

Cermak, Susan

From: Lew, Matthew
Sent: Thursday, April 09, 2015 10:33 AM
To: Cermak, Susan
Subject: FW: Traffic Question

Sue,

Per our conversation, please find the previous correspondence below.

Matthew Lew, PE, LEED Green Assoc.
Civil Engineer
Village of Lombard
630/620.5740

-----Original Message-----

From: Goldsmith, Carl
Sent: Wednesday, February 11, 2015 2:51 PM
To: Foltyniewicz, Reid
Cc: Wirsing, Tom; Lew, Matthew
Subject: RE: Traffic Question

Reid

The PD provided crash reports for 3 accidents in the vicinity of the "Stop for Pedestrian" signs. All three were for the location at Lincoln Avenue and St. Charles Road. Only one of the three accidents was related to the crosswalk. That accident was a rear end collision involving two vehicles that were behind the vehicle stopped for pedestrians in the crosswalk. There were no accidents reported along Wilson Avenue.

Please let me know if you have any questions.

Carl S. Goldsmith
Director of Public Works
Village of Lombard
1051 S. Hammerschmidt Avenue
Lombard, IL 60148
630-620-5740
630-620-5982 fax
goldsmithc@villageoflombard.org

-----Original Message-----

From: Goldsmith, Carl
Sent: Tuesday, February 10, 2015 9:42 AM
To: Foltyniewicz, Reid
Cc: Wirsing, Tom; Lew, Matthew
Subject: RE: Traffic Question

Reid

This is the information that we have in file. Please feel free to contact me with any questions. You will see that this item had been remanded back to T&S back in September 2012 and the Committee and staff recommended no changes to the signs. I have requested any accident data that the Police Department has on file for those locations since the signs were installed. Once I receive the data, I will forward the report to you for your consideration. To my knowledge, I don't recall any accidents resulting from the signs. We will verify.

I have provided the text from the MUTCD on the In-Street and Overhead Pedestrian Crossing Signs (R1-6, R1-6a, R1-9 and R1-9a) that define the use of the signage placed in the crosswalks.

"Section 2B.12 In-Street and Overhead Pedestrian Crossing Signs (R1-6, R1-6a, R1-9, and R1-9a)
Option:

The In-Street Pedestrian Crossing (R1-6 or R1-6a) sign (see Figure 2B-2) or the Overhead Pedestrian Crossing (R1-9 or R1-9a) sign (see Figure 2B-2) may be used to remind road users of laws regarding right-of-way at an unsignalized pedestrian crosswalk. The legend STATE LAW may be displayed at the top of the R1-6, R1-6a, R1-9, and R1-9a signs, if applicable. On the R1-6 and R1-6a signs, the legends STOP or YIELD may be used instead of the appropriate STOP sign or YIELD sign symbol.

Highway agencies may develop and apply criteria for determining the applicability of In-Street Pedestrian Crossing signs.
Standard:

If used, the In-Street Pedestrian Crossing sign shall be placed in the roadway at the crosswalk location on the center line, on a lane line, or on a median island. The In-Street Pedestrian Crossing sign shall not be post-mounted on the left-hand or right-hand side of the roadway.

If used, the Overhead Pedestrian Crossing sign shall be placed over the roadway at the crosswalk location.

An In-Street or Overhead Pedestrian Crossing sign shall not be placed in advance of the crosswalk to educate road users about the State law prior to reaching the crosswalk, nor shall it be installed as an educational display that is not near any crosswalk.

Guidance:

If an island (see Chapter 3I) is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island.

Option:

If a Pedestrian Crossing (W11-2) warning sign is used in combination with an In-Street or an Overhead Pedestrian Crossing sign, the W11-2 sign with a diagonal downward pointing arrow (W16-7P) plaque may be post-mounted on the right-hand side of the roadway at the crosswalk location.

Standard:

The In-Street Pedestrian Crossing sign and the Overhead Pedestrian Crossing sign shall not be used at signalized locations.

The STOP FOR legend shall only be used in States where the State law specifically requires that a driver must stop for a pedestrian in a crosswalk.

The In-Street Pedestrian Crossing sign shall have a black legend (except for the red STOP or YIELD sign symbols) and border on a white background, surrounded by an outer yellow or fluorescent yellow-green background area (see Figure 2B-2). The Overhead Pedestrian Crossing sign shall have a black legend and border on a yellow or fluorescent yellow-green background at the top of the sign and a black legend and border on a white background at the bottom of the sign (see Figure 2B-2).

Unless the In-Street Pedestrian Crossing sign is placed on a physical island, the sign support shall be designed to bend over and then bounce back to its normal vertical position when struck by a vehicle.

Support:

The Provisions of Section 2A.18 concerning mounting height are not applicable for the In-Street Pedestrian Crossing sign.
Standard:

The top of an In-Street Pedestrian Crossing sign shall be a maximum of 4 feet above the pavement surface. The top of an In-Street Pedestrian Crossing sign placed in an island shall be a maximum of 4 feet above the island surface.

Option:

The In-Street Pedestrian Crossing sign may be used seasonably to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.

In-Street Pedestrian Crossing signs, Overhead Pedestrian Crossing signs, and Yield Here To (Stop Here For) Pedestrians signs may be used together at the same crosswalk."

Please feel free to contact me with any questions.

Carl S. Goldsmith
Director of Public Works
Village of Lombard
1051 S. Hammerschmidt Avenue
Lombard, IL 60148
630-620-5740
630-620-5982 fax
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-----Original Message-----

From: Foltyniewicz, Reid
Sent: Monday, February 09, 2015 10:22 AM
To: Goldsmith, Carl
Subject: Re: Traffic Question

Trying to find that information out. Not sure what they guy is looking for. Sounds like he wants the signs removed. I am going to call him later after reviewing more information.

Reid Foltyniewicz
District 3 Trustee
Village of Lombard
(630) 621-2861

> On Feb 9, 2015, at 10:18 AM, Goldsmith, Carl <GoldsmithC@villageoflombard.org> wrote:
>
> Reid
>
> I will forward you the information asap. Is there a specific concern regarding the signage?
>
> Sent from my iPhone
>

>> On Feb 9, 2015, at 10:17 AM, Foltyniewicz, Reid <FoltyniewiczR@villageoflombard.org> wrote:

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>> Carl,

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>> Unfortunately, I will need the previous memos and materials regarding this issue. I read the minutes from the meeting on June 7th, 2010. The information on the minutes is a brief summary and I would like to know more information. Thank you.

>>

>> Reid Foltyniewicz

>> District 3 Trustee

>> Village of Lombard

>> (630) 621-2861

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>>> On Feb 4, 2015, at 9:31 PM, Goldsmith, Carl <GoldsmithC@villageoflombard.org> wrote:

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>>> Reid

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>>> The matter was brought before the T&S Committee several years ago in response to the high volume of pedestrian traffic due to the little league baseball. The committee recommended the yield for pedestrian signs, but due to a change in State Statute, the signs were updated to the stop for pedestrian signs.

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>>> Should you desire, I can provide all of the previous memos and material. Please let me know.

>>>

>>> Sent from my iPhone

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>>>> On Feb 4, 2015, at 8:55 PM, Foltyniewicz, Reid <FoltyniewiczR@villageoflombard.org> wrote:

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>>>> I received this question from a resident.

>>>>

>>>> As the season will be here quicker than realized, I thought I'd ask the questions now before the deadline passes and nothing can be done about it. I was wondering why, specifically, the "Stop for Pedestrians" signs are placed in the middle of the roadway at the intersections of Wilson and Edgewood and Wilson and Lewis? What criteria was met or incident that occurred that required their installation for the last four years or so?

>>>>

>>>> Reid Foltyniewicz

>>>> District 3 Trustee

>>>> Village of Lombard

>>>> (630) 621-2861



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

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

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

cc: William Ware, Trustee, District 6

1.0 Call to Order and Roll Call

The meeting was called to order by Chairperson Wilson at 7:00 p.m.

Present 6 - Zachary Wilson, Robert Difino, Gerri Kuehl, Jerry Shaefer, Ken Snead, and Bob Corbino

Absent 3 - John Schwarz, Nancy Sherretz, and Jean Nolan

Staff Present:

*Frank Kalisik, Public Works
John Johnson, Public Works
Chief Ray Byrne, Police Department*

Others Present:

William Ware, District 6 Trustee

2.0 Public Participation

*David Irion, 1011 Cherry Lane
Thomas Quirk, 1046 Cherry Lane
Keith Giagnorio, 250 W. Harrison Road*

3.0 Approval of Minutes

It was moved by Kuehl, seconded by Corbino, to approve of the May 12, 2010, meeting. The motion carried by a voice vote

4.0 Unfinished Business

100225

Westmore School

Request to establish No Parking zones and expand times for existing One-Way traffic on streets surrounding the school. (DISTRICT #5)

Chairperson Wilson reviewed the item. Division will be limited to drop off & pick up times and adding "Do Not Block Driveways".

It was moved by Kuehl, seconded by Corbino, that this matter be recommended to the Board of Trustees for approval. The motion carried by a voice vote

5.0 New Business

100303

Intersection of Wilson and Edgwood Avenues

A request to install a pedestrian cross-walk across Wilson Avenue at Edgwood Avenue. (DISTRICT #6)

Trustee Ware explained that he had asked for this to come back to the

committee. It originally came before the committee as an issue specific to Cherry and Wilson, which the committee deemed unwarranted. However, that discussion did not address the whole issue. Another part of the issue is the length of Wilson between Cherry and Edgewood. At Edgewood there is a baseball diamond and parents park on Edgewood and Wilson. There are safety issues.

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

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

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

Another possibility is installing a pedestrian activated light, however, right now staff is suggesting a crosswalk and signs. Chairperson Wilson asked if it would be possible to install Yield to Pedestrians signs in the middle of the street like Downers Grove. Chief Byrne explained that Wilson is a different type of roadway. That area in Downers Grove is much narrower. Chairperson Wilson asked if the Village needs to reduce the speed limit in conjunction with the suggested action and would a traffic study warrant a speed reduction. Kalisik responded that staff would have to revisit the issue and look at pedestrian traffic. Discussion ensued regard pedestrian signals and speed limits around parks. Trustee Ware suggested that if we're

going to install a crosswalk and signs at Edgewood, maybe we should be increasing the signage at Lewis too. The baseball diamond is at Edgewood, but the parking lot is at Lewis. Schwarz suggested that staff start with a basic approach of reidentifying Edgewood or Lewis with Yield to Pedestrians. He added that the parents need to use the parking lot to get their kids to the field safely. Keep it as simple as possible, try crosswalks and signs.

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

It was moved by Corbino, seconded by Kuehl, that this matter be recommended to the Board of Trustees for approval to install crosswalks and pedestrian crossing signs including signage in the middle of the road. The motion carried by a voice vote

6.0 Other Business

7.0 Information Only

8.0 Adjournment

It was moved by Kuehl, seconded by Corbino, to adjourn at 7:45 p.m. The motion carried by a voice vote



To: Chairperson and Transportation and Safety Committee
From: Frank Kalisik, Civil Engineer II *FK*
Through: Carl S. Goldsmith, Director of Public Works *CG*
Date: September 5, 2012
Subject: Mid-Block Crosswalk Sign Removal Request

120467; Request to Remove Mid-Block Crosswalk Signs

The Public Works Department received a request to remove the mid-block crosswalk signs from the St. Charles/Lincoln, Wilson/Cherry, and Wilson/Edgewood mid-block crosswalk locations, citing the "Stop for Pedestrians in Crosswalk" signs are confusing and unsafe.

The "Stop for Pedestrians in Crosswalk" signage (R1-6a) is an optional in-street regulatory sign per the MUTCD, designed to remind road users of the laws regarding right-of-way at an unsignalized pedestrian crosswalk. Local road agencies are permitted to develop certain criteria in determining the applicability of these signs. The Transportation and Safety Committee has previously recommended the use of these signs when they were requested at the Wilson Avenue locations, with reservations of not employing them at four lane road configurations. The Village Board of Trustees subsequently approved the use of these signs at the subject locations and appears to maintain a policy to utilize them in appropriate circumstances. Attached is correspondence from Trustee Gron concerning this issue.

Staff recommends no changes to the current policy.

cc: Greg Gron, District 1
William Ware, District 6

Kalisik, Frank

From: Goldsmith, Carl
Sent: Monday, July 23, 2012 11:04 AM
To: Gron, Greg
Cc: Hulseberg, Dave; Kalisik, Frank; Dratnol, Dave
Subject: Re: T&S Comm discussion

Gentlemen

Your comments will be articulated in the staff report that will go to T&S at their next meeting.

Sent from my iPhone

On Jul 23, 2012, at 10:53 AM, "Gron, Greg" <GronG@villageoflombard.org> wrote:

Dave,

Please express my dissatisfaction to T&S Chairman, for an item coming up on their agenda pertaining to the pedestrian sign at walkway on St. Charles Rd by the splash park. They are there for a very good reason and I will NOT support a motion to have it removed! I cannot for the life of me understand why this would even be a discussion item, especially when it comes to the safety of our children. One can drive in just about every community and find them around schools, parks and places where imminite danger to pedestriains could be because of auto traffic.

Please forward this to anyone involved in this discussion.

Regards,
Greg Gron
Trustee Dist #1