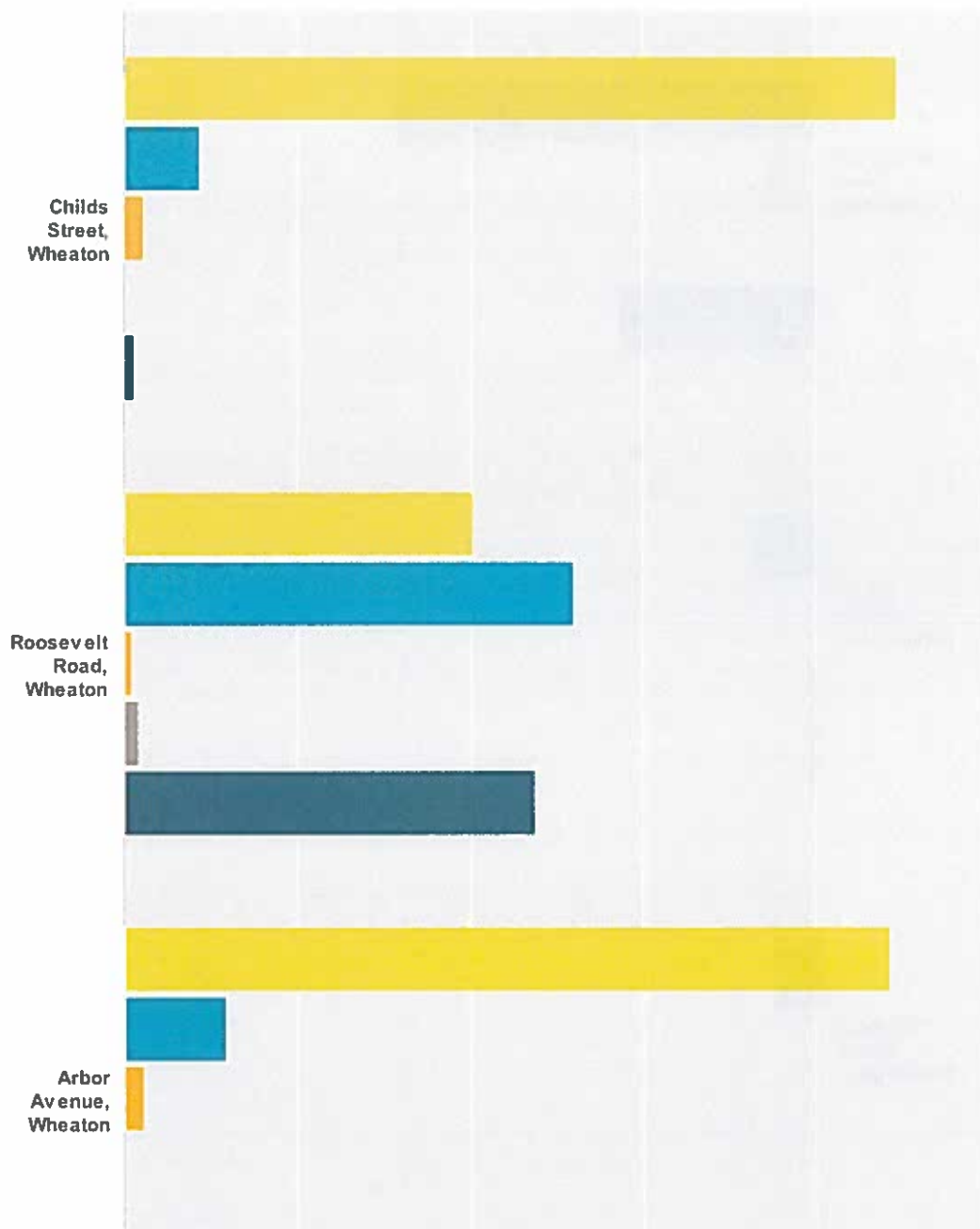
	Easy to cross	Challenging to cross	Missing crossing signage or markings	Can't walk or bike to surrounding neighborhood from trail	Fast moving traffic	Total Respondents
Winfield Road, Winfield	40.30% 27	49.25% 33	2.99% 2	1.49% 1	38.81% 26	89
Lake Drive, Unincorporated DuPage County	83.64% 46	12.73% 7	0% 0	0% 0	5.45% 3	56
Prince Crossing Road, West Chicago	50.77% 33	33.85% 22	3.08% 2	1.54% 1	33.85% 22	80
Nellnor Boulevard, West Chicago	38.60% 22	57.89% 33	0% 0	1.75% 1	21.05% 12	68
Wilson Avenue, West Chicago	62.96% 34	31.48% 17	3.70% 2	0% 0	7.41% 4	57
Washington Street, West Chicago	41.82% 23	47.27% 26	7.27% 4	0% 0	18.18% 10	63
York Avenue, West Chicago	67.31% 35	26.92% 14	1.92% 1	0% 0	5.77% 3	53
Lake Boulevard, West Chicago	71.70% 38	22.64% 12	1.89% 1	0% 0	7.55% 4	55
Industrial Drive, West Chicago	73.58% 39	22.64% 12	5.66% 3	0% 0	5.66% 3	57
Kress Road, West Chicago	63.16% 36	24.56% 14	8.77% 5	0% 0	15.79% 9	64
Kautz Road, West Chicago	56.14% 32	35.09% 20	5.26% 3	0% 0	22.81% 13	68

#	Other (please specify)	Date
1	county farm road is the most hazardous	12/3/2013 7:05 AM
2	temble signage	11/27/2013 5:56 PM
3	airport when it is windy and surface is rutted	11/14/2013 8:34 PM
4	p.s. - your map links don't work	11/14/2013 4:15 AM
5	I'm not a fan of the section through W. Chicago near the Metra.	11/13/2013 12:20 PM
6	Sunset Avenue, West Chicago	11/13/2013 11:34 AM
7	Your link to a trail map is missing.	11/13/2013 11:27 AM
8	Route through West Chicago is not good, I generally take streets.	11/8/2013 9:13 AM
9	Geneva Rd, Challenging to Cross, fast moving traffic	11/7/2013 10:52 PM

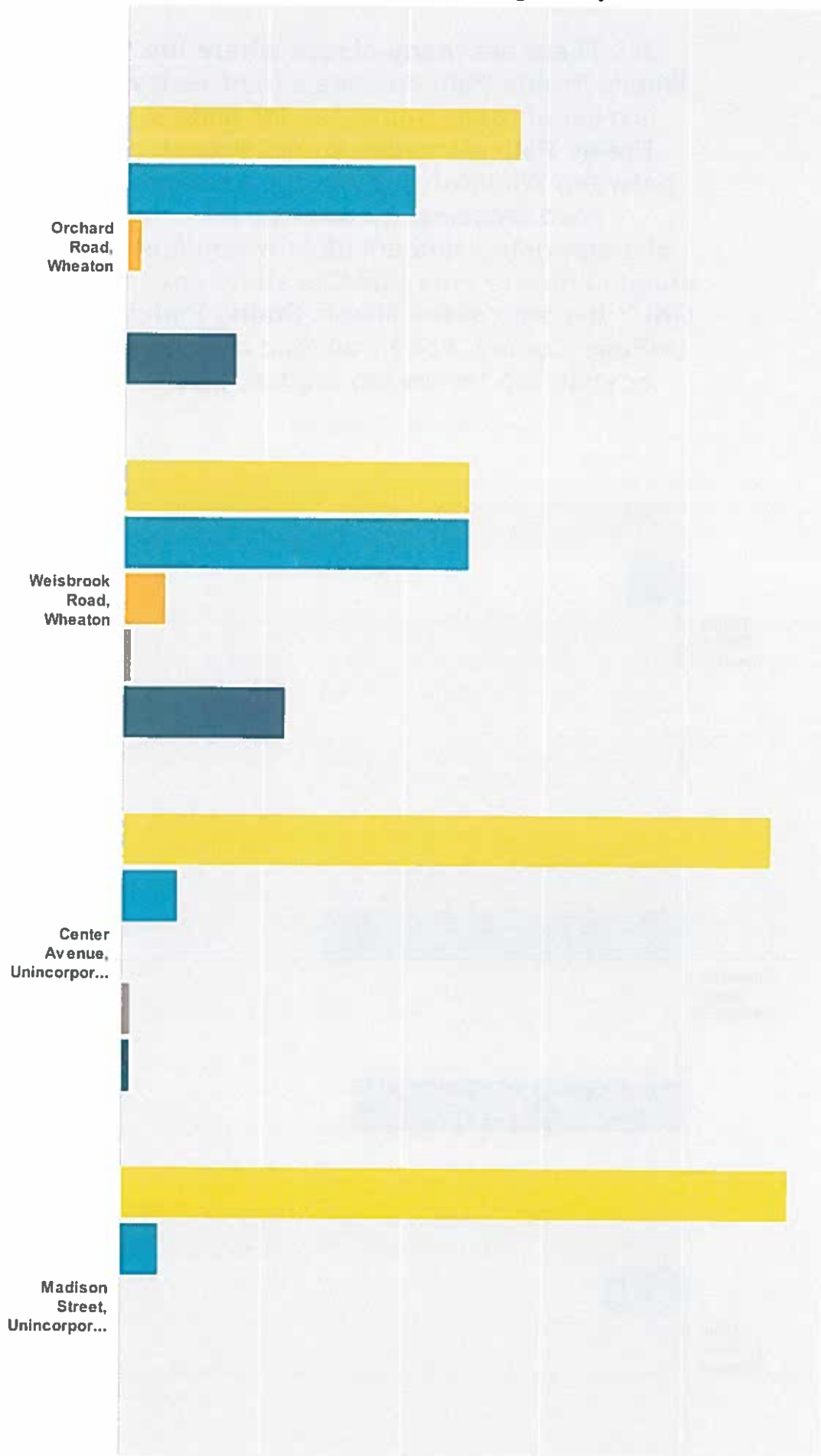
Illinois Prairie Path Crossing Survey

Q10 There are many places where the Illinois Prairie Path crosses a road. Below is a list of roads that cross the Illinois Prairie Path along the Aurora Branch between Wheaton and Aurora. For each road crossing, please rate its characteristics and tell us how you feel about it. Please note that this study covers ONLY the area of the Illinois Prairie Path in DuPage County. For a trail map click here or visit <http://www.ipp.org/trail-maps>

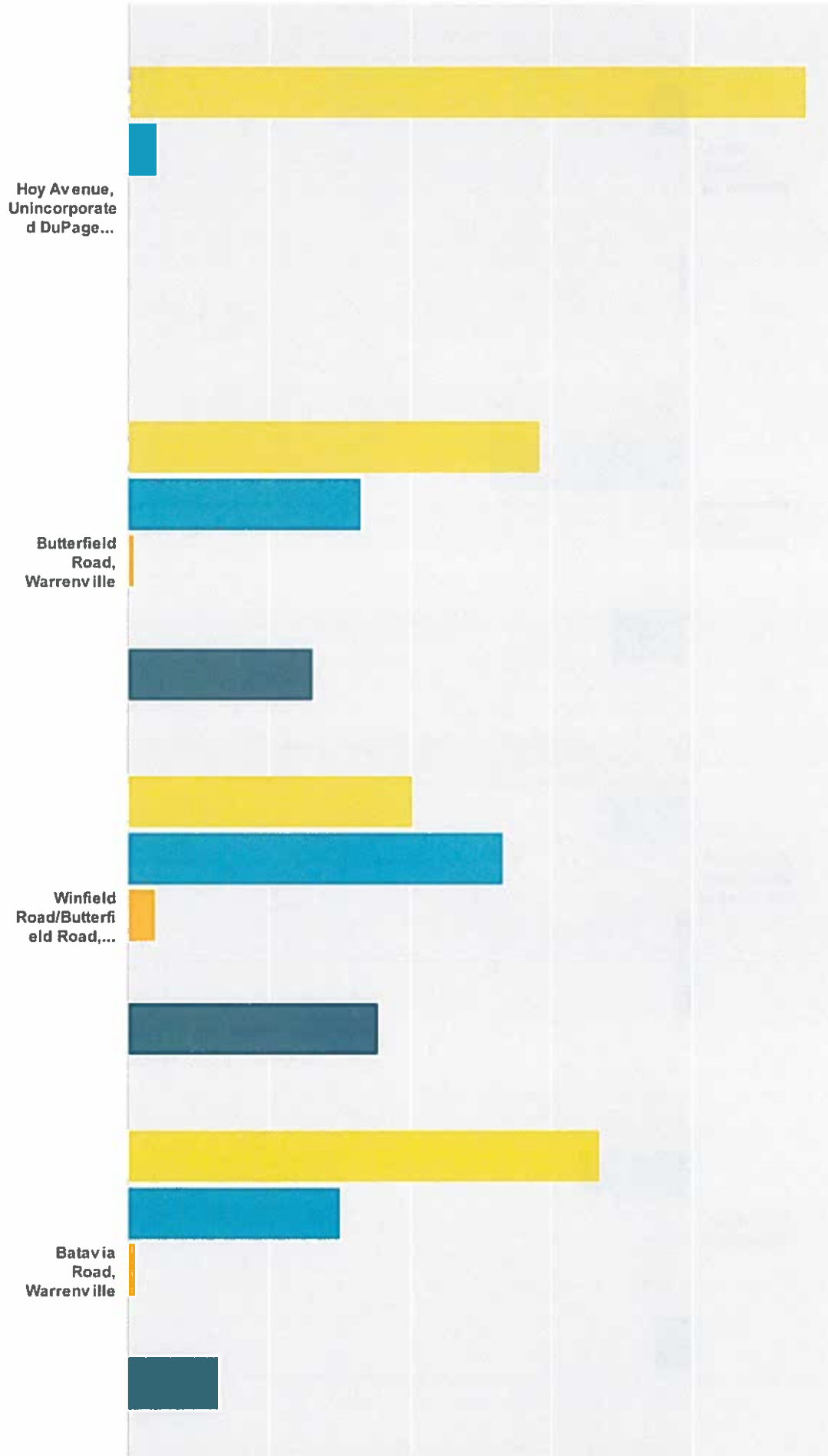
Answered: 125 Skipped: 458



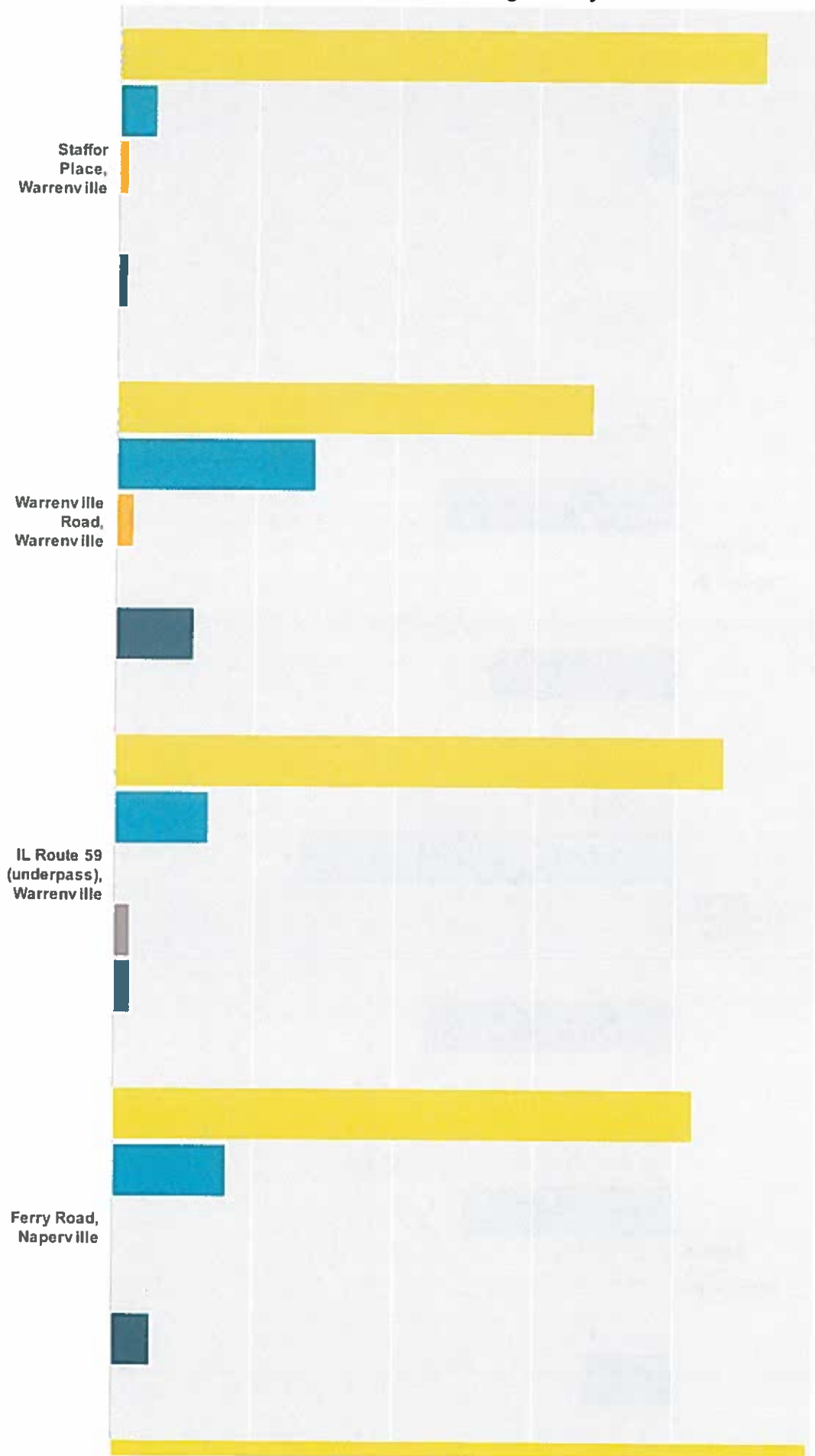
Illinois Prairie Path Crossing Survey



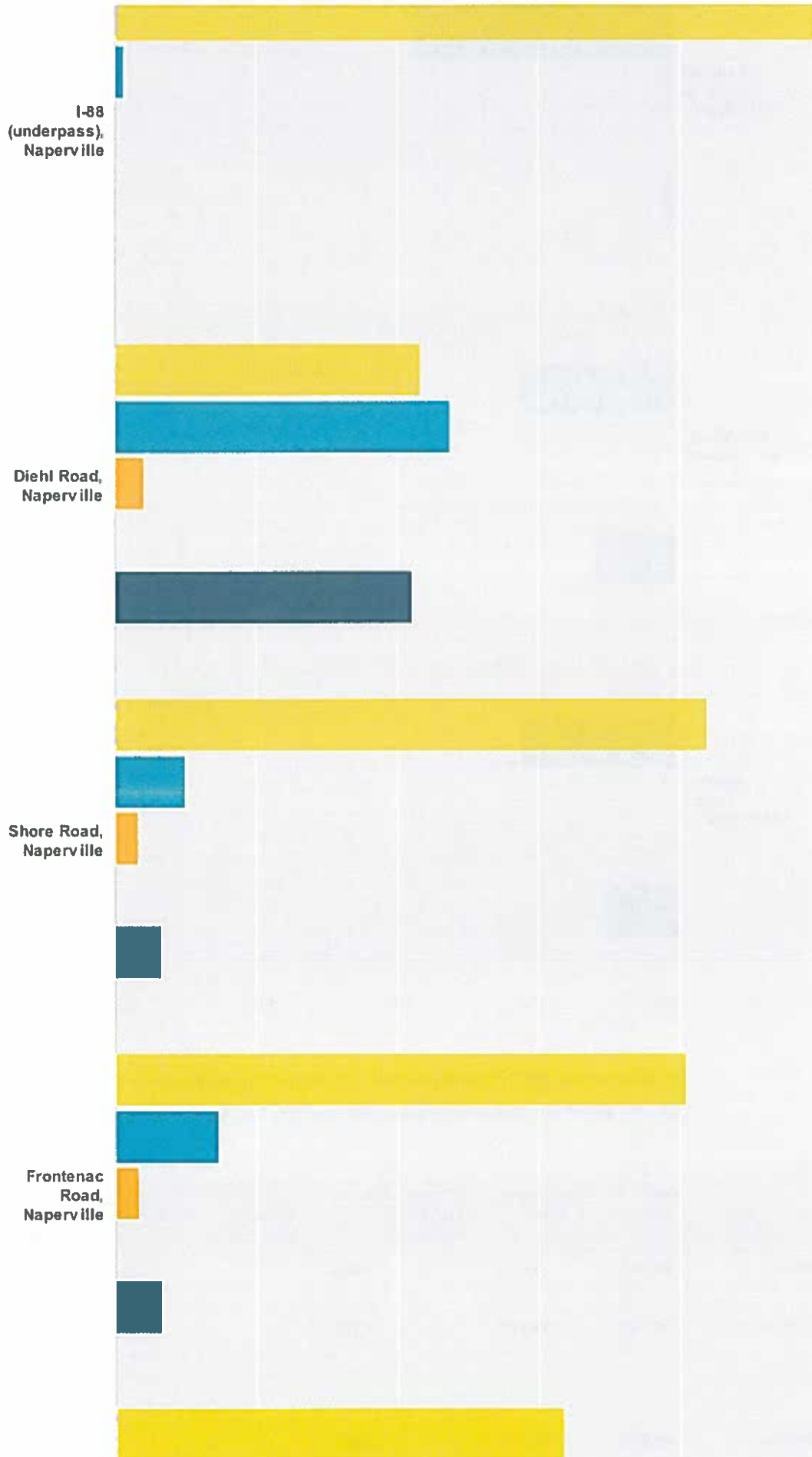
Illinois Prairie Path Crossing Survey



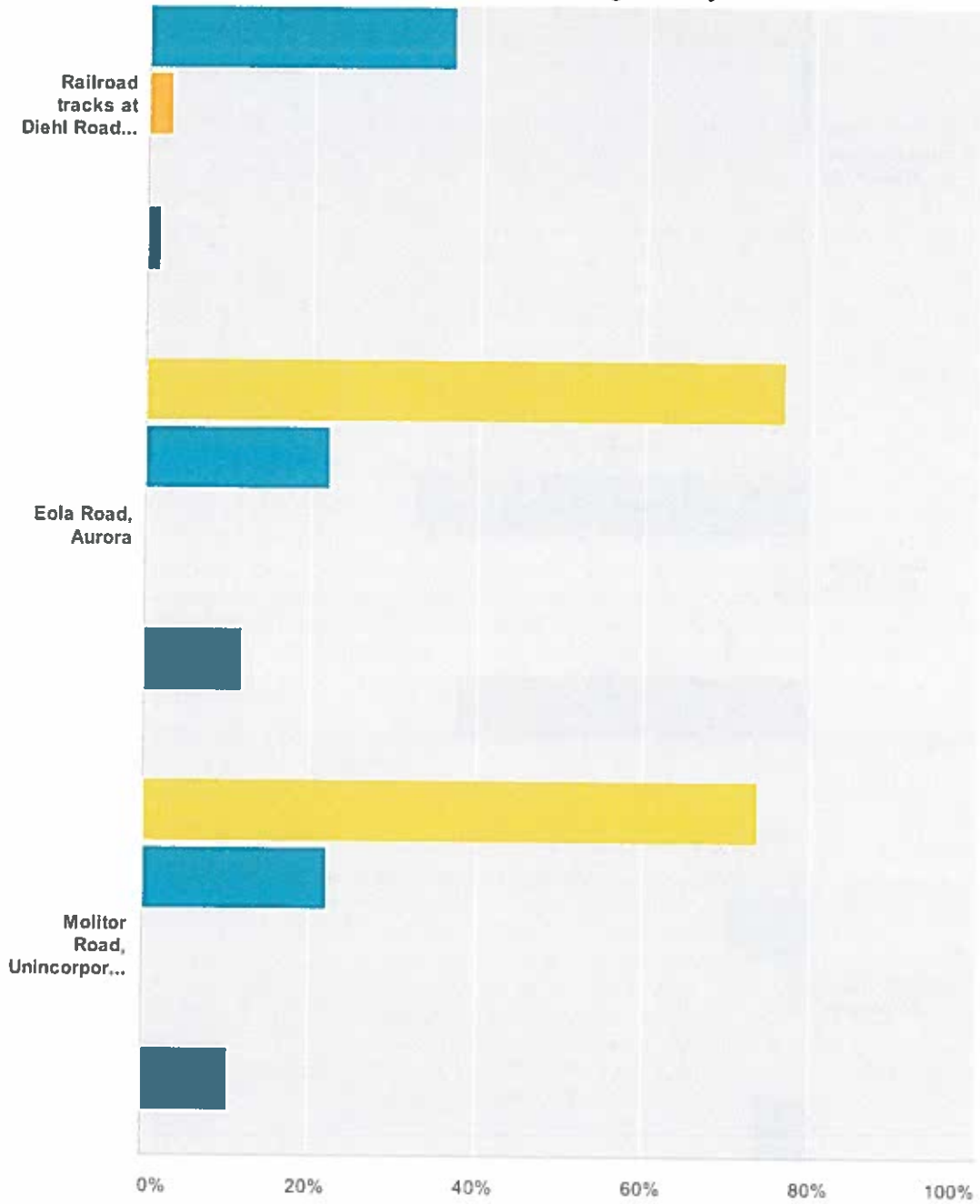
Illinois Prairie Path Crossing Survey



Illinois Prairie Path Crossing Survey



Illinois Prairie Path Crossing Survey



■ Easy to cross
 ■ Challenging to cross
 ■ Missing crossing signage or markings
■ Can't walk or bike to surrounding neighborhood from trail
 ■ Fast moving traffic

	Easy to cross	Challenging to cross	Missing crossing signage or markings	Can't walk or bike to surrounding neighborhood from trail	Fast moving traffic	Total Respondents
Childs Street, Wheaton	89.01% 81	8.79% 8	2.20% 2	0% 0	1.10% 1	92
Roosevelt Road, Wheaton	40.18% 45	51.79% 58	0.89% 1	1.79% 2	47.32% 53	159
Arbor Avenue, Wheaton	88.24% 76	11.76% 10	2.35% 2	0% 0	0% 0	87

Illinois Prairie Path Crossing Survey

Orchard Road, Wheaton	55.79% 53	41.05% 39	2.11% 2	0% 0	15.79% 15	109
Weisbrook Road, Wheaton	49% 49	49% 49	6% 6	1% 1	23% 23	128
Center Avenue, Unincorporated DuPage County	92.11% 70	7.89% 6	0% 0	1.32% 1	1.32% 1	78
Madison Street, Unincorporated DuPage County	94.59% 70	5.41% 4	0% 0	0% 0	0% 0	74
Hoy Avenue, Unincorporated DuPage County	95.95% 71	4.05% 3	0% 0	0% 0	0% 0	74
Butterfield Road, Warrenville	58.25% 60	33.01% 34	0.97% 1	0% 0	26.21% 27	122
Winfield Road/Butterfield Road, Warrenville	40.20% 41	52.94% 54	3.92% 4	0% 0	35.29% 36	135
Batavia Road, Warrenville	66.67% 58	29.89% 26	1.15% 1	0% 0	12.64% 11	96
Staffor Place, Warrenville	92.11% 70	5.26% 4	1.32% 1	0% 0	1.32% 1	76
Warrenville Road, Warrenville	67.90% 55	28.40% 23	2.47% 2	0% 0	11.11% 9	89
IL Route 59 (underpass), Warrenville	86.67% 78	13.33% 12	0% 0	2.22% 2	2.22% 2	94
Ferry Road, Naperville	82.43% 61	16.22% 12	0% 0	0% 0	5.41% 4	77
I-88 (underpass), Naperville	98.80% 82	1.20% 1	0% 0	0% 0	0% 0	83
Diehl Road, Naperville	43.24% 32	47.30% 35	4.05% 3	0% 0	41.89% 31	101
Shore Road, Naperville	83.61% 51	9.84% 6	3.28% 2	0% 0	6.56% 4	63
Frontenac Road, Naperville	80.65% 50	14.52% 9	3.23% 2	0% 0	6.45% 4	65
Railroad tracks at Diehl Road, Unincorporated DuPage County	63.24% 43	36.76% 25	2.94% 2	0% 0	1.47% 1	71
Eola Road, Aurora	76.47% 52	22.06% 15	0% 0	0% 0	11.76% 8	75
Molitor Road, Unincorporated DuPage County	73.53% 50	22.06% 15	0% 0	0% 0	10.29% 7	72

#	Other (please specify)	Date
1	Crossing Roosevelt Road is AWFUL..	12/10/2013 2:45 PM
2	County Farm Road, it is the most hazardous	12/3/2013 7:03 AM
3	Tough crossing over to river trails in Aurora	11/21/2013 11:02 PM
4	sometimes and issue...not a big challenge	11/16/2013 12:28 PM
5	I am not familiar with the names of the streets. Most of these I found easy to cross.	11/14/2013 2:29 PM

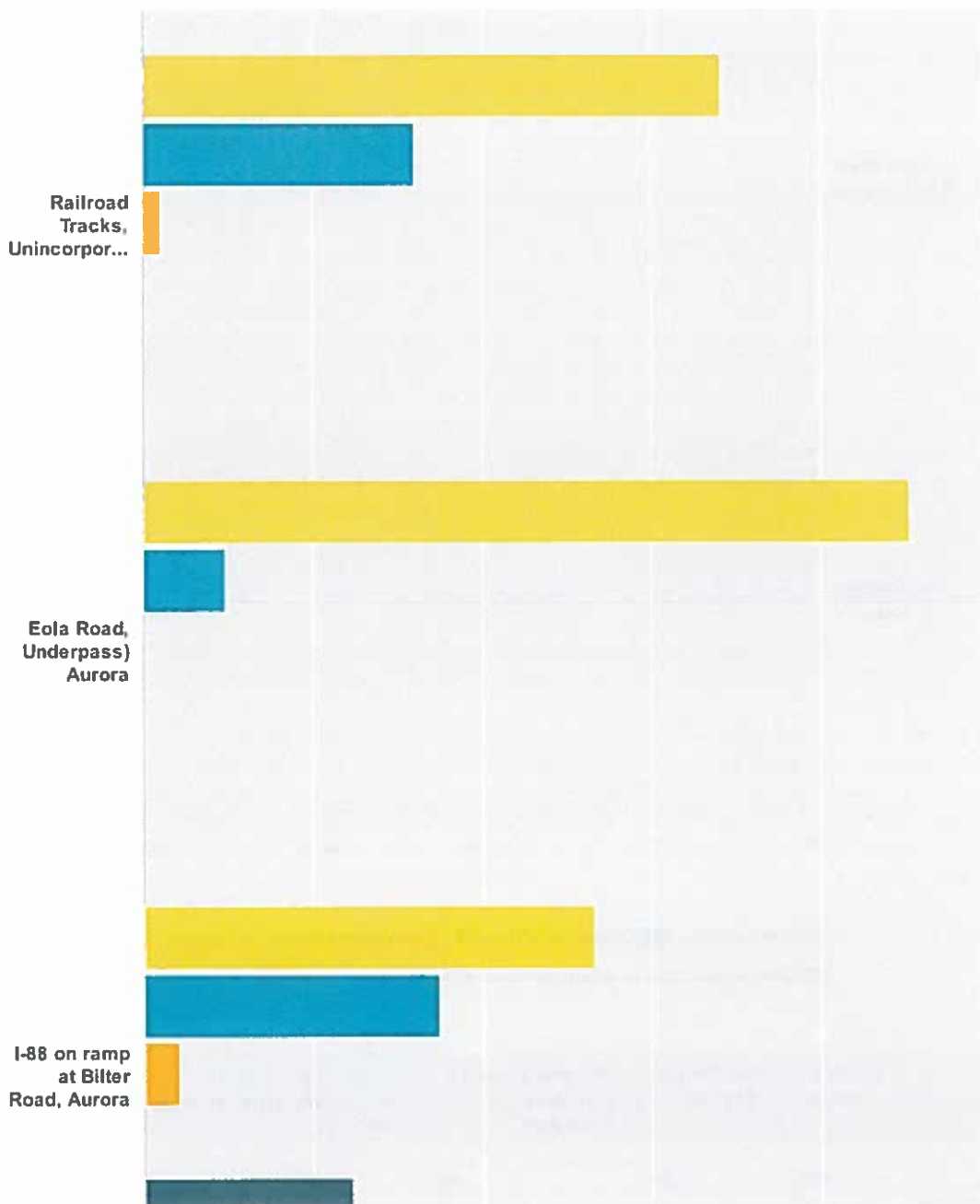
Illinois Prairie Path Crossing Survey

6	Map Link did not work	11/14/2013 1:03 PM
7	RRX crossing jog is a mess	11/14/2013 4:08 AM
8	new to the area, not familiar with local streets	11/13/2013 8:31 PM
9	There is no Link to a map.	11/13/2013 1:26 PM
10	Winfield crossing has WAY to many lanes to cross - needs a center barrier	11/7/2013 7:42 PM
11	Rout 59 underpass is a problem, too narrow and low.	11/7/2013 7:29 PM
12	n/a	11/7/2013 6:34 PM

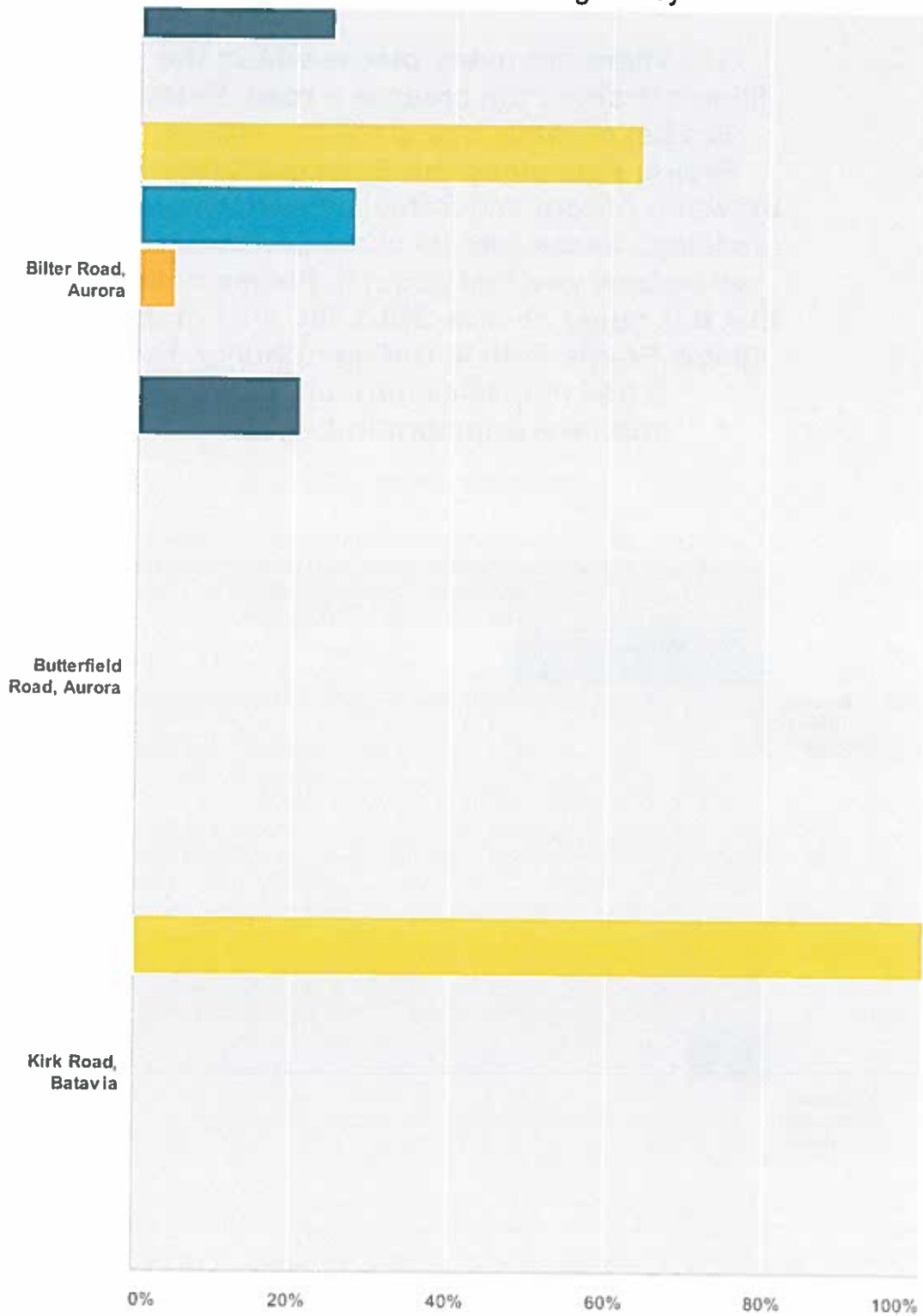
Illinois Prairie Path Crossing Survey

Q11 There are many places where the Illinois Prairie Path crosses a road. Below is a list of roads that cross the Illinois Prairie Path along the Batavia Branch between Aurora and Batavia. For each road crossing, please rate its characteristics and tell us how you feel about it. Please note that this study covers ONLY the area of the Illinois Prairie Path in DuPage County. For a trail map click [here](#) or visit <http://www.ipp.org/trail-maps>

Answered: 54 Skipped: 529



Illinois Prairie Path Crossing Survey



■ Easy to cross
 ■ Challenging to cross
 ■ Missing crossing signage or markings
■ Can't walk or bike to surrounding neighborhood from trail
 ■ Fast moving traffic

	Easy to cross	Challenging to cross	Missing crossing signage or markings	Can't walk or bike to surrounding neighborhood from trail	Fast moving traffic	Total Respondents
Railroad Tracks, Unincorporated DuPage	68% 34	32% 16	2% 1	0% 0	0% 0	51

Illinois Prairie Path Crossing Survey

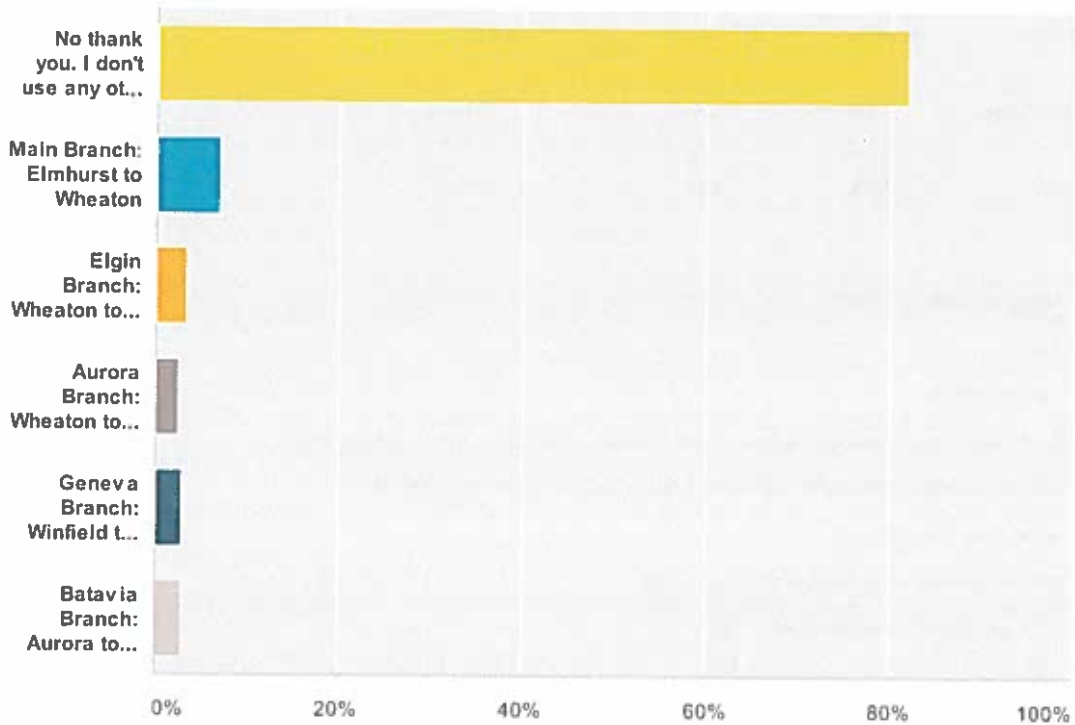
Unincorporated DuPage County	37	10	1	0	0	0
Eola Road, Underpass) Aurora	90.20% 46	9.80% 5	0% 0	0% 0	0% 0	51
I-88 on ramp at Bilter Road, Aurora	53.06% 26	34.69% 17	4.08% 2	0% 0	24.49% 12	57
Bilter Road, Aurora	63.64% 28	27.27% 12	4.55% 2	0% 0	20.45% 9	51
Butterfield Road, Aurora	0% 0	0% 0	0% 0	0% 0	0% 0	0
Kirk Road, Batavia	100% 1	0% 0	0% 0	0% 0	0% 0	1

#	Other (please specify)	Date
1	mm	11/23/2013 9:08 PM
2	not big issues	11/16/2013 12:25 PM
3	Butterfield road crossing is difficult. Lots of traffic. A bridge is desperately needed.	11/14/2013 3:22 PM
4	I know it's not in DuPage but Butterfield Rd crossing in Aurora is horrible.	11/14/2013 3:02 PM
5	survey freezes after 67%	11/14/2013 9:50 AM
6	We use several branches everything we ride.	11/14/2013 7:52 AM
7	RRX has been a mess this year	11/14/2013 3:54 AM
8	Better signage needed where Butterfield crosses Winfield (first time I got lost in the Blackwell Preserve).	11/13/2013 12:14 PM
9	Butterfield Road a major problem	11/11/2013 10:04 AM
10	Bilter Rd crossing has blind corner issues, it is hard to see. Maybe tree trimming would help?	11/8/2013 1:55 PM
11	Butterfield Road is VERY hard to cross!	11/8/2013 9:15 AM

Illinois Prairie Path Crossing Survey

Q12 Would you like to comment on another branch of the Illinois Prairie Path?

Answered: 375 Skipped: 208



Answer Choices	Responses
No thank you. I don't use any other parts of the trail	81.60% 306
Main Branch: Elmhurst to Wheaton	6.93% 26
Elgin Branch: Wheaton to Wayne Township/South Elgin	3.20% 12
Aurora Branch: Wheaton to Aurora	2.40% 9
Geneva Branch: Winfield to Saint Charles	2.93% 11
Batavia Branch: Aurora to Batavia	2.93% 11
Total	375

Illinois Prairie Path Crossing Survey

Q13 Please add any additional ideas or concerns about trail crossings here.

Answered: 149 Skipped: 434

#	Responses	Date
1	I believe it is more important to incorporate new bike lanes for all the roads in DuPage County that currently don't have them, than it is to improve currently existing Bike Paths.	1/6/2014 9:54 PM
2	Drivers politely stop for bikers (who should be yielding to cars) which causes traffic to back up on RR tracks, especially at Park Blvd in Glen Ellyn. Obvious safety issue.	1/3/2014 2:30 PM
3	I think it's Butterfield Road crossing—in Aurora—really bad.	12/25/2013 9:26 PM
4	Hill at Chase st makes it hard to see cars until they are on top of you	12/10/2013 6:24 PM
5	Roosevelt Road is a mess - path from here to downtown Wheaton needs upgrade – perhaps a BIKE LANE on Carlton (east side) that better connects to south side path heading toward Wheaton. Path is often unusable on near Wheaton Train station and bus pick up areas (too narrow - many commuters) - path is also dangerous as it curves near downtown wheaton. OVERALL needs to be more signage about BICYCLE/Walker CROSSINGS or flashing lights.	12/10/2013 2:51 PM
6	Please cut back trees, bushes, etc. further as the trail approaches a crossing. Too often a bike rider comes "out of nowhere" to cross—I can't see them when I'm driving.	12/5/2013 12:21 AM
7	keeping signage current is important when trails meander through local streets like in WC. Consider markings on pavement in addition to signs on posts.	12/4/2013 1:52 PM
8	all too often users of the path at Brewster in Lombard DO NOT LOOK before entering the street... FREQUENTLY they get in the middle of the street and THEN look at my car heading towards them! recommend signage to look FIRST or make it the path more visible to oncoming traffic so we can see them before they run into the street in front of cars.	12/4/2013 12:56 PM
9	Keep up the good work	11/29/2013 8:08 AM
10	Not much you can do to make it more convenient for the user. I am thankful for what we have. You can't protect people from their own lack of common sense. Approach each crossing with caution.	11/28/2013 11:19 AM
11	Geneva spur needs signage	11/27/2013 5:57 PM
12	Thank you for inviting us to participate in this survey!	11/26/2013 3:08 PM
13	Need more portapotties	11/24/2013 8:07 PM
14	where there are main thoroughfare streets and the path is close to the tracks, it is difficult to cross during certain times of the day, especially when the tracks are somewhat elevated and cars have distance and speed coming over the tracks - President is the worst and Hill ave is challenging with site crossing south.	11/24/2013 10:09 AM
15	Increased signage at some crossings that require cars to stop. Biggest "fixable" problem is that cars do not stop at many crossings.	11/24/2013 7:59 AM
16	VERY difficult to cross county farm, north of Geneva, south of north ave. feels dangerous when later at night, and when pushing a stroller. Cars don't stop, and feels like they can't see us there.	11/23/2013 5:22 PM
17	I have witnessed many close calls between trail users and cars at Main Street in Lombard. I feel like there should be better markings at that point.	11/22/2013 9:39 PM
18	Stop signs near crossing in Elmhurst results in very safe crossing conditions for path users. VP is not as safe as Elmhurst, but much safer than Lombard. Westmore and Main Street Lombard are not safe for path users and not safe for vehicles if they stop for path users. The center median at Main street is helpful. GE and Wheaton crossings are safe.	11/22/2013 12:59 PM
19	Porta potty at mile marker 0 is often out of toilet paper and is in bad shape.	11/22/2013 8:44 AM
20	Install signals at busy streets like the one in York in Elmhurst. Forgot to mention the county farm rd and Geneva. That's the most dangerous intersection to cross, but I'm not sure how to improve that.	11/22/2013 7:32 AM

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21	There should be more porta potties along the trail in the winter	11/22/2013 6:21 AM
22	Porta potty maintenance. We need more and often they are in awful condition.	11/22/2013 5:27 AM
23	In villa park they used to put signs in the road to stop for pedestrians they should be put out on the weekends at all the places the prairie path crosses.	11/22/2013 1:50 AM
24	The least crossings the better	11/21/2013 11:03 PM
25	The port-o-potty at mile marker 0 is the most disgusting place on earth.	11/21/2013 10:05 PM
26	It would be nice if GlenEllyn would put up lights East of the Taylor Ave bridge to the 355 overpass.	11/21/2013 9:59 PM
27	None	11/21/2013 8:42 PM
28	Cut down some of the trees, so we can see more.	11/21/2013 7:08 PM
29	Most crossings on the Main Branch seem as well marked as they can practically be.	11/21/2013 7:07 PM
30	Elmhurst does not need an underpass at York road	11/21/2013 4:44 PM
31	Need more porta potties & water left on longer/started earlier.	11/21/2013 4:28 PM
32	Westmore and Main St have always been of great concern for the lombard area due to the number of traffic lanes presenting challenges for both vehicles and pedestrians.	11/21/2013 2:29 PM
33	Crossings at busy streets would be nice. More water fountains/porta potties would be great. Water fountains for dogs and dog poop bag dispensers and trash cans spread out along the trail.	11/21/2013 11:38 AM
34	Main st Lombard is unsafe. That crossing is very dangerous. Some cars stop to permit you to cross and sometimes other cars don't see you.	11/21/2013 9:32 AM
35	Need porta potties! Also need more trash cans!	11/21/2013 7:16 AM
36	Elmhurst is great on all streets. Lombard and Villa Park are terrible to cross at intersections.	11/21/2013 7:02 AM
37	Need more water fountains passed I355 and more porto-potties passed Villa Park	11/21/2013 6:49 AM
38	Berkley Ave. is in Elmhurst not Villa Park, it is Kingery not Kingrey, it is Monterey not Monetrey	11/21/2013 6:44 AM
39	More signs that say must yield to pedestrians. Cars just speed past.	11/21/2013 5:40 AM
40	Please address more porta potties, and water fountains, and lighting	11/20/2013 11:24 PM
41	Cars do not slow down in Lombard and VP for pedestrians/runners.	11/20/2013 10:35 PM
42	Need more potties. Would love to run more on path when there is snow.	11/20/2013 9:43 PM
43	I wish the traffic was better. Some drivers aren't courteous of runners/bikers etc. I wish it was plowed better so runners don't have to run the streets. I wish there were more water stops and water wasn't turned off so soon and it was turned on earlier. I wish there were more and clean porta potties.	11/20/2013 9:43 PM
44	Drivers in Elmhurst seem more courteous of runners and bikers at intersections. The major road crossings in other towns, however, are very difficult to cross and drivers are not inclined to stop.	11/20/2013 9:18 PM
45	Areas west of Lombard (past I355) are DARK, not enough lighting through Glen Ellyn, especially past Hill St. Doesn't feel safe to run there alone when it's dark. Configuration near RR tracks in Elmhurst - just east of Spring Rd. - is undesirable. Everyone cuts through near the rocks because the 90-degree turn is dangerous. Crossing York is also undesirable, despite the signage and voice overs.	11/20/2013 8:52 PM
46	To cross the train tracks at Elmhurst in between York Rd and Spring Rd is the most difficult I have, a couple of friends have been injured in that cross, even one have a broken foot because of the "new" cross. Is just ridiculous	11/19/2013 8:42 AM
47	More bridge would be wonderful.	11/19/2013 1:48 AM
48	The intersection of County Farm and Geneva is one of the most dangerous crossing on the entire trail system. Left turning vehicles are the main issue.	11/18/2013 6:58 PM
49	Crossing Main Street in Lombard is extremely challenging, I rarely bike that way due to unsafe crossing conditions (especially with children). The path users are unclear on what to do and auto drivers are unsure what to do as well (if you stop your car to let someone pass the people behind you honk!)	11/18/2013 4:29 PM

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50	All on street crossings should have crosswalks that require drivers to stop for crossing pedestrians/cyclists per state law.	11/18/2013 2:46 PM
51	Difficult to cross at Westmore and Main Street in Lombard. Flashing beacons might help. Also signage informing traffic that they must yield to pedestrians/bicyclists (if true).	11/18/2013 12:36 PM
52	Trail often flooded in Lombard and Glen Ellyn. Needs better drainage	11/18/2013 11:41 AM
53	Perhaps the addition of speed bumps on the roads or triggered crossing lights like at York Road in Elmhurst on certain high speed/volume roads would help make the trail safer, less stressful, and less intimidating for trail users.	11/18/2013 9:45 AM
54	Flashing Lights At The Busiest Crossings Would Be Nice. I Never See Motorists Brake When They See A Cyclist About To Cross A Road	11/17/2013 11:20 PM
55	The trail crossing over the RR tracks in Elmhurst is awkward to run or bike - it is a hairpin turn. It is forcing people to cut across for smooth crossing. I suggest making wider sweeping turn for runners & bikers.	11/17/2013 2:13 PM
56	Sharp turn at RR crossing in Elmhurst is dangerous. I know of 2 runners who broke bones when they took the sharp turn before it when the trail was wet or icy. Most runners do not follow path and cut the turn off, which seems safer, but is slippery when muddy.	11/17/2013 9:53 AM
57	The crossing from Hammes across Rt 25 is terrible. As is the crossing from trail across Indian Trail Rd.	11/16/2013 11:43 AM
58	Please keep trees cut back so that I can see around them when approaching a crossing. Sometimes the tree branches block my vision of oncoming cars. But mostly it's a matter of the rider being very very careful of the traffic...you can't stop the cars! Most drivers are polite, from my experience.	11/15/2013 9:25 PM
59	Not exactly a "crossing" issue, but I would love to have access into Churchill Woods from the Prairie Path.	11/15/2013 8:56 PM
60	Mannheim Road - need more attention from Maywood to Elmhurst. Especially an easier crossing on 1st avenue as well as Mannheim.	11/15/2013 1:59 PM
61	The "easy crossings" should probably be converted such that the trail users have priority, and cars yield to trail users. Using speed humps.	11/15/2013 11:25 AM
62	This survey ignores the entire trail east of Elmhurst b/c it's done for DuPage. The worst crossing on the entire trail is Mannheim Road, and 25th is also challenging because of traffic.	11/15/2013 9:24 AM
63	I generally use the IPP to commute home and the most frustrating part is the frequent street crossings in the section from Grace to 355. I have no idea how to fix it, I just know that stretch of the path is tough to keep moving thru.	11/15/2013 8:11 AM
64	While there are challenging crossings, on the whole it is as safe as possible without huge expenditures for bridges, traffic signals, etc.	11/14/2013 7:27 PM
65	people walking dogs need them on a short leash. Some dog owners simply don't pay attention to runners/bikers, etc	11/14/2013 4:52 PM
66	Consideration should be given to sight lines for traffic approaching the crossings. At a number of these brush and trees obscure trail users approaching the crossings so neither users nor traffic are aware of the others presence until very late in the crossing process.	11/14/2013 2:45 PM
67	Clear visual openings so runners/bikers/walkers can be seen easily by drivers at a safe distance so they can stop. Some crossings have greenery too close to the street for r/w/b to be seen. The east side of Westmore Ave. is an example.	11/14/2013 2:31 PM
68	No	11/14/2013 2:08 PM
69	If the bushes could be trimmed at crossings to allow us to see cars coming from both directions, that would be great. In some places, I can't see what's coming until I'm right on the intersection.	11/14/2013 1:22 PM

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70	Would love to see a trail user triggered light at Main Street in Lombard. This crossing is frequently difficult. Despite signs telling trail users to stop and cross when safe, trail users don't seem to know how to handle the crossing, and cars often stop to allow people to cross. I really think this is dangerous, especially when one lane may have a stopped car but there are still three others that may or may not be clear. I always wave cars on and wait for traffic to clear before crossing, and have had motorists get angry at me for NOT crossing when they were trying to let me, despite the other three lanes not being clear. Talk about confusing!	11/14/2013 12:45 PM
71	It can be pretty busy at York, there should be a wider crosswalk (especially at the curb) there. And something more to make the cars stop in Lombard!	11/14/2013 12:34 PM
72	The Crossings at Smith and Army Trail are both very difficult on a bike with many blind spots and fast moving traffic	11/14/2013 11:47 AM
73	Going down, or up, the small hill AND turn on the trail east of Winfield Rd., N or Butterfield Rd. This is always a dangerous area with a blind corner as well, due to the underpass at that location also	11/14/2013 10:24 AM
74	four lane roads are the worst - examples, Ardmore and Main St. Lombard. Elmhurst has really improved crossings there.	11/14/2013 10:24 AM
75	The sharp turns created with the reconfiguration of the railroad crossing between York and Spring are really difficult to navigate while running or biking.	11/14/2013 10:15 AM
76	It is extremely dangerous to cross Butterfield Road at Leask lane to ride the path. There is also no parking. There should be prominent crossing lanes and signs or a bridge or underpass to open up this access point.	11/14/2013 9:44 AM
77	On some crossings you have to stop on an uphill slope with a sharp turn. This gives me balance problems.	11/14/2013 8:41 AM
78	I wish bikers and runners would follow rules at main intersections like Geneva and County Farm roads, many cross when traffic is clear. Many near misses from cars turning right off of County Farm coming from North and turning right onto Geneva going west, they just don't look for pedestrians and bikers.	11/14/2013 6:06 AM
79	It would be nice if each crossing listed the street name—some are listed, some not—to give a sense of where I am.	11/14/2013 5:59 AM
80	I want all bikers in DuPage county to license their bikes and observe all driving rules when they are on the streets or the Prairie Path. That means Stopping at red lights and Stop signs etc.	11/13/2013 10:51 PM
81	Functional water fountains. Cut back growth so runners and cars can have a visual	11/13/2013 9:47 PM
82	It's a great path.	11/13/2013 9:06 PM
83	From the village of Bartlett you have to bike on open roads to get to the trails. This has gotten dangerous with traffic and road conditions. I bike with a group at 5:30am and there still is a lot of traffic at that time. The trails in Bartlett (Woodland Hills Subdivision in particular - Schick and 59) have been zoned/planned to connect to the trails for 20 years!! but the connection has never been completed.	11/13/2013 8:34 PM
84	It gets a bit hectic with the bikers buzzing by while young children and older adults walk	11/13/2013 8:33 PM
85	Safety concerns. Some areas seem very isolated and could use more of a security/police presence.	11/13/2013 7:39 PM
86	I would use more of the trail if it were paved.	11/13/2013 6:53 PM
87	There are so many road crossings that are back to back that are a cause of concern regarding crossing safety...especially in the downtown Wheaton area...a high volume of traffic.	11/13/2013 6:48 PM
88	The Prairie Path should put stop signs for the bikes at the road crossings wherever there is traffic. Sometimes bikes coming zooming out of the trees right in front of our car, even on quiet streets like Lincoln St. in Wheaton.	11/13/2013 6:40 PM
89	Roosevelt Road is the hardest to cross. I know there is an underpass a few blocks east by the school (on wheaton ave?). Perhaps the path (or alternate path) could go through the new design of downtown (like river walk in Naperville) and go under Roosevelt rd	11/13/2013 5:31 PM
90	Most people in Elmhurst stop for people on the path. People in Villa Park do not. People in Wheaton Stop but block cars on the tracks.	11/13/2013 5:14 PM

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91	Some of the trail crossings into streets are sudden (ie, you cannot see if there is traffic until you are right upon the intersection) which is true for drivers and bike riders.	11/13/2013 5:04 PM
92	There are a couple of crossings near Wheaton where it is unclear where the path continues. Better signage there would be helpful to keep people on the path	11/13/2013 4:22 PM
93	Villa Park is really the worst town to cross. Rarely do cars stop to let people cross.	11/13/2013 4:12 PM
94	Lombard has posted signs that say bike and pedestrians must yield to auto traffic. This is a marked crosswalk and Illinois law gives pedestrians the right of way. Lombard needs to enforce the law and start enforcing the law by ticketing drivers who refuse to yield the right of way.	11/13/2013 4:06 PM
95	Woodland Hills subdivision in Bartlett is adjacent to much preserve land yet attached by trail to none. Connecting this significant residential area by trail spur would eliminate considerable safety issues for so many users & those living throughout the Bartlett community.	11/13/2013 3:51 PM
96	More sloped curves to the curbs on street crossings	11/13/2013 3:42 PM
97	Villa Park needs to have a better system - people don't stop and are not at all courteous of people/bikes on the path.	11/13/2013 3:11 PM
98	Over passes and under passes are the best ways to cross busy street. Why not justify and promote the idea of a penny sales tax until bridges and underpasses are paid for at the most dangerous crossings.	11/13/2013 2:36 PM
99	Generally, it's not difficult to cross most of these but rush hour should be avoided if possible.	11/13/2013 2:04 PM
100	An underpass at York rd. in Elmhurst	11/13/2013 2:01 PM
101	I like the York Rd signal in Elmhurst. That would be great at all the busy streets.	11/13/2013 1:45 PM
102	If a path existed from Woodland Hills to the trail, it would then be convenient for more of Bartlett as they could get to Woodland Hills via trails/sidewalks along Shick Road. Would benefit more than just a neighborhood, it would benefit the entire community.	11/13/2013 1:43 PM
103	The crossings that are difficult to cross have more than one lane in each direction.	11/13/2013 1:35 PM
104	na	11/13/2013 1:33 PM
105	Clearly marked and signed crossing for the road is a big help for the safety of the bicyclist. If a car hits a bike, the bike ALWAYS loses.	11/13/2013 1:32 PM
106	It seems like when crossing projects are done that many times a lot of work is done but little improvement.	11/13/2013 1:08 PM
107	The crossings in Wheaton are the worst - does the path have to route through downtown where traffic doesn't stop because of the train crossings? Too landlocked to do much about it now, I know. The worst issues on the Path, imo, are lighting for night running and the ruts created by maintenance vehicles, that fill with water and ice over in the winter. Also, Path maintenance should include rebuilding and elevating some sections of the Path that routinely flood.	11/13/2013 1:02 PM
108	fellow runners and I also use the Elmhurst to Berkeley water tower route, that goes under 290/294 and through Berkeley. We like it least b/c its paved, but for variety's sake we will do some 3 mile out-and-backs there. Never go beyond Butterfield due to trail turning into roads, and rough neighborhoods.	11/13/2013 12:47 PM
109	With so many busy crossings in DuPage County, an overpass/underpass is by far the safest passage. I know they are very expensive, but it would be nice if they were included in road reconstruction projects. They make all the difference, provide peace of mind and would greatly increase usage	11/13/2013 12:31 PM
110	Need enforcement of existing traffic laws - especially autos yielding to foot and bicycle traffic. Wisconsin does a much better job of this by using signs in the middle of the road indicating right of way AND ENFORCEMENT.	11/13/2013 12:28 PM
111	In Cook County, somewhere between 1st and Mannheim, there is a curb that requires dismounting. It's incredibly unsafe as the road I'm thinking of was busy. They need to slope the curb or put up a sign encouraging cyclists to dismount and walk.	11/13/2013 12:26 PM

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112	Elmhurst train tracks. Since pavement leading up to tracks was changed to perpendicular the tracks, creating sharp turns and low lying pavement that holds water (ice), there have been numerous injuries to runners. Majority of bikers and runners reverted to original location, actually leaving new crossing pavement. York Road Elmhurst. Rumors of an underpass. Will be a waist of time/money and ruin the look of the path. Path users will find the best way past the underpass, as they did at railroad crossing. Also, new flashing warning lights are located both sides of York (good) but the activation buttons are on the left side of path (bad and dangerous) and too close to the road. People must move to left side of path to hit the button, potentially in the direct path of faster moving bike traffic from behind, or in the path of oncoming traffic. Some people won't cross over at all to hit the button because of this reason. They would hit the button if it was located on the right, next to them. Buttons are also too close to the road as bikers and runners, who don't want to stop, are already in the road before the warning lights flash. Moving the buttons as little as 10 feet farther away from the road would give cars and bikers/runners more time to make sure the other is stopping.	11/13/2013 12:19 PM
113	Remove limestone and pave main branch.	11/13/2013 12:09 PM
114	Elmhurst Railroad crossing is a disaster! The path zigs and zags in a horrible fashion, forcing users into the parking area after making hairpin turns. Very unsafe and dangerous	11/13/2013 11:48 AM
115	Trail users need to also realize their responsibility when using the Prairie Path. I would suggest signage or a campaign that highlights the need for trail users to follow the "Rules of the Trail", if you will. That aspect of trail safety needs to also be addressed in order to make the trail truly safe for all users...as well as users of the roads that intersect the trail.	11/13/2013 11:39 AM
116	Please work to widen and more clearly mark the Prairie Path through West Chicago	11/13/2013 11:36 AM
117	As above, I particularly dislike the Maywood part of the Path. Not due to the state of the Path itself - it is well paved and a pleasure to ride on - but due to the crossings themselves. Mannheim in particular is onerous with a lot of truck traffic and no easy way for a cyclist to cross to the other side.	11/13/2013 11:31 AM
118	The failure to upgrade the path crossings at Butterfield and Winfield Roads with underpasses when the streets were being resurfaced was most disappointing.	11/13/2013 11:30 AM
119	Difficult crossings should be marked with "STOP FOR PEDESTRIAN IN CROSSWALK" signage	11/13/2013 10:56 AM
120	driver confusion. some people stop for cyclists even when it's not appropriate. need to establish consistent expectations for drivers all along the trail	11/11/2013 10:06 AM
121	I realize my start on the trail is in Cook county. That could use some help too	11/9/2013 9:30 PM
122	The main branch of the Prairie Path is Maywood to Wheaton not Elmhurst to Wheaton. You didn't list bad intersections to cross such as Mannheim Rd. and 25th Ave.	11/9/2013 6:25 PM
123	The trail crossing at Butterfield on the Batavia branch is almost impossible. I never use that section anymore as a result. A bridge or underpass there would be ideal and so much safer. I am surprised there have not been accidents there.	11/9/2013 7:11 AM
124	The crossing at Mannheim Road in Bellwood is horrible. Can we get an overpass or stoplight there?	11/8/2013 9:15 PM
125	I needed a trail map to refresh my memory. I hope you'll send this out again when that link is hot. Thank you.	11/8/2013 3:21 PM
126	Butterfield has gotten much busier now that more of the east section is 4 lane. We need a bridge crossing for IPP there.	11/8/2013 3:04 PM
127	It would help if there was more signage in the field, for who to call for trail Maintenance issues. Thanks.	11/8/2013 1:58 PM
128	Grade separations at Diehl Road (Aurora branch) and CN/EJ&E Railroad (Aurora & Batavia branches) would be much appreciated & much safer.	11/8/2013 1:22 PM
129	Must add "stop for pedestrians" at ALL crossings!!! Also to exclude the Great Western Trail is a huge mistake	11/8/2013 10:49 AM
130	please ask ipp people to keep/fix Rt 83 and Salt Creek bridge segments so they are smooth. lately these segments have become quite bumpy. thank you.	11/8/2013 10:27 AM
131	eliminate muddy and potholes area around wheaton and glen ellyn	11/8/2013 9:53 AM
132	I have almost been hit several times at Geneva and Winfield by right turns. When the button is pressed for pedestrian, have flashing light and clear signage that turns MUST yield to both bikes and pedestrians in cross walk.	11/8/2013 9:20 AM

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133	they should have driver stop signs also at the side street crossings in lombard	11/8/2013 8:36 AM
134	Villa Park needs help	11/8/2013 7:09 AM
135	too many trail stop signs on Main branch Lombard to First Ave.	11/7/2013 10:42 PM
136	The signage on the path at Main Street in Lombard is unlawful. I mean that the message one of the signs gives is incongruent with state law. State law requires that drivers stop for pedestrians within a crosswalk or approaching the roadway from the curb. The sign on the trail on both sides of Main Street says that pedestrians must yield to cars.	11/7/2013 10:18 PM
137	Eliminating busy intersections would make the ride more enjoyable.	11/7/2013 9:53 PM
138	Flashing lights or some other warning should be posted on the Aurora branch at Orchard Road and at Durfee. At each of these intersections, at least three roads merge. Of course, drivers at a right turn roll through stop signs giving bicyclists no time to cross the Prairie Path. If you send observers, you will quickly notice. I did not work so hard on keeping Commonwealth Edison off of the Prairie Path in the early 1990s to put up with inconsiderate people.	11/7/2013 9:34 PM
139	align crossings to 90 degrees improve sight lines at crossings by keeping vegetation low	11/7/2013 8:37 PM
140	Cars are less inclined to stop for pedestrians using the path. Bicycle riders often ride too fast. They cannot see around corners and difficult to avoid walkers/runners.	11/7/2013 8:32 PM
141	Crossing across County Farm Road just south of Saint Charles road is dangerous. Heavy, heavy traffic make it a challenge to cross. Need a tunnel or bridge at that location.	11/7/2013 8:15 PM
142	PLEAS FIX the Ipp/Geneva/County Farm intersection. This really needs a bridge for the IPP users	11/7/2013 7:44 PM
143	Main st. In Lombard. Drivers stop for bicyclists and runners in Elmhurst. Crossings are well marked. Drivers are confused about what to do when they see you at main in Lombard.	11/7/2013 7:08 PM
144	Please address the path between Forest Park and Elmhurst.	11/7/2013 6:58 PM
145	Street signs at all crossings would be good	11/7/2013 6:50 PM
146	Flashing yellow lights would be great	11/7/2013 6:43 PM
147	I think more could be done to cut back trees, bushes at intersections noted	11/7/2013 6:40 PM
148	These connecting trails are new to the trail system, from 5 years ago. I have ridden heavily the other main trails, dp river, chg river, fox river, cuba marsh, busse woods, robert g. mc clory, green bay road, all beautiful energizing rides.	11/7/2013 6:37 PM
149	Geneva and County Farm Rd's are by far the most dangerous road crossing	11/7/2013 6:28 PM

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Q14 Which streets are in need of additional accommodation such as a sidewalk, bike lane, multi-use path, share the road signage or traffic controls such as stop signs or traffic signals to improve the conditions for people wishing to walk or bike to the Illinois Prairie Path Use the text boxes below to list the street names and towns in which they are located for streets you think need additional accommodations for people walking or riding bikes

Answered: 121 Skipped: 462

Answer Choices	Responses
Street in need of accommodations	100% 121
Street in need of accommodations	54.55% 66
Street in need of accommodations	28.93% 35
Street in need of accommodations	14.05% 17
Street in need of accommodations	6.61% 8

#	Street in need of accommodations	Date
1	Naperville Road between Butterfield and Warrenville	1/4/2014 7:52 PM
2	Westmore Ave. Lombard	12/31/2013 1:54 PM
3	Indian trail between Rt 59 and Eola-Naperville-Aurora	12/25/2013 9:27 PM
4	Main St north of Roosevelt	12/10/2013 6:25 PM
5	Carlton Road - Wheaton	12/10/2013 2:54 PM
6	Would like to see park benches every so often	12/5/2013 12:22 AM
7	butterfield road in Kane county in north south direction	11/28/2013 11:20 AM
8	Complete missing links in the Salt Creek trail between Ned Brown Woods and Villa Park	11/25/2013 5:59 PM
9	amy trail in wayne	11/24/2013 4:09 PM
10	President - wheaton	11/24/2013 10:10 AM
11	park/roosevelt lack of crosswalk enforcement	11/23/2013 6:12 PM
12	Gilbert rd. Going east in South elgin	11/23/2013 5:33 PM
13	Ardmore Avenue traffic signals would be nice	11/23/2013 1:22 PM
14	Downtown Wheaton, in general	11/23/2013 11:00 AM
15	Main Street in Lombard	11/22/2013 9:40 PM
16	route 59 tunnel on aurora branch	11/22/2013 8:39 PM
17	Main Street Lombard	11/22/2013 1:00 PM
18	all of the intersections I listed as challenging on prev	11/22/2013 7:33 AM
19	Main Street Lombard	11/21/2013 11:04 PM

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20	Poplar Ave., Elmhurst	11/21/2013 4:29 PM
21	Main St Lombard	11/21/2013 9:33 AM
22	All Villa Park roads	11/21/2013 9:15 AM
23	Any place with high traffic areas need a share the road signal	11/21/2013 7:18 AM
24	Villa Avenue, Villa Park	11/21/2013 7:04 AM
25	westmore/meyers	11/20/2013 11:25 PM
26	Stop sign for cars at Main St in Lombard	11/20/2013 10:35 PM
27	Meyers Rd, Lombard	11/20/2013 9:19 PM
28	Sidewalk extension at the SE corner of County Farm and Geneva along eastbound Geneva	11/18/2013 7:03 PM
29	Main Street in Lombard	11/18/2013 4:29 PM
30	County Farm Road and Geneva Road	11/18/2013 12:35 PM
31	meyersrd lombard	11/18/2013 11:42 AM
32	Spring Road, Elmhurst	11/18/2013 9:46 AM
33	Light timing and control at Roosevelt in Wheaton is terrible	11/18/2013 7:36 AM
34	Munger Road from forest preserve road to smith road	11/17/2013 7:22 PM
35	Rt. 25 and Hammes	11/16/2013 11:44 AM
36	Smith Road	11/16/2013 10:58 AM
37	westmore avenue lombard	11/16/2013 6:31 AM
38	Lombard. Street crossings in Lombard	11/15/2013 10:48 PM
39	Main Street Lombard	11/15/2013 9:26 PM
40	1st Avenue - Maywood	11/15/2013 1:59 PM
41	Winfield Road in Winfield is just awful.	11/15/2013 11:27 AM
42	Mannheim Road	11/15/2013 9:24 AM
43	Roosevelt, Wheaton	11/14/2013 9:34 PM
44	resurface airport path with blacktop	11/14/2013 8:37 PM
45	west Roosevelt Rd in Wheaton	11/14/2013 7:50 PM
46	Mannheim Road	11/14/2013 5:33 PM
47	Butterfield Rd, East and West of the newly completed construction	11/14/2013 3:05 PM
48	York Street	11/14/2013 2:46 PM
49	Glen Ellyn: Speed Posting for Bikes	11/14/2013 2:09 PM
50	Once again, the trail map link was broken, and there is no detailed map online. I don't know where the tough streets are.	11/14/2013 1:23 PM
51	Highland, Lombard	11/14/2013 12:34 PM
52	Munger Road	11/14/2013 11:47 AM
53	President Street (Wheaton) needs a bike lane to get from south of Roosevelt to the Wheaton-Elmhurst Path	11/14/2013 11:19 AM
54	Ardmore	11/14/2013 10:24 AM
55	Schick Road east of Rt. 59 to high school.	11/14/2013 10:13 AM
56	Lincoln Av., Wheaton	11/14/2013 9:50 AM
57	Butterfield and Leask, wheaton	11/14/2013 9:45 AM
58	crossing amy trail	11/14/2013 6:09 AM

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59	From Woodland hills in Bartlett	11/13/2013 10:29 PM
60	Main street, Lombard	11/13/2013 10:22 PM
61	Munger Road, Bartlett, IL	11/13/2013 8:35 PM
62	Roosevelt Road, Wheaton	11/13/2013 8:34 PM
63	Weisbrook-better signage	11/13/2013 7:26 PM
64	Army Trail Rd, Wayne	11/13/2013 6:15 PM
65	County Farm north of Jewell - sidewalk	11/13/2013 5:52 PM
66	Roosevelt	11/13/2013 5:32 PM
67	Roosevelt Rd	11/13/2013 5:14 PM
68	West - bike lane / Share the road	11/13/2013 5:11 PM
69	Westmore	11/13/2013 4:24 PM
70	Munger Rd connection spur	11/13/2013 3:55 PM
71	County Farm Road / Geneva Road	11/13/2013 3:18 PM
72	munger road, Bartlett/Wayne	11/13/2013 3:14 PM
73	Villa Ave in Villa Park - stop sign or signal	11/13/2013 3:13 PM
74	Summerlakes subdivision in Warrenville could use an access point to the IPP trail section that extends from Wheaton to Aurora	11/13/2013 2:37 PM
75	York rd	11/13/2013 2:02 PM
76	Munger road	11/13/2013 2:01 PM
77	Main Street Lombard	11/13/2013 1:57 PM
78	Lombard - Main	11/13/2013 1:53 PM
79	main st in Lombard is bad	11/13/2013 1:47 PM
80	Mack Road crossing I 59. Light doesn't change for bicycles.	11/13/2013 1:43 PM
81	Army Trail Road, Wayne	11/13/2013 1:43 PM
82	Eola, from Fermi Lab south about 1/4 mile	11/13/2013 1:37 PM
83	Lombard - Westmore-Meyers Road	11/13/2013 1:36 PM
84	na	11/13/2013 1:33 PM
85	Munger Road from Forest Preserve Drive to the Prairie Path on Smith	11/13/2013 1:14 PM
86	St. Charles Rd in West Chicago which can connect to the West Branch trail to the GWT to the IPP	11/13/2013 1:06 PM
87	Berkeley in Elmhurst	11/13/2013 12:49 PM
88	Winfield-Winfield needs better signage or sign indicating Blackwell is wrong direction.	11/13/2013 12:33 PM
89	Park Blvd, Glen Ellyn from Butterfield to the arboretum	11/13/2013 12:32 PM
90	Diehl Road	11/13/2013 12:32 PM
91	Grace St and North Ave to connect with other bike routes	11/13/2013 12:11 PM
92	President Street, Wheaton	11/13/2013 11:37 AM
93	Mannheim Road	11/13/2013 11:35 AM
94	The Canadian National RR crossing upgrade in Elmhurst was poorly done. You should have talked to some bike riders beforehand.	11/13/2013 11:33 AM
95	Westmore, Lombard	11/13/2013 11:05 AM
96	Munger Road, Smith to Stearns	11/13/2013 11:02 AM
97	Bloomington Rd., Bloomington, IL	11/12/2013 12:11 AM

Illinois Prairie Path Crossing Survey

98	Hill Street, Wheaton / Glen Ellyn	11/11/2013 10:09 AM
99	Main Street Wheaton	11/9/2013 11:58 AM
100	Main Street, West Chicago	11/8/2013 7:52 PM
101	Weisbrook IPP crossing is difficult due to high school traffic and offset intersecting streets	11/8/2013 3:05 PM
102	Naperville / Naper Blvd.and Naperville Rd.	11/8/2013 2:09 PM
103	Herrick Road, Warrenville	11/8/2013 1:25 PM
104	Westmore, Lombard	11/8/2013 11:18 AM
105	Villa Ave needs even better signage like York St	11/8/2013 10:28 AM
106	York Rd , Elmhurst is very problematic.	11/8/2013 10:01 AM
107	Roosevelt Road For Biking	11/8/2013 9:30 AM
108	Butterfield Road crossing on Batavia spur (is that DuPage?)	11/8/2013 9:24 AM
109	Lombard side streets need stop signs	11/8/2013 8:36 AM
110	Any intersection where street mph > 35	11/8/2013 8:14 AM
111	Ardmore in Villa Park	11/8/2013 8:06 AM
112	Burning Tail Ct. Wheaton (needs entrance reopened)	11/8/2013 7:18 AM
113	West Chicago and the bridge west of Route 59	11/8/2013 7:10 AM
114	First ave. Maywood	11/7/2013 10:57 PM
115	Orchard Road and the Prairie Path	11/7/2013 9:34 PM
116	winfield and geneva rd	11/7/2013 9:04 PM
117	County Farm/Geneva	11/7/2013 7:46 PM
118	Ardmore Avenue, Villa Park	11/7/2013 7:34 PM
119	Main in Lombard - signage so drivers top for peds, bikes in a marked intersection.	11/7/2013 7:09 PM
120	Geneva	11/7/2013 6:29 PM
121	x	11/7/2013 10:24 AM
#	Street in need of accommodations	Date
1	Main Street Lombard	12/31/2013 1:54 PM
2	W. Liberty Dr from Carlton to Cross st in Wheaton	12/10/2013 2:54 PM
3	College Ave	11/24/2013 10:10 AM
4	park/butterfield lack of crosswalk enforcement	11/23/2013 6:12 PM
5	Park Street in Glen Ellyn	11/22/2013 9:40 PM
6	Westmore Avenue Lombard	11/22/2013 1:00 PM
7	Westmore Lombard	11/21/2013 11:04 PM
8	Ardmore, Villa Park	11/21/2013 4:29 PM
9	Grace St Lombard	11/21/2013 9:33 AM
10	Amore Avenue, Villa Park	11/21/2013 7:04 AM
11	main st	11/20/2013 11:25 PM
12	Stop sign for cars at Westmore in Lombard	11/20/2013 10:35 PM
13	Main st, Lombard	11/20/2013 9:19 PM
14	Side walk extension along southbound County Farm Road from Jewell northward picking up the existing sidewalk	11/18/2013 7:03 PM

Illinois Prairie Path Crossing Survey

15	Finley road access	11/18/2013 4:29 PM
16	York Road, Elmhurst	11/18/2013 9:46 AM
17	Rt. 59 in West Chicago needs aesthetic improvement	11/18/2013 7:36 AM
18	Trail and Indian Trail Rd	11/16/2013 11:44 AM
19	Army Trail Road	11/16/2013 10:58 AM
20	main street lombard	11/16/2013 6:31 AM
21	Lombard Main Street	11/15/2013 10:48 PM
22	Westmore Ave Lombard	11/15/2013 9:26 PM
23	Mannheim - Bellwood	11/15/2013 1:59 PM
24	Official resident access to the GWT from apartments near Schmale Road at North Avenue is lacking	11/15/2013 11:27 AM
25	25th Ave	11/15/2013 9:24 AM
26	Grace, Lombard	11/14/2013 9:34 PM
27	Orchard Rd. crossing is dangerous for bikers	11/14/2013 7:50 PM
28	Rt 59 (all)	11/14/2013 3:05 PM
29	Villa Park Speed Posting for Bikes	11/14/2013 2:09 PM
30	Main Stree, Lombard	11/14/2013 12:34 PM
31	More importantly, Elm Street (Wheaton) needs a bike lane from President to Warrenville Rd to get from the east part of Wheaton to the Wheaton-Aurora spur at Elm. I see a lot of people using Elm to get to the Path. Elm has NO shoulder and it is not striped and people speed.	11/14/2013 11:19 AM
32	Main St. Lombard	11/14/2013 10:24 AM
33	Butterfield and Orchard should have access to the paths	11/14/2013 9:45 AM
34	Westmore/Meyers, Lombard	11/13/2013 10:22 PM
35	Schick Road, Bartlett, IL	11/13/2013 8:35 PM
36	Butterfield Road, wheaton/downers grove	11/13/2013 8:34 PM
37	Smith Rd, Wayne	11/13/2013 6:15 PM
38	Schaffner - Roosevelt to Atten Park bridge	11/13/2013 5:52 PM
39	Weisbrook	11/13/2013 5:32 PM
40	Main St.	11/13/2013 5:14 PM
41	Harrison - Bike Lane /Share the road	11/13/2013 5:11 PM
42	Amy Trail & Schick Rd bike lane/sidewalk	11/13/2013 3:55 PM
43	Ardmore Ave in Villa Park - stop sign or signal	11/13/2013 3:13 PM
44	Prince Crossing - light at North Avenue. Light doesn't change for bicycles	11/13/2013 1:43 PM
45	Munger Road, Bartlett	11/13/2013 1:43 PM
46	Route 59, Warrenville, between Batavia and Meadow	11/13/2013 1:37 PM
47	Lombard - Main Street	11/13/2013 1:36 PM
48	Army Trail Road and PP	11/13/2013 1:14 PM
49	South Villa - Villa Park	11/13/2013 12:49 PM
50	Eola and Biller (Aurora). confusing due to construction.	11/13/2013 12:33 PM
51	Winfield Road	11/13/2013 12:32 PM
52	Main, Lombard	11/13/2013 11:05 AM

Illinois Prairie Path Crossing Survey

53	Stearns Road, Rte59 west to State Park	11/13/2013 11:02 AM
54	Gary Ave., Bloomingdale & Carol Stream	11/12/2013 12:11 AM
55	Hale Street Wheaton	11/9/2013 11:58 AM
56	Naperville / Royce Rd and Royce Rd & Lisson intersection	11/8/2013 2:09 PM
57	Diehl Road, Naperville/Warrenville	11/8/2013 1:25 PM
58	Main, Lombard	11/8/2013 11:18 AM
59	Monterey Ave needs even better signage like York St	11/8/2013 10:28 AM
60	St. Charles/Geneva For Biking	11/8/2013 9:30 AM
61	Winfield and Butterfield: left turn on arrow only, right turners must yield when walk signal is on	11/8/2013 9:24 AM
62	Main Street in Lombard	11/8/2013 8:06 AM
63	Mannheim, Bellwood	11/7/2013 10:57 PM
64	Weisbrook Road (Durfee) at the Prairie Path	11/7/2013 9:34 PM
65	Main Street Lombard	11/7/2013 7:46 PM
66	County Farm	11/7/2013 6:29 PM
#	Street in need of accommodations	Date
1	Roosevelt Road - needs underpass - Wheaton	12/10/2013 2:54 PM
2	Prospect - Glen Ellyn	11/24/2013 10:10 AM
3	County Farm & Geneva Road	11/21/2013 11:04 PM
4	Main St., Lombard	11/21/2013 4:29 PM
5	Westmore/Meyers, Lombard	11/21/2013 9:33 AM
6	Westmore/Myers Road, Lombard	11/21/2013 7:04 AM
7	Hill St in Glen Ellyn	11/20/2013 9:19 PM
8	signage needed at the SW corner of Geneva and County Farm to warn vehicles entering the shopping center by Walgreens of bike traffic	11/18/2013 7:03 PM
9	Biliter needs to be visually opened up	11/18/2013 7:36 AM
10	Hill Avenue Glen Ellyn...dangerous	11/15/2013 9:26 PM
11	York, Elmhurst	11/14/2013 9:34 PM
12	Winfield Rd (all)	11/14/2013 3:05 PM
13	Wheaton: Speed Posting for Bikes	11/14/2013 2:09 PM
14	West Bartlett Road, Bartlett, IL	11/13/2013 8:35 PM
15	Prince Crossing Rd, West Chicago	11/13/2013 6:15 PM
16	A n-s gravel path through Belleau Woods helps previous item	11/13/2013 5:52 PM
17	Carlton	11/13/2013 5:14 PM
18	Front Street - Bike Lane	11/13/2013 5:11 PM
19	Share the road signage: Army Tr, Smith Rd, Schick Rd.	11/13/2013 3:55 PM
20	Harvard Ave. in Villa Park - stop sign or signal	11/13/2013 3:13 PM
21	Mack road needs bike lane - major thoroughfare for bikes to prairie path Femi Lab etc	11/13/2013 1:43 PM
22	Stearns Road, Bartlett	11/13/2013 1:43 PM
23	Connector between Diehl and W Branch DuPage River Trail	11/13/2013 1:37 PM
24	South Ardmore - Villa Park	11/13/2013 12:49 PM

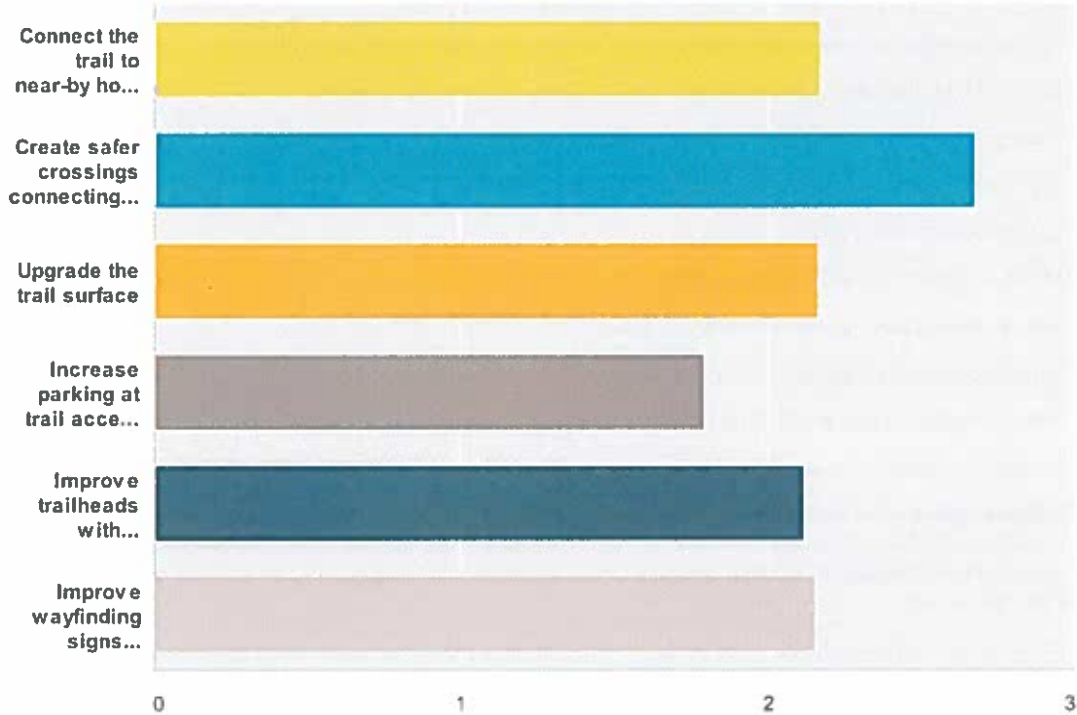
Illinois Prairie Path Crossing Survey

25	Wiesbrook Rd (Winfield?), long light and lots of traffic.	11/13/2013 12:33 PM
26	Fair Oaks, Lies to St. Charles Rd	11/13/2013 11:02 AM
27	Schmale Rd., Glendale Heights, Carol Stream	11/12/2013 12:11 AM
28	Cross Street Wheaton	11/9/2013 11:58 AM
29	Lisle / Wehri Rd	11/8/2013 2:09 PM
30	Mill Street, Naperville	11/8/2013 1:25 PM
31	North Avenue For Biking	11/8/2013 9:30 AM
32	Winfield and Geneva : same as above	11/8/2013 9:24 AM
33	Hill ave. Glen Ellyn	11/7/2013 10:57 PM
34	York Road	11/7/2013 7:46 PM
35	Main Street Lombard	11/7/2013 6:29 PM
#	Street in need of accommodations	Date
1	West - Wheaton	11/24/2013 10:10 AM
2	York Road Elmhurst	11/21/2013 11:04 PM
3	Main Street, Lombard	11/21/2013 7:04 AM
4	Ardmore in Villa Park	11/20/2013 9:19 PM
5	Roosevelt Rd (all)	11/14/2013 3:05 PM
6	Warrenville: Speed Posting for Bikes	11/14/2013 2:09 PM
7	A n-s easment through Marion Joy helps previous items	11/13/2013 5:52 PM
8	West	11/13/2013 5:14 PM
9	Main Street - Bike Lane	11/13/2013 5:11 PM
10	Sidewalk/trail long Raymond from McDowell Woods north to Diehl along	11/13/2013 1:37 PM
11	South Westmore - Lombard	11/13/2013 12:49 PM
12	Main St. (Lombard) crossing light needed on busier days.	11/13/2013 12:33 PM
13	Swift Road, Amy Trail to St Charles Rd	11/13/2013 11:02 AM
14	Wheaton and Lisle / Leask Ln	11/8/2013 2:09 PM
15	Warrenville Road, Warrenville	11/8/2013 1:25 PM
16	West Chicago: street route has safer crossings	11/8/2013 9:24 AM
17	Farnsworth on the Geneva Spur	11/7/2013 7:46 PM
#	Street in need of accommodations	Date
1	Warrenville Rd (all)	11/14/2013 3:05 PM
2	Bikes are going to fast for people walking or running!	11/14/2013 2:09 PM
3	Manchester - sidewalk is present but rough	11/13/2013 5:52 PM
4	Wiesbrook	11/13/2013 5:14 PM
5	College Ave - Bike Lane	11/13/2013 5:11 PM
6	Orchard Road, Wheaton	11/8/2013 1:25 PM
7	Downtown Wheaton: street route has safer crossings	11/8/2013 9:24 AM
8	Winfield Road on the Aurora Branch	11/7/2013 7:46 PM

Illinois Prairie Path Crossing Survey

Q15 Which of these policies do you think are important for the communities around the Illinois Prairie Path to pursue in order to make your trail experience better?

Answered: 367 Skipped: 216



	Very important	Somewhat important	Not important	No Preference	Total	Average Rating
Connect the trail to near-by homes and business with walking and bike paths	33.62% 118	39.89% 140	17.66% 62	8.83% 31	351	2.17
Create safer crossings connecting each trail segment	65.42% 227	29.68% 103	1.15% 4	3.75% 13	347	2.67
Upgrade the trail surface	34.94% 123	39.77% 140	19.89% 70	5.40% 19	352	2.16
Increase parking at trail access points	15.79% 54	37.72% 129	34.50% 118	11.99% 41	342	1.79
Improve trailheads with additional accommodations for trail users	27.27% 93	46.63% 159	17.30% 59	8.80% 30	341	2.11
Improve wayfinding signs informing trail users of nearby destinations	27.09% 94	52.74% 183	12.97% 45	7.20% 25	347	2.15

#	Other Ideas	Date
1	Provide better information on how to connect from public transit to bike paths. Create Bike Lanes that prevent hazardous stranding.	1/6/2014 9:57 PM
2	Maybe an occasional bathroom/rest stop - to show how the path can be used for recreation as well as getting to a destination (linkage) - keep connecting path to other places/ paths to enhance network of trails	12/10/2013 2:57 PM

Illinois Prairie Path Crossing Survey

3	more water fountains and porta potties needed	11/30/2013 8:08 PM
4	More porta-potties	11/26/2013 5:10 PM
5	Install emergency phones at various points along trail.	11/26/2013 3:10 PM
6	more porta-johns, or signage for public restroom access	11/23/2013 8:14 PM
7	Please do not pave, leave dirt or crush gravel whenever possible	11/23/2013 7:20 PM
8	better lighting between glen ellyn and lombard: unsafe through that region at dark. More police patrols as their has been an increase in loitering along path/gazebos	11/23/2013 6:17 PM
9	Please add restroom areas. More water fountains. Finish lighting the path to Lombard.	11/23/2013 5:04 PM
10	Signs for bike and running stores on path. Also, places to get dnnsk and snacks.	11/23/2013 11:04 AM
11	Porta potty in Wheaton near PADS needs more frequent cleaning.	11/22/2013 9:11 AM
12	additional porta potties and water fountains	11/22/2013 7:38 AM
13	STOP PAVING THE TRAIL!!!!	11/21/2013 11:07 PM
14	MORE PORTA POTTIES - VERY IMPORTANT	11/21/2013 1:25 PM
15	More porta-potties at regular intervals-year round.	11/21/2013 5:42 AM
16	Improve lighting on the path, more porta-potties or bathroom facilities	11/20/2013 8:56 PM
17	The trail passes diverse ecosystems. Educational signage would enhance trail to out-of-town users.	11/18/2013 7:07 PM
18	An occasional bathroom would be great	11/18/2013 4:30 PM
19	Improve signage on the trail when the trail turns or intersects with another trail. There is a section of the Eastbound Geneva Spur in the Winfield Mounds where the trail turns while a spur continues for about 100 feet before it dead ends. There is, or was last I took it, no signage directling Prairie Path trail users to turn	11/18/2013 9:49 AM
20	My Main concern is safety when "on the trail". There are many deserted areas where there is no one around. One area of concern is Winfield to Geneva.	11/18/2013 9:16 AM
21	Toilet facilities, especially in winter when port-potties are not available	11/17/2013 9:56 AM
22	Better signage of milage pedalled/ran	11/15/2013 9:28 PM
23	Additional access to port-o-lets or bathrooms.	11/15/2013 11:57 AM
24	Create both asphalt and natural surface trails where ROW allows.	11/15/2013 11:28 AM
25	More paved trail and less crushed limestone to make it more road bike friendly	11/15/2013 9:26 AM
26	Have signage that states the correct use of the path	11/14/2013 5:02 PM
27	more water fountains	11/14/2013 4:54 PM
28	Add signs notifying cyclists that they should observe a max speed.	11/14/2013 2:17 PM
29	Make the full-color, detailed map available online.	11/14/2013 1:25 PM
30	More Porta Potties and Refuse Containers	11/14/2013 1:07 PM
31	police the homeless on the PP	11/14/2013 12:37 PM
32	Clearing Poison Ivy and dead, hazardous trees away from the trail	11/14/2013 10:25 AM
33	Path is a great resource as is. Who would pay for these improvements?	11/14/2013 10:18 AM
34	pave the trails	11/14/2013 8:43 AM
35	Connections to parks	11/14/2013 7:14 AM
36	no horses they put divets in trails	11/14/2013 6:12 AM
37	Posted maps and street names at crossings a good idea.	11/14/2013 6:04 AM
38	Spend money on safety only. It's a path, surface is what it is	11/13/2013 9:49 PM
39	Improve street signage between IPP and Salt Creek Trail in Elmhurst	11/13/2013 8:36 PM

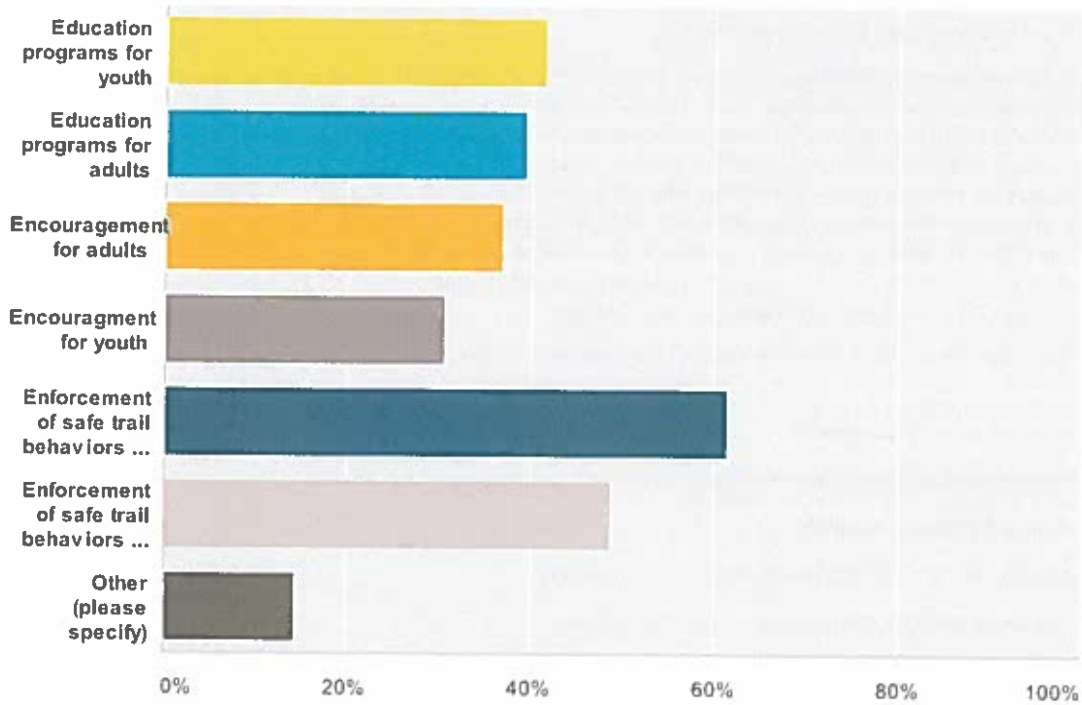
Illinois Prairie Path Crossing Survey

40	Location of nearest Bike Store for repairs	11/13/2013 5:15 PM
41	a Port a potty would be great in each town	11/13/2013 2:07 PM
42	keep invasive species out, pick up after pets	11/13/2013 2:07 PM
43	The trail needs to be utilitarian as well as recreational	11/13/2013 1:43 PM
44	Water fountains are plentiful in the main stem but more would be useful in the other segments, when away from downtowns.	11/13/2013 1:39 PM
45	Paving the path as they have done in all the surrounding counties would help. My bike is trashed when the limestone dries and it gets dusty.	11/13/2013 1:19 PM
46	Additional restroom facilities would be nice	11/13/2013 1:10 PM
47	most important thing, if talking about trail surface - LESS PAVEMENT! Paved portions of trail are awful and hard on impact/limbs. Yay to crushed limestone! MORE toilet facilities. I train for marathons and the only available restrooms (and this is in warmer weather) are: porta-potties in Berkeley at the park, in Elmhurst at Pioneer Park, and near the pavilion in Villa Park. Nothing else - except the police station in Glen Ellyn, which I've used many times, is available. Oh, one more port-a-potty in Wheaton near where the trail splits. Businesses like 7-11 turn us away, so there are no other toilet facilities available. This means a lot of people I know defecate and urinate in the woods to the side of the path... a few more toilets - especially year round - spaced evenly from Berkeley all the way through Wheaton, would be huge.	11/13/2013 12:56 PM
48	Regarding trail surface, paved is nicer but I understand budgets.	11/13/2013 12:36 PM
49	Continue connecting to all trail networks to create a transportation grid where we can commute from one location to another	11/13/2013 12:35 PM
50	Portapoties year round. There are many people who use the path in the winter.	11/13/2013 12:22 PM
51	Improved rest room facilities	11/13/2013 11:04 AM
52	enforcement of IL law regarding pedestrian right of way	11/10/2013 7:03 PM
53	Add street names to identify each one at the crossing	11/9/2013 12:01 PM
54	Outlaw horse shit! I cannot believe they get away with that!	11/8/2013 10:52 AM
55	More water fountains	11/8/2013 7:32 AM
56	Better signage in West Chicago after you cross Rte 59	11/8/2013 7:12 AM
57	Take kids on bike safety field trips during school. Could be something the gym teacher does.	11/8/2013 6:27 AM
58	trail surface is fine, road crossing signs	11/7/2013 10:45 PM
59	make the path drain better in the spring so it can be used	11/7/2013 9:07 PM
60	Bicycle riders respecting walkers/runners using the trails.	11/7/2013 8:33 PM
61	Create a standard width that is a little wider than current.	11/7/2013 7:35 PM
62	I like ample water sources. It's good in V.P. & Lomb.	11/7/2013 7:11 PM
63	Improve connections to the city via bike trails or public transit.	11/7/2013 7:00 PM

Illinois Prairie Path Crossing Survey

Q16 Programming can educate, encourage, and enforce safe trail behavior. What programs would you most like to see in in the Illinois Prairie Path corridor? (select all that apply)

Answered: 307 Skipped: 276



Answer Choices	Responses
Education programs for youth	41.37% 127
Education programs for adults	39.41% 121
Encouragement for adults	36.81% 113
Encouragement for youth	30.62% 94
Enforcement of safe trail behaviors for people on bikes	61.24% 188
Enforcement of safe trail behaviors for people walking	48.53% 149
Other (please specify)	14.33% 44
Total Respondents: 307	

#	Other (please specify)	Date
1	Investment of infrastructure around bike paths such as Road Diets, speed bumps, painted crosswalks, solar powered flashing pedestrian signs, etc.	1/6/2014 9:57 PM
2	Requirements for people to clean up after their animals	12/31/2013 1:55 PM
3	Safe trail behaviors for people walking dogs	12/10/2013 2:57 PM
4	horse enforcement for removing their waste instead of leaving which can be hazardous to cyclists.	11/23/2013 6:17 PM

Illinois Prairie Path Crossing Survey

5	Stay to the right; pass on the left.	11/22/2013 10:07 AM
6	Dogs off leash education	11/22/2013 9:11 AM
7	All coaches should tell runners only 2 abreast	11/21/2013 11:07 PM
8	Enforcement of leash laws for dogs	11/21/2013 4:45 PM
9	Overall awareness for all.	11/21/2013 2:36 PM
10	Signage re safe trail behaviors	11/20/2013 9:20 PM
11	Signage about appropriate etiquette - passing, number across	11/20/2013 8:56 PM
12	Need enforcement for dogs not on leashes	11/18/2013 12:35 PM
13	signs for cars to share the road with bikes	11/17/2013 7:23 PM
14	Horse owners should be responsible for cleaning up after their horses	11/16/2013 11:00 AM
15	Avoid exclusive use by groups	11/15/2013 8:52 AM
16	People walking dogs need to learn how to share the path with those of us biking and running.	11/14/2013 11:28 AM
17	possibly split the trail in high use area to provide a separation of bike and walk/run users	11/14/2013 10:26 AM
18	education for drivers regarding stopping at trail crossings to let bikes cross	11/13/2013 11:20 PM
19	enforcement of leash laws	11/13/2013 10:24 PM
20	Signs for safe usage of the path	11/13/2013 9:49 PM
21	enforcement of behavior people walking dogs	11/13/2013 7:28 PM
22	Encourage "On your left" when passing - middle line painted	11/13/2013 5:15 PM
23	Bikers should not wear iPods!!	11/13/2013 3:28 PM
24	watch pets when passing others on trails	11/13/2013 2:07 PM
25	None. Spend the money on paths	11/13/2013 1:45 PM
26	dogs on leashes, large packs of runners stay on one side of path	11/13/2013 1:44 PM
27	Enforcement of those on horses	11/13/2013 1:43 PM
28	Maybe some signs at crossings explaining proper path etiquette	11/13/2013 1:19 PM
29	don't know if education programs are needed. People tend to do fine on the trail for the most part, there are probably tens of thousands who use it per year, and if 'regulars' see 'bad behavior' we generally give a gentle reprimand.	11/13/2013 12:56 PM
30	Education for Motorists to stop at Crosswalks	11/13/2013 11:38 AM
31	An underpass or overpass at a very busy crossing is worth more than everything else put together.	11/13/2013 11:37 AM
32	consistent expectations on the part of drivers near trail	11/11/2013 10:12 AM
33	HELMETS A MUST	11/8/2013 4:01 PM
34	enforce dog leash law	11/8/2013 3:07 PM
35	Enforcement of safe behavior for idiots with retractable dog leashes. It's horrible!	11/8/2013 2:15 PM
36	Clean up after animals!!!	11/8/2013 10:52 AM
37	Ticket autos who do not yield when walk signal is on	11/8/2013 9:28 AM
38	Safety concerns on Cook County portions of trail.	11/8/2013 6:27 AM
39	more tourism messages	11/7/2013 10:45 PM
40	When CARA runners use the path in the summer and fall before the Chicago Marathon, many disregard the rule of keeping to the right of the path.	11/7/2013 9:37 PM
41	have people pay attention, don't make useless rules	11/7/2013 9:07 PM
42	Enforcement for the rude people who run	11/7/2013 7:48 PM

Illinois Prairie Path Crossing Survey

43	Enforcement of safe trail behaviors for people walking dogs and riding horses.	11/7/2013 7:18 PM
44	enforcement of safe trail behavior for runners	11/7/2013 6:33 PM

Illinois Prairie Path Crossing Survey

Q17 Any Other Comments?

Answered: 68 Skipped: 515

#	Responses	Date
1	I'm so excited people are talking about this! We are so behind on Non-Motorized traffic infrastructure!	1/6/2014 9:57 PM
2	The IPP is a wonderful resource...	12/10/2013 2:57 PM
3	The trail surface is a little difficult to handle with certain bikes.	12/5/2013 12:24 AM
4	port-o-potty along the way	12/4/2013 12:58 PM
5	Paths need more port-o-potties and water stations.	12/2/2013 4:54 PM
6	there are other trail segments in Villa Park, elmhurst and the like. Create coalition to improve some of those crossings in elmhurst near route 83 and north on York road.	11/28/2013 11:22 AM
7	Please do not pave trail, leave dirt, crushed gravel whenever possible...	11/23/2013 7:20 PM
8	Running stimulates the need to use the bathroom. With that... On the stretch of trail I run I know of only 2 port o lets on the trail, one in Villa Park and the second in Wheaton,	11/23/2013 5:24 PM
9	If possible, improving existing porta-potties or possibly add additional one(s)	11/23/2013 2:10 PM
10	More Portable toilets available	11/23/2013 7:31 AM
11	Need more porta potties	11/22/2013 8:15 PM
12	You didn't ask, but the new bridge over UPRR, St. Charles, etc. on the Great Western made the crossing safer for few users. Seems to me like path usage increased from almost nobody to slightly more than almost nobody. I don't think the cost of the project was justified by the use or potential usage.	11/22/2013 1:03 PM
13	more porta-potties	11/22/2013 10:30 AM
14	Post signs informing users of proper safety tips and who has right of way between pedestrians, cyclists and horseback. I don't think most people are aware of protocol.	11/22/2013 7:38 AM
15	Crushed limestone is great. Please stop paving the trail.	11/21/2013 11:07 PM
16	Need to improve the lighting on the path. Half of the lights don't work or too dim. Solar light poles?	11/21/2013 5:07 PM
17	We have had a significant amount of user ignorance that has gotten a lot of media attention in the town of Lombard. It is very frustrating that trail users and vehicle users continue to point blame at each other for not stopping. We have found that there are a significant amount of people from both sides that do not understand rules/code of conduct when approaching crossings.	11/21/2013 2:36 PM
18	Bikes and walkers/runners REALLY need to keep to the right, single file or no more than double. Groups who use the entire path cause safety issues for those who do adhere to the rules.	11/21/2013 11:40 AM
19	Seek feedback before changes are made (path near Spring Rd/train tracks) instead of situations that have caused injuries. More bike racks for people to park at the PP.	11/20/2013 8:56 PM
20	Don't forget about the GWT. Dangerous crossings at Bloomindale and Main exist.	11/18/2013 7:07 PM
21	As a female, riding alone, have felt unsafe on many parts of the Prairie Path.	11/18/2013 9:16 AM
22	ensure permanent or portable bathrooms are fairly frequent along the trail...or if public bathrooms exist nearbypost signs indicating such.	11/16/2013 12:32 PM
23	For the most part, whoever takes care of the prairie path does a great job. At times, it is in need of limestone to prevent sagging spots. ESPECIALLY between Main St Lombard and Hill Avenue...awful small lakes form along that section just west of Main St.	11/15/2013 9:28 PM
24	Keep up the good work!	11/15/2013 8:58 PM
25	Overall the IPP is a great trail with safe behaviors by trail users. Some high-volume crossings, especially County Farm Road @ Geneva Road, need to be prioritized for grade separation.	11/15/2013 11:28 AM

Illinois Prairie Path Crossing Survey

26	Do not allow horses on the prairie. The horse manure is inappropriate on the trail	11/14/2013 6:44 PM
27	We really need bike accommodations on the major roads in DuPage County. These are the roads I take to drive to work; they are the roads I would like to take to bike to work. That isn't feasible given the number of cars and high speeds on the roads.	11/14/2013 3:08 PM
28	To many guys on bikes thinking that they are trying to catch Lance Armstrong on the IPP. They are flying along a very high speeds. This type of riding should be left on the road, not a path. More needs to be done to communicate this to the cycling community in the area.	11/14/2013 2:17 PM
29	Thanks for supporting this great resource! A nice map would be a HUGE improvement, and some areas could use some resurfacing, but otherwise, my experience has been wholly positive.	11/14/2013 1:25 PM
30	Love the prairie path! There are some stretches that are pretty secluded, maybe emergency/assistant poles/phones. Because not everyone always runs with a cell phone.	11/14/2013 12:38 PM
31	The Prairie Path is a real treasure. I am so glad I live within 1.5 miles of the path. Also, I have seen homeowners in Wheaton that live along the path dump their yard waste right on the edge of the path because they don't want to pay to get rid of their yard waste. This needs to stop.	11/14/2013 11:28 AM
32	You are doing a great job; our trail system is wonderful and I am always telling others about it!	11/14/2013 10:26 AM
33	Love all the water fountains. Would like to have them turned on sooner in the Spring and off later in the Fall.	11/14/2013 10:19 AM
34	As a frequent user I have seen poor behavior by both cyclists and walker however much confrontation could be avoided by simple common sense of keeping to the right side of the trail, you would not walk three abreast down the middle of the street, why would you do that on a two way trail knowing that many runners & cyclists will be passing you?	11/14/2013 9:22 AM
35	trails are getting more crowded and some aren't aware of safe trail behavior	11/14/2013 6:12 AM
36	People need to follow proper path etiquette. As a biker, I've almost been bitten by dogs, have to deal with walkers taking up the entire path (including boy scout troops), people suddenly hopping in front of my bike. Walkers don't seem to understand that there are bike riders, sometimes going at fast speeds, in the area. I've never had a problem with other bikers.	11/14/2013 6:04 AM
37	Paving instead of limestone would be ideal, but I'm sure it's far outside of a budget	11/13/2013 10:24 PM
38	Love the PP and the Lincoln Marsh! Thank you. Encourage bikers not to scream "passing on the left to walkers" The PP was not intended for bike racing and they need to be reminded that it is a path for all, not just bikers.	11/13/2013 8:11 PM
39	It can be dangerous with both pedestrian and bike traffic. I'm not sure how to manage this, but many bikers pass pedestrians at a high rate of speed without any warning. There is a segment of bikers that use the "on your left" as a courtesy, which helps.	11/13/2013 6:45 PM
40	Teach how to deal with dogs and horses as bikers, and how to enter the IPP from blind spots without getting run over by bikers and runners.	11/13/2013 6:01 PM
41	It's a great resource - should get more use.	11/13/2013 5:15 PM
42	I hear other women say that they are afraid to walk alone on the path. I am not afraid, but have been told that it is not safe. Are there many instances of crime there?	11/13/2013 5:15 PM
43	Fix the crossing on Main St in Lombard.	11/13/2013 4:07 PM
44	The Examiner is a great place to publish a weekly trail conditions report, educational or safety tip of the week mini segment.	11/13/2013 3:59 PM
45	A trail from forest preserve drive in Bartlett to the path would be great	11/13/2013 3:16 PM
46	I would like to develop interpretive signs noting the historical, cultural and natural highlights along the trail.	11/13/2013 2:39 PM
47	Overall I love the path. It is a great asset to our towns. One thing I would like is the light poles being maintained on a more regular basis. I run at night a lot. I always know when a light is out. I will hit a patch of darkness. The absolute worst crossing is Main St in Lombard. What a disaster. But I guess that is how Lombard operates.	11/13/2013 2:07 PM
48	invasive species removal is impacted by private property conditions. We need to get the word out to citizens that complacency is ruining our public places.	11/13/2013 2:07 PM

Illinois Prairie Path Crossing Survey

49	The trail needs to be able to be used as a substitute for car travel. Better exercise, and less care traffic. I would use my bike for more errands if I did not need to consider being flattened by crazy drivers. Unfortunately most drivers do not respect pedestrian/bike crosswalks. This is a problem.	11/13/2013 1:43 PM
50	Any expenditures should be used for trail maintenance and upgrades (i.e. asphalt surface) and not really for programs. The trail is already very heavily used - it does not need to be advertised.	11/13/2013 1:10 PM
51	Keep these trails in good condition. Your survey has a lot of streets in the wrong towns.	11/13/2013 1:10 PM
52	Bathrooms would be huge. Also, lighting between 355 and Hill would really help... I've run there in pitch blackness at 4 & 5 am on long runs, have almost been run into by bikers at that time (who don't have lights) and other runners, plus it's spooky for female runners and maybe some males. After some storms a lot of branches fall and during the cleanup time, if you run in pitch blackness before it gets picked up, you can tum an ankle.	11/13/2013 12:56 PM
53	We are blessed by great trails like the IPP, but they can be even better! LOVE our trail system - provides a sanctuary from all the dangerous chaos and congestion of city roads. Thank you!	11/13/2013 12:35 PM
54	At street crossings, mark a crosswalk and install "STOP FOR PEDESTRIANS IN CROSSWALK" signage.	11/13/2013 11:04 AM
55	Is it legal to ride on the Illinois Prairie Path at night? If there are hours restrictions then they should be posted because I'm unaware of them.	11/8/2013 4:48 PM
56	Active Transportation's city socialism is not needed out here on the trails. Stay the HELL out of the suburbs and leave the IPP ALONE!!!!!!!!!!!!	11/8/2013 1:35 PM
57	praire path folks do a nice job	11/8/2013 10:55 AM
58	I pick up garbage all the time. Need more containers.	11/8/2013 10:52 AM
59	My main interest would be extending the trail system to new connections and places.	11/8/2013 10:35 AM
60	Expand trail system so it can be used for commuters Make trail non-smoking Widen the trail in places where it is dangerously narrow, especially when combined with curves Keep ComED off the trail - they cause damage to the trees and damage to the trail surface w/ltheir heavy equipment.	11/8/2013 9:36 AM
61	In general, the routes through downtown Wheaton and downtown West Chicago are not safe. I always take streets instead through these two towns. The IPP is on sidewalks and alleys (West Chicago) with unsafe crossings in both of these towns.	11/8/2013 9:28 AM
62	Publish schedule for trail upgrades. I like to plan my trips in advance to avoid closed trails.	11/8/2013 8:16 AM
63	I got lost if you couldn't tell in West Chicago about 1/4 mile west of Route 59, I thought the trail went over the bridge towards the police station. I didn't see a sign telling you to keep right of the bridge.	11/8/2013 7:12 AM
64	Why can't people pick-up after their horses like people have to pick-up after their dogs! Horse people are rude!!!	11/7/2013 7:48 PM
65	I live a block & a half from the trail & use it 4 days a week. Lucky to be so close!	11/7/2013 7:11 PM
66	Horses should be not allowed on path. They are just too large of an animal to try and get around, plus the damage they do to the trail when the trail get saturated with moisture.	11/7/2013 6:43 PM
67	increased population of homeless people along IPP in recent years	11/7/2013 6:36 PM
68	Why is it that two males will always form up single file while females will always run, walk, and bike side by side when others approach	11/7/2013 6:33 PM

Illinois Prairie Path Crossing Survey

Q18 Please tell us which community you live in

Answered: 372 Skipped: 211

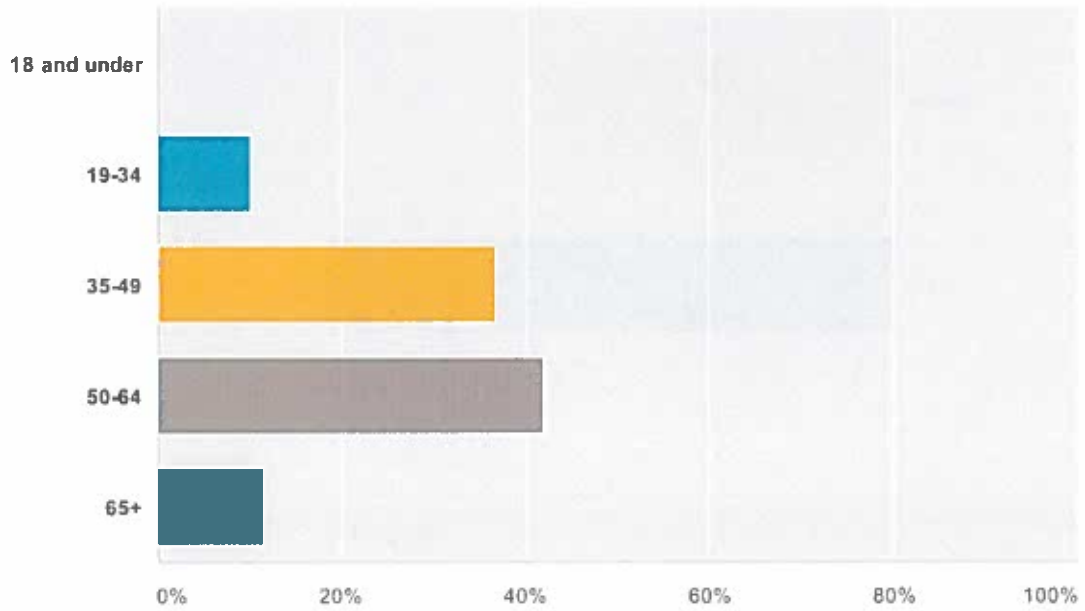
Answer Choices	Responses
Name:	0% 0
Company:	0% 0
Address:	0% 0
Address 2:	0% 0
City/Town:	95.70% 356
State:	0% 0
ZIP Code (required):	99.73% 371
Country:	0% 0
Email Address:	0% 0
Phone Number:	0% 0

#	Name:	Date
	There are no responses.	
#	Company:	Date
	There are no responses.	
#	Address:	Date
	There are no responses.	
#	Address 2:	Date
	There are no responses.	
#	City/Town:	Date
1	Glen Ellyn	1/6/2014 9:58 PM
2	Naperville	1/4/2014 7:54 PM
3	Glen Ellyn	1/3/2014 2:32 PM
4	Lombard, IL	12/31/2013 10:07 PM
5	Lombard	12/31/2013 1:56 PM
6	Naperville	12/25/2013 9:30 PM
7	Wheaton	12/10/2013 6:28 PM
8	wheaton	12/10/2013 2:58 PM
9	glen ellyn	12/5/2013 12:24 AM
10	Glen Ellyn	12/4/2013 5:35 PM
11	lombard	12/4/2013 12:59 PM
12	Plano	12/4/2013 12:48 PM
13	Lombard	12/3/2013 7:42 PM

Illinois Prairie Path Crossing Survey

Q20 What is your age?

Answered: 374 Skipped: 209

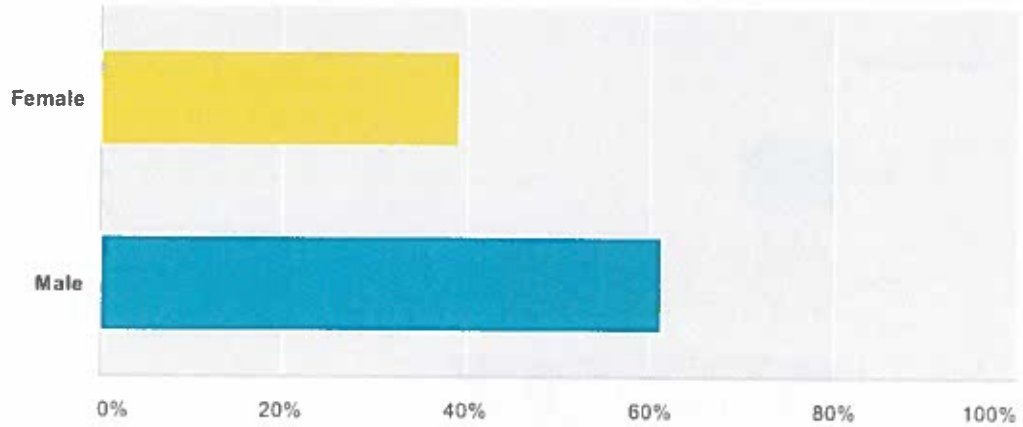


Answer Choices	Responses
18 and under	0.27% 1
19-34	10.16% 38
35-49	36.63% 137
50-64	41.71% 156
65+	11.23% 42
Total	374

Illinois Prairie Path Crossing Survey

Q21 What is your gender?

Answered: 370 Skipped: 213



Answer Choices	Responses	
Female	38.92%	144
Male	61.08%	226
Total		370

Illinois Prairie Path Complete Crossings

Complete Trails.

Complete Crossings is a comprehensive trail access study for the Illinois Prairie Path in DuPage County. The goal of the study is to develop a set of safety tools for trail crossings based on surrounding land uses and roadways.

To use this poster, begin by reviewing the maps (below) to identify the land use and roadway typologies. Reference the toolbox (right) for recommended crossing treatments.

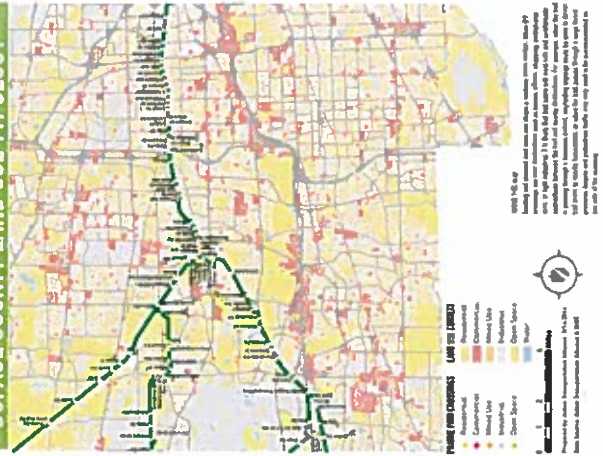
Map content derived from Active Transportation Alliance and prepared by DuPage County, IL, 2014. All rights reserved.



Using four factors — land use, roadway typology, crash history and crossing approval rating, a transportation engineer can prioritize improvements and select the tools that will create safer crossings along the Illinois Prairie Path. Roadway typology was determined based on its posted speed limit, roadway geometrics, and average daily traffic. Land uses were grouped into two types, open space and other adjacent land uses.

Priority crossings for targeted improvement can be determined by referencing the Trail Crossing Approval Rating map. Hundreds of trail users were surveyed and asked to evaluate the level of difficulty experienced at each crossing along the trail. Crossings that are categorized as very challenging or challenging should be prioritized for improvement. Additional consideration for prioritization can be made using the Bicycle and Pedestrian Crashes map.

DUPAGE COUNTY LAND USE TYPOLOGY



DUPAGE COUNTY ROADWAY TYPOLOGY



TOOLBOX OF CROSSING IMPROVEMENTS

Six different typologies were developed based on the intersection between land use and roadway typology. In addition, two overlay districts — "Downtown" and "Railroad" — were identified as having a unique set of needs. Displayed below is a toolbox of crossing improvements developed by Active Transportation Alliance for use by DuPage County Department of Transportation and local municipalities. The recommendations use roadway and land use characteristics to identify appropriate treatments at crossings. Treatments are based on State and Federal standards for bicycle and pedestrian safety.

TYPOLGY A
ROADWAY TYPOLGY A
LAND USE TYPOLGY A
EXAMPLE CROSS SECTION

CROSSING GOALS
 Increase trail user mobility at crossing
 Connect across to trail
 Improve trail user safety

CROSSING TREATMENTS
 Increase crossing width
 High visibility crosswalks
 Trail crossing warning signs
 Trail crossing lights
 Street lighting
 Road crosswalks

TYPOLGY B
ROADWAY TYPOLGY B
LAND USE TYPOLGY B
EXAMPLE CROSS SECTION

CROSSING GOALS
 Increase trail user mobility at crossing
 Connect across to trail
 Improve trail user safety

CROSSING TREATMENTS
 Increase crossing width
 High visibility crosswalks
 Trail crossing warning signs
 Trail crossing lights
 Street lighting
 Road crosswalks

TYPOLGY C
ROADWAY TYPOLGY C
LAND USE TYPOLGY C
EXAMPLE CROSS SECTION

CROSSING GOALS
 Increase trail user mobility at crossing
 Connect across to trail
 Improve trail user safety

CROSSING TREATMENTS
 Increase crossing width
 High visibility crosswalks
 Trail crossing warning signs
 Trail crossing lights
 Street lighting
 Road crosswalks

TYPOLGY D
ROADWAY TYPOLGY D
LAND USE TYPOLGY D
EXAMPLE CROSS SECTION

CROSSING GOALS
 Increase trail user mobility at crossing
 Connect across to trail
 Improve trail user safety

CROSSING TREATMENTS
 Increase crossing width
 High visibility crosswalks
 Trail crossing warning signs
 Trail crossing lights
 Street lighting
 Road crosswalks

TYPOLGY E
ROADWAY TYPOLGY E
LAND USE TYPOLGY E
EXAMPLE CROSS SECTION

CROSSING GOALS
 Increase trail user mobility at crossing
 Connect across to trail
 Improve trail user safety

CROSSING TREATMENTS
 Increase crossing width
 High visibility crosswalks
 Trail crossing warning signs
 Trail crossing lights
 Street lighting
 Road crosswalks

TYPOLGY F
ROADWAY TYPOLGY F
LAND USE TYPOLGY F
EXAMPLE CROSS SECTION

CROSSING GOALS
 Increase trail user mobility at crossing
 Connect across to trail
 Improve trail user safety

CROSSING TREATMENTS
 Increase crossing width
 High visibility crosswalks
 Trail crossing warning signs
 Trail crossing lights
 Street lighting
 Road crosswalks

DOWNTOWN OVERLAY
ROADWAY TYPOLGY All
LAND USE TYPOLGY All
EXAMPLE CROSS SECTION

CROSSING GOALS
 Increase trail user mobility at crossing
 Connect across to trail
 Improve trail user safety

CROSSING TREATMENTS
 Increase crossing width
 High visibility crosswalks
 Trail crossing warning signs
 Trail crossing lights
 Street lighting
 Road crosswalks

RAILROAD TRACK OVERLAY
ROADWAY TYPOLGY All
LAND USE TYPOLGY All
EXAMPLE CROSS SECTION

CROSSING GOALS
 Increase trail user mobility at crossing
 Connect across to trail
 Improve trail user safety

CROSSING TREATMENTS
 Increase crossing width
 High visibility crosswalks
 Trail crossing warning signs
 Trail crossing lights
 Street lighting
 Road crosswalks

BICYCLE & PEDESTRIAN CRASHES



PERCEIVED EASE OF CROSSING



Main Street at IPP crossing, Lombard ideas:



Restripe crosswalks frequently. Use continental or ladder style crosswalks for highest visibility.



Install a **Rapid Rectangular Flashing Beacon (RRFB)**. Pedestrian beacons are user activated signals used to control traffic and create additional awareness for people wishing to cross the street at unsignalized crossings. They are usually dark, allowing traffic to flow. When a person activates a beacon, they begin to flash, alerting drivers to a pedestrian.

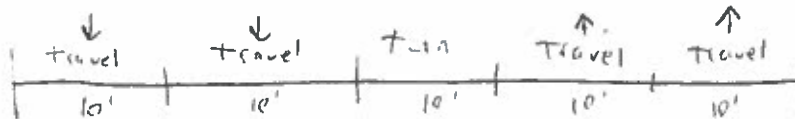


Install **gateway signage** to increase awareness for the business district. Gateway signage will do the double purpose of alerting drivers that they are entering a business district in Lombard and calming traffic through the area. Place one sign south of the IPP crossing and another at the north edge of the business district.

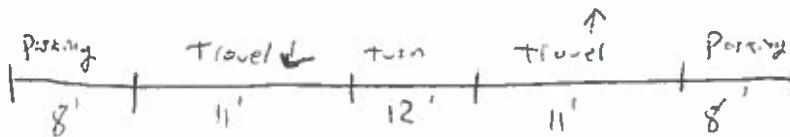


Reconsider the need for 4 travel lanes and a center turn lane. Main Street is a locally controlled road with 50' between the curbs and an ADT just over 10,000. A 3 lane cross section (2 travel lanes and a center turn lane) is appropriate for up to 20,000 cars/day, and would give Lombard the flexibility to install either on-street parking or bike lanes on Main Street, and reduce crossing distance at IPP crossing

existing

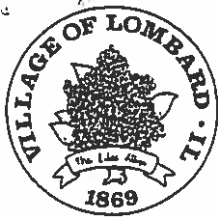


proposed





060043



To: Chairperson and Transportation & Safety Committee Members
Through: Wes Anderson, Director of Public Works *WA*
From: David A. Dratnol, P.E., Village Engineer *DAD*
Date: December 27, 2005
Subject: Staff Response to Memo Regarding Great Western Trail and Illinois Prairie Path Crossings Submitted by Raymond Bartels

At the December Transportation and Safety Committee meeting, Mr. Raymond Bartels submitted a memo to the Committee regarding issues at the Great Western Trail and Illinois Prairie Path street crossings. Staff has reviewed the memo and made site visits. This memorandum addresses each of the items noted in Mr. Bartel's memo. We have included each item followed by staff recommendations.

General Comment:

At the November 7, 2005 Transportation and Safety Committee meeting, the Committee directed staff to investigate all of the trail crossings for adequate sight distance and vehicles parking close to crossings. Staff checked all crossings on three different days, alternating mornings and afternoons. The only crossing concern was at the Great Western Trail and Highland Avenue which consistently has one or more vehicles parking close to the crossing. Staff recommended that the east and west sides of Highland Avenue be posted "No Parking" from the crossing to a point 75 feet south. This item was presented to the Village Board on January 5, 2006. For the remainder of the crossings, staff recommended that no action be taken at this time.

Specific Comments:

Great Western Trail

GWT @ Westmore/Meyers Road

Crosswalk area needs to be improved. There was a bicycle crossing study done in 1998 on several locations but this intersection was not chosen. A study needs to be done at this intersection due to time elapsed and increased traffic volume through this area. A crosswalk set up like the one that was constructed at Main and the IPP would be acceptable. Crosswalk striping is in poor condition and the lighting in this crosswalk is inadequate.

Staff Response:

Crosswalk markings need to be replaced. Westmore/Meyers Road is scheduled to be resurfaced in 2007 at which time new markings will be installed. Crossing warning signs are in good condition. Westmore/Meyers Road is 4-lanes at this crossing and the lanes are narrow. A 5-lane cross section is required to accommodate a pedestrian island like Main Street and Illinois Prairie Path.

GWT @ S. Edgewood Ave. & St. Charles Place

No Parking signage could be added to the West of the GWT on St Charles Pl. possibly to 550 E. St. Charles Place (Business Gentile Parking Lot), also should be added to the East of the GWT. The crosswalk in this intersection is in poor condition.

Staff Response:

Five Crosswalk bars need replacing. This crosswalk has been added to the 2006 pavement marking list. The crossing signs have been moved closer to the actual crossing. Crossing warning signs are in good condition.

GWT @ Grace Street

The crosswalk is need of enhancements.

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition.

GWT @ Charlotte Street

No parking signage should be added here in all directions. There looks to be 1 hr parking restriction already set up in one area before the path.

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition.

GWT @ Main Street

Crosswalk area needs to be improved. There was a bicycle crossing study done in 1998 on several locations, this intersection qualified for a pedestrian signal crossing but fell short due to minimum required pedestrian volume. A study needs to be done at this intersection due to time elapsed and increased traffic volume through this area. A crosswalk set up like the one that was constructed at Main St. and the IPP would be acceptable. The current crosswalk could use better reflective striping in the interim.

Staff Response:

Pavement markings are in good condition, replaced summer of 2005. Crossing warning signs are in good condition. Main Street is 2-lanes at this crossing. A 3-lane cross section is required to accommodate a pedestrian island like Main Street and Illinois Prairie Path.

GWT @ Park

No parking signage should be added here in all directions. The East side of the trail has poor sight line both North & South and the West side of the trail has poor sightline to the North. This intersection need better reflective crosswalk striping.

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition. Sight distance from behind sidewalk is good. Sight distance is reduced further east and west of the crossing due to the hill and landscaping.

GWT @ West

No parking signage should be added here in all directions.

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition.

Great Western Trail at Highland (This was omitted in original survey)

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition.

Illinois Prairie Path

IPP @ Westmore/Meyers Road

Crosswalk area needs to be improved. There was a bicycle crossing study done in 1998 on several locations. This location warranted a pedestrian signal at the crossing. To date this intersection continues to be unimproved by the Village. A crosswalk set-up like the one that was constructed at Main St. and the IPP would be acceptable. Main St at the IPP was the other intersection that warranted the same pedestrian signal at the crossing.

Staff Response:

Pavement markings are in good condition. Pavement markings were replaced summer 2005. Crossing warning signs are in good condition. In addition the crossing has advance signage with distances to crossing. Westmore/Meyers Road is 4-lanes at this crossing and the lanes are narrow. A 5-lane cross section is required to accommodate a pedestrian island like Main Street and Illinois Prairie Path.

IPP @ Highland Ave.

No parking signage should be added here in all directions. Parking issues already exist here and will get worse until construction on the new South Broadway is complete. Sightline on both sides is poor and the lighting in this area is poor also and is consider a very dangerous intersection.

Staff Response:

Four crosswalk bars need replacing. There are street lights on the east and west side of the crossing on the Illinois Prairie Path. Advance sight distance is poor due to dense woods on the west side of the crossing. Sight distance is good at sidewalk. Crossing warning signs are in good condition.

IPP @ Lodge Ave.

This intersection is unique. There are no houses that surround this intersection. There however are two other intersections that feed into this intersection. They are North and South Broadway. This intersection is an uncontrolled intersection. There is a need for some type of traffic control in this feeder intersection.

Staff Response:

Pavement markings are in good condition. Pavement markings were replaced summer 2005. Crossing warning signs are in good condition. North Broadway and South Broadway Yield to Lodge Lane. Sight distance is good and additional traffic control is not recommended.

IPP @ Grace Street

Crosswalk area needs to be improved. There was a bicycle crossing study done in 1998 on several locations. This location warranted signals based upon the survey that was completed but this intersection was not mentioned in the letter to Stan Rickard, Public Works Director at the time. This intersection has increased in traffic flow since it's last study and it's needs to be looked at. This intersection also is a feeder for North and South Broadway crossways as well. No parking signage should be added here in all directions. There is parking allowed on the West side of Grace both North and South of the IPP already, but the parking lines start at about 10feet in either direction of the path. The sight lines on the West side of Grace are bad and when you combine feeders, bad sight lines, and parking up to the point it is presently at is a recipe for disaster. This intersection is the one of the most complained about intersections that is not four lanes in Lombard. The crosswalk striping is in need of improvements as well.

Staff Response:

Pavement markings are in good condition. Pavement markings were replaced summer 2005. Crossing warning signs are in good condition. With the clearing of the underbrush by DuPage County, drivers have a good line of sight to see pedestrians and visa versa even when vehicles are parked in the marked parking lane.

IPP @ Lombard

No parking signage should be added in all directions. There is currently 1 hour parking restrictions in place on Lombard going North from the IPP. The crosswalk striping needs improvement.

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition.

IPP @ Stewart

No parking signage should be added in all directions. The crosswalk striping needs improvement.

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition.

IPP @ ~~Martha~~ Craig

No parking signage should be added in all directions. This intersection is unique because it has 4 driveways North, South, East, West that are about 10 to 12 feet from both sides of the IPP and Martha intersection. The crosswalk striping needs improvement.

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition.

IPP @ Elizabeth

No parking signage should be added in all directions. There is currently 1 hour parking restrictions to the North on Elizabeth. The crosswalk striping needs improvement.

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition.

IPP @ Brewster

No parking signage should be added in all directions. There is currently 1 hour parking restriction on the East side of Brewster just North of the IPP.

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition.

IPP @ Edson

No parking signage should be added in all directions. There is currently 1 hour parking restriction on the East and West side of Edson just North of the IPP.

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition.

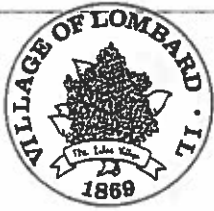
Staff Conclusion:

Users of the trails have a responsibility for their own safety. DuPage County has posted "Stop" signs at every crossing. To create a policy to post "No Parking" at all trail crossings will do little to improve the safety of a crossing. Most of the major crossings already have "No Parking" posted. The minor crossings have a low ADT (Average Daily Total) of vehicles and posting these crossings "No Parking" will just add to the sign pollution, additional maintenance and costs with little benefit. The Village has worked with DuPage County establishing clear line of sight at all the crossings where possible. This summer DuPage County sent their forestry crew out to the trails to trim back underbrush 40 feet from the sidewalk. This policy has been accepted procedure for their entire trail system.

DD/jj

cc: Steve Seby, Trustee, District 4
Greg Gron, Trustee, District 1
Kenneth Florey, Trustee, District 5
Transportation and Safety Committee

080067



To: Chairperson and Transportation and Safety Committee
Through: Dave Gorman, P.E., Acting Director of Public Works *DG*
From: Frank Kalisik, Civil Engineer *FK*
Date: February 26, 2008
Subject: Illinois Prairie Path Crossings at Main Street and Westmore-Meyers Road

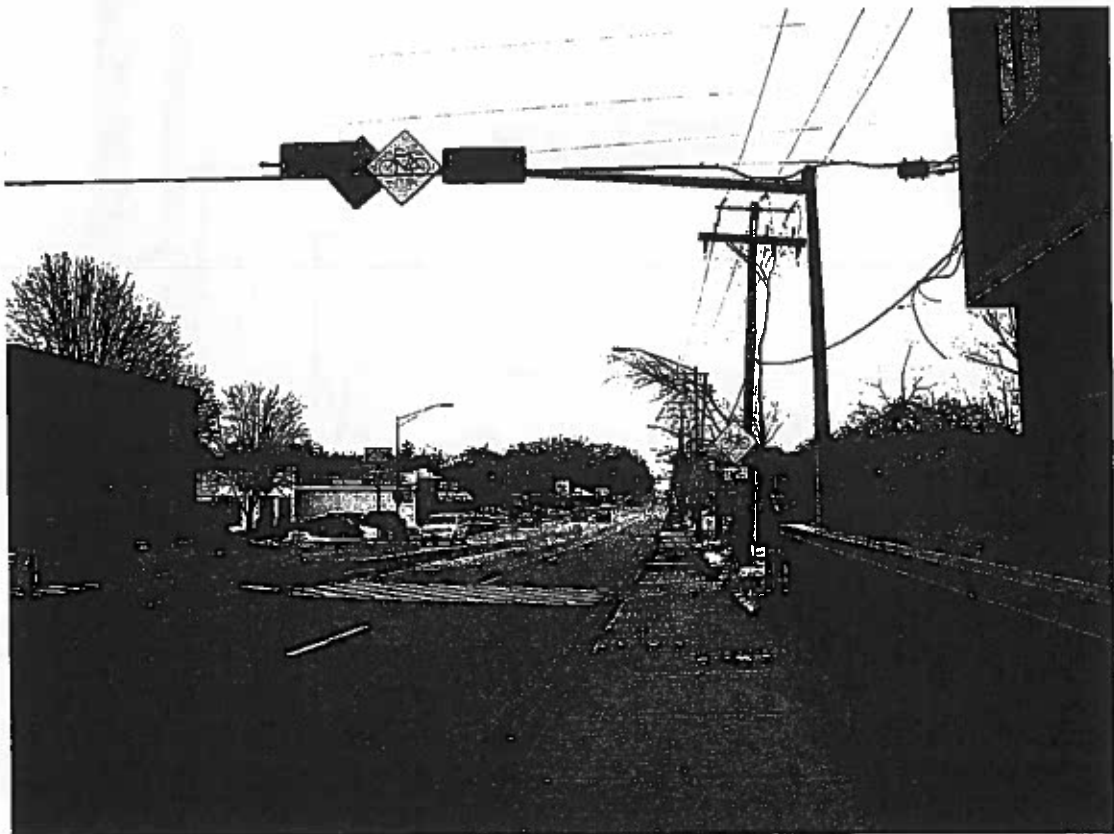
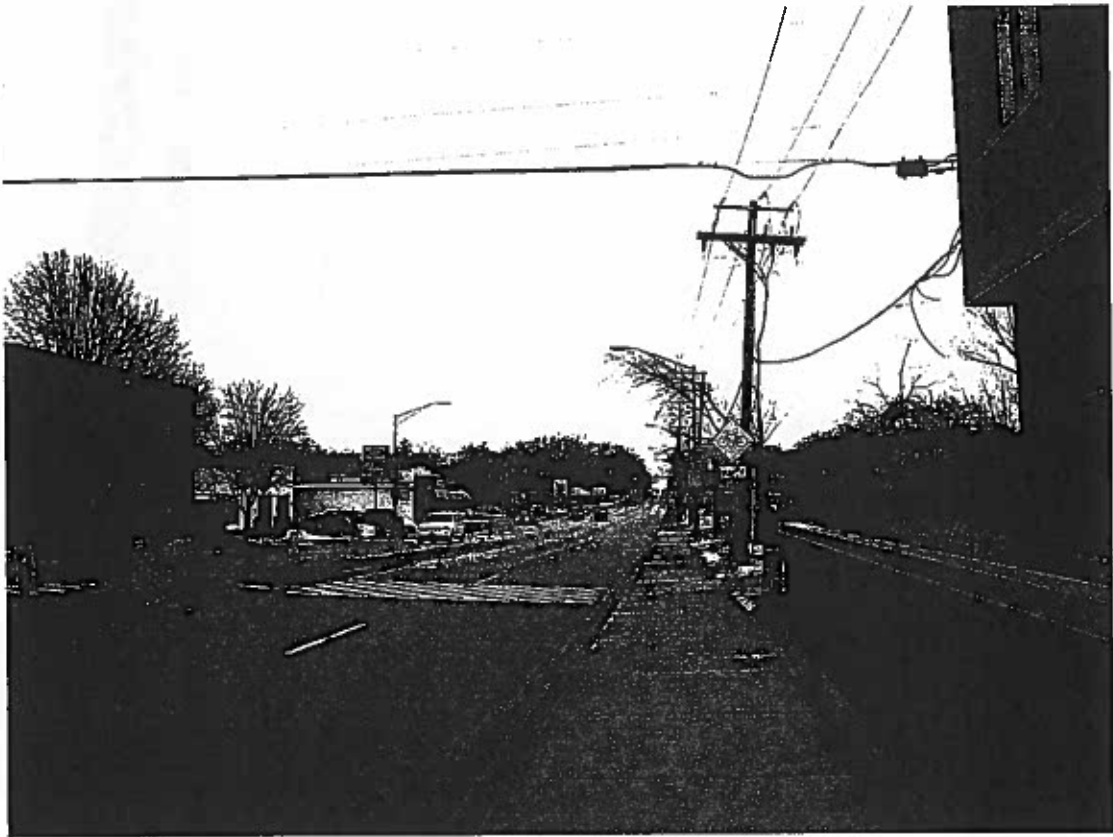
The Ad Hoc Trails Committee previously recommended installation of pedestrian activated post mounted flashers where the Illinois Prairie Path crosses Main Street and Westmore-Meyers Road. As directed the Transportation and Safety Committee, attached are photographs of the crossings in their existing condition and with superimposed pole mounted flashers.

Main Street— looking north – Existing Condition



Main Street – looking north – Proposed Condition

Main Street – looking south – Existing Condition



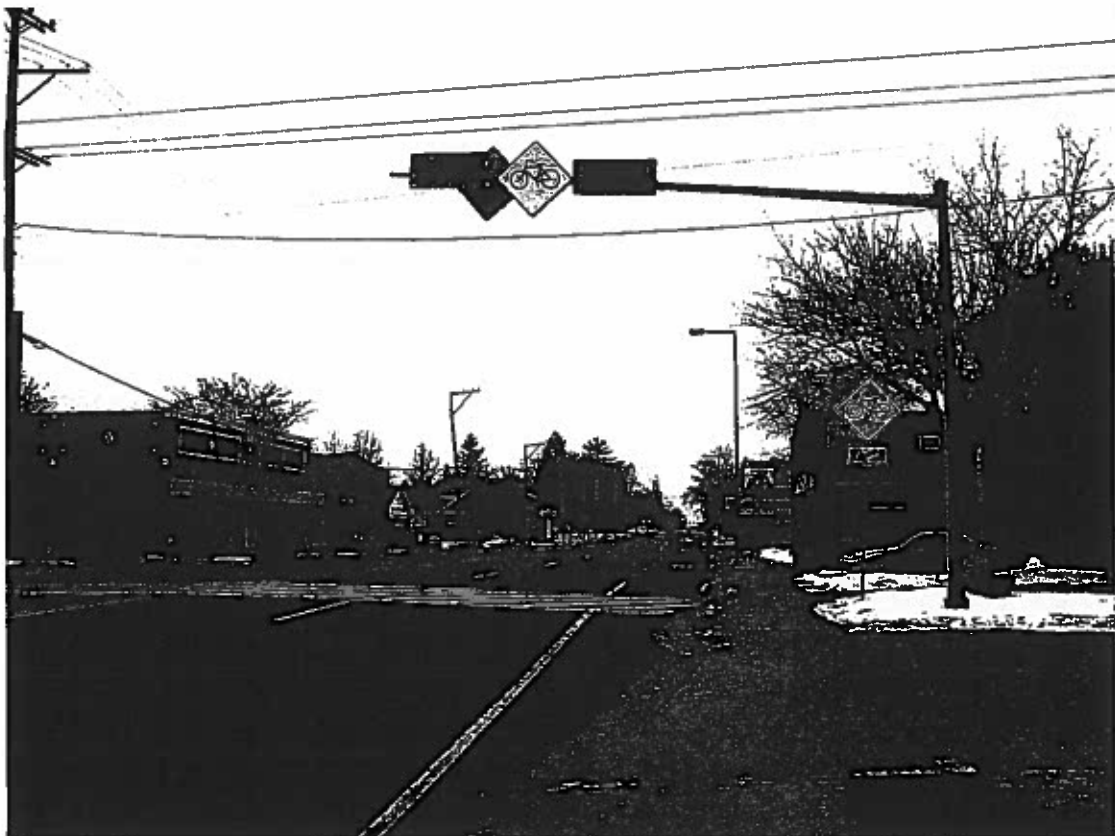
Main Street – looking south – Proposed Condition

Westmore Road – looking north – Existing Condition



Westmore Road – looking north – Proposed Condition

Westmore Road – looking south – Existing Condition



Westmore Road – looking south – Proposed Condition



To: Chairperson and Transportation and Safety Committee
From: Frank Kalisik, Civil Engineer II
Through: Carl S. Goldsmith, Director of Public Works
Date: September 10, 2013
Subject: Mid-Block Crossing Traffic Signals – Illinois Prairie Path at Westmore-Meyers Road and Main Street

110330; Capital Improvement Project at Mid-Block Crosswalks for the Illinois Prairie Path (IPP)

This issue has been under discussion for several years, as demonstrated by the following history:

1. The Village conducted traffic studies in 1998 for Main and Westmore at the IPP.
2. At a Village Board meeting in or about August, 1998, the Village Board denied a recommendation to install traffic signals at the IPP and Main Street, estimated at about \$35,000. This was interpreted as a policy from the Village Board to not pursue signalizing the pedestrian crossings.
3. In or about April, 2004, the T&S Committee discussed installation of permanent in-pavement "Yield Here to Pedestrian" signs at the Westmore IPP crossings at an estimated cost of \$8,000, along with a refuge island median on Main Street. The signs were discussed at the May 20, 2004 Village Board meeting, but not recommended or approved because of the spacing constraints required for vehicle clearance. Instead, advance warning signs, along with amber flashing lights and the refuge island on Main Street, were installed, which exist today.
4. In November of 2007, the Ad Hoc Trails Committee requested the Transportation and Safety Committee endorse the installation of pedestrian activated post mount flashers on both sides of Westmore-Meyers Road and Main Street at the Illinois Prairie Path Crossings, at an estimated cost of \$120,000. In April, 2008, the T&S Committee denied the request, stating the responsibility for safe crossing is on the pedestrian/path users and any implemented traffic control devices should be on the pathway.
5. In June of 2011, the Transportation and Safety Committee re-visited alternate traffic control systems, such as upgraded warning lights or actual traffic signals, to improve the safety of the mid-block crosswalks for the Illinois Prairie Path (IPP) at Westmore-Meyers Road. The item was tabled due to the lack of information regarding costs and actual verses perceived safety of the crossings. The item was never brought off the table.

There exists a definitive desire to do something with the Illinois Prairie Path crossings at Westmore-Meyers Road and Main Street. There is also some confusion on what the problem is that requires solving (such as "a reduction in 'near-misses' between pedestrians and vehicles" since the accident history of the past 5 years has been minimal, with one (1) at Westmore-Meyers Road [pedestrian at fault], and three (3) at Main Street [two (2) pedestrian at fault]). Furthermore, there is insufficient traffic behavior and pedestrian interaction data to assist with evaluating cost effective solutions. Therefore, staff recommends the Transportation and Safety Committee make a recommendation to the Village Board of Trustees to implement a Capital Improvement Program with sufficient funds to study the subject, recommend solutions, and preliminarily design a selected approach. The cost of a Phase 1 Engineering study is estimated at \$10,000.00.

cc: Dan Whittington, District 1
 Peter Breen, District 4
 Laura Fitzpatrick; District 5



To: Chairperson and Transportation and Safety Committee
From: Frank Kalisik, Civil Engineer II *FKK*
Through: Carl S. Goldsmith, Director of Public Works *CG*
Date: May 26, 2011
Subject: Mid-Block Crossing Traffic Signals – Illinois Prairie Path at Westmore-Meyers Road and Main Street

Capital Improvement Project at Mid-Block Crosswalks for the Illinois Prairie Path Recommendation

Trustee Laura Fitzpatrick (District 5) has requested the Transportation and Safety Committee consider ways to improve the safety of the mid-block crosswalks for the Illinois Prairie Path (IPP) at Westmore-Meyers Road. This issue has been under discussion for several years, as demonstrated by the following history:

1. The Village conducted traffic studies in 1998 for Main and Westmore at the IPP.
2. At a Village Board meeting in or about August, 1998, the Village Board denied a recommendation to install traffic signals at the IPP and Main Street, estimated at about \$35,000. This was interpreted as a policy from the Village Board to not pursue signalizing the pedestrian crossings.
3. In or about April, 2004, the T&S Committee discussed installation of permanent in-pavement "Yield Here to Pedestrian" signs at the Westmore IPP crossing at an estimated cost of \$8,000. These signs were discussed at the May 20, 2004 Village Board meeting, but not recommended or approved because of the spacing constraints required for vehicle clearance. Instead, advance warning signs, along with amber flashing lights, were installed, which exist today.

The Public Works Department has looked at alternate systems concerning mid-block pedestrian crossing signals, such as upgraded warning lights or actual traffic signals (see attached). Recent pricing inquiries estimate equipment for pedestrian activated warning lights will cost no less than \$35,000 at Westmore and another \$50,000 at Main. Additional funds will be needed for traffic/pedestrian studies and supplementing/upgrading equipment to link these signals to existing traffic control devices at nearby intersections. The Village will be looking at a capital improvement project of about \$100,000 for the upgraded warning signals to more than \$250,000 to install traffic signals for each of these two IPP crossings at Main and Westmore.

Public Works will require programming/budget for moving forward on this type of project, requiring the Transportation and Safety Committee to make a recommendation to the Village Board of Trustees.

cc: Laura Fitzpatrick; District 5



**The Cross Alert System
Is a motion-activated,
solar-powered, radio-controlled
active warning system.**

The simple difference between hindsight and foresight is planning.

Natural and structural sight barriers can lead to dangerous vehicle/path user interactions. Now, many of these incidents can be avoided.

The Cross Alert System detects motion on a path and warns motorists of approaching path users by flashing an amber warning light only when there is path activity. Safety is enhanced without altering the flow of traffic. Flashing red beacons reinforce the need for path users to stop.

Radio controlled early warning poles that flash when path activity is detected can be placed up to 400 feet from intersections where a higher speed limit or restricted sight distance from the road to the intersection prevail, providing crucial advanced warning of path activity.

Our system comes with an integrated trail counter. Data on trail counts as well as other statistics from our system can be downloaded to a PC via radio signals.

For planners, specifiers, builders and maintainers of recreational paths that intersect public roads, the simple difference between hindsight and foresight is Cross Alert Systems.

- Active warning can be actuated either via motion detection or push button.
- System is best suited for 2-lane roads with ADT under 15,000 vehicles.
- Advance poles strongly recommended where average speeds exceed 45 MPH.
- System can work off of battery alone for more than one week.
- A/C powered options available.
- Signage can be customized as desired.
- System supports multiple additional output and inputs, making custom solutions easy to implement.

For specs and more information call 866-276-7725
866-CROSSALERT or visit www.crossalert.com

**Cross
Alert
Systems**
Active Warning Safety Solutions

IPP at Main Street
Northbound



Southbound



IPP at Westmore-Meyers Road
Northbound



Southbound



Appendix C: Road Diet

Main Street Road Diet

Main Street is the “gateway” from the south part of the Village into the downtown and provides access to the Metra commuter rail station. As such, it should be an active area for both pedestrians and businesses. Long before any redesign considerations are made, the Village needs to “visualize” the possibilities of this corridor and its adjacent uses as primarily a pedestrian-oriented place vs. a district that caters to automobiles first.

The potential for Main Street is constrained by virtue of a disproportionate share of roadway dedicated to the auto, instead of pedestrian, biking or parking areas. Enlivening the street and unlocking its potential is a product of market potential, parking, and pedestrian accessibility.

The Main Street corridor is an integral part of Downtown Lombard. However, its personality is distinctly different from the St. Charles Road corridor that runs through downtown. Surrounding land uses along Main Street include a variety of convenience and auto-oriented retail and institutional uses. Over time, and with active planning as is currently underway, this street can become a natural and integral part of a continuing dynamic downtown, flowing from Ash Street on the south to St. Charles Road east and west.



The northward view (left) of Main Street shows the railroad overpass and signalized intersection at Parkside Avenue. With St. Charles Road on the opposite side of the railroad, this segment of Main Street is a gateway into the core downtown area. The southward view (right) of Main Street shows the general character of South Main Street. In both views, the five lanes of traffic and close proximity of the sidewalk (without a safe buffer zone) emphasize the auto-dominant nature of the South Main Street corridor.



If Main Street is appropriately planned and designed, its current uses will transition into those much more reflective of a downtown and more alive with pedestrian activity — more reflective of its original function and character.

Existing Conditions

Currently, Main Street south of St. Charles Road consists of 2 travel lanes in each direction, a center turn lane, and left-turn lanes at signalized intersections. While the right-of-way (ROW) changes slightly between Maple Street and Parkside Avenue, the typical pavement width is 66 ft within an 80-ft ROW, including:

- » Two 11-ft travel lanes per direction
- » One 10-ft center turn lane
- » A 6-ft sidewalk on each side
- » No on-street parking on either side
- » Signalized intersections (within the study area) at Maple Street, Parkside Avenue, and St. Charles Road
- » Traffic volume of 15,000 ADT

As previously noted in the Existing Conditions Assessment Summary, the current design of Main Street (south of St. Charles Road) maximizes the ROW space for roadway movements, limiting the pedestrian em-

ment. Converting this 5-lane cross-section to a 3-lane cross-section would create a more comfortable space for pedestrians, support the “gateway” into Downtown Lombard, and improve the safety and efficiency of traffic operations. The addition of on-street parking and bike lanes are other considerations that may be part of a road diet strategy.

What is a Road Diet?

A road diet is the conversion of a wide street to a narrow one, such as the conversion of a four-lane undivided roadway into a three-lane street with one travel lane in each direction and a center turn lane. This conversion allows space to accommodate other features such as on-street parking, bike lanes, wider sidewalks, or other streetscaping elements. Case studies show that road diets can reduce conflicts at intersections and reduce accidents, while improving the flow of traffic and reducing travel speeds.

According to the Institute of Transportation Engineers, road diets have minimal impacts on traffic capacity under 20,000 vehicles per day. There have been examples, such as Portland, Oregon, where road diets have been implemented along roadways with greater than 20,000 average daily traffic (ADT).

An example of a road diet is provided in Figure C1.

Benefits of Road Diets

A road diet benefits motorists, pedestrians, and the community.

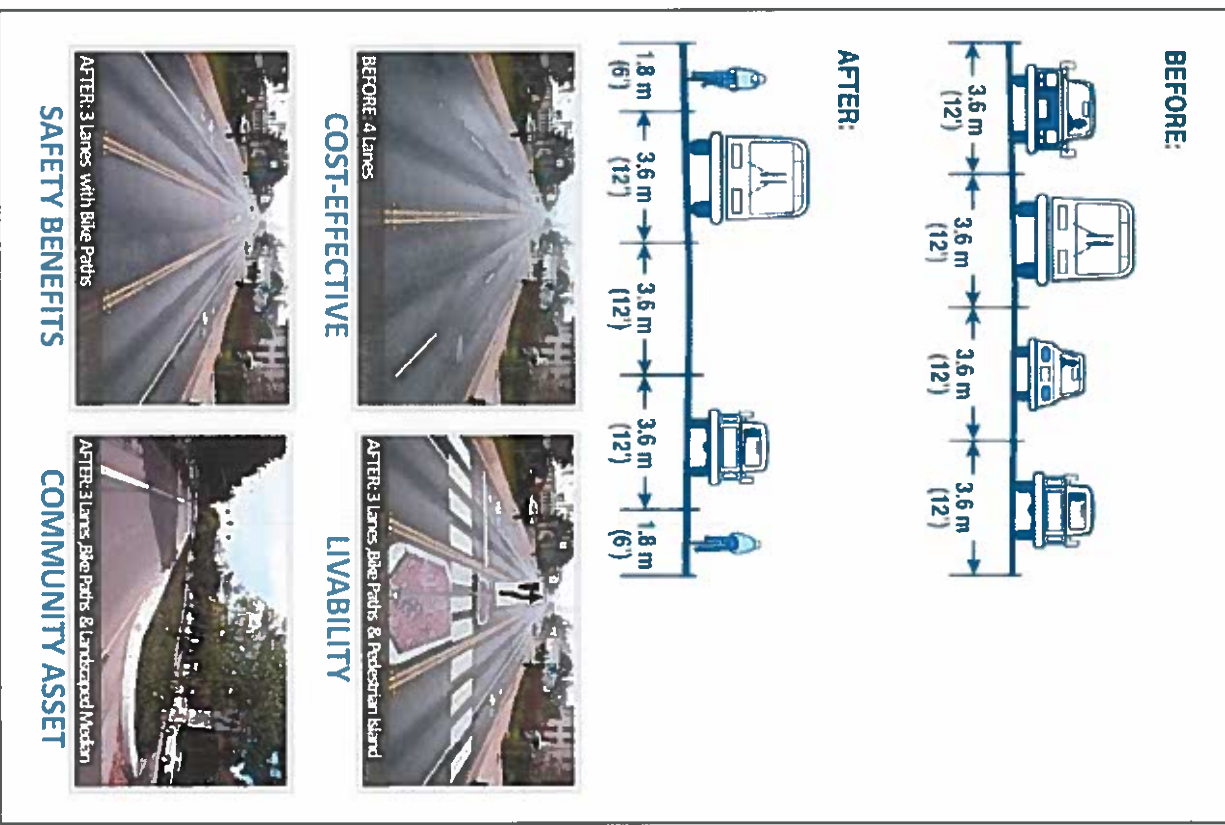
Benefits to Motorists:

- » Reduce accident rates
- » Reduce conflicts from weaving
- » Reduce travel speeds
- » Improve traffic flow

Benefits to Pedestrians:

- » Reduce roadway crossing distance
- » Reduce pedestrian/vehicular accidents
- » Add buffer from traffic (through on-street parking or bike lanes)
- » Enhance/reclaim pedestrian environment

FIGURE C1
Example of a Road Diet



Benefits to the Community:

- » Change roadway character from strictly moving vehicles
- » Enhance/reclaim community space
- » Provide safer traffic operations
- » Design roadway to meet the need of all modes

Design Considerations

In general, factors that should be addressed when considering a road diet include:

- » Roadway function
- » Average daily traffic (ADT)
- » Level of service (LOS)
- » Turning volumes and patterns
- » Percent of heavy vehicles (trucks and buses)
- » Speed
- » Accident types and rates
- » Pedestrian and bicycle activity

Consideration must also be given to the roadway context and the amount of change the Village is willing to accept. Since Main Street carries a mix of commuters and local traffic through an area with a potential for commercial redevelopment, the benefits of on-street parking or bike lanes could be enormous, as witnessed in the examples illustrated at the end of this section.

Furthermore, if the Village is willing to consider more physical changes, the potential for wider sidewalks in front of commercial buildings becomes a formula for creating an area that people will want to visit. Just as there is no perfect diet for all people, there is no perfect recipe for a road diet. Roadways that are properly designed, with turn lanes at intersections and a continuous turn lane in the center, can actually improve traffic flow.

Consider the potential benefits of adding on-street parking and a wider sidewalk in front of a commercial storefront. Room for sidewalk sales, outdoor dining space for cafes, decorative lights, and street furniture could be the spark needed to revitalize the commercial area.

Below is a simplified example to illustrate how this concept typically works:

- » A designated street carries 15,000 cars a day in four lanes (Main Street has four lanes and a continuous turn lane).
- » Assume the vast majority of that traffic is generated in a 12-hour period, between 6:00 am and 6:00 pm.



Glenview Road, Glenview, IL
Glenview applied a road diet to the segment of Glenview Road that traverses through its downtown. The number of travel lanes reduced to 1 in each direction with a center lane for left-turns or handicapped medians. On-street parking is also provided.



Oakton Street, Skokie, IL
Although Oakton Street in Skokie presently offers some on-street parking, the Village plans to apply a road diet to the roadway, reducing the number of travel lanes from 4 to 3. Sidewalk space will also be enhanced.

» That equates to around 3,500 cars per lane during that time period, or just fewer than 300 cars per lane per hour.

» Generally accepted engineering standards indicate that each through lane has a theoretical capacity of 1,900 cars per hour. Each travel lane is typically only half as efficient as it could be due to signalized intersections, multiple drives, etc; the result is a realistic capacity of 950 cars per hour.

» Consequently, removing two lanes would result in a remaining capacity of 600 cars per hour on a two-lane road, still providing over 33% of the lane capacity for future traffic growth.

Road Diet Examples

The following information presents recent examples of road diets implemented locally (Willmette, Glenview, Forest Park, and Skokie) and nationally (Portland, Oregon; Vancouver, Washington; and Athens, Georgia). In each case, the roadway underwent a significant change and stimulated growth in the downtown.

Glenview Road // Glenview, Illinois

A road diet was implemented on Downtown Glenview's major street, Glenview Road, in 1996. At that time ADT was 13,800 vpd and was both an auto and pedestrian destination area. The redesign created new on-street parking and new pedestrian outdoor space, transforming the downtown into a much more pedestrian friendly place. A new development containing 80 condos and approximately 10,000 sq ft of retail was built and is thriving. It includes a Caribou Coffee and an Oberweis Dairy.

Oakton Street // Skokie, Illinois

Skokie has reviewed plans, issued an RFP, selected a consultant, held talks with Cook County regarding a jurisdictional transfer, and now is reviewing the funding package and costs for a road diet along Oakton Street. Oakton Street, which is the



Source: *Real Built Handbook: Strong Trends, Local Streets, America's Roadways*, by PR/Brandenburg, 2008.

prime shopping street in downtown Skokie, would change from four through lanes to three, increasing on-street parking and sidewalks.

Green Bay Road // Willmette, Illinois

A road diet was implemented on Downtown Willmette's major street in 1999 by changing Green Bay Road from four lanes to three. ADT was then 15,900 vehicles per day (vpd). Since that time, two major developments containing a CVS, office, and other retail were submitted with the condo, office and retail approved. A new Starbucks was approved and built, as well as a Walgreens site. The area is currently undergoing a TOD study (similar to Lombard's) with plans that may include a small grocery store of +/- 15,000 sq ft being considered. It should be noted that the downtown area is divided by the Metra line, similar to Lombard.

Madison Street // Forest Park, Illinois

Forest Park created a road diet in 2000 with an ADT of 13,900. The extra space gained new pedestrian amenities and Madison Street has become a model for retail and entertainment venues.

Fourth Plain Boulevard // Vancouver, Washington

Starting with the initial restriping project in 2002, the City of Vancouver, Washington, created a road diet along Fourth Plain

Fourth Plain Boulevard, Vancouver WA

The "before-and-after" images on the right depict the result of the road diet that the City of Vancouver, Washington, applied to Fourth Plain Boulevard. The result was lane reduction from 2 travel lanes in each direction to 1 per direction, with a center median for turning movements. On-street parking was also provided.

Boulevard. With traffic volume of 17,000 ADT, the boulevard changed from 4 lanes to 3 lanes and also added bike lanes. As a result, speeds reduced 18% and accidents reduced 52%, even though there was virtually no change in ADT. Fourth Plain Boulevard is also easier for pedestrians to cross. The road diet also helped stimulate new redevelopment/renovation projects along the boulevard.

Tacoma Street // Portland, Oregon

With traffic volume of 30,000 ADT, the City of Portland, Oregon, implemented a road diet for Tacoma Street, reducing the number of lanes from 4 to 3. The road diet also added on-street parking, curb extensions, and pedestrian refuge islands. The result was a reduction in overall traffic volumes, reduction in speeds, increase in parking, and improvements to the pedestrian environment.

Baxter Street // Athens, Georgia

Beginning with safety study in 1999, the City of Athens, Georgia, implemented a road diet along Baxter Street, reducing the number of lanes from 4 to 3. Bike lanes were also added. Traffic volumes reduced by 4% (down from 20,000 ADT); accidents reduced by 53%. The road diet also encouraged slower speeds and created easier street crossings for pedestrians.

Appendix D: Downtown Naming Options

The Market Assessment in the Lombard Downtown Plan's Existing Conditions Assessment Summary noted that although Downtown Lombard faces a challenging market, "it needs a positioning program that establishes its niche in competing with Yorktown and surrounding downtowns."

Marketplace opportunities, available resources, the geographic focus of redevelopment and the pace of transformation to a large degree will determine how quickly a Downtown Lombard "product" can be defined and positioned. In an ideal world – with favorable market conditions and bountiful public and private resources – the entire Downtown study area would be revitalized quickly and comprehensively. However, current economic conditions suggest that Downtown will continue its ongoing redevelopment through a program of continuous and incremental improvements over time.

Based on existing features and amenities within the project study area, and the opportunities that are being explored to enhance them, two themes are emerging that have the potential to differentiate Downtown from competitors.

The first theme revolves around the concept of "Friends," with the core Downtown area becoming the community's premier gathering place. This approach is supported by preliminary analysis that indicates there will opportunities within the core area to recruit new destination quality restaurants and shops, to enhance existing public spaces and/or create new ones, and to add festivals and events that attract more Downtown visitors. Once the "Friends" theme has been established and validated, the "equity" it accrues can be leveraged to support redevelopment in other adjacent subdistricts.

Over time, there may an opportunity to expand the definition of "Downtown" to include the entire Transit Oriented Development (TOD) district that surrounds the core area. The TOD district – the area within one-half mile or ten minute walk of Lombard's Downtown transit station – includes attractive residential neighborhoods and a number of high quality, family focused destinations and amenities such as parks, schools, churches and regional trails. These features suggest a second theme that revolves around "Families" and the places that they gather.

Collectively, the two themes position the greater Downtown area as the place where "Lombard Families and Friends Gather." Establishing this overall theme does not suggest that other uses and activities are to be excluded from Downtown redevelopment activities. In fact, over time it is highly likely that Downtown Lombard will be known for many good things. However, establishing "one sure good thing" as quickly as possible provides a framework for guiding revitalization initiatives that attract new visitors and – perhaps most importantly – the attention and interest of prospective investors.

Naming & Visual Identity

The Downtown's name and primary identifier will be the single most important element of an effective visual identity system. Preliminary analysis suggests that for Downtown Lombard, a "signature" format – comprised of a "logo/typo," or graphically stylized version of the Downtown Lombard name, and a distinctive symbol – will provide an attractive and robust vehicle for identifying Downtown. The graphic on the opposite page illustrates the components of a signature format.

Please note that the diagram's components are "generic," and not meant to represent a stylized design concept. Design concepts for specific components of the signature – along with other elements that typically comprise a visual identity system such as type and color – will be explored with signage and wayfinding concepts in the next phase of the project.

