

To: John Burg, Acting Director of Public Works
From: Justine Gembala, PE, Civil Engineer
Date: April 7, 2004
Subject: Illinois Prairie Path Crossing Signage

At the March 1, 2004 Transportation and Safety Committee meeting the committee requested more information regarding signage at the Illinois Prairie Path crossings at Main Street and Westmore/Meyers Road. The signage is intended to remind motorists of the Illinois law to yield to pedestrians in crosswalks. Attached for your review are proposed drawings for signage and pavement markings on Main Street and Westmore/Meyers Road. Separate applications are presented specific to the nature of each crossing.

Advance signage is recommended at the Illinois Prairie Path and Westmore/Meyers Road. After much consideration of an in-street sign stand, it was determined that the driving lanes are too narrow to safely negotiate around an obstruction in the roadway. Westmore/Meyers Road is a 45 feet wide roadway with two lanes in each direction (three 11-foot lanes and one 12-foot lane). To safely place the in-street sign, a buffer area of 3 feet is required. This would reduce the lane widths to 10.5 feet. A combination of higher speeds and approximately 17,000 vehicles per day, including truck traffic, is not conducive to the in-street sign. Instead, it is recommended to place advance "Yield Here to Pedestrians" signs (see sign R1-5 on page 2B-11 of the MUTCD 2003 Edition). There are many sight obstructions such as trees, other signs and utility poles on the east side of Westmore/Meyers Road south of the Illinois Prairie Path crossing. Therefore, the optimum location for the northbound sign is in a planter box, cantilevered out for motorists' visibility. The visibility on the west side of Westmore/Meyers Road for southbound traffic is conducive for a normal sign installation. As an option, Yield markings can be installed in conjunction with the signage (see page 3B-26 and 3B-37 of the MUTCD 2003 Edition).

At Main Street and the Illinois Prairie Path crossing there is a 10-foot dual left turn lane. This area can be striped to accommodate an in-street sign (see sign R1-6 on page 2B-11 in the MUTCD 2003 Edition). The yellow pavement markings would extend north and south of the crosswalk for 20 feet with yellow hash markings. There are no driveways in this area to conflict with signage or pavement markings. A copy of the recommended sign will be available for viewing at the meeting.

JG/jj

cc: Joan DeStephano, Trustee, District 1
Kenneth Florey, Trustee, District 5
Rick Soderstrom, Trustee, District 6
David Dratnol, Village Engineer
Transportation and Safety Committee