



**To:** Chairperson and Transportation and Safety Committee  
**From:** Frank Kalisik, Civil Engineer II *FK*  
**Through:** Carl S. Goldsmith, Director of Public Works *CSG*  
**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