



To: Chairperson and Transportation and Safety Committee
From: Frank Kalisik, Civil Engineer II *FK*
Through: Carl S. Goldsmith, Director of Public Works *CG*
Date: May 26, 2011
Subject: St. Charles Road Pedestrian Crossing at Lincoln Avenue

Installation of a Crosswalk for St. Charles Road at Lincoln Avenue

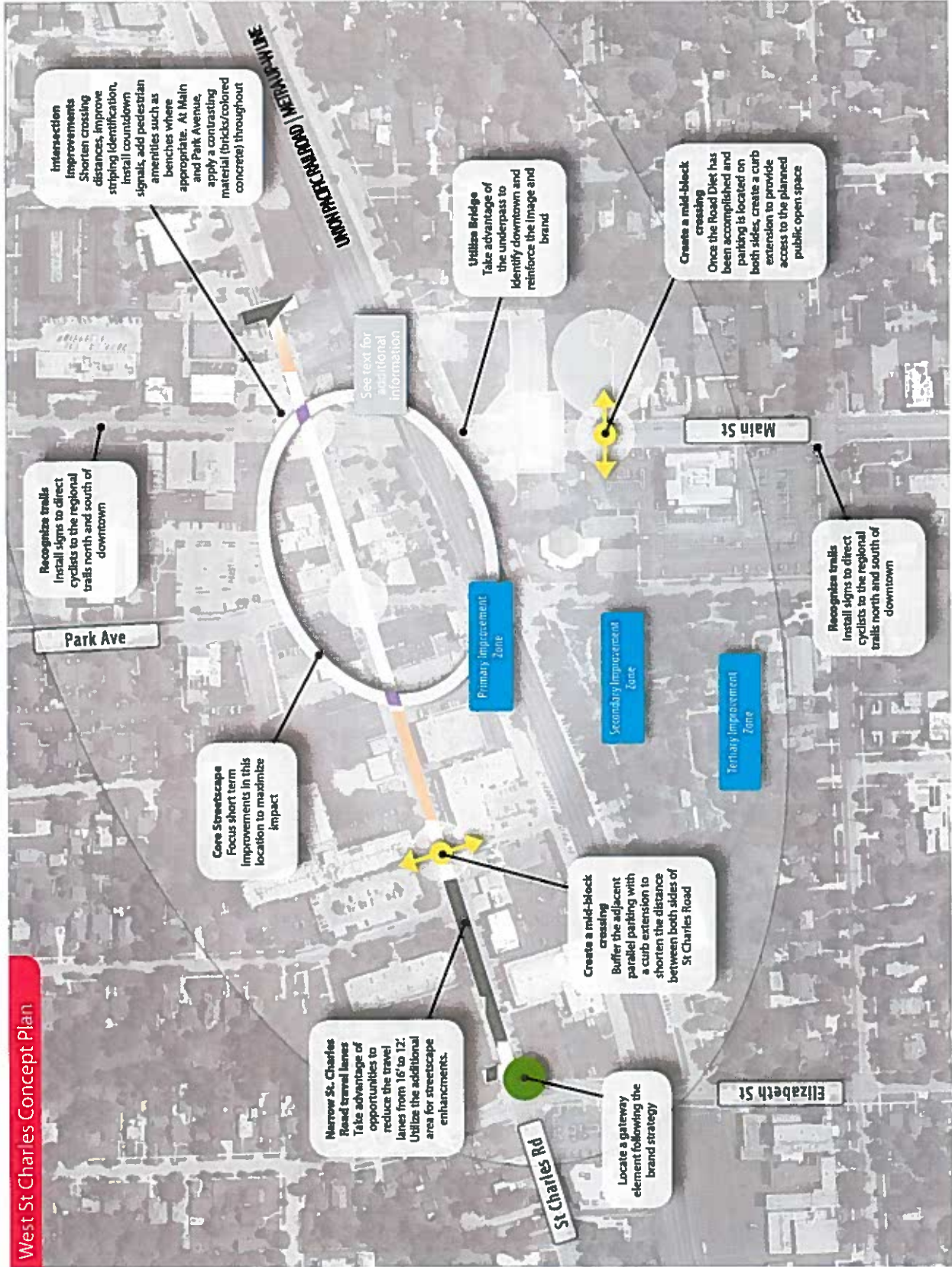
For many years the Transportation and Safety Committee has been addressing concerns regarding crosswalks at various locations throughout the Village and has consistently recommended against installing them at mid-block locations. In general, staff does not support mid-block crosswalks since they are non-traditional crossing locations that are counter to the teaching of "cross at the corner", as well as place pedestrians directly into the path of uncontrolled vehicular traffic, regardless of the recently updated State law concerning pedestrian crosswalks. This was affirmed in an October 2009 recommendation to the Village Board to deny a proposed Downtown Landscape Enhancement Plan that incorporated a crosswalk in the vicinity of St. Charles Road and Lincoln Avenue. Even more recently, the T & S Committee's January 2011 review of the Lombard Downtown Plan recommended that mid-block crosswalk improvements, if needed, should be based upon implementation of the entire redevelopment plan, which includes "road diet" configurations of reducing St. Charles Road travel lanes and extending sidewalk widths.

In March, 2011, the Village Board amended the Comprehensive Plan by incorporating the Lombard Downtown Plan. The Public Works Department is now being requested to program the installation of a crosswalk across St. Charles Road at Lincoln Avenue. Staff has inspected the site, and could design and install a crosswalk across St. Charles Road at the Splash Station Park for as little as \$15,000.00. The design would include "bumping out" the sidewalk to shorten the walking distance (see attached drawings); however, it would not include the "road dieting" measures that were originally recommended by the T & S Committee.

At the request of President Mueller, staff has been asked to revisit this issue. Public Works staff has reviewed the crosswalk location and believe that if a crossing is desired, the proposed location is the most suitable. There are several logistical issues, such as determining pedestrian walk times, traffic speed/ADT/signal timing impacts, drainage, snow removal, and parking that need to be addressed during design of the improvement. Given the distance between the existing crosswalks at Elizabeth and Park Streets, it is reasonable to seek an additional crosswalk to promote safe movements in downtown Lombard.

At this time, staff recommends that the T & S Committee support the concept of a crosswalk at St. Charles Road and Lincoln Avenue, as provided in the attachment. Funding for this project is available through the TIF District.

FIGURE 3.1
Streetscape Recommendations for the West St. Charles Road Corridor



- » Extend the proposed Metra sidewalk on the south side of Michael McGuire Drive to the train station.
- » Continue Park Avenue specially paving to the platform to integrate the station into the streetscape environment.
- » Integrate art into the stairway / ramp area that accesses the platform and tunnel.
- » Install adequate lighting in the tunnel and complement it with architectural lighting to increase the sense of safety.
- » Add recycling bins for commuter use.

Main Street

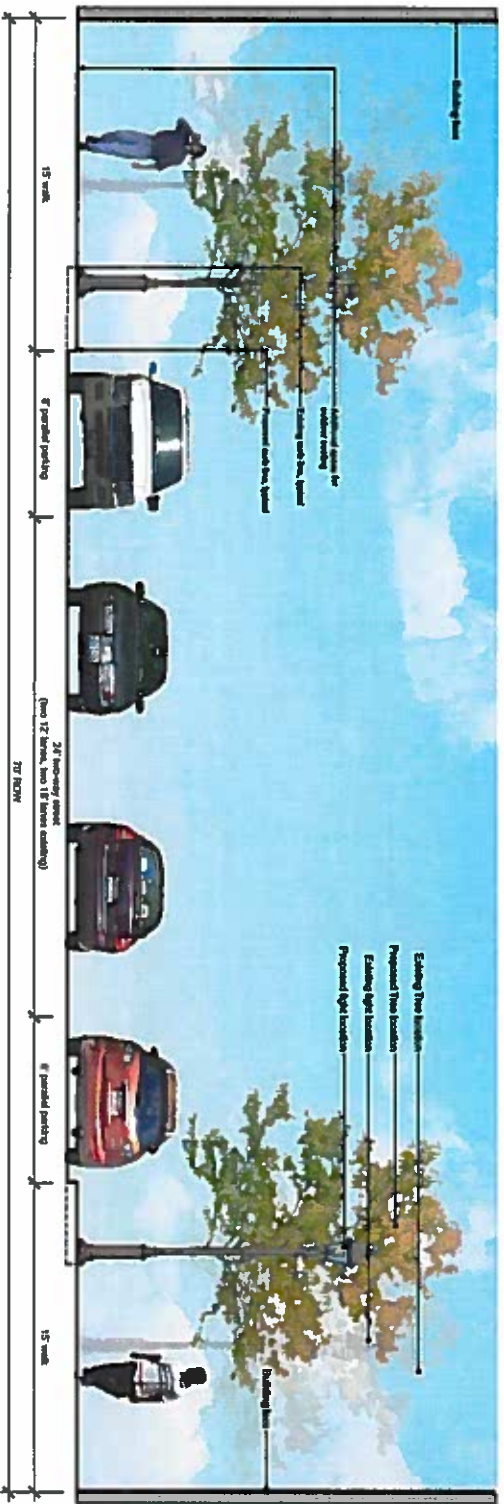
The train underpass and Main Street / St. Charles Road intersection creates an important entrance into downtown. The proposed road diet along Main Street will not have a significant impact on the intersection geometry either at Main or Parkside unless turn lanes are removed, reducing the ability for pedestrian enhancements to be made. However, minor improvements such as maintaining the condition of the pedestrian crossing striping and adjacent plantings can mitigate some of the



A walkway/underpass across the Union Park Railroad tracks at Park Avenue (above). A proposed pedestrian tunnel would provide a safer route to connect the north and south sides of the railroad tracks.

existing conditions. The Village's Landscape Enhancement Plan identifies planting areas on the southeast corner that should be installed cooperatively with the business owner to buffer pedestrians from the gas station parking area. The underpass, however, offers an opportunity to create a gateway into the Core Downtown for both vehicles and pedestrians. Recommendations for the underpass are identified in the perspective in Figure 3.5.

FIGURE 3.3
Modified Street
Gross Section:
St. Charles Road



Prepared by *Hatchad Design Group*



Reducing driveway widths is one method to help minimize curb cuts along roadway corridors; for example, the driveways serving the Marathon gas station could be reduced.

Pedestrian Improvements

» **Lincoln Avenue crosswalk.** The western portion of downtown Lombard, along W. St. Charles Road from Park Avenue to Elizabeth Street, has many commercial businesses, residential units, and a splash park. However, there are no protected crosswalks in this segment. A new crosswalk is proposed for the southern leg of Lincoln Avenue and Main Street. Design considerations should include curb bump outs to reduce the crossing distance, highly visible painted crosswalks, and highly visible signs drawing attention to the crossing.

» **South Main Street mid-block crossing.** As part of the proposed Main Street road diet, the opportunity exists to add a pedestrian crossing between Parkside Avenue and Maple Street. This is a long block, with about 750 feet between signalized intersections. Mid-block crossings are generally considered when protected intersection spacing is greater than 400 feet. This location would require more investment than a typical crossing, such as a HAWK or other pedestrian-oriented signal treatments.

» **Park Avenue pedestrian tunnel.** As a safety improvement, Metra will soon be constructing a pedestrian tunnel underneath the UP Railroad at Park Avenue. This tunnel will replace the current mid-platform crossing, which is a less optimal situation for commut-



The consolidated newspaper rack along the eastern wall of Main Street Cave reduces the clutter of multiple individual newspaper racks, creating a cleaner pedestrian environment.

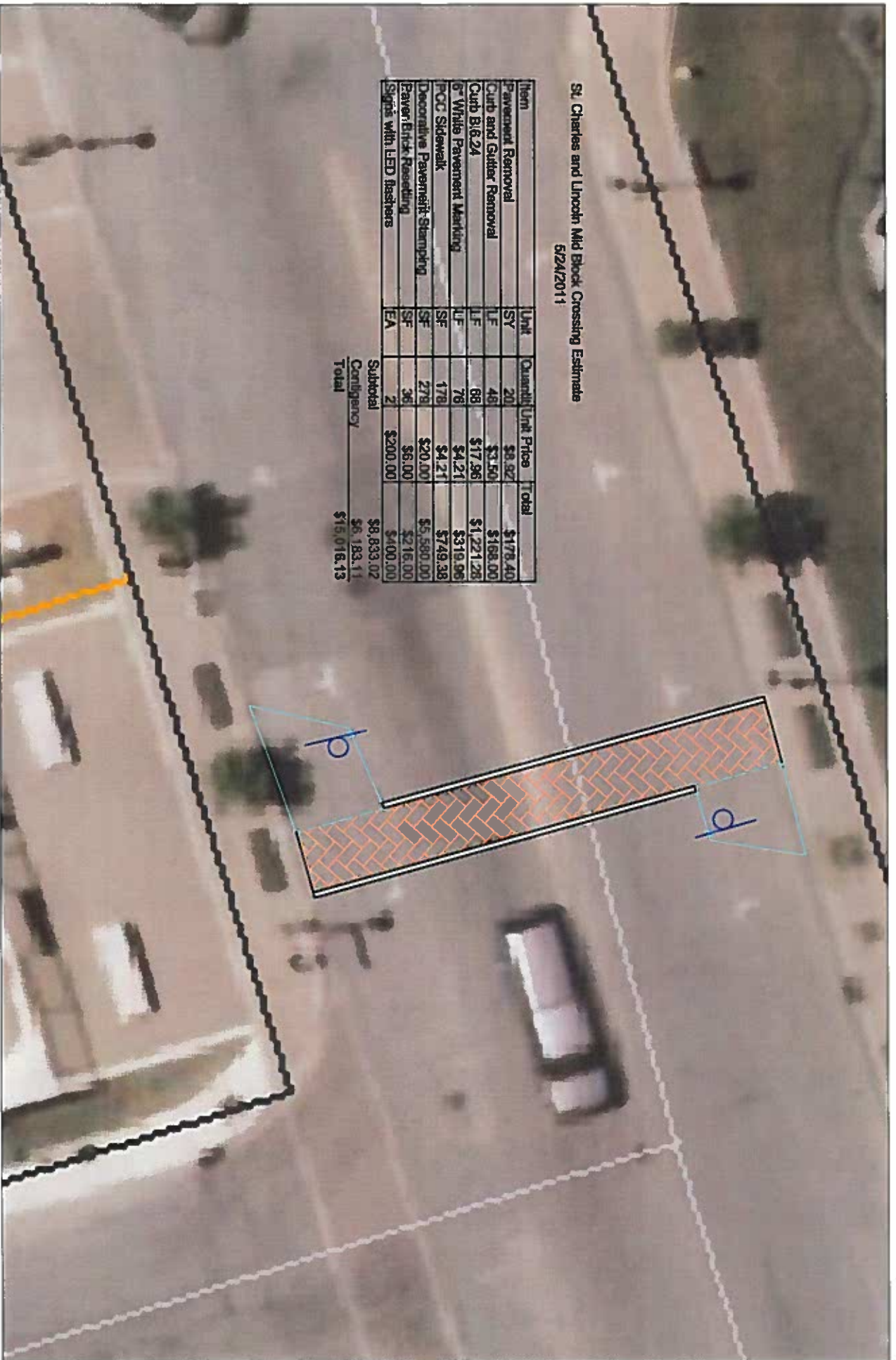
ers. Metra's design of this tunnel, to be constructed and funded by Metra, is primarily oriented towards commuters. With nearly 1,300 commuters at the Lombard station, this safety improvement is warranted.

» **Minimized curb cuts.** Driveways increase vehicle conflicts and interrupt the sidewalk. Excessively wide driveways allow for faster turns and are hazardous to pedestrians. Minimizing the need for multiple driveways serving single land uses, consolidating driveways serving multiple land uses, and reducing driveway width are all improvements that can minimize pedestrian/vehicle conflicts. Driveways serving the 7-Eleven and the Marathon gas station located on the corner of St. Charles Road and Main Street, are candidates for a reduction in driveway width. Multiple curb cuts along W. St. Charles Road are candidates for consolidations.

» **Streetscape Improvements.** Streetscape elements enhance the character and safety of the pedestrian environment. Proposed elements are addressed in this report under Section 3.

Bicycle Routes/Parking

» **New bicycle routes.** With two regional bike trails located north and south of Downtown Lombard, opportunities exist to improve connections from these trails to the downtown area and the Me-



St Charles and Lincoln Mid Block Crossing Estimate
6/24/2011

Item	Unit	Quantity	Unit Price	Total
Pavement Removal	SY	20	\$8.92	\$178.40
Curb and Gutter Removal	LF	48	\$3.50	\$168.00
Curb B16.24	LF	88	\$17.96	\$1,580.48
6" White Pavement Marking	LF	76	\$4.21	\$319.96
PCC Sidewalk	SF	178	\$4.21	\$749.38
Decorative Pavement Stamping	SF	278	\$20.00	\$5,560.00
Paver Brick Reseting	SF	36	\$6.00	\$216.00
Signs with LED flashers	EA	2	\$200.00	\$400.00
Subtotal				\$8,833.02
Contingency				\$6,183.11
Total				\$15,016.13

St Charles and Lincoln Midblock Crossing