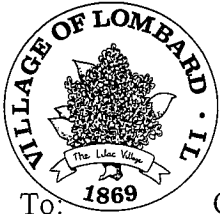


060042



To: Chairperson and Transportation & Safety Committee Members

Through: Wes Anderson, Director of Public Works *WA*

From: David A. Dratnol, P.E., Village Engineer *DD*

Date: December 21, 2005

Subject: Highland Avenue at Maple Street, Illinois Prairie Path and Washington Boulevard Sight Distance Concerns

At the November 7, 2005 Transportation and Safety Committee meeting concerns were brought up regarding poor the sight distance on Highland Avenue at Maple Street, the Illinois Prairie Path and Washington Boulevard.

None of these intersections have ideal sight distance due to natural and man made obstacles. Drivers need to move into the crosswalk area to obtain good sight distance, however, there is adequate sight distance for drivers to see pedestrians.

On the northeast corner Highland Avenue and Maple Street there is a four foot fence with shrubs behind it. The resident has trimmed the bushes, which has improved the sight distance slightly. There is a utility pole on the northeast corner that contributes to the limited sight distance. This property is grandfathered since the fence was installed prior to the new corner lot restrictions for fences. There are signs below the stop signs informing the drivers that cross traffic does not stop. Accident reports were reviewed from January 2002 through December 2004. There were three accidents in the three year period.

Highland Avenue and the Illinois Prairie Path does have some sight restrictions due to vehicles parking in the alley and dense tree coverage on the south side of the Illinois Prairie Path. DuPage County has limitations to what they are allowed to trim or remove. They can only perform maintenance within 12 feet either side of the path measured from the center. South Broadway reconstruction should commence around May 2006. This will eliminate the vehicles parking in the alley at Highland Avenue.

Highland Avenue and Washington Boulevard has a host of obstructions. There is a pine tree and a small bush on the southeast property, two small bushes on the northeast property, two large trees in the parkway on the southwest leg of the intersection and one small bush on the northwest property. Accident reports were reviewed from January 2002 through December 2004. There were two accidents in the three year period.

It appears drivers are using more care in these intersections demonstrated by the low number of accidents. Staff recommends no additional modification at this time.

DD/jj

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