

# Village of Lombard

*Village Hall  
255 East Wilson Ave.  
Lombard, IL 60148  
villageoflombard.org*



## Minutes

**Monday, August 7, 2017**

**7:00 PM**

**Lorraine G. Gerhardt Community Room**

### **Joint Public Works & Environmental Concerns and Public Safety & Transportation Committees**

*Trustee Bill Ware, Art Kuehl, John Kaforski, Mark Dvorak,  
Mike Kuderna, David Arnold, Joe Glazier, Robert Bachner  
Trustee Dan Whittington, Jennifer Perkins, Michael Corso,  
John Larkin, John Schwarz, Bob Corbino,  
Gary Cation, Jerry Schaefer, John Mullins*

## 1.0 Call to Order and Pledge of Allegiance

The meeting was called to order by Chairperson Whittington at 7:20 p.m.

## 2.0 Roll Call

**Present** 14 - John Kaforski, Mark Dvorak, Mike Kuderna, David Arnold, Joe Glazier Jr., Robert Bachner, Dan Whittington, Jennifer Perkins, Corso, John Larkin Jr., John Schwarz, Gary Cation, Jerry Shaefer, and John Mullins

**Absent** 2 - Arthur Kuehl, and Bob Corbino

### Others Present:

Carl Goldsmith, Public Works Director  
Matthew Lew, Civil Engineer, Public Works Department  
Deputy Chief Wirsing, Police Department  
Sgt. Joe Grage, Police Department  
Chief Sander, Fire Department  
Asst. Chief Howell, Fire Department  
Jason Souden, Christopher B. Burke Engineering, LTD

## 3.0 Public Participation

## 4.0 Approval of Minutes

A motion was made by John Kaforski, seconded by Mark Dvorak, that the minutes of the July 12, 2017 meeting be approved. The motion carried unanimously.

## 5.0 Unfinished Business

[170277](#)

### Westmore-Meyers Road Safety Enhancements

Request for committee approval of proposed project recommendations.  
(DISTRICT# 5 & 6)

Lew reviewed the presentation.

Three quarters of the driveways lie within this area (Madison to St. Charles Rd.). One of the biggest issues is the Great Western Trail crossing. It is in close proximity to St. Charles and we want to direct the trail users to the crossing at St. Charles

Village staff is recommending Alternate 2 (modified). This would

encompass resurfacing only between Roosevelt & Madison and the road diet from Madison to St. Charles Rd. It would also include eliminating the Great Western Trail crossing and shorten the Illinois Prairie Path crossing, as well as installing a pedestrian refuge island in the center of the turn lane.

Lew showed the traffic model and then reviewed the slide regarding the committee requests from the previous meeting. Westmore-Meyers has less traffic than Main, but more crashes. The speed studies show a prevailing speed of 38-39 mph. The road diets also provide traffic calming. Corso asked where the speed study was done. Lew answered that it was done mid-block between St. Charles and Maple.

Kaforski commented that he thought the public should be involved before it goes to the Board of Trustees. Lew explained that we have nothing to show them right now. Kaforski replied that he felt that the people should have their input before we pay for design engineering. Goldsmith explained that the process is typical for any capital improvement project. After design is complete is when we have a story board and actual engineering concepts to show them. He suggested that the committee could do a workshop with the Board prior to approval, but we find typically there is nothing to show that's concrete. Kaforski further commented that his concern is that in this concept we're changing the way traffic flows in front of their house which will effect landscapers, garbage pick up, etc. This isn't like a normal project because it effects so many people in that stretch. He added that he believes that before the trustees vote on it they would want that input from their constituents. Whittington answered that ideally, yes, but there's nothing to show anybody right now. Goldsmith added that we don't want to exclude the public by any means, but we want to be more prepared.

Bachner asked about the other option for federal funding at a 70%-30% split. Goldsmith answered that that is a possibility, we would submit again. Lew added that with that funding we would be up against more applications.

General discussion ensued as to whether traffic would disperse onto the neighborhood streets to avoid Westmore.

Kaforski expressed concern about traffic backing up at Madison and that it could increase accidents in that area. The school traffic exits there and that's going to be a problem. He also suggested that if the concern is trail crossing safety, perhaps we could install a flashing light and refuge island. Lew replied that there is not sufficient room for an island. Kaforski

suggested the Village acquire the property from the DuPage County Division of Transportation and widen it there.

Schaefer stated that we are putting too much emphasis on bikes, there is not bicycle traffic on Madison and he does not support this at all. He added that he only supports moving the Great Western Trail crossing to St. Charles Rd.

Arnold inquired about the three bicycle crashes asking where they occurred. He added that he has not talked to anybody that would be willing to ride their bikes on Westmore even with the addition of bicycle lanes. He suggested connecting Madison with the trails via Highland Ave.

Corso stated that the other day at 1 p.m. a lane was closed on Westmore at Maple for construction work and it took him two light cycles to get through the intersection. It was a disaster and that was just a temporary shut down, so he thinks that an 11 second increase can't be accurate for traveling through the corridor. Goldsmith pointed out that there was not a turn lane in effect either. Arnold also relayed his concern that with the effects of distracted driving and cyclists wearing head phones, etc., he would hate to see an increase in bike accidents in the future. He went on to say that he also thinks that there are too many signs on Madison.

Perkins asked if the primary purpose in looking at Westmore between St. Charles and Madison is because of the bike paths. She pointed out that if the issue is traffic safety, although 74% of the driveways are located there, only 1/3 of the crashes are occurring in that stretch and 2/3 occur between Madison and Roosevelt. She added that she would like to do something about the trail crossings and she likes the idea of the fence at the Great Western Trail crossing. Lew replied that if the committee does want to still do the Great Western Trail crossing improvements without doing the road diet it would be a more involved project. Schwarz asked if there are any statistics on how many bicycles are using the Great Western Trail. Goldsmith answered that it is roughly 9k in the summer months. Kaforski asked if that count is specific to Lombard. Goldsmith replied that it is throughout the system, but we can see if they can break it down. Lew added that the county just did counts at Westmore and the Prairie Path in July, so it goes in rotation.

Bachner said that if the main focus is safety and we're looking for a bike route we should put it on Highland. Even with the road diet you're still going to have the speeding issue and staff said we can't reduce the speed. Souden pointed out that if 60% of people are following the speed limit, the guy that's in a hurry doesn't have a choice if it's one lane.

Psychologically people drive slower when it's one lane as well.

Schwarz pointed out that the ADT is higher on Main, but there are more accidents on Westmore and asked if that is due to the center lanes. Lew reviewed the crash/ADT figures.

Arnold commented that two weeks ago a pedestrian was hit and killed in a bike lane and a bicyclist was run over by a truck in a bike lane. Westmore is an arterial street, there are multiple bus companies that service the schools and they're all using this route. He added, do a road diet, but keep bicycles off the street that has all of these big vehicles using it.

Schaefer asked what other streets we are looking at. Goldsmith replied that this year we are striping Elizabeth and Grace. Lew added that Grace will have bike lanes and shared lanes. We're trying to create more of a network. Elizabeth will be more of a shared route since there is less traffic. Goldsmith further added that the goal is to connect community assets. Schaefer asked if there would be some type of media blast. Goldsmith answered that yes, we have a communication plan. Schaefer asked if there are other thoroughfares under consideration for a road diet. Goldsmith replied that there are not. Lew added that the consultant recommended Main, but staff said that was unacceptable.

Corso asked if the committee could see where exactly it is going to merge into one lane and what it's going to look like where it merges. Lew said that the consultant can put together an exhibit. Schwarz added that he would like to see an estimate of what it would cost to put in turn lanes at Washington and Maple. Goldsmith replied that staff can put an estimate together, but it would be significant as we may have to acquire property, move signals, sidewalks, etc. Schwarz replied that he doesn't need anything detailed, just based upon past experience.

Mullins asked how far back motorists would have to get into the through lane south of Madison. He said he could see people staying in the right lane and then trying to shoot ahead at Madison. DC Wirsing replied that if they improperly use the lane it's a ticketable offense. Lew also responded that typically when you have a lane drop like that, there would be advanced signage.

General discussion ensued regarding the road diets in South Holland and Wilmette.

Dvorak asked if it is going to make it easier for residents to back out.

Goldsmith replied that it will. Dvorak said that if the residents concern is that it will be more difficult for them, maybe we can somehow show them that it will be easier to get out. Goldsmith answered that the model shows that there are gaps. Additionally, right now they're backing through two lanes, with the road diet they will back up across one lane into the center lane where they can sit and wait to merge into traffic. Dvorak added that's what we should be stressing to residents, not only will it give them a buffer, it will be easier for them to get out.

## **6.0 New Business**

## **7.0 Other Business**

## **8.0 Information Only**

## **9.0 Adjournment**

A motion was made by John Kaforski, seconded by Gary Cation, that the meeting be adjourned at 8:15 P.M. The motion carried unanimously.