



060043

To: Chairperson and Transportation & Safety Committee Members

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

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

Date: December 27, 2005

Subject: Staff Response to Memo Regarding Great Western Trail and Illinois Prairie Path Crossings Submitted by Raymond Bartels

At the December Transportation and Safety Committee meeting, Mr. Raymond Bartels submitted a memo to the Committee regarding issues at the Great Western Trail and Illinois Prairie Path street crossings. Staff has reviewed the memo and made site visits. This memorandum addresses each of the items noted in Mr. Bartel's memo. We have included each item followed by staff recommendations.

General Comment:

At the November 7, 2005 Transportation and Safety Committee meeting, the Committee directed staff to investigate all of the trail crossings for adequate sight distance and vehicles parking close to crossings. Staff checked all crossings on three different days, alternating mornings and afternoons. The only crossing concern was at the Great Western Trail and Highland Avenue which consistently has one or more vehicles parking close to the crossing. Staff recommended that the east and west sides of Highland Avenue be posted "No Parking" from the crossing to a point 75 feet south. This item was presented to the Village Board on January 5, 2006. For the remainder of the crossings, staff recommended that no action be taken at this time.

Specific Comments:

Great Western Trail

GWT @ Westmore/Meyers Road

Crosswalk area needs to be improved. There was a bicycle crossing study done in 1998 on several locations but this intersection was not chosen. A study needs to be done at this intersection due to time elapsed and increased traffic volume through this area. A crosswalk set up like the one that was constructed at Main and the IPP would be acceptable. Crosswalk striping is in poor condition and the lighting in this crosswalk is inadequate.

Staff Response:

Crosswalk markings need to be replaced. Westmore/Meyers Road is scheduled to be resurfaced in 2007 at which time new markings will be installed. Crossing warning signs are in good condition.

Westmore/Meyers Road is 4-lanes at this crossing and the lanes are narrow. A 5-lane cross section is required to accommodate a pedestrian island like Main Street and Illinois Prairie Path.

GWT @ S. Edgewood Ave. & St. Charles Place

No Parking signage could be added to the West of the GWT on St Charles Pl. possibly to 550 E. St. Charles Place (Business Gentile Parking Lot), also should be added to the East of the GWT. The crosswalk in this intersection is in poor condition.

Staff Response:

Five Crosswalk bars need replacing. This crosswalk has been added to the 2006 pavement marking list. The crossing signs have been moved closer to the actual crossing. Crossing warning signs are in good condition.

GWT @ Grace Street

The crosswalk is need of enhancements.

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition.

GWT @ Charlotte Street

No parking signage should be added here in all directions. There looks to be 1 hr parking restriction already set up in one area before the path.

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition.

GWT @ Main Street

Crosswalk area needs to be improved. There was a bicycle crossing study done in 1998 on several locations, this intersection qualified for a pedestrian signal crossing but fell short due to minimum required pedestrian volume. A study needs to be done at this intersection due to time elapsed and increased traffic volume through this area. A crosswalk set up like the one that was constructed at Main St. and the IPP would be acceptable. The current crosswalk could use better reflective striping in the interim.

Staff Response:

Pavement markings are in good condition, replaced summer of 2005. Crossing warning signs are in good condition. Main Street is 2-lanes at this crossing. A 3-lane cross section is required to accommodate a pedestrian island like Main Street and Illinois Prairie Path.

GWT @ Park

No parking signage should be added here in all directions. The East side of the trail has poor sight line both North & South and the West side of the trail has poor sightline to the North. This intersection need better reflective crosswalk striping.

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition. Sight distance from behind sidewalk is good. Sight distance is reduced further east and west of the crossing due to the hill and landscaping.

GWT @ West

No parking signage should be added here in all directions.

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition.

Great Western Trail at Highland (This was omitted in original survey)

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition.

Illinois Prairie Path

IPP @ Westmore/Meyers Road

Crosswalk area needs to be improved. There was a bicycle crossing study done in 1998 on several locations. This location warranted a pedestrian signal at the crossing. To date this intersection continues to be unimproved by the Village. A crosswalk set-up like the one that was constructed at Main St. and the IPP would be acceptable. Main St at the IPP was the other intersection that warranted the same pedestrian signal at the crossing.

Staff Response:

Pavement markings are in good condition. Pavement markings were replaced summer 2005. Crossing warning signs are in good condition. In addition the crossing has advance signage with distances to crossing. Westmore/Meyers Road is 4-lanes at this crossing and the lanes are narrow. A 5-lane cross section is required to accommodate a pedestrian island like Main Street and Illinois Prairie Path.

IPP @ Highland Ave.

No parking signage should be added here in all directions. Parking issues already exist here and will get worse until construction on the new South Broadway is complete. Sightline on both sides is poor and the lighting in this area is poor also and is consider a very dangerous intersection.

Staff Response:

Four crosswalk bars need replacing. There are street lights on the east and west side of the crossing on the Illinois Prairie Path. Advance sight distance is poor due to dense woods on the west side of the crossing. Sight distance is good at sidewalk. Crossing warning signs are in good condition.

IPP @ Lodge Ave.

This intersection is unique. There are no houses that surround this intersection. There however are two other intersections that feed into this intersection. They are North and South Broadway. This intersection is an uncontrolled intersection. There is a need for some type of traffic control in this feeder intersection.

Staff Response:

Pavement markings are in good condition. Pavement markings were replaced summer 2005. Crossing warning signs are in good condition. North Broadway and South Broadway Yield to Lodge Lane. Sight distance is good and additional traffic control is not recommended.

IPP @ Grace Street

Crosswalk area needs to be improved. There was a bicycle crossing study done in 1998 on several locations. This location warranted signals based upon the survey that was completed but this intersection was not mentioned in the letter to Stan Rickard, Public Works Director at the time. This intersection has increased in traffic flow since it's last study and it's needs to be looked at. This intersection also is a feeder for North and South Broadway crossways as well. No parking signage should be added here in all directions. There is parking allowed on the West side of Grace both North and South of the IPP already, but the parking lines start at about 10 feet in either direction of the path. The sight lines on the West side of Grace are bad and when you combine feeders, bad sight lines, and parking up to the point it is presently at is a recipe for disaster. This intersection is the one of the most complained about intersections that is not four lanes in Lombard. The crosswalk striping is in need of improvements as well.

Staff Response:

Pavement markings are in good condition. Pavement markings were replaced summer 2005. Crossing warning signs are in good condition. With the clearing of the underbrush by DuPage County, drivers have a good line of sight to see pedestrians and visa versa even when vehicles are parked in the marked parking lane.

IPP @ Lombard

No parking signage should be added in all directions. There is currently 1 hour parking restrictions in place on Lombard going North from the IPP. The crosswalk striping needs improvement.

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition.

IPP @ Stewart

No parking signage should be added in all directions. The crosswalk striping needs improvement.

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition.

IPP @ ~~Martha~~ Craig

No parking signage should be added in all directions. This intersection is unique because it has 4 driveways North, South, East, West that are about 10 to 12 feet from both sides of the IPP and Martha intersection. The crosswalk striping needs improvement.

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition.

IPP @ Elizabeth

No parking signage should be added in all directions. There is currently 1 hour parking restrictions to the North on Elizabeth. The crosswalk striping needs improvement.

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition.

IPP @ Brewster

No parking signage should be added in all directions. There is currently 1 hour parking restriction on the East side of Brewster just North of the IPP.

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition.

IPP @ Edson

No parking signage should be added in all directions. There is currently 1 hour parking restriction on the East and West side of Edson just North of the IPP.

Staff Response:

Pavement markings are in good condition. Crossing warning signs are in good condition.

Staff Conclusion:

Users of the trails have a responsibility for their own safety. DuPage County has posted "Stop" signs at every crossing. To create a policy to post "No Parking" at all trail crossings will do little to improve the safety of a crossing. Most of the major crossings already have "No Parking" posted. The minor crossings have a low ADT (Average Daily Total) of vehicles and posting these crossings "No Parking" will just add to the sign pollution, additional maintenance and costs with little benefit. The Village has worked with DuPage County establishing clear line of sight at all the crossings where possible. This summer DuPage County sent their forestry crew out to the trails to trim back underbrush 40 feet from the sidewalk. This policy has been accepted procedure for their entire trail system.

DD/jj

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