



1200 Wilmette Avenue
Wilmette, Illinois 60091-0040

NOTICE OF MEETING

The **Transportation Commission** of the Village of Wilmette will hold a meeting on **Wednesday, October 22, 2014 at 7:00 p.m.**, in the Training Room, Second Floor, of the Wilmette Village Hall, 1200 Wilmette Avenue, Wilmette, Illinois.

At this meeting, the Transportation Commission will discuss pedestrian safety crossing Ridge Road at Elmwood and Walnut Avenues and the development of a Village policy for pedestrian crosswalks.

Transportation Commission

Pat Lilly, Chair

IF YOU ARE A PERSON WITH A DISABILITY AND NEED SPECIAL ACCOMMODATIONS TO PARTICIPATE IN AND/OR ATTEND A VILLAGE OF WILMETTE PUBLIC MEETING, PLEASE NOTIFY THE MANAGEMENT SERVICES DEPARTMENT BY TELEPHONE AT (847) 251-2700 [TDD No. (847) 853-7634] AS SOON AS POSSIBLE.

Engineering
Department



(847) 853-7660
Fax (847) 853-7701

MEETING AGENDA

TRANSPORTATION COMMISSION

October 22, 2014 at 7:00 p.m.

Second Floor Training Room

Wilmette Village Hall

- I. Call to Order
- II. Approval of minutes of the June 23, 2014 meeting
- III. Request for Crosswalks on Ridge Road at Elmwood and Walnut Avenues
- IV. Village Policy on Pedestrian Crosswalks
- V. Old Business
- VI. Adjournment

Transportation Commission

Pat Lilly, Chair

IF YOU ARE A PERSON WITH A DISABILITY AND NEED SPECIAL ACCOMMODATIONS TO PARTICIPATE IN AND/OR ATTEND A VILLAGE OF WILMETTE PUBLIC MEETING, PLEASE NOTIFY THE MANAGEMENT SERVICES DEPARTMENT BY TELEPHONE AT (847) 251-2700 [TDD No. (847) 853-7634] AS SOON AS POSSIBLE.

Engineering
Department



(847) 853-7660
Fax (847) 853-7701

MEETING MINUTES

TRANSPORTATION COMMISSION

**MONDAY, JUNE 23, 2014
7:00 P.M.**

SECOND FLOOR TRAINING ROOM OF VILLAGE HALL

Members Present:	Chairperson Pat Lilly Commissioner Reinhardt Schneider Commissioner Craig LeMoyne Commissioner Michael Taylor
Members Absent:	Commissioner Brendan McCarthy Commissioner Steve Santacruz
Staff Present:	Brigitte Berger, P.E., Director of Engineering Services Dan Manis, P.E., Civil Engineer II Brian King, Police Chief
Guests Present:	Peter Lemmon, Traffic Analysis and Design, Inc. Gretchen Capiello, 801 15 th Street Tara Vanderkamp, 1130 Lake Avenue Nate Vanderkamp, 1130 Lake Avenue Robert Phillips, 1123 Lake Avenue Deborah Smith, 1509 Spencer Avenue Linda Dawson, 139 Linden Avenue Martin Dawson, 139 Linden Avenue Karin Page, 143 Linden Avenue Rovena Rerienhale, 143 Linden Avenue Kathleen Bandolik, 127 Linden Avenue Matt Wolf, 111 Linden Avenue John Reventhder, 147 Linden Avenue Jim McCabe, 1466 Wilmette Avenue Fran and David Dudzinski, 246 Greenleaf Avenue Ron Gould, 401 Greenleaf Avenue

Laurie Goldstein, 822 Prairie Avenue
Brenda Schumaker, 1221 Lake Avenue
Scott Conrad, 100 Linden Avenue
Sherri Dort, 1539 Spencer Avenue
Liz Wesemann, 1516 Spencer Avenue

I. CALL TO ORDER.

Chairman Lilly called the meeting to order at 7:04 p.m.

II. APPROVAL OF MINUTES; TRANSPORTATION COMMISSION MEETING OF APRIL 29, 2014.

Chairman Lilly directed the Commission's attention to the draft minutes of the Transportation Commission meeting of April 29, 2014. Commissioner Schneider moved approval of the minutes. The motion was seconded by Commissioner LeMoyne. The motion was approved by a unanimous voice vote.

The motion passed.

III. DISCUSSION OF TRAFFIC CONCERNS OF AREA RESIDENTS ON THE 100 BLOCK OF LINDEN AVENUE

Dan Manis, Civil Engineer, said at the April 22, 2014 Village Board meeting, the Baha'i House of Worship received approval from the Village Board to reconstruct their parking lot. During the approval process several neighbors expressed concern about parking and traffic hardships on Linden Avenue. Village President Bob Bielinski asked the Baha'i House of Worship to work in good faith with the Transportation Commission and the residents of the neighborhood to address traffic and parking problems.

Chairman Lilly asked for comments from the residents who were present at the meeting.

Karen Page, 143 Linden Avenue, said the parking lot for the Baha'i House of Worship has been closed for five years due to construction on the site. She asked when the parking lot would be open again as she believes the parking lot being closed has been the biggest issue regarding traffic and no parking on the street.

Scott Conrad, Project Manager for the Baha'i House of Worship, said the parking lot was closed at the request of the Metropolitan Water Reclamation District (MWRD) whom the Baha'i House of Worship lease the land from. The MWRD closed the parking lot and parked all their construction vehicles in the lot which caused damage to the parking lot. Two weeks ago, the Baha'i House of Worship received a letter from MWRD that they have reached substantial completion. At this time, they are waiting for the permit for construction of the parking lot. They have received the permit for construction for the handicap ramp and they started construction on that project the day they received the permit.

Commissioner Schneider asked who would issue the permit for the parking lot.

Mr. Conrad said the Village of Wilmette will issue the parking lot permit. The MWRD has revised the parking lot plans during the permit process which is causing the permit process to take a little longer. The MWRD has also requested that the Baha'i House of Worship construct an embankment wall along the entire canal before the parking lot is constructed.

Commissioner Schneider asked how long the embankment wall and parking lot construction would take, once the permit is received.

Mr. Conrad said he believes all the construction will take four to five months to complete.

Kathleen Bandolik, 127 Linden Avenue, said in addition to the Baha'i project, there are two other large construction projects on Sheridan Road that are also impacting Linden Avenue. Cars and trucks park in "No Parking" areas on the street and they are not ticketed.

Police Chief Brian King asked if parking appears to be worse on the weekends.

Ms. Bandolik said weekends are worse as there are many wedding parties who come to the Baha'i to take pictures and the street is very congested.

Linda Dawson, 139 Linden Avenue, said her greatest concern is the safety factor on the street. The street is very narrow and the tour buses are very wide which may prevent a fire or emergency vehicle from coming down the street. She said the neighbors on Linden Avenue have been very patient and understanding but they are tired of not being able to park on their street.

Commissioner Schneider asked if parking in the area will still be a problem once the parking lot is completed.

Ms. Bandolik said she believes it will continue to be a problem as there are no security guards from the Baha'i to ask the buses and limos to move from the no parking areas.

Mrs. Rekenheler, 147 Linden Avenue, said she is very concerned about the drop off areas in front of the Baha'i House of Worship, as it is very congested on the weekends. She only has access from her house to the alley and many times the alley is blocked not allowing her to get out of the area. She would like to see reserved spaces for the residents to park on Linden Avenue so the alley is not blocked regularly.

John Rekenheler, 147 Linden Avenue, said he believes the neighbors in the area would benefit from some reserved parking spots on Linden Avenue. He would also like to see the "No Parking" areas enforced and believes that tour buses and limos

should not be allowed to park on Linden Avenue for safety reasons.

Martin Dawson, 139 Linden Avenue, said he does not believe all the parking issues will go away when the new parking lot is open as buses and limos were becoming a problem before the parking lot was closed. He also believes that people who are going to Gillson Park are also parking on Linden Avenue. He agrees with other neighbors that it would be helpful to have a few reserved spaces for neighbors on Linden Avenue, a time limit on parking in the area, and more regular, reliable enforcement on the street.

Mrs. Rekentheler said there are also commuters who park early in the morning on the street, take transportation and leave their cars parked all day.

Ms. Berger said the residential permit parking requirements that would allow the Village to give passes to the residents who live on the street, applies to business districts, commercial districts, public or private schools, colleges or universities or a mass transit facility so an institution or house of worship would not be qualified for residential permit parking unless there was a change to the Village Code.

Commissioner Schneider asked if the Baha'i House of Worship was considering providing security or traffic management personnel to control the problems in the area.

Mr. Gould said they still have the same number of security officers now as they have had in the past but they are not always monitoring the street. If they do see someone who is in parking violation they usually ask the person to move along or they will call the Police Department. He also noted that the tour buses and limos are not scheduled, they just show up so they are not able to plan for them.

Commissioner Schneider asked if they could have full time personnel on weekends to possibly help the parking in the area.

Mr. Conrad said they do have signage that directs visitors to their other parking lot across Sheridan Road and noted that they are concerned with pedestrian safety crossing Sheridan Road. He also said the large amount of truck traffic from construction for the past five years has caused damage and drainage problems on Linden Avenue.

Marty Wolf, 111 Linden Avenue, said she agrees with what all her neighbors have said. It has been very challenging to get in and out of her driveway onto the street with all the illegal parking on the street. She has called the Police Department many times and has seen very few tickets written for illegal parking in the area.

Chief King said on weekends the Police Department details officers to do traffic enforcement on the lakefront area and they write hundreds of tickets. The problem is when there is a warm weekend, the calls for service are relatively high.

Chief King said one of the things they could do immediately is make that zone the

enforcement for parking starting on the south end and working up to the lakefront over the next few weekends to see if more consistent enforcement will help. He also suggested that the Police Department could send an officer over to the construction sites on Sheridan Road to try to work with their employees regarding where they park during the day.

Commissioner Schneider said there were comments at the Village Board meeting from members of the Baha'i House of Worship that there are people parking in their lots that are not going to the Baha'i but they have no way to monitor that. He asked if it would be feasible in both parking lots to put a time limit on parking with signs that violators will be towed.

Ms. Bandolik said she believed that would cause more issues with parking on the street. She asked if it was possible for the Village to require permits for the buses and limos so that the Baha'i would know how many vehicles would be coming to visit on a specific day.

Chief King said there would be issues with permitting as the State Law tells them what can and cannot be regulated for the public with permits. He would like to start with enforcement first to see if that will help in the area.

Commissioner Schneider asked if it would be feasible to put time limits on street parking.

Chief King said it would be possible but might impact the neighbors on the street. He said the two large construction projects on Sheridan Road and the Baha'i parking lot being closed are causing parking issues now.

Ms. Berger said she agrees with Chief King regarding enforcement now. Once the construction projects are completed, Baha'i parking lot is open and traffic is more regulated, the residents' could submit a petition to the Commission if they still would like to see more regulation in the area.

Chairman Lilly said there seems to be a bad parking situation in the area now and he asked how they could deal with the situation right now.

Chief King said they would enforce existing regulations and have staff speak with both construction sites regarding where the employees are parking and if there are other options to park for them. He said there are regulations regarding idling vehicles and he could also try to impact that with enforcement. Chief King suggested having some police officers meet with Baha'i security staff on enforcement in the area.

Chairman Lilly said if Chief King is willing to commit to more stringent enforcement practices in the area regarding parking, vehicle idling, discussion with construction workers and meet with Baha'i security then that should help to ease the problems in the area at this time. He also asked staff to monitor commuter parking in the area.

The residents asked if they would be able to have parking restrictions for commuters.

Chief King explained the decision that came down from the Supreme Court that the public must have access to public streets unless they fall under certain conditions. There would have to be a commuter study conducted to see if Linden Avenue qualifies.

Chairman Lilly said he would also like have staff look at the signage on Sheridan Road to see if there are directional signs to the parking location across the street from the Baha'i.

Chief King summarized the direction of the Commission noting that the Police Department will start their parking enforcement campaign, deal with the idling vehicles, staff will meet with the construction personnel regarding parking, and meet with Baha'i staff regarding security issues.

Ms. Berger said engineering staff will look at signage and conduct a parking study.

Chairman Lilly said the Commission knows there is a significant issue in the Linden neighborhood and he hopes they can solve the issues in everyone's best interest. The Commission will follow up at a future meeting.

IV. DISCUSSION OF TRAFFIC CONTROL AT THE INTERSECTION OF 15TH STREET AND PRAIRIE AVENUE/SPENCER AVENUE

Mr. Manis said the Village has received requests from area residents to consider changing the intersection of 15th Street and Prairie/Spencer Avenue from a 2-way stop to a 4-way stop controlled intersection. The Village collected traffic and accident data and retained the services of Traffic Analysis and Design, Inc. (TADI) to complete a traffic study for this intersection to determine if a 4-way stop is justified.

Mr. Manis said Section 2B.07 of the Manual of Uniform Traffic Control Devices (MUTCD) outlined the procedures necessary to evaluate an intersection for multi-way stop control. The MUTCD is a federally regulated manual governing the placement of nationally standardized traffic control signs, traffic signal, pavement marking, etc. He said Peter Lemmon from TADI was here this evening to summarize the MUTCD criteria and results of the traffic study presented to the Commission.

Mr. Lemmon said the MUTCD applies everywhere in the United States not just the Village of Wilmette. He reviewed the report presented to the Commission noting that based on observations, installation of a traffic signal is unnecessary and is not otherwise planned; thus, all way stop control in anticipation of a traffic signal is not applicable at this location. He said there may be some other options to improve pedestrian safety in terms of signage. It is their recommendation not to install an all way stop.

Chairman Lilly asked if the weather had anything to do with the findings.

Mr. Lemmon said he had a mix of weather on the days he observed and drew the same conclusion on good and bad weather days.

Mr. Manis said staff reviewed five years of accident data and did not find any accident reports at this intersection. The data also did not indicate there were any problems with speeding on 15th Street, it has a brick paver surface and is a narrow street.

Liz Wosemann, 1516 Spencer, said she has four children under the age of 10 and none of them are allowed to go to the park by themselves because 15th Street allows parking on the west side all the way to corner, which is a sight issue. The children cannot see around cars to cross the street unless they step out into the street which is not safe as the cars speed down the street. The street is very busy.

Sherri Dort, 1539 Spencer, said between four homes on the street, there are 11 children under the age of 6. She said all the parents are very concerned about the safety of the children as the cars go down the street very fast and children are unpredictable. She does not understand why a four way stop sign would be a liability.

Mr. Lemmon said when a stop sign is installed in a neighborhood and it does not meet the MUTCD criteria, people get used to stopping, note that there is no traffic in the area and go right through the stop sign. They have also determined that if there are stop signs at every intersection, motorists tend to speed up between stop signs to make up lost time.

Chief King said he agrees with Mr. Lemmon's comments that due to safety they follow the MUTCD criteria regarding the use of stop signs.

Ms. Berger said the Engineering Department receives requests for stop signs on a regular basis for the same reason neighbors are requesting one at 15th Street. She said the purpose of stop signs is strictly for right of way control, not for speeding. She said they always follow up with a traffic study that looks at speed and volume. The threshold for whether or not there is a true speeding problem, is 7 miles per hour over the posted speed limit which is measured by the 85th percentile speed, 85 percent of the cars are travelling at or below that target speed limit. In this case, the study shows well below that.

A resident asked why there are speed bumps two blocks away and there is no school or park in that area.

Ms. Berger said that street met the criteria for speed bumps. If 15th Street has more than 1200 cars per day, then that would meet the warrant for volume or the 7 miles per hour over posted speed for the speed warrant and if they meet one or

both of those warrants then the neighbors could submit a petition to get on the list for traffic calming. It is a very difficult process to get funding for speed bumps. It took the neighboring street over 6 years to get funding for speed bumps.

Gretchen Cappiello, 801 15th Street, said she lives right at the intersection of the street. She said the street has a cut through problem but the main issue is the morning hours to cut through or drop children off at McKenzie School. She said there are children walking to school and many activities at Vatman Park so there are many pedestrian and vehicular conflicts. She would be interested in hearing whatever solutions there are for the area so everyone can work together.

Commissioner Schneider asked if it was feasible to put up signs that say “stop when pedestrians are present” at the intersections on 15th Street.

Ms. Berger said the Village Board and Transportation Commission have been concerned about pedestrian safety and have been doing a pilot study on how to make Wilmette more pedestrian friendly at intersections and crosswalks. There is also a sensitivity to the amount of signage in Wilmette so staff is taking an incremental and thoughtful approach to putting up signs that they know will be effective and compliant.

Mr. Lemmon said studies have shown that over the years motorists are becoming more aware of the “stop for pedestrian” signage and are stopping.

Commissioner LeMoyne said there is an unmarked crosswalk that goes across Prairie Avenue to Vattman Park and asked how a motorist is supposed to know to stop.

Mr. Lemmon said the crosswalk could be striped in or the crosswalk at that location could be removed and people could be encouraged to cross the street at the intersection.

Ms. Berger suggested having the crosswalk watched by an intern before monies are spent to remove the curb cuts from the crosswalk.

Chairman Lilly said the Commission was not going to recommend a 4-way stop sign for the intersection of 15th Street and Prairie/Spencer Avenues but they will include the intersection as they look at other pedestrian improvements especially since the intersection is next to a school and a park.

V. DISCUSSION OF TRAFFIC CONTROL AT THE INTERSECTION OF 12TH AND LAKE AVENUE

Mr. Manis said the Village has received requests from area residents to consider changing the intersection of Lake Avenue and 12th Street from a 2-way stop to a 4-way stop controlled intersection. The situation is similar to the previous request but there higher volumes at this intersection. Some of the warrants

came close so staff did a little more in depth traffic analysis as far as data collection.

Mr. Lemmon reviewed the data report presented to the Commission noting that they utilized pedestrian/bicycle observation and vehicular count information to evaluate the intersection. He stated that at this time, it does not appear that a traffic signal is justified at the location.

Tara Vanderkamp, 1130 Lake Avenue, said there is more traffic on the weekends in the area and it is difficult for people to navigate across four lanes.

Chairman Lilly asked if Ms. Vanderkamp sees the problem as a pedestrian issue.

Nate Vanderkamp, 1130 Lake Avenue, said they see it more as a pedestrian issue.

Ms. Vanderkamp said there is also a school bus stop at 12th Street and Lake Avenue and cars travel quite fast in the area.

Brenda Schumacher, 1221 Lake Avenue, said she believes cars that speed are a big issue in the area. She said drivers are distracted coming from the Metra station and there is a lot of activity at the intersection.

Robert Phillips, 1123 Lake Avenue, asked if there were any accident reports from cars pulling out of 12th Street into Lake Avenue turning west against traffic.

Mr. Lemmon said there were 3 accidents in 2013, 1 in 2014 and none in 2012. There was a mix of different types of accidents regarding cars turning and visibility. He said the Commission could look at visibility concerns at the intersection.

Chairman Lilly said the area between Green Bay Road and Lake Avenue is confusing regarding 2 lanes and 4 lanes. There is also a bike path and a pedestrian crossing right near the Metra station and he believes pedestrian volume is growing in the area.

Mr. Lemmon said they could review the striping on Lake Avenue to see what provides greater visibility for pedestrian crossing in the area.

Mr. Phillips said he has lived in the area for 32 years and he does not believe the pedestrian traffic has increased significantly but he does believe vehicles are travelling at a higher rate of speed. He believes the amount of car traffic will increase due to the increase of restaurants and growth of business in the Village Center. He would suggest reflective striping in the area and said the Police Department is doing a great job with speeding violations in the neighborhood.

Chairman Lilly said the Commission consensus seems to be to improve striping in the area and also look at some pedestrian improvements in the area.

VI. UPDATE ON THE COMPLIANCE ANALYSIS FOR THE “STOP HERE FOR PEDESTRIAN” SIGNS AT THE UNCONTROLLED CROSSWALK AT THE INTERSECTION OF WILMETTE AVENUE AND 15TH STREET.

Chairman Lilly asked Mr. Lemmon for an update on the final compliance analysis.

Mr. Lemmon said data was collected in October 2012, May 2013 and May 2014 as summarized in the report presented to the Commission. He said the compliance rate has increased over time as area motorists become accustomed to the new signs and as driver culture evolves to become more aware of pedestrian mobility rights. The compliance rate has gone up from 8% in 2012 to 38% in May of 2014. The hour by hour data shows only a few periods when most non-compliance took place.

Commissioner Schneider asked if Mr. Lemmon considered the numbers to be good.

Mr. Lemmon said the numbers are considered good given the location but he would like to see the numbers a little higher. He said the numbers at the Chestnut crossing near Plaza del Lago were over 60% but the signs there are more effective. He believes in another year or two there might be a more measurable benefit to the numbers at Wilmette Avenue and 15th Street and noted that the numbers have improved since 2012.

Chief King said they receive very few comments regarding the pedestrian signs but note that residents either love them or hate them. He said their goal is to encourage people to yield to pedestrians in crosswalks.

Commissioner Schneider asked if there would be guidelines regarding the placement of the enhancement signage.

Ms. Berger said they would like to have more pedestrian crossing enhancement signage but a policy still has to be developed.

VII. APPROVAL OF 2014/2015 SCHOOL CROSSING GUARD SCHEDULE

Chief King said each year the Wilmette Police Department conducts an annual assessment of crossing guard positions in the Village. Traffic Service Officer Ron Andrews is recommending no changes in the current crossing guard status. He is recommending more striping in the school areas which is included in the budget.

Chief King said that Highcrest Middle School has a unique crossing and over the years they have tried different approaches to assist with traffic flow, crossing of children safely and physical changes to the roadway. He would like to have

continuing discussions with the school officials and staff regarding the crossing there.

Commissioner Taylor asked about the protocol for school crossing guards.

Chief King said the Village of Wilmette has a very robust crossing guard program. The Village pays for crossing guards through 8th grade and noted that most municipalities do not pay for crossing guards after the primary grades. It is a very emotional issue for parents and expensive for the Village.

Commissioner LeMoyne made a motion to accept the report, seconded by Commissioner Schneider. The motion was approved by a unanimous voice vote.

The motion passed.

VIII. OLD BUSINESS.

Ms. Berger said there have been many complaints that the underpass is still closed after two years at the Gillson entrance due to work being done in the area by the Metropolitan Water Reclamation District (MWRD). Staff is working with MWRD to reopen the underpass for pedestrians and bicycles but in the meantime it has been suggested that a pedestrian crosswalk and signage be installed at the south entrance of Gillson Park. Staff is working to install these amenities.

IX. ADJOURNMENT

Commissioner Schneider motioned to adjourn the meeting. Commissioner LeMoyne seconded the motion. The motion was approved by a unanimous voice vote. **The motion carried.** No further discussion occurred on the motion.

The meeting was thereafter adjourned at 9:38 p.m.

Minutes Respectfully Prepared by Barbara Hirsch and Dan Manis.



Date: October 17, 2014

To: Transportation Commission

From: Brigitte Berger, P.E., Director of Engineering Services
Daniel Manis, P.E., Civil Engineer

Subject: Request for Crosswalks on Ridge Road at Elmwood and Walnut Avenues

Recommendation

Discussion of resident requests for crosswalks on Ridge Road at Elmwood and Walnut Avenues.

Background

The Village recently received resident requests for marked crosswalks on Ridge Road at Walnut and Elmwood Avenues. Residents have expressed concern for pedestrians being able to safely cross Ridge Road due to the relatively high volume and speed of traffic compared to typical neighborhood streets. Ridge Road carries approximately 8,000 vehicles per day at a speed limit of 30 M.P.H. and is under the jurisdiction of the Illinois Department of Transportation (IDOT).

Discussion

Village staff takes a measured approach when determining whether or not to paint crosswalks at unprotected street crossings. Unprotected street crossings can occur mid-block or at intersections that are not stop or yield controlled. It is poor practice to mark crosswalks and encourage pedestrian crossing at locations that may be unsafe. However, staff also recognizes that in the case of Ridge Road, there are logical destinations on the west side of Ridge Road (Mallinckrodt Park and Ronald Knox Montessori School) and the east side of Ridge Road (Forest Park) that generate pedestrian traffic.

The Village engaged the services of the traffic consulting firm of Traffic Analysis and Design, Inc. (TADI) to perform a pedestrian safety review of Ridge Road, north of Lake Avenue. Mr. Peter Lemmon of TADI has performed a series of pedestrian studies for Wilmette, including

those on Wilmette Avenue near McKenzie School and along the Sheridan Road corridor. Mr. Lemmon's report (attached) provides a detailed analysis of the Ridge intersections.

Conclusion

Should the Commission decide a crosswalk is warranted, staff believes a marked crossing on the south leg of Walnut Avenue would be the most appropriate location. In addition, staff highly recommends the crosswalk be paired with pedestrian enhancements including pedestrian crossing signs, an in-street stop for pedestrian sign, and a pedestrian refuge island that make the crossing more visible to drivers. These recommendations are consistent with the findings of TADI's report. It should be made clear that whether or not a crosswalk is present, it is the pedestrian's responsibility to use good judgment and only step into Ridge Road if there is an adequate gap in traffic.

Next Steps

If approved by the Commission, the next step is for IDOT to approve the new crosswalk location. The Village will then be responsible for painting and maintaining the crosswalk as well as any other treatments associated with the walk.

Documents Attached:

1. Location Map
2. Memo prepared by TADI
3. Resident Petition
4. Resident Emails
5. Accident Reports
6. Resident Meeting Notice

Location Map





MEMORANDUM

To: Ms. Brigitte Berger, P.E.
Village of Wilmette

From: Peter Lemmon, P.E., PTOE

Date: August 13, 2014

RE: Crosswalk Evaluation
Ridge Road – Walnut Avenue to Elmwood Avenue
Wilmette, Illinois

INTRODUCTION

Recently, the Village of Wilmette received requests by residents to improve pedestrian crossing conditions on Ridge Road in the vicinity of Walnut Avenue. The Village retained TADI to assist in evaluating opportunities to install crosswalk markings, signs, and other appropriate design features at the intersections of Ridge Road at Elmwood Avenue and Walnut Avenue.

Based on review of the intersections, resident input provided to the Village while petitioning for the crosswalks, and accident data for the intersections, this memorandum summarizes key considerations and recommendations for pedestrian enhancements at both study intersections.

EXISTING CONDITIONS

Roadways

Ridge Road is a north-south roadway defined as a minor arterial and under jurisdiction of the Illinois Department of Transportation (IDOT). In the vicinity of the study intersections, Ridge Road maintains a posted speed limit of 30 mph and provides one travel lane in each direction at both Walnut Avenue and Elmwood Avenue. Sidewalk is provided along both sides of the street. South of Elmwood Avenue, the street widens to provide a two-way left-turn lane serving Walnut Avenue, Forest Avenue, and a few adjacent driveway locations.

Walnut Avenue is a local residential street extending east from a "T" intersection at Ridge Road. Sidewalk is maintained along both sides of the street and extending with curb ramps to Ridge Road; however, no curb ramps are provided on the west side of the intersection.



Elmwood Avenue is also a two-lane local residential street. East of Ridge Road, sidewalk is provided along both sides of the street. West of Ridge Road, sidewalk is maintained in the public ROW along the north side of the street. On the south side of the street, sidewalk is available on the Mallinckrodt Property within the brick wall and outside of the public ROW. Similar to Walnut Street, curb ramps to Ridge Road are provided on the east side of the intersection, but not on the west side.

Land Uses

East of Ridge Road along Walnut Avenue and Elmwood Avenue, the primary land use is single-family residential. Single-family residential uses are also located west of Ridge Road and north of Elmwood Avenue. Senior multi-family residential housing is located on the west side of Ridge Road at Mallinckrodt in the Park. Further west is Mallinckrodt Park, which hosts a variety of events and programmed activities including concerts and children's camps, and Ronald Knox Montessori School. Commercial retail uses are located south of the study area along the west side of Ridge Road approaching Lake Avenue.

FIELD OBSERVATIONS

TADI performed a field visit on the afternoon (3:00 to 5:00 PM) of Friday, August 8, 2014 to inventory existing infrastructure characteristics and observe current pedestrian, bicycle, and traffic conditions along Ridge Road, focusing on Elmwood Avenue and Walnut Avenue.

Observations

To gain an understanding of key characteristics, observations focused on pedestrian and bicycle activity (along, approaching, and crossing Ridge Road), general traffic patterns, lines of sight to/from potential crosswalk locations, and discussions with nearby pedestrians and residents walking by the intersections.

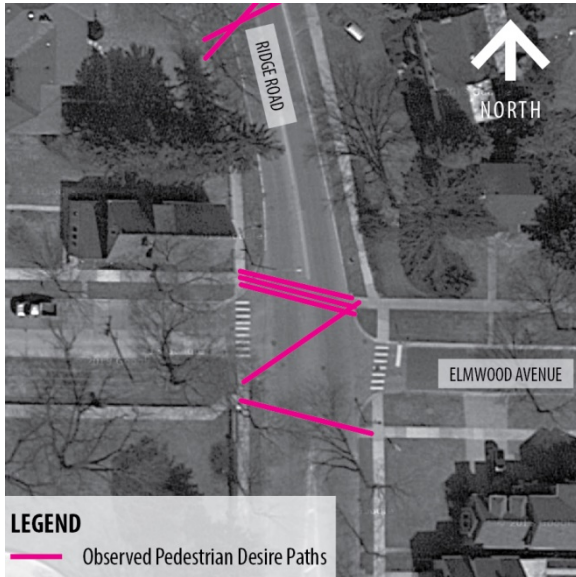
The following summarizes key observations:

Ridge Road/Elmwood Avenue

- The horizontal curve immediately north of Elmwood Avenue limits visibility of pedestrians and approaching vehicles to/from the north .
- Trees in the parkway along the west side of Ridge Road north of Elmwood Avenue further obstruct line of sight to/from the potential crosswalk locations.
- Southbound vehicle speeds (real or perceived) create safety concerns for pedestrians looking to cross Ridge Road.
- Pedestrians and bicyclists observed crossing Ridge Road horizontally and diagonally.
- Discussions with four neighbors/pedestrians indicated:
 - This is a challenging place to cross Ridge Road due to the roadway curve to the north, vehicle speeds, and lack of respect by motorists on Ridge Road, particularly from the north.



- Many people walk to/from the Kenilworth Metra station north and east from Elmwood Avenue (approximately ½ mile) and sometimes cross north of the intersection near Kenilworth Avenue.
- When school is in session, traffic to/from New Trier during mornings and afternoons can make crossing difficult.
- Concerts and camps at Mallinckrodt Park can generate a lot of pedestrian activity.



**Image # - Aerial View
(Ridge Road / Elmwood Avenue)**



Image # - Looking north along Ridge Road from Elmwood Avenue

Ridge Road/Walnut Avenue

- During the afternoon observation period, no pedestrians were observed crossing Ridge Road and Walnut Avenue. While observations were limited to one afternoon, there appeared to be more natural pedestrian crossing demand at Elmwood Avenue.
- No sight line issues are present north and south of Walnut Avenue
- Walnut Avenue directly aligns with the Mallinckrodt pedestrian gateway



Image # - Aerial View
(Ridge Road / Walnut Avenue)



Image # - Looking south along Ridge Road at Walnut Avenue

EVALUATION

Based on the existing roadway alignments, current pedestrian sidewalks, surrounding land uses and key pedestrian generators, and observations of pedestrian and vehicular activity, TADI reviewed the potential of establishing marked crosswalks on Ridge Road at Elmwood Avenue and/or Walnut Avenue. This review incorporates the consideration of various factors that contribute to defining appropriate pedestrian crossings including functionality, visibility, anticipated vehicle stop compliance, and opportunities to provide enhanced pedestrian crossings.

The following sections summarize the current conditions and observations at each of the five study locations along with potential opportunities to improve pedestrian safety, as appropriate.

Ridge Road / Elmwood Avenue

Key Considerations

From the limited observations, the intersection currently serves as a crossing point for pedestrians and bicyclists at Ridge Road without marked crosswalks. With key activity generators to the west, including Mallinckrodt Park and Knox Montessori School, Elmwood Avenue provides a direct route from the east side of Ridge Road. In addition, some residents west of Ridge Road apparently cross at or just north of the intersection to and from the Kenilworth Metra station. The closest controlled pedestrian crossings are approximately 1,150 feet to the south (at Lake Avenue) and approximately 4,300 feet to the north (at Winnetka Avenue). A review of most recently available accident history for the past five years indicates



two accidents at the intersection; neither of which involved pedestrians or were the result of intersection design. Both crashes were due to driver error and/or weather-related.

However, the horizontal curvature of Ridge Road immediately north of Elmwood Avenue presents a significant concern related to visibility of pedestrians by approaching southbound motorists and vice versa. While speed data for approaching motorists was not quantified, the real or perceived vehicle speeds along Ridge Road also raise concerns about establishing an official crosswalk location. Conversations with residents in the vicinity of the intersection also reflect these concerns.

Opportunities to increase motorist awareness or compensate for existing visibility are limited. For example, curb extensions or “bump outs” to increase pedestrian visibility and effectively shorten crosswalk lengths are not feasible since there is not a parking lane or excess roadway width to extend into. No median or roadway width currently exists to provide a pedestrian refuge for a two-step crossing. Thus, establishing a new crosswalk would consist of signs, markings, and potential enhancements such as lighting, beacons or other similar options to raise driver awareness.

Recommendations

Due to the line-of-sight challenges at Ridge Road/Elmwood Avenue and the general concern for southbound speeding vehicles approaching the intersection, TADI does not recommend establishing a crosswalk on Ridge Road at Elmwood Avenue. Marked crosswalks are preferred locations for pedestrian crossings, and with appropriate signs/markings, that designate right-of-way between pedestrians and motorists. Although a marked crosswalk is not recommended at this location, pedestrians may still cross at or just north of the intersection consistent with observed desire paths. While not conclusive, some studies have suggested that intersections with unmarked crosswalks are safer than those with marked crosswalks, presumably due to pedestrians being more attentive and not crossing with a false sense of security offered by a marked crosswalk. TADI recommends avoiding such a false sense of security related to marking a crosswalk in a location where approaching drivers from the north may have an obstructed line of sight towards the crosswalk.

Ridge Road / Walnut Avenue

Key Considerations

From a physical layout perspective, a marked crosswalk at Walnut Avenue is much better compared to Elmwood Avenue; sight lines are not an issue and visibility in each direction is very good. Based on most recently available accident history over the past five years, only one crash was reported. The accident was caused by driver error while making a right turn and was not related to the intersection design nor did it involve pedestrians; thus the intersection does not appear to have any underlying safety issues.

Although observations were limited to an approximately two-hour period one afternoon, no pedestrians were observed crossing Ridge Road at this location. It is certainly possible that pedestrian activity is more common at other times of day. It is also possible that if marked, some pedestrians crossing at Elmwood



may divert to Walnut Avenue, although that potential is likely limited. In any case, the Walnut Avenue intersection offers a location without visibility concerns along with an opportunity for supplemental features to further enhance the crossing; an unused median area that may accommodate an in-street pedestrian sign and/or and center refuge island.

Immediately south of Walnut Avenue, the two-way left-turn lane is generally unused since the Ridge Road/Walnut Avenue intersection has no west leg (and no northbound left turns). The closest driveway that may use the left-turn lane is located approximately 85 feet south of the southern crosswalk location; thus, there is sufficient area just south of the crosswalk to post an in-street pedestrian crossing sign and/or a center refuge island.

Placement of a "STOP FOR PEDESTRIANS WITHIN CROSSWALK" sign (*Manual on Uniform Traffic Control Devices* (MUTCD) R1-6a) on the south side of the intersection would not conflict with left-turn movements from Ridge Road and avoids consistent damages/replacement. Such in-street signs are effective at raising motorist awareness of a crosswalk and as experienced at the Sheridan Road/Chestnut Avenue (pictured in **Image 5**), generally experience higher rates of motorist stop compliance relative to crossings without such signs.



Image 5 - In-street pedestrian crossing (R1-6a) sign at Sheridan/Chestnut in Wilmette

Another opportunity to further enhance a crosswalk at the south side of the Ridge Road/Walnut Avenue intersection is to install a center island. Center islands have several benefits, including:

- Serve as a pedestrian refuge to allow two-step crossings where pedestrians can focus on one direction of traffic at a time
- May reduce/limit vehicle speeds as it presents a horizontal and vertical obstruction for drivers along Ridge Road
- Opportunity for lighting or other features that raise driver awareness of the crosswalk
- Located directly across from Mallinckrodt, an enhanced crossing benefits residents that are comprised of one of the more vulnerable segments of the population in terms of walking speed and reaction time

Additional considerations should be made regarding the potential installation of a center island including cost, ADA compliance (requires detectable warnings), permitting with IDOT, and alignment of sidewalk within the median itself. For a median design, it is preferable that if space permits, the sidewalk through the median should be angled or contain a jog to orient pedestrians walking through the median to face the approaching direction of traffic they are about to cross. **Image 6** and **Image 7** illustrate standard and angled median concepts, respectively.

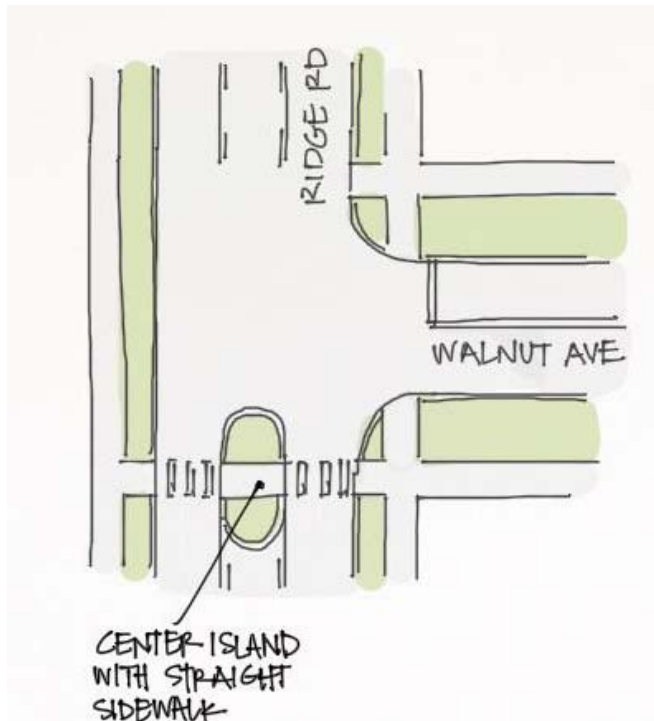


Image 6 - Center median concept with straight sidewalk alignment

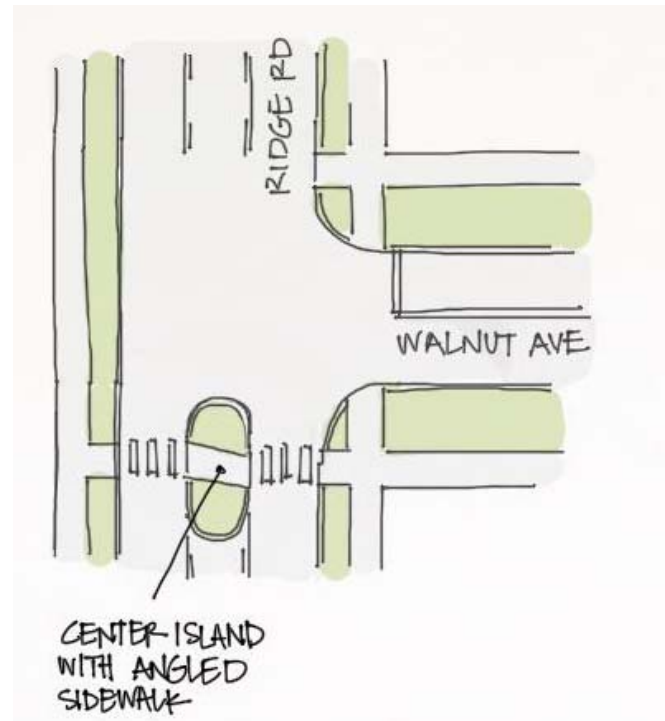


Image 7 - Center median concept with sidewalk alignment angled toward approaching traffic

Recommendations

Limited observations and the direct route to key generators such as Mallinckrodt Park suggest that there is great pedestrian crossing demand at Elmwood Avenue compared to Walnut Avenue. However, safety concerns related to roadway alignment and visibility of pedestrians and vehicles do not allow for a establishing a safe marked crosswalk at Elmwood Avenue. If a marked crosswalk is desired, of the two considered locations, installation of a crosswalk is most appropriate on Ridge Road at the south side of Walnut Avenue. This location does not have visibility issues for pedestrians and approaching vehicles as are present at Elmwood Avenue.



At a minimum, installation of a marked crosswalk at Walnut Avenue is recommended to include:

- A continental-style crosswalk on the south leg of the intersection provides the greatest visibility for approaching motorists.
- Consider installation of a pedestrian refuge median within the 14-foot wide two-way left-turn lane on the south side of the intersection. This location allows for a raised median that creates a two-step crossing in place of the unutilized two-way left-turn lane without conflicting with other vehicle movements.
- Pedestrian crossing signs (W11-2) and diagonal downward arrow plaques (W16-7p) at the crosswalk posted in each direction.
- Supplemental in-street "STOP FOR PEDESTRIANS WITHIN CROSSWALK" sign (R1-6a) either adjacent to the crosswalk or on a median would further raise awareness for approaching motorists and promote stop compliance for pedestrians.

CONCLUSIONS

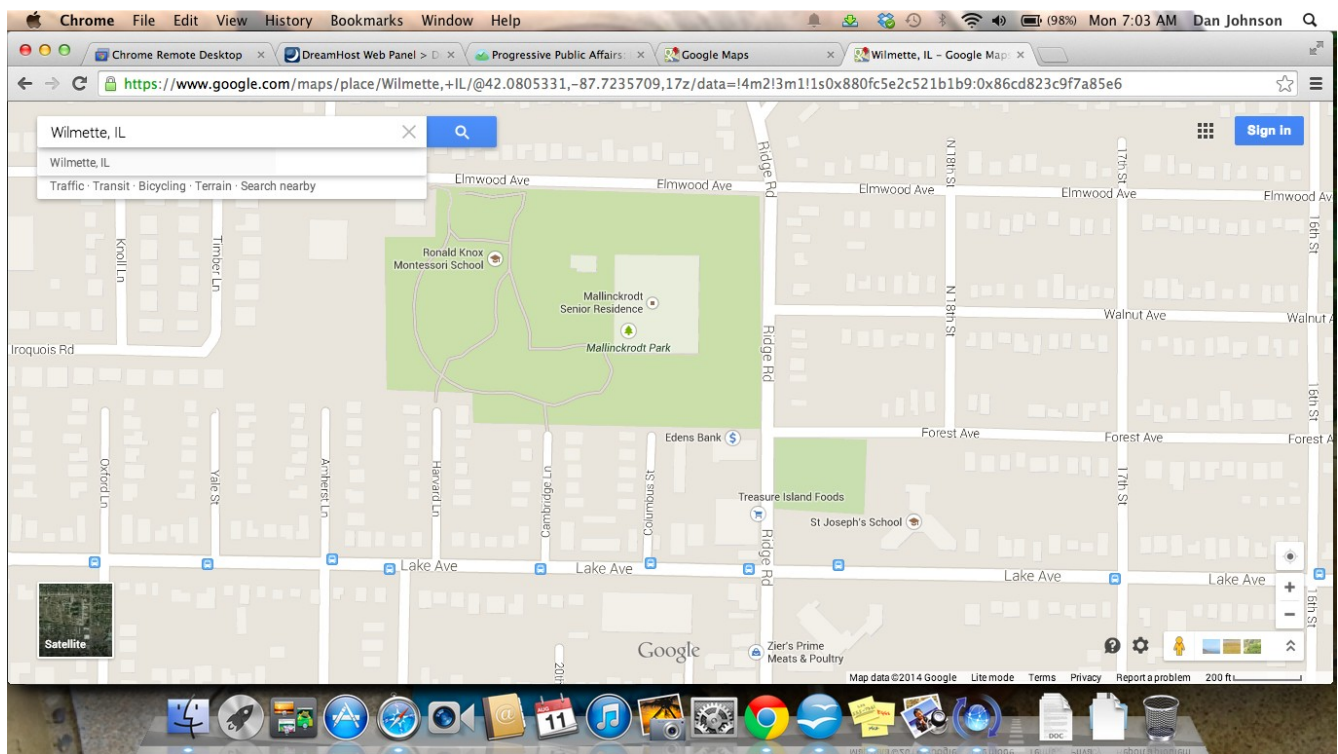
With key pedestrian generators located both east and west of Ridge Road, potential crosswalk installation was considered on Ridge Road at Elmwood Avenue and/or Walnut Avenue. Based on TADI's evaluation, installation of a marked crosswalk is most appropriate on the south side of Walnut Avenue at Ridge Road. Due to safety concerns related to horizontal curvature in the Ridge Road alignment just north of Elmwood Avenue, a marked pedestrian crossing is not recommended at Elmwood Avenue. During limited observations, no pedestrians were observed crossing or attempting to cross Ridge Road at Walnut Avenue. However, if pedestrian crossing demand at Walnut Avenue exists and a crosswalk is desired, features including an in-street pedestrian crosswalk sign and potentially a center pedestrian island should be considered to supplement standard crosswalk signing and markings.

Request for a crosswalk on Ridge north of Lake

Problem: Crossing Ridge on foot between Forest and Elmwood is unsafe.

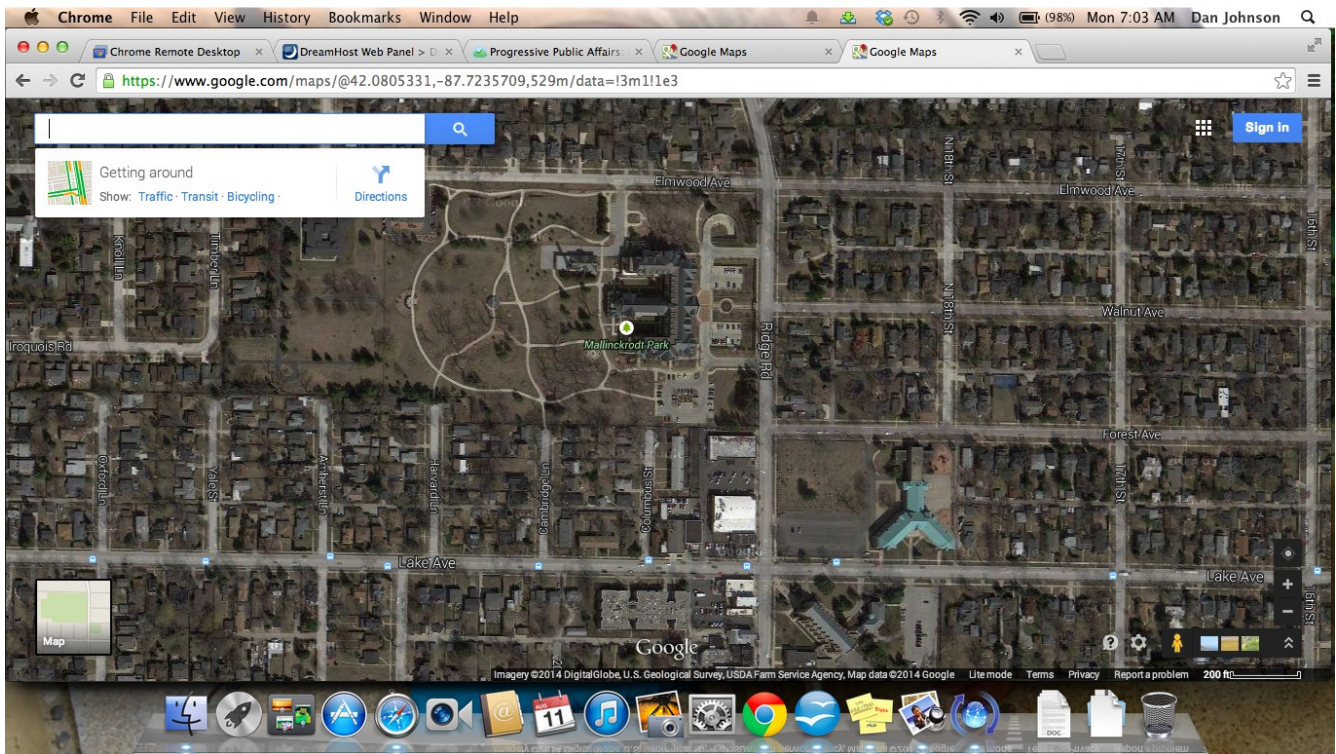
Solution: The Village of Wilmette and the State of Illinois install a crosswalk across Ridge at or near Walnut with proper signage, paint on the street and curb cuts.

Current scenario: Ridge Road is an Illinois Department of Transportation road. Ridge and Lake is a controlled intersection with a traffic light. The speed limit is 30 mph. North of Elmwood, Ridge curves to the west, creating a blind spot for southbound drivers who can not see pedestrians on Ridge until after they have made the turn. Between Lake and the turn there are three Wilmette streets from south to north: Forest, Walnut and Elmwood. Between Lake and the turn north of Elmwood there are no stop signs, stop lights or crosswalks.

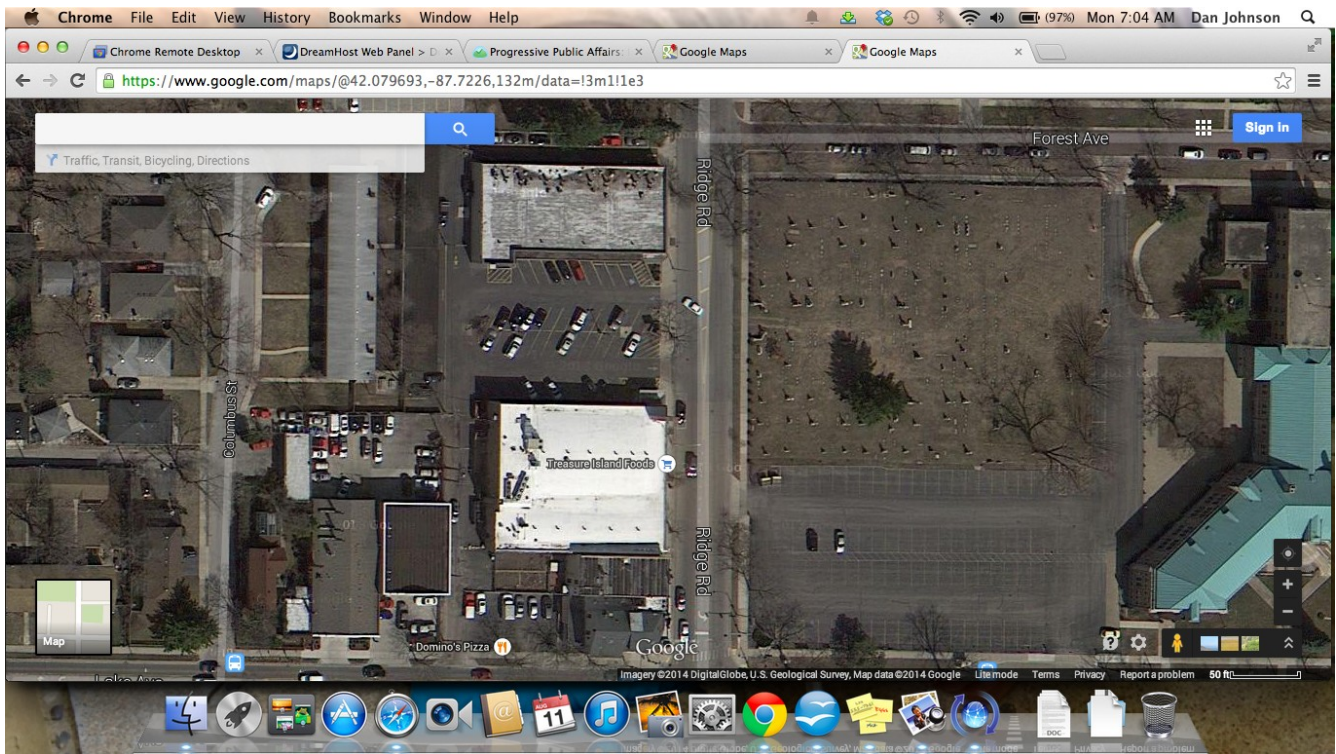


East of Ridge, the area is residential. There are many families with children. There is a small Park District park on Forest.

West of Ridge, the Mallinckrodt campus sits between Elmwood and Forest. Mallinckrodt is now senior housing and many residents are mobility-challenged. On the campus there is a Park District community center with several child-based Park District programming, a large park and the Ronald Knox Montessori school. These facilities draw from the residents east of Ridge who currently either drive (adding to traffic congestion and parking limitations) or cross Ridge on foot or bicycle.



Between Lake and Forest west of Ridge sits the Ridgcrest Court shopping center. A Treasure Island grocery store anchors this shopping center, which also contains a North Community Bank, a dry cleaners, a nail salon and a dentist. There is a small 30-spot parking lot to serve these retail establishments. These retail establishments draw residents east of Ridge, who if they travel on foot back home from the shopping center, now either walk a block out of their way south to Lake to access a controlled intersection to cross Ridge or cross Ridge in their natural state of northerly direction to Forest, Walnut or Elmwood without benefit of a crosswalk.



JURISDICTIONAL AUTHORITY

Ridge Road is maintained by the Illinois Department of Transportation. IDOT is responsible for approving, procuring and maintaining any signs, such as a Crosswalk sign. The Village of Wilmette is responsible for curb cuts and crosswalk paint on the street. The Village must apply to IDOT for a permit to perform the necessary work. IDOT will then install the signs. IDOT's former Secretary Ann Schneider indicated she supported installing the signs.

PETITION

68 residents have signed the attached petition asking the appropriate authorities to install a crosswalk on Ridge near Walnut. They were asked whether they currently cross Ridge on foot, whether they feel safe doing so and to add any other general comments. The full petition is attached.

REQUEST

The residents request the Village of Wilmette apply for a permit with IDOT for a crosswalk across Ridge near Walnut and perform any necessary curbcuts and street painting before the winter season ends any construction work.

Timestamp	Name and address	Do you currently walk across Ridge north of Lake Street without benefit of a stop sign or a crosswalk?	Do you feel safe trying to cross Ridge Street north of Lake?	General comments to transportation officials about why you feel there should be a crosswalk on Ridge around Walnut	Email address for updates on this effort to get a crosswalk installed (optional)
6/22/2014 14:05:38	Dan and Kelli Johnson, 1726 Walnut	Yes	No	I've seen lots of senior citizens crossing Ridge. Not good.	
6/22/2014 21:36:23	Bridie and Matt Cavalier 1728 Walnut Ave Wilmette, IL 60091	Yes	No	I've seen older children crossing on foot and on bike in both directions and given the steady stream of vehicle traffic it is not safe.	
6/23/2014 7:35:24	shani hirsch	yes	no	This would be so helpful for the traffic stituation on ridge.	
6/23/2014 10:10:43	Maggie Keller 1704 Walnut Avenue	Yes	No	I am frequently crossing Ridge with my two small children in order to get to Mallinckrodt Park, over to see friends on the West side of Ridge or to Treasure Island. I would feel much safer if there was a cross walk in place.	
6/23/2014 10:44:08	Jennifer Gervasio 1501 forest ave. wilmette	Yes	No	With St Joseph School being there, along with Forest Park this is a high traffic area for kids.	
6/23/2014 10:53:14	Katy Cox 1920 Thornwood Ave Wilmette	yes	no	There are many activities related to the school and the parish that take place in this area and involve a lot of pedestrian traffic, not to mention the park and stores that increase pedestrian traffic. The crosswalk would definitely help bring awareness to those pedestrians and keep the whole area safer.	
6/23/2014 10:54:13	Tim and Megan Finnigan 929 Cambridge Lane	Yes	No	Improve foot traffic flow. Mallinkrodt attracts a lot of children, dog walkers and families. It would be safer to put in a crosswalk from either walnut or Elmwood.	
6/23/2014 12:43:17	Mary Cavalier 507 Kenilworth Ave. Kenilworth	Yes	Not always	There are many residents of all ages crossing Ridge Road near Walnut Ave., going to and from the Kenilworth treating station, Treasure Island, etc. And the traffic on Ridge is pretty heavy many times of the day. Some vehicles are driving pretty quickly and do NOT pay attention to pedestrians. A crosswalk would be so beneficial to all !!!!! Thank you for any consideration you can give this dilemma ! Mary Cavalier	
6/23/2014 14:14:46	Matt Cavalier - 1728 Walnut Wilmette IL 60091	Yes	No	The speed of the motorists coming from the north is cause for concern. The crosswalks at lake and ridge are challenging as there are many drivers that try to turn first before the pedestrians can get into the intersection. Something needs to be done to help people get across ridge safely.	
6/23/2014 17:41:46	Mary Collins White 1015 Knoll Lane, Wilmette	Yes	no	People are crossing anyway, and it's not safe. I've seen a number of near misses in the 8 years we've been walking from our house to St. Joe's, the park on Forest and to the train. As Malinckrodt use increases, it's more imporant than ever to make it safe to cross Ridge.	bcwmcw@yahoo.com
6/23/2014 21:36:51	Lesa Rider 1720 Walnut Avenue, Wilmette	yes	no	There is no safe way to cross and I worry when my children are crossing.	lesaanne@aol.com
6/23/2014 23:39:33	Christine Randolfi 1809 Walnut Ave	Yes	It would be safer for my 12 year old son	There is a lot of neighbors (and my family) that use Malencroft Park & go to the Shop across the street by Treasure Island and cross the street in an area (Forest Ave or Walnut Ave) North of Lake.	crandolfi@yahoo.com
7/5/2014 7:54:53	Andrew Kulick, 1706 Elmwood Avenue, Wilmette IL 60091	Yes	No	Mallinkrodt is a beautiful part for our family - we walk our dogs, bike, and skate through the park with our children often. It's scary to go across the street with fast drivers on Ridge.	kulick@mindspring.com
7/5/2014 8:34:36	Marjie Murphy, 1505 Elmwood Ave.	yes	no	I have seen numerous near-tragedies as people try to cross Ridge. There definitely needs to be a crosswalk (and preferably signs/flashing lights) to help pedestrians and bicyclists cross.	mlcmurphy@yahoo.com
7/5/2014 8:41:58	Reem Fahey - 1534 Forest Avenue, Wilmette, IL 60091	Yes	No	Too many walkers & bikers.	
7/5/2014 8:53:53	Sheila Lehr 1600 Walnut, Wilmette	Yes	It's not safe for children		

Timestamp	Name and address	Do you currently walk across Ridge north of Lake Street without benefit of a stop sign or a crosswalk?	Do you feel safe trying to cross Ridge Street north of Lake?	General comments to transportation officials about why you feel there should be a crosswalk on Ridge around Walnut	Email address for updates on this effort to get a crosswalk installed (optional)
7/5/2014 8:58:43	Colleen Shinnars 1529 Elmwood Ave Wilmette	Yes	No	Safety	
7/5/2014 9:06:44	Dorothea Boyle, 1006 Ridge Rd., Wilmette, 60091	Yes	No	Kids love going to the fountain at Mallinckrodt, and using the paths around the park for riding bikes. Crossing Ridge Rd. to do so, though is risky. Also, there is no "apron", so people who do cross from Mallinckrodt have to walk on grass then over a curb to cross Ridge at Walnut. Cars travelling on Ridge Rd in both directions are driving at a good rate of speed at this location, as there isn't a need to stop nearby. Since pedestrians often use this location to cross Ridge Rd., cars often have to screech to a stop since they don't anticipate anyone crossing. As someone who lives on Ridge Rd., I see this happen often.	dorotheaboyle@gmail.com
7/5/2014 9:13:10	Rich Wallach 1630 Elmwood	yes	no		
7/5/2014 9:14:30	Vanessa Smith, 1510 Lake Ave	Yes	No	Hard to see cars coming around the corners, especially for the kids	Vanessa.smith@gmail.com
7/5/2014 9:16:07	Cheryl Leahy 1611 Elmwood ave wilmette, il 60091	Yes	No	I have two small children and absolutely do not feel safe crossing Ridge with them. Vehicles who drive south on Ridge coming from Kenilworth cannot see around the curve well, and we cannot see them.	
7/5/2014 9:48:54	Christina Farrell 1815 Walnut Ave Wilmette, IL 60091	Yes	No	Need safer crossing area for families going to park.	Christina_baumrucker@hotmail.com
7/5/2014 10:05:40	Ariana Billington, 1601 Elmwood Ave, Wilmette, IL 60091	Yes	NO	I walk my 1 year old and 3 year old West over Ridge to get to/from school 5 days a week. It is incredibly dangerous. A cross walk would be a large improvement. It is essential to have a cross walk sign to accompany the crosswalk lines.	atrb6@hotmail.com
7/5/2014 10:18:04	Hilary Holder, 1833 Elmwood Ave, Wilmette IL 60091	Yes	Absolutely NOT safe	I am the parent of two young children who routinely play at Mallinckrodt and walk our dogs there. Not a day goes by that I don't worry about our safety crossing Ridge. No one stops or even slows down. It's an accident waiting to happen.	Hilary.holder@gmail.com
7/5/2014 10:21:52	Lauren Coady, 1530 Walnut Ave, Wilmette	Yes	No	It is very difficult to cross Ridge around Walnut, especially with a stroller and young children. I would feel much safer if a crosswalk were there.	Lhcoady@gmail.com
7/5/2014 10:21:54	Clint Holder 1833 Elmwood ave Wilmette ave	Yes-everyday	Not at all	Malinckrodt is a major destination for walking and bike traffic for young families and older couples. People fly down ridge without regard to pedestrians. A crosswalk at Elmwood would be a great solution to this unsafe area	Clint.holder01@gmail.com
7/5/2014 10:27:56	Sarah Titterton 1700 Forest Ave	Yes at least daily	No	My children do not have a safe way to get to Malinkrodt to bike	sarahjane@titterton.net
7/5/2014 10:33:28	Jeff Danielsen. 1437 forest, Wilmette	Yes	Moderately	I take my 5 year old across ridge to ride his bike at mallinckrodt and it would be nice to have a safer way to cross ridge. Also, I have seen residents from mallinckrodt struggle to cross to attend church at st. Joes.	
7/5/2014 10:43:47	Suzanne Day 1502 Walnut Ave	Yes	No	I have young children who walk and bike in our neighborhood so a crosswalk would provide a safer way to cross to the west side of Ridge.	
7/5/2014 10:52:04	Julie Luby, 1712 Elmwood	Yes--walking dog to Mallinkrodt Park	Not usually	When crossing from the Mallinkrodt side, it is hard to see the southbound cars on Ridge because of the bend in Ridge at Elmwood. Sometimes you feel like you are gambling about whether a car is coming around the bend.	julieluby@aol.com
7/5/2014 11:09:48	James Reddinger, 1622 Forest Avenue, Wilmette, IL 60091	Yes	No	There is a large amount of foot traffic between the market/Mallinckrodt and the east side of Ridge. Many children are traveling this route, as well as senior citizens. A short crossing signal would make the area much safer with limited downside to drivers or traffic flows.	jimreddinger@me.com
7/5/2014 11:21:34	Maria Baird. 1324 Elmwood Ave, Wilmette IL. 60091	Yes	No		

Timestamp	Name and address	Do you currently walk across Ridge north of Lake Street without benefit of a stop sign or a crosswalk?	Do you feel safe trying to cross Ridge Street north of Lake?	General comments to transportation officials about why you feel there should be a crosswalk on Ridge around Walnut	Email address for updates on this effort to get a crosswalk installed (optional)
7/5/2014 11:51:56	Mimi Rodman 1709 Forest	Yes	No		
7/5/2014 12:43:02	Meagan Boyle 1700 walnut ave	Yes	No	The curve in the road on ridge to the north of the park makes it especially difficult to cross ridge to access the parks and local shopping. A crosswalk would make it safer for everyone.	Meagan.boyle@gmail.com
7/5/2014 13:27:23	Talia Shefi 1707 walnut	Yes	No		Talias9@gmail.com
7/5/2014 13:43:57	Heather Metz 1610 Elmwood ave	yes	no		
7/5/2014 13:51:54	Kim Peters	Yes	No		Ksp1028@gmail.com
7/5/2014 14:38:43	Kersten Tatarelis 1710 walnut ave	Yes	No	There isn't even a good thoroughfare (straight landing to landing crossway) to get across ridge at this location to encourage people to enjoy the malincrodt park. The drivers coming from north on ridge are often coming fast & partially blinded and it's only a matter of time until a major safety issue occurs. We have lived here nearly 7Yrs and use malincrodt regularly and with three children I have always been extremely nervous and cautious crossing. Very much needed and supported in this community.	Kersten.tatarelis@gmail.com
7/5/2014 15:07:16	Tim Brennan	Yes	Most of the time but car come fast from the north as there is a bend	See above. Cars move fast from the north.	tbrennan@pinnaclefinancial.net
7/5/2014 16:12:26	Cathleen Sheridan 1729 Forest Ave	Yes	No	During heavy traffic cars do not slow down. I walk my dogs at Meloncroft and during heavy traffic I dread crossing Ridge.	Cathleensheridan@yahoo.com
7/6/2014 8:15:44	Neal Tatarelis 1710 Walnut avenue, wilmette, il 60091	Yes	No	Malinkrodt park is west of ridge off if walnut avenue and this is a destination for kids to ride the bikes, families to take walks, etc. Without a cross walk, it is a challenge to get across the street with high speed traffic on ridge.	
7/6/2014 9:42:24	Pamela Riber				
7/6/2014 9:45:11	Pamela Robertson 1700 Lake Ave, Wilmette, IL 60091	Yes	No	It's dangerous to cross from the east side of Ridge Rd. to get to Mallinckrodt as the cars don't slow for pedestrians at all.	pamelarobertson12@gmail.com
7/6/2014 13:37:04	Kris Hagen, 1521 Walnut Ave, Wilmette	Yes	Sometimes	I am an adult and physically fit, so I can usually get across safely. However, I hesitate to send my kids to Treasure Island or other destinations west of Ridge because of the traffic. I would love to see a push-button crosswalk like the one at Vattman Park on Lake Avenue. Thank you!	krishagen@sbcglobal.net
7/6/2014 13:52:35	Peter Lipsey 1624 Walnut	Yes	It's a crapshoot to be honest	I echo the other thoughts on this petition. Driver's go too fast. Blindspot for southbound Ridge drivers. The park is a destination and it's hard to get to. You have a lot of entitled drivers on the road who couldn't be any less interested in slowing down. I hope it doesn't take someone creamed by a car before the Village takes action.	thejokewriter@comcast.net
7/6/2014 14:51:38	Kim Fitzgerald 1417 Forest Avenue	yes	Nope	increased foot and bike traffic to the west of Ridge and Mallinckrodt warrants a closer look. As the park district also holds offices/meeting areas there, children, families and the elderly are frequently traveling/crossing Ridge.	wekp99@aol.com

Timestamp	Name and address	Do you currently walk across Ridge north of Lake Street without benefit of a stop sign or a crosswalk?	Do you feel safe trying to cross Ridge Street north of Lake?	General comments to transportation officials about why you feel there should be a crosswalk on Ridge around Walnut	Email address for updates on this effort to get a crosswalk installed (optional)
7/6/2014 14:58:48	Linda Hartman-Reehl, 1114 Ridge Road Wilmette	Yes	No	We live in the block between Walnut and Elmwood and often cross to take our dog for a walk in Mallinckrodt park. The drivers on Ridge speed up by our block after crossing Lake and become very dangerous. Families cross Ridge routinely walking dogs, riding bikes and just walking... this is a neighborhood that should offer safe passageways from one side to the other on major throughways. A cross walk would be useful, and welcome. Please agree to petition for this important issue	
7/6/2014 15:34:29	Lisa Acker 1631 Forest Avenue Wilmette IL 60091	Yes	No		Lisaacker@gmail.com
7/6/2014 16:15:18	Robin Thompson, 1723 Elmwood, Wilmetre	Yes	No	Our family would welcome a crosswalk on Ridge, either at Elmwood or Walnut. There are dozens of children crossing Ridge at Elmwood and that intersection is even more dangerous where it bends as it goes just north into Kenilworth, causing a visibility issue for all. Also, a car ran into the house at Elmwood and Ridge last year due to the bend in the road and weather. Yes, please please install a crosswalk across Ridge for the safety of many Thanks	
7/6/2014 20:41:32	Melissa Marguerite 1609 Walnut Ave. Wilmette, IL 60091	yes	no	I was crossing ridge at Walnut yesterday with my handicapped sister and she can't move very fast. We really had to rush and she almost fell crossing the street because the cars were coming so fast.	
7/6/2014 21:08:51	John Scully, 1514 Lake Ave	no	no	It will add to pedestrian safety for my children.	three@johnscully.com
7/6/2014 21:19:33	Ryan Boyle, 1006 Ridge Rd., Wilmette, IL 60091	Yes	No	Mallinckrodt Park is a very large public park that has become a major destination for community events. There are no crosswalks at any point on its very wide frontage. Walnut street is its center point, leading to a beautiful fountain at its main entrance, but there is not so much as a walkway or curb cut to access the property on the west side of Ridge. If not at Walnut, some crosswalk would be beneficial to the community.	ryanjames@gmail.com
7/6/2014 21:39:19	J. Schnecke - 1420 Forest Avenue, Wilmette, IL 60091	Yes	No	This is a busy stretch of road in our neighborhood. Because of this, the traffic can back up and come to a bumper-to-bumper halt in one direction or the other. It then becomes dangerous to try and cross through the stopped cars, and deal with the traffic going the other direction full speed. A marked crosswalk would make it easier to cross back & forth to the local businesses on the west side of Ridge, including Treasure Island. The beautiful park at Mallinckrodt would be more accessible too. Thank you for your consideration.	jischnecke@comcast.net
7/7/2014 7:43:37	Nicole Goven 1515 Elmwood ave	Yes	No	We cross this street all the time with our two young children. It is not safe since cars drive really fast and there is lots of traffic.	Nrdoyale5@gmail.com
7/7/2014 20:05:53	Wendy Fessler	Yes	No	So many kids around when school is in session at st joes- kids going to and fromallingcrodt, the playground o forest- etc etc wtc	Mwfessler@comcast.net
7/8/2014 6:57:56	Kim Simon 1507 Walnut, Wilmette 60091	Yes	No	It is extremely difficult to cross Ridge Roadin order to get to Mallinckrodt! Cars come speeding by from the north around the curve on ridge and seldom slow down for us to cross. There is a lot of traffic coming from both ways that makes it very unsafe to cross.	kimsimon1@gmail.com
7/8/2014 8:56:25	FORBES ROBERTSON, 1700 LAKE AVENUE, WILMETTE	YES	SOMETIMES	A SAFE CROSSING IS NECESSARY SO RESIDENTS CAN CROSS INTO MALLINCKRODT PARK. THE ELDERLY RESIDENTS OF MALINCKRODT WILL ALSO FEEL SAFER WHEN THEY CROSS RIDGE TO WALK EAST AND TO DOWNTOWN WILMETTE.	FROBERT101@YAHOO.COM

Timestamp	Name and address	Do you currently walk across Ridge north of Lake Street without benefit of a stop sign or a crosswalk?	Do you feel safe trying to cross Ridge Street north of Lake?	General comments to transportation officials about why you feel there should be a crosswalk on Ridge around Walnut	Email address for updates on this effort to get a crosswalk installed (optional)
7/8/2014 9:52:35	Aaron Shepard 1712 Elmwood Ave	Yes	There can be quite a bit of traffic on Ridge making crossing difficult or time consuming.	Sight lines are somewhat compromised with Ridge turning to the northwest slightly at Elmwood, making it more difficult to see southbound traffic. The lack of stop signs from Hill/Winnetka Road to Ridge gives cars an opportunity to be traveling at a significant rate of speed so that they can appear rather suddenly coming from the north. I would not favor a stop sign at Elmwood or one of the side streets in this area, but a stop light like what was installed on Lake near 15th Street or a crosswalk would be a good thing promoting safe crossing when going to the park or Treasure Island.	
7/8/2014 10:23:09	William Boyle 1700 walnut Ave	Yes often	No, dangerous with kids	Lots of kids cross there to go to park, cars are going fast at this part of ridge	
7/9/2014 9:50:04	Tami Teppo 1706 Walnut Ave, Wilmette	yes	No	A cross walk at either Walnut or, perhaps even better, Elmwood would benefit many people and encourage walking or cycling to the businesses at Ridge and Lake. I shop at Treasure Island, use Wilmette Tailor and Cleaner, frequent Nail Art as well as other business primarily because they are close enough to walk or ride my bike. If it crossing Ridge were easier and safer, I suspect many more residents of the neighborhood would do the same. This would cut down on traffic at the very busy intersection of Lake and Ridge. A crosswalk would provide easy access to Mallinckrodt which is a unique and beautiful amenity in the neighborhood. Finally, a crosswalk at Elmwood would provide a simple and safe route from east to west for Highcrest and Wilmette Junior High students riding bicycles to school.	tjteppo@gmail.com
7/10/2014 11:28:52	Anthony Freston, 1626 Forest Ave, Wilmette, IL 60091	Yes	No	Traffic on Ridge is very heavy, especially during rush hours. Mallinckrodt Park and the Treasure Island are popular destinations and a crosswalk would improve safety immeasurably.	
7/19/2014 17:16:49	maren Baylaender	yes	no	difficult to cross esp with children ,traffic very heavy at times	
7/31/2014 20:41:36	Maggie O'Brien 1705 Forest Avenue, Wilmette, IL 600091	yes	no	Many children cross Ridge to go to Malinkroft and to St.Joe's school.	
7/31/2014 22:30:55	Gwyn Volk 227 17th Street Wilmette	Yes	No	A crosswalk would provide increased safety for children and adults trying to cross.	gwynvolk@icloud.com
8/1/2014 21:21:30	Tamara Jackson, 2033 Thornwood Avenue Wilmette	yes	no	There are many families in the area who need a safer, designated crossing spot.	tamarajac@gmail.com
8/4/2014 9:37:46	Bridget Luby 1946 Thornwood Avenue	Yes	No	There are so many families crossing back and forth between Kenilworth Gardens and McKenzie neighborhood and it is nearly impossible to cross at certain times of the day. We cross from west of Ridge to go to Forest park, just east of Ridge on Forest. I know many families cross west to go to Mallinckrodt. The bend in the road at Kenilworth Avenue further complicates matters and it would make things much safer to have the crosswalk.	bluby60610@yahoo.com

Timestamp	Name and address	Do you currently walk across Ridge north of Lake Street without benefit of a stop sign or a crosswalk?	Do you feel safe trying to cross Ridge Street north of Lake?	General comments to transportation officials about why you feel there should be a crosswalk on Ridge around Walnut	Email address for updates on this effort to get a crosswalk installed (optional)
8/5/2014 13:36:08	Amadee Scheele 1931 Thornwood Ave, wilmette	Yes	Not if I have my kids with me	There are a number of parks nearby, as well as the Green Bay trail which require crossing Ridge. There is no real safe place to do so. Having kids who can ride a bike, or even just pushing a stroller there is real risk each time. Whilst kids need to understand the dangers of busy roads, there is a fear that one mistake (i.e. A moment of in attention on their part) could be fatal. A crosswalk would give them a point to go to which should be safer. My child is only 4, so is never allowed near Ridge without a grown up, but kids are notorious for not always following the rules. If my child gets ahead on her bike whilst I am pushing a stroller, all the care in the world on the parents behalf may not stop a tragedy. A crosswalk still wouldn't mean they could cross on their own (but it will be safer for those who are allowed to) but would at least give the most chance that drivers are alert for pedestrians. It's a very busy road, and having crossed many times, drivers do go faster than the legal speed limit. A crosswalk gives the most hope that people can cross safely.	amadees@gmail.com
8/5/2014 19:36:41	Jen Latimer 1927 Thornwood Ave.	yes	no	for the safety of our children. Its so busy especially during rush hour.	

Berger, Brigitte

From: Robin Thompson <robinthompson11@yahoo.com>
Sent: Tuesday, July 22, 2014 12:54 PM
To: Berger, Brigitte
Subject: Village of Wilmette Contact Staff - Elmwood and Ridge intersection

Village of Wilmette Contact Staff - Elmwood and Ridge intersection

Address: 1723 Elmwood Avenue

City: Wilmette

State: IL

Zip: 60091

Phone: 773-576-4902

Comment: Hi Brigitte- Several years ago, I inquired with the Village regarding having a crosswalk placed at Ridge on the south side of Elmwood Avenue. I asked this as I would walk my sons to Ronald Knox Montessori School and noticed cars often wouldn't see us crossing with the blind curve driving southbound from Kenilworth. At the time when I called years ago, I believe there was some employee movement at the Village and this request might've fallen through the cracks. Since then, the house at the SE corner of that intersection was actually hit by a car going south on Ridge, whom crossed over the street, and destroyed her front porch and garage earlier this year. Just today, I happened to be outside and counted 51 bicycles coming down Elmwood Avenue from Mallinckrodt Park to get to the beach (I believe they were part of the Camp Fusion group through the park district). Would it be possible for you to look into this? I'm afraid that intersection is just getting more populated/dangerous and I fear for the many dozens of children walking/bicycling in the area. I called the Illinois Dept of Transportation, as I was told previously by the Village that this road was run by the State but they told me today it's a Village run road. I appreciate any help you can give toward this concern. If it helps, I know I could get 40+ neighbors to sign a petition asking for same. Thanks much, Robin Thompson
773.576.4902

From: Anthony Chambers [<mailto:anthony.g.chambers@gmail.com>]

Attachment 4

Sent: Monday, June 11, 2012 10:23 PM

To: Frenzer, Tim

Subject: Village of Wilmette Contact Staff - Stop sign needed at Ridge and Elmwood.

Village of Wilmette Contact Staff - Stop sign needed at Ridge and Elmwood.

Address: 1822 Elmwood

City: Wilmette

State: IL

Zip: 60091

Phone: 847-256-2535

Comment: Mr. Frenzer I'm inquiring about the process putting a a four-way stop sign at the intersection of Ridge and Elmwood. (Please forward to appropriate department and/or individuals, apologies for not knowing whom to direct to.) Speed Reduction is needed on Ridge Road. The stretch of road between the stop sign at Hill Road in Winnetka and the traffic lights at Lake is a distance of almost a mile and half. Those are the only traffic controls on Ridge in that distance. And in that distance traffic routinely travels over the speed limit. Throw into the this mix is the slight curve at Elmwood and it's my belief this puts motorists and pedestrians at risk. And we can see the results of this already. There have been a number of accidents along this stretch of road, mostly centered at the curve at Elmwood. Most recently trees and stone lampposts have been knocked down on Ridge in front of Mallinckrodt. The Mallinckrodt stone wall at the corner of Elmwood and Ridge was struck and knocked down. There's been a number vehicle vs. vehicle accidents. And of course there was the late night accident about three years ago where a car plowed through yards crashed into and nearly through a house in Kenilworth. So far no pedestrians have been involved. Adding to the risk of this stretch of road are folks that like to use Kenilworth Avenue as a short cut from Green Bay to Ridge. It's an uphill lefthand turn onto Ridge, which seems to force drivers to accelerate in order to merge, at which point traffic accelerating at Elmwood, again. Pedestrian access to Mallinckrodt park is severely restricted at Elmwood. On weekends the traffic on Ridge starts to pick up speed as early as 7:30 / 8:00 am. All through the weekend traffic is fairly heavy and speeding. There are a number of families with young children on both the sides of Elmwood. As a father of an eight year old, I can attest to the fact that there is no way I would ever let my daughter cross ridge by herself until she's significantly older. Putting a four way stop at Elmwood will slow down traffic, allow for greater access, and generally improve the quality of life in the neighborhood. Thank you for your time and consideration on this issue. Regards, -- Anthony Chambers anthony.g.chambers@gmail.com 312-375-0621

ILLINOIS TRAFFIC CRASH REPORT

Sheet 1 of 1 Sheets

DRAC

U1

1

TRFD

U2

2

TRFC

U1

4

WEAT

U2

1

DRVA

U1

2

VEID

U1

1

VEID

U2

1

COLL

U1

1

COLL

U2

1

MAV

U1

3

MAV

U2

1

PFA

U1

30

PFA

U2

2

Sheet

of

2

Sheets

INVESTIGATING AGENCY

WILMETTE POLICE

ADDRESS NO.

N/B

HIGHWAY or STREET NAME

RIDGE ROAD

DAMAGE TO ANY ONE PERSON'S VEHICLE / PROPERTY

☒ \$500 OR LESS
☐ \$501 - \$1,500
☐ OVER \$1,500

TYPE OF REPORT

☒ ON SCENE
☐ NOT ON SCENE (DESK REPORT)

DATE OF CRASH

10/06/14

TIME

11:31 AM

YR

14

AGENCY CRASH REPORT NO.

11796

VEH

U1

15

VEH

U2

16

NO LANE

0

ALGN

1

RSUR

1

CHU

2

NAME

LANGDON, JANET

STREET ADDRESS

1420 ISABELLA STREET

CITY

WILMETTE

STATE

IL

ZIP

60091

DATE OF BIRTH

02/23/76

SEX

F

SAFT

2

AIR

4

INJURY

0

EJECT

1

STATE

IL

CLASS

D

DRIVER LICENSE NO.

710-7037

DRIVER

☐ DRIVER
☐ PARKED
☐ DRIVERLESS

NAME

FISCHER, MICHAEL A.

STREET ADDRESS

498 W. KILWA TRAIL

CITY

WHEELING

STATE

IL

ZIP

60090

DATE OF BIRTH

05/20/54

SEX

M

SAFT

4

AIR

4

INJURY

3

EJECT

1

STATE

IL

CLASS

D

DRIVER LICENSE NO.

283-8817

DRIVER

☐ DRIVER
☐ PARKED
☐ DRIVERLESS

NAME

SKOKIE HOSPITAL

STREET ADDRESS

5000 N. LAKE STREET

CITY

SKOKIE

STATE

IL

ZIP

60077

DATE OF BIRTH

09/15/08

SEX

M

SAFT

4

AIR

4

INJURY

1

EJECT

1

STATE

IL

CLASS

D

DRIVER LICENSE NO.

283-8817

DRIVER

☐ DRIVER
☐ PARKED
☐ DRIVERLESS

NAME

LANGDON, JANET

STREET ADDRESS

1420 ISABELLA STREET

CITY

WILMETTE

STATE

IL

ZIP

60091

DATE OF BIRTH

02/23/76

SEX

F

SAFT

2

AIR

4

INJURY

0

EJECT

1

STATE

IL

CLASS

D

DRIVER LICENSE NO.

710-7037

DRIVER

☐ DRIVER
☐ PARKED
☐ DRIVERLESS

NAME

LANGDON, JANET

STREET ADDRESS

1420 ISABELLA STREET

CITY

WILMETTE

STATE

IL

ZIP

60091

DATE OF BIRTH

02/23/76

SEX

F

SAFT

2

AIR

4

INJURY

0

EJECT

1

STATE

IL

CLASS

D

DRIVER LICENSE NO.

710-7037

DRIVER

☐ DRIVER
☐ PARKED
☐ DRIVERLESS

NAME

LANGDON, JANET

STREET ADDRESS

1420 ISABELLA STREET

CITY

WILMETTE

STATE

IL

ZIP

60091

DATE OF BIRTH

02/23/76

SEX

F

SAFT

2

AIR

4

INJURY

0

EJECT

1

STATE

IL

CLASS

D

DRIVER LICENSE NO.

710-7037

DRIVER

☐ DRIVER
☐ PARKED
☐ DRIVERLESS

NAME

LANGDON, JANET

STREET ADDRESS

1420 ISABELLA STREET

CITY

WILMETTE

STATE

IL

ZIP

60091

DATE OF BIRTH

02/23/76

SEX

F

SAFT

2

AIR

4

INJURY

0

EJECT

1

STATE

IL

CLASS

D

DRIVER LICENSE NO.

710-7037

DRIVER

☐ DRIVER
☐ PARKED
☐ DRIVERLESS

NAME

LANGDON, JANET

STREET ADDRESS

1420 ISABELLA STREET

CITY

WILMETTE

STATE

IL

ZIP

60091

DATE OF BIRTH

02/23/76

SEX

F

SAFT

2

AIR

4

INJURY

0

EJECT

1

STATE

IL

CLASS

D

DRIVER LICENSE NO.

710-7037

DRIVER

☐ DRIVER
☐ PARKED
☐ DRIVERLESS

NAME

LANGDON, JANET

STREET ADDRESS

1420 ISABELLA STREET

CITY

WILMETTE

REMEMBER TO USE BLACK INK, PRESS HARD, PRINT LEGIBLY AND COMPLETE ALL REQUIRED FIELDS

U130234236

A Diagram and Narrative are required on all Type B crashes, even if units have been moved prior to the officer's arrival.

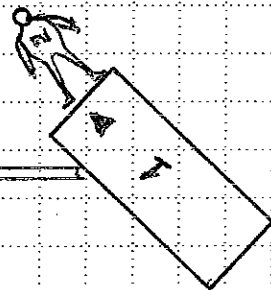
NOT TO SCALE

RIDGE ROAD

SIDEWALK

ELMWOOD AVENUE

INDICATE NORTH BY ARROW



(5000 SIGN)

NARRATIVE (Refer to vehicle by Unit No.)

UNIT #2 (A US POSTAL SERVICE EMPLOYEE) WAS STOPPED ON THE NORTHEAST CORNER SIDEWALK WAITING FOR WORTH AND SOUTHBOUND TRAFFIC ON RIDGE ROAD BEFORE CROSSING. HE OBSERVED UNIT #1 STOPPED ON EASTBOUND ELMWOOD AVENUE AT RIDGE ROAD WITH HER LEFT TURN SIGNAL ON. WHEN IT WAS CLEAR, THE PEDESTRIAN UNIT #2 WALKED ACROSS THE UNMARKED CROSSWALK WESTBOUND, WAS APPROXIMATELY HALFWAY ACROSS THE STREET, AND WAS STRUCK BY UNIT #1 THAT MADE A LEFT TURN TO GO NORTH ON RIDGE ROAD. UNIT #2 ATTEMPTED TO JUMP OUT OF THE WAY, WAS STRUCK IN DOWN THE FRONT MIDDLE OF UNIT #1, AND WAS KNOCKED DOWN TO THE GROUND CAUSING A NON-INJURING INJURY. UNIT #1 STOPPED THAT SHE DID NOT SEE THE PEDESTRIAN UNTIL RIGHT BEFORE IMPACT, STOPPED IMMEDIATELY AND WAS NOT USING HER CELLPHONE.

Unit Color: GRAY Unit Color: PEDESTRIAN Unit Towed by / to: DRIVEN AWAY BY DRIVER. Unit Towed by / to: TRANSPORTED TO SKOKIE HOSPITAL.

COMMERCIAL MOTOR VEHICLE (CMV)

IF MORE THAN ONE CMV IS INVOLVED, USE SR 1050A ADDITIONAL UNITS FORMS.

A CMV is defined as any motor vehicle used to transport passengers or property and:

1. Has a weight rating of more than 10,000 pounds (example: truck or truck/trailer combination); or
2. Is used or designed to transport more than 15 passengers, including the driver (example: shuttle or charter bus); or
3. Is designed to carry 15 or fewer passengers and operated by a contract carrier transporting employees in the course of their employment (example: employee transporter - usually a van-type vehicle or passenger car); or
4. Is used or designated to transport between 9 and 15 passengers, including the driver for direct compensation (example: large van used for specific purpose); or
5. Is any vehicle used to transport any hazardous material (HAZMAT) that requires placarding (example: placards will be displayed on the vehicle).

CARRIER NAME

ADDRESS

CITY/STATE/ZIP

USDOT NO.

ILCC NO.

Source of above info. ☐ Side of Truck ☐ Papers ☐ Driver ☐ Log Book

Gross Vehicle Weight Rating (GVWR)

Were HAZMAT placards displayed on the vehicle? ☐ Y ☐ N

If yes, name on placard

4-digit UN no.

1-digit Hazard Class no.

Did HAZMAT spill from the vehicle (do not consider fuel from the vehicle's own tank)? ☐ Y ☐ N ☐ UNKDid HAZMAT Regulations violation contribute to the crash? ☐ Y ☐ N ☐ UNKDid Motor Carrier Safety Regulations (MCS) violation contribute to the crash? ☐ Y ☐ N ☐ UNKWas a Driver/Vehicle Examination Report form completed? ☐ Y ☐ N ☐ UNKMCS Out of Service? ☐ Y ☐ NForm No. ☐ Y ☐ N ☐ UNK

IDOT PERMIT NO.

WIDE LOAD? ☐ Y ☐ NTRAILER WIDTH(S): 0-96" ☐ 97-102" ☐ >102"TRAILER 1 ☐TRAILER 2 ☐TRAILER LENGTH(S): 1 ft ☐ TRAILER 2 ft ☐TOTAL VEHICLE LENGTH ft ☐ NO. OF AXLES ☐

SELECT CODES FROM BACK COVER OF CRASH BOOKLET:

VEHICLE CONFIGURATION

CARGO BODY TYPE ☐ LOAD TYPE ☐

Sheet ___ of ___ Sheets

1	<input type="checkbox"/>	1	3	DAMAGED PROPERTY OWNER NAME VILLAGE OF WILANETTE	DAMAGED PROPERTY FIRE HYDRANT		
2	<input checked="" type="checkbox"/>	43	3	PROPERTY OWNER ADDRESS 1200 WILANETTE AVE WILANETTE IL 60091	CITY WILANETTE IL	STATE IL	ZIP 60091
3	<input type="checkbox"/>			ARREST NAME LIPTON, MARTIN J	SECTION 12-13.1	CITATION NO. LI-356-842	
1	<input type="checkbox"/>			ARREST NAME -	SECTION -	CITATION NO. -	
2	<input checked="" type="checkbox"/>			SIGNATURE <i>[Signature]</i>	BEAT / DIST. 2	SUPERVISOR <i>[Signature]</i>	
3	<input type="checkbox"/>			OFFICER ID. 562			

SR 1050 JANUARY 2011

A Diagram and Narrative are required on all Type B crashes, even if units have been moved prior to the officer's arrival.

U110387883

INDICATE NORTH
BY ARROW

DELAYED REPORT - NO DIAGRAM

NARRATIVE (Refer to vehicle by Unit No.)

THE DRIVER OF UNIT #1 TOLD ME HE WAS DRIVING NORTH BOUND ON RIDGE ROAD NEAR ELWOOD. A HEAVY SNOWSTORM WAS OCCURRING AND THERE WAS SNOW AND SLUSH ON THE ROADWAY SO HE WAS DRIVING SLOWER THAN THE SPEED LIMIT. THE DRIVER OF UNIT #1 SAID THAT A VEHICLE PASSED HIM ON THE LEFT, STARTLING HIM SO HE BRAKED HEAVILY. THE BRAKING CAUSED THE VEHICLE TO SLIDE AND SKID SLIGHTLY OFF ROADWAY STRIKING A FIRE HYDRANT. THE HYDRANT WAS TILTED SLIGHTLY AND A METAL RING ON THE BOTTOM WAS CRACKED.

I WAS UNABLE TO VERIFY THE DAMAGE TO UNIT #1 BECAUSE IT WAS ALREADY BEING FIXED.

LOCAL USE ONLY

U1 Color

SILVER

U2 Color

U1 Towed by / to

U2 Towed by / to

COMMERCIAL MOTOR VEHICLE (CMV)

IF MORE THAN ONE CMV IS INVOLVED, USE SR 1050A
ADDITIONAL UNITS FORMS.

A CMV is defined as any motor vehicle used to transport passengers or property and:

1. Has a weight rating of more than 10,000 pounds (example: truck or truck/trailer combination); or
2. Is used or designed to transport more than 15 passengers, including the driver (example: shuttle or charter bus); or
3. Is designed to carry 15 or fewer passengers and operated by a contract carrier transporting employees in the course of their employment (example: employee transporter - usually a van-type vehicle or passenger car); or
4. Is used or designed to transport between 9 and 15 passengers, including the driver, for direct compensation beyond 75 air miles from the driver's work reporting location (example: large van used for specific purpose); or
5. Is any vehicle used to transport any hazardous material (HAZMAT) that requires placarding (example: placards will be displayed on the vehicle).

CARRIER NAME

ADDRESS

CITY/STATE/ZIP

USDOT NO.

ILCC NO.

Source of above info. ☐ Side of Truck ☐ Papers ☐ Driver ☐ Log Book

Gross Vehicle Weight Rating (GVWR)

Were HAZMAT placards displayed on the vehicle? ☐ Yes ☐ No

If yes, name on placard

4-digit UN no. 1-digit Hazard Class no.

Did HAZMAT spill from the vehicle (do not consider fuel from the vehicle's own tank)? ☐ Yes ☐ No ☐ Unknown

Did HAZMAT Regulations violation contribute to the crash? ☐ Yes ☐ No ☐ Unknown

Did Motor Carrier Safety Regulations (MCS) violation contribute to the crash? ☐ Yes ☐ No ☐ Unknown

Was a Driver/Vehicle Examination Report form completed?

HAZMAT ☐ Yes ☐ No ☐ Unk Out of Service? ☐ Yes ☐ No

MCS ☐ Yes ☐ No ☐ Unk Out of Service? ☐ Yes ☐ No

Form No.

IDOT PERMIT NO.

WIDE LOAD? ☐ Yes ☐ No

TRAILER WIDTH(S): 0-96" 97-102" >102"

TRAILER 1 ☐

TRAILER 2 ☐

TRAILER LENGTH(S): 1 ft 2 ft NO. OF AXLES

TOTAL VEHICLE LENGTH ft

CRASH LOCATION: ☐ CITY OF ☐ OR ☐ NEAREST CITY

MILES N E S W OR

CIRCLE ONE

CITY NAME

SELECT CODES FROM BACK COVER OF CRASH BOOKLET:

VEHICLE CONFIGURATION

CARGO BODY TYPE LOAD TYPE

ILLINOIS TRAFFIC CRASH REPORT

Sheet 1 of 1 SheetsSheet 1 of 1 Sheets[illegible][illegible]

REMEMBER TO USE BLACK INK, PRESS HARD, PRINT LEGIBLY AND COMPLETE ALL REQUIRED FIELDS!

U110283504 A Diagram and Narrative are required on all Type B crashes, even if units have been moved prior to the officer's arrival.		COMMERCIAL MOTOR VEHICLE (CMV) IF MORE THAN ONE CMV IS INVOLVED, USE SR 1050A ADDITIONAL UNITS FORMS.	
A CMV is defined as any motor vehicle used to transport passengers or property and: 1. Has a weight rating of more than 10,000 pounds (example: truck or truck/trailer combination); or 2. Is used or designed to transport more than 15 passengers, including the driver (example: shuttle or charter bus); or 3. Is designed to carry 15 or fewer passengers and operated by a contract carrier transporting employees in the course of their employment (example: employee transporter - usually a van-type vehicle or passenger car); or 4. Is used or designed to transport between 9 and 15 passengers, including the driver, for direct compensation beyond 75 air miles from the driver's work reporting location (example: large van used for specific purpose); or 5. Is any vehicle used to transport any hazardous material (HAZMAT) that requires placarding (example: placards will be displayed on the vehicle).		CARRIER NAME _____ ADDRESS _____ CITY/STATE/ZIP _____ USDOT NO. _____ ILOC NO. _____ Source of above info. <input type="checkbox"/> Side of Truck <input type="checkbox"/> Papers <input type="checkbox"/> Driver <input type="checkbox"/> Log Book Gross Vehicle Weight Rating (GVWR) _____ Were HAZMAT placards displayed on the vehicle? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, name on placard _____ 1-digit Hazard Class no. _____ 4-digit UN no. _____	
DID HAZMAT spill from the vehicle (do not consider fuel from the vehicle's own tank)? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown DID HAZMAT Regulations violation contribute to the crash? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown DID Motor Carrier Safety Regulations (MCS) violation contribute to the crash? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unknown Was a Driver/Vehicle Examination Report form completed? HAZMAT <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk Out of Service? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No MCS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> Unk Out of Service? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Form No. _____		IDOT PERMIT NO. _____ WIDE LOAD? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No TRAILER WIDTH(S): 0-96" <input type="checkbox"/> 97-102" <input checked="" type="checkbox"/> >102" TRAILER 1 <input type="checkbox"/> <input type="checkbox"/> TRAILER 2 <input type="checkbox"/> <input type="checkbox"/> TRAILER LENGTH(S): 1 _____ ft TRAILER 2 _____ ft TOTAL VEHICLE LENGTH _____ ft NO. OF AXLES _____ CRASH LOCATION: <input type="checkbox"/> CITY OF _____ OR <input type="checkbox"/> NEAREST CITY _____ MILES N E S W OR _____ CITY NAME _____	
SELECT CODES FROM BACK COVER OF CRASH BOOKLET: VEHICLE CONFIGURATION _____ CARGO BODY TYPE _____ LOAD TYPE _____		SELECT CODES FROM BACK COVER OF CRASH BOOKLET: VEHICLE CONFIGURATION _____ CARGO BODY TYPE _____ LOAD TYPE _____	



INDICATE NORTH BY ARROW

DIAGRAM NOT TO SCALE

1041 RIDGE

CONDOMINIUMS

RIDGE

WALNUT

NARRATIVE (Refer to vehicle by Unit No.)

UNIT#1 WAS NIB RIDGE BEHIND UNIT#2 APPROACHING WALNUT. UNIT#1 SAID HE OBSERVED UNIT#2 DRIVING PARTIALLY IN THE CENTER TURN LANE. UNIT#1 SAID HE OBSERVED UNIT#2 SLOW DOWN AND THOUGHT UNIT#2 WAS MOVING IN THE CENTER LANE TO MAKE A LEFT TURN. UNIT#1 SAID HE ATTEMPTED TO PASS UNIT#2 ON THE RIGHT SIDE, BUT WHEN UNIT#2 MADE A RIGHT TURN INSTEAD OF A LEFT TURN UNIT#2 STRUCK UNIT#1 IN REAR DRIVER SIDE DOOR. UNIT#2 SAID SHE WAS DRIVING N/B RIDGE APPROACHING WALNUT. UNIT#2 SAID AS SHE SLOWED TO MAKE A RIGHT TURN ONTO WALNUT SHE WAS PARTIALLY IN THE CENTER TURN LANE. UNIT#2 SAID WHEN SHE MADE HER RIGHT TURN SHE STRUCK UNIT#1. UNIT#2 SAID SHE ACTIVATED HER FLIGHT TURN SIGNAL PRIOR TO MAKING THE TURN. UNIT#1 SAID HE THOUGHT HE LOCAL USE ONLY SAW THE TURN SIGNAL.

UT Color GRAY UT Toward by / to NIB Tow

UT Toward by / to NIB Tow

Sheet 1 of 1 Sheets[illegible]

REMEMBER TO USE BLACK INK, PRESS HARD, PRINT LEGIBLY AND COMPLETE ALL REQUIRED FIELDS!

U100383015		A Diagram and Narrative are required on all Type B crashes, even if units have been moved prior to the officer's arrival.		COMMERCIAL MOTOR VEHICLE (CMV)	
<p>Not Drawn to Scale</p> <p>Traffic Signal</p> <p>Point of Impact</p> <p>Ridge Road</p> <p>Lake Avenue</p> <p>INDICATE NORTH BY ARROW</p>		<p>IF MORE THAN ONE CMV IS INVOLVED, USE SR 1050A ADDITIONAL UNITS FORMS.</p> <p>A CMV is defined as any motor vehicle used to transport passengers or property and:</p> <ol style="list-style-type: none"> Has a weight rating of more than 10,000 pounds (example: truck or truck/trailer combination); or Is used or designed to transport more than 15 passengers, including the driver (example: shuttle or charter bus); or Is designed to carry 15 or fewer passengers and operated by a contract carrier transporting employees in the course of their employment (example: employee transporter - usually a van-type vehicle or passenger car); or Is used or designed to transport between 9 and 15 passengers, including the driver, for direct compensation beyond 75 air miles from the driver's work reporting location (example: large van used for specific purpose); or Is any vehicle used to transport any hazardous material (HAZMAT) that requires placarding (example: placards will be displayed on the vehicle). 			
<p>NARRATIVE (Refer to vehicle by Unit No.)</p> <p>The driver of Unit#2 stated that she was driving southbound on Ridge road and stopped in traffic for a red traffic signal. While she was stopped in traffic, Unit#2 was struck on the rear end by Unit#1.</p> <p>The driver of Unit#1 stated that she was driving southbound on Ridge road when she noticed Unit#2 stopped in traffic. She applied the brakes but the vehicle did not stop in time. Unit#1 bumped Unit#2 on the rear end.</p> <p>I observed minor scratches on the rear bumper of Unit#2.</p>		<p>CARRIER NAME _____</p> <p>ADDRESS _____</p> <p>CITY/STATE/ZIP _____</p> <p>USDOT NO. _____ ILCC NO. _____</p> <p>Source of above info. <input type="checkbox"/> Side of Truck <input type="checkbox"/> Papers <input type="checkbox"/> Driver <input type="checkbox"/> Log Book</p> <p>Gross Vehicle Weight Rating (GVWR) _____</p> <p>Were HAZMAT placards displayed on the vehicle? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>If yes, name on placard _____</p> <p>4-digit UN No. _____ 1-digit Hazard Class no. _____</p> <p>Did HAZMAT spill from the vehicle (do not consider fuel from the vehicle's own tank)? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown</p> <p>Did HAZMAT Regulations violation contribute to the crash? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown</p> <p>Did Motor Carrier Safety Regulations (MCS) violation contribute to the crash? <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown</p> <p>Was a Driver/Vehicle Examination Report form completed? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>HAZMAT <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk Out of Service? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>MCS <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unk Out of Service? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>Form No. _____</p> <p>IDOT PERMIT NO. _____ WIDE LOAD? <input type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>TRAILER WIDTH(S): 0-96" <input type="checkbox"/> 97-102" <input type="checkbox"/> >102"</p> <p>TRAILER 1 <input type="checkbox"/> TRAILER 2 <input type="checkbox"/></p> <p>TRAILER LENGTH(S): 1 _____ ft TRAILER 2 _____ ft</p> <p>TOTAL VEHICLE LENGTH _____ ft NO. OF AXLES _____</p> <p>CRASH LOCATION: <input type="checkbox"/> CITY OF _____ OR <input type="checkbox"/> NEAREST CITY _____</p> <p>MILES N E S W OR _____</p> <p>CIRCLE ONE CITY NAME _____</p> <p>SELECT CODES FROM BACK COVER OF CRASH BOOKLET:</p> <p>VEHICLE CONFIGURATION _____</p> <p>CARGO BODY TYPE _____ LOAD TYPE _____</p>			
<p>LOCAL USE ONLY</p> <p>U1 Color <u>Silver</u> U2 Color <u>Black</u></p> <p>U1 Towed By / to <u>N/A</u> U2 Towed By / to <u>N/A</u></p>					



1200 Wilmette Avenue
Wilmette, Illinois 60091-0040

Current Resident
<<address>>
Wilmette, IL 60091

October 3, 2014

Re: Notice of Transportation Commission Meeting

Dear Resident:

The purpose of this letter is to invite you to attend a Transportation Commission meeting on **Wednesday, October 22, 2014 at 7:00 PM**. The meeting will be held at Village Hall in the Second Floor Training Room.

At this meeting, the Commission will discuss pedestrian safety crossing Ridge Road at Elmwood Avenue and Walnut Avenue.

If you have any questions or require any additional information, please contact me at 847-853-7621 or manisd@wilmette.com.

Sincerely,

A handwritten signature in black ink, appearing to read "D. Manis".

Daniel Manis, P.E.
Civil Engineer

C: Transportation Commission

Notification List

No.	Street		No.	Street		No.	Street	
1000	RIDGE	ROAD	1826	ELMWOOD	AVENUE	1729	WALNUT	AVENUE
1006	RIDGE	ROAD	1833	ELMWOOD	AVENUE	1730	WALNUT	AVENUE
1008	RIDGE	ROAD	1910	ELMWOOD	AVENUE	1731	WALNUT	AVENUE
1012	RIDGE	ROAD	1914	ELMWOOD	AVENUE	1800	WALNUT	AVENUE
1016	RIDGE	ROAD	1918	ELMWOOD	AVENUE	1803	WALNUT	AVENUE
1100	RIDGE	ROAD	1922	ELMWOOD	AVENUE	1805	WALNUT	AVENUE
1114	RIDGE	ROAD	1926	ELMWOOD	AVENUE	1806	WALNUT	AVENUE
1118	RIDGE	ROAD	1930	ELMWOOD	AVENUE	1809	WALNUT	AVENUE
1130	RIDGE	ROAD	1934	ELMWOOD	AVENUE	1810	WALNUT	AVENUE
1131	RIDGE	ROAD	1940	ELMWOOD	AVENUE	1812	WALNUT	AVENUE
1133	RIDGE	ROAD	1944	ELMWOOD	AVENUE	1815	WALNUT	AVENUE
1135	RIDGE	ROAD	1948	ELMWOOD	AVENUE	1816	WALNUT	AVENUE
1136	RIDGE	ROAD	2000	ELMWOOD	AVENUE	1817	WALNUT	AVENUE
1700	ELMWOOD	AVENUE	2002	ELMWOOD	AVENUE	1822	WALNUT	AVENUE
1701	ELMWOOD	AVENUE	2008	ELMWOOD	AVENUE	1823	WALNUT	AVENUE
1706	ELMWOOD	AVENUE	2010	ELMWOOD	AVENUE	1831	WALNUT	AVENUE
1707	ELMWOOD	AVENUE	2014	ELMWOOD	AVENUE	1800	FOREST	AVENUE
1711	ELMWOOD	AVENUE	2018	ELMWOOD	AVENUE	1804	FOREST	AVENUE
1712	ELMWOOD	AVENUE	2024	ELMWOOD	AVENUE	1844	FOREST	AVENUE
1715	ELMWOOD	AVENUE	2028	ELMWOOD	AVENUE	1846	FOREST	AVENUE
1716	ELMWOOD	AVENUE	2030	ELMWOOD	AVENUE	1909	GREENWOOD	AVENUE
1719	ELMWOOD	AVENUE	2031	ELMWOOD	AVENUE	1910	GREENWOOD	AVENUE
1720	ELMWOOD	AVENUE	2034	ELMWOOD	AVENUE	1914	GREENWOOD	AVENUE
1723	ELMWOOD	AVENUE	2040	ELMWOOD	AVENUE	1917	GREENWOOD	AVENUE
1724	ELMWOOD	AVENUE	2044	ELMWOOD	AVENUE	1920	GREENWOOD	AVENUE
1727	ELMWOOD	AVENUE	1700	WALNUT	AVENUE	1921	GREENWOOD	AVENUE
1728	ELMWOOD	AVENUE	1701	WALNUT	AVENUE	1922	GREENWOOD	AVENUE
1729	ELMWOOD	AVENUE	1704	WALNUT	AVENUE	1923	GREENWOOD	AVENUE
1734	ELMWOOD	AVENUE	1706	WALNUT	AVENUE	1926	GREENWOOD	AVENUE
1777	ELMWOOD	AVENUE	1707	WALNUT	AVENUE	1929	GREENWOOD	AVENUE
1801	ELMWOOD	AVENUE	1710	WALNUT	AVENUE	1930	GREENWOOD	AVENUE
1804	ELMWOOD	AVENUE	1713	WALNUT	AVENUE	1931	GREENWOOD	AVENUE
1805	ELMWOOD	AVENUE	1714	WALNUT	AVENUE	1935	GREENWOOD	AVENUE
1806	ELMWOOD	AVENUE	1715	WALNUT	AVENUE	1936	GREENWOOD	AVENUE
1809	ELMWOOD	AVENUE	1716	WALNUT	AVENUE	1938	GREENWOOD	AVENUE
1810	ELMWOOD	AVENUE	1719	WALNUT	AVENUE	1939	GREENWOOD	AVENUE
1814	ELMWOOD	AVENUE	1720	WALNUT	AVENUE	1942	GREENWOOD	AVENUE
1817	ELMWOOD	AVENUE	1721	WALNUT	AVENUE	1943	GREENWOOD	AVENUE
1819	ELMWOOD	AVENUE	1725	WALNUT	AVENUE	1946	GREENWOOD	AVENUE
1820	ELMWOOD	AVENUE	1726	WALNUT	AVENUE	1947	GREENWOOD	AVENUE
1822	ELMWOOD	AVENUE	1728	WALNUT	AVENUE			



Date: October 17, 2014

To: Transportation Commission

From: Brigitte Berger, P.E., Director of Engineering Services
Daniel Manis, P.E., Civil Engineer

Subject: Village Policy on Pedestrian Crosswalks

Recommendation

Review and approval of a Village policy for the implementation of pedestrian crosswalks and pedestrian safety enhancements.

Background

Over the past several years, the Transportation Commission has taken the following steps toward evaluating the effectiveness of pedestrian safety enhancements at unprotected crosswalks.

February 2012 – The Commission was presented with pedestrian safety enhancement options and directed staff to develop a detailed pilot study.

July 2012 – The Commission approved a pedestrian safety enhancement pilot study at the unprotected crosswalks located at the intersections of Wilmette Avenue with 15th Street and Wilmette Avenue with Prairie Avenue. Treatments included the roadside Stop Here for Pedestrian signs, pavement markings, and curb extensions (bump-outs).

November 2012 – The Commission reviewed the first report prepared by Traffic Analysis and Design, Inc. (TADI) which quantified the compliance rate of drivers stopping for pedestrians that displayed an intent to cross the roadway. Compliance counts were taken prior to and soon after construction of the safety enhancements in order to evaluate their effectiveness. The Commission directed staff to complete a follow-up study in Spring 2013 to assess the effects on compliance rates over time due to only a small increase in compliance according to October 2012 data.

September 2013 – The Commission reviewed a second TADI report which indicated that compliance rates increased over time at the pilot study locations however better results were still desired. This report also evaluated the compliance rate of motorists at three unprotected crosswalks along Sheridan Road. The data showed that the in-street sign at Chestnut was highly effective. The Commission directed staff to complete an additional follow-up study in Spring 2014 to determine if the effectiveness of the safety enhancements at Wilmette Avenue & 15th Street continued to increase over time.

Compliance Summary	
Wilmette Avenue / 15th Street	
May 2012 (before)	8%
October 2012	13%
May 2013	25%
May 2014	38%
Sheridan Road (June 2013)	
Gillson Park	13%
Washington Ave.	6%
Chestnut Ave.	46%*
* - In-Street Pedestrian Sign	

April 2014 – The Commission reviewed a third TADI report which indicated that compliance rates continued to increase over time and supported development of a Village policy for implementing pedestrian safety enhancements at unprotected crosswalks.

Discussion

The attached policy is intended to provide staff with defined standard procedures for evaluating where to install crosswalks and other safety enhancements. Typical enhancement options to be considered will include pedestrian crossing signage (In-Street or Roadside signs), pavement marking, bump-outs, refuge islands, and any other crosswalk treatment intended to increase safety.

Approval of a policy by the Transportation Commission is the first step toward making the Village more pedestrian-friendly. If approved by the Commission, the policy will be presented to the Municipal Services Committee with potential adoption by the Village Board.

It should be noted that pedestrian safety enhancements are not in the proposed 2015 budget. While pavement markings and signage are relatively low cost treatments and can be absorbed in the operations budgets, other enhancements like curb extensions (bump-outs) and refuge islands can be costly. Following are approximate cost ranges for common treatments.

Pavement Marking	\$100-\$500 Each Crosswalk
Pedestrian Signing	\$500 to \$1,500 Each Crosswalk
Bump-Out / Refuge Island	\$2,500 to \$10,000+ Each

Therefore, once a policy is adopted by the Village, staff will propose funds for a designated Crosswalk Safety Enhancement Program be included in the Village's annual budget. Additionally, if pedestrian treatments are identified on a road slated for rehabilitation, staff will include said treatments as part of the road improvements.

Roadside



In-Street



Documents Attached:

1. Draft Policy for Implementing Pedestrian Safety Enhancements at Existing or Proposed Unprotected Crosswalks
2. TADI Report (4/14 Meeting)
3. TADI Report (9/13 Meeting)



Village of Wilmette

Policies & Procedures

Policy Topic: Pedestrian Crosswalks

Effective Date: TBD

1.0 Purpose

To outline the proper use and placement of marked pedestrian crosswalks and corresponding pedestrian safety enhancements.

2.0 Definitions

Pedestrian crosswalk: In accordance with Section 3B.17 of the Manual of Uniform Traffic Control Devices (MUTCD) crosswalk markings provide guidance for pedestrians who are crossing the roadways by defining and delineating paths on approaches to and within signalized intersections, and on approaches to other intersections where traffic stops.

Crosswalk markings also serve to alert road users of a pedestrian crossing point across roadways not controlled by traffic signals or STOP signs.

At non-intersection locations, crosswalk markings legally establish the crosswalk.

Pedestrian safety enhancements include pedestrian crossing signage, pavement marking, curb extensions (bump outs), refuge islands, and any other crosswalk treatments intended to increase safety. **Pedestrian crossing signage** consists of the In-Street Pedestrian Crossing (R1-6a) sign, the Roadside Stop Here for Pedestrian (R1-5b) sign with supplemental state law plaque and Pedestrian Crossing (W-11-2) warning sign with supplemental downward pointing arrow (W16-7P) plaque.

Unprotected crosswalks are those at locations not controlled by stop signs or traffic signals.

3.0 Policy

The Village will consider installing crosswalks and corresponding pedestrian safety enhancements in order to:

- Improve driver awareness that Illinois statute requires them to stop for pedestrians within marked crosswalks and;
- Enhance the pedestrian environment of the Village by promoting safe pedestrian mobility and;
- Create a level of awareness among drivers, bicyclists and pedestrians that will increase safety for all modes of transportation.

4.0 Guidance: (Reference MUTCD 3B.18)

- Requests for new crosswalks or pedestrian safety enhancements at existing crosswalks shall be made in writing to the Director of Engineering Services.
- Crosswalks should be marked at all intersections where there is a substantial conflict between vehicular and pedestrian movements.
- At locations controlled by traffic control signals or on approaches controlled by STOP or YIELD signs, crosswalk lines should be installed where engineering judgment indicates they are needed to direct pedestrians to the proper crossing path(s).
- Marked crosswalks may also be considered at other appropriate points of pedestrian concentration, such as at loading islands, midblock pedestrian crossings, or where pedestrians could not otherwise recognize the proper place to cross.
- Crosswalk lines should not be used indiscriminately. An engineering study should be performed before they are installed at locations away from traffic signals or STOP signs. The engineering study should consider the number of lanes, the presence of a median, the distance from adjacent signalized intersections, the pedestrian volumes and delays, the average daily traffic (ADT), the posted or statutory speed limit or 85th-percentile speed, the geometry of the location, the possible consolidation of multiple crossing points, the availability of street lighting, and other appropriate factors.
- Because nonintersection pedestrian crossings are generally unexpected by the road user, warning signs should be installed and adequate visibility should be provided by parking prohibitions. If the In-Street Pedestrian Crossing Sign (R1-5b) itself would impede or obstruct any traffic movement, the Roadside Stop Here for Pedestrian sign (R1-5b) shall be considered.
- Pedestrian safety enhancement treatments at existing or proposed crosswalks shall be considered where feasible based on engineering judgment.
- Crosswalks and pedestrian safety enhancements shall be implemented when the Director of Engineering Services and the Police Chief concur that the enhancements are warranted based on the above criteria and with Village Board approval.

Approved by:

Village Manager

Date

PEDESTRIAN + VEHICLE STOP COMPLIANCE COUNT

Wilmette Avenue / 15th Street

Wilmette, Illinois

June 2014

Prepared for:

Village of Wilmette

Prepared by:

TADI

233 S. Wacker Drive, Suite 8400

Chicago, Illinois 60606

www.tadi-us.com





INTRODUCTION

In 2012, the Village of Wilmette developed plans to improve pedestrian safety along the Wilmette Avenue corridor including the intersections at 15th Avenue and Prairie Avenue-Oak Circle. In particular, at the Wilmette Avenue/15th Street intersection, the Village implemented a series of improvements in the Summer of 2012 that included curb extensions at each corner (to shorten the Wilmette Avenue crosswalks and increase pedestrian visibility) and posting of new crosswalk signage. These improvements are intended to inform motorists of the uncontrolled crosswalks, increase visibility and awareness for both pedestrians and motorists, and improve pedestrian safety at the intersection.

The Village retained TADI to assist in reviewing the improvement plans and collecting count data to benchmark and monitor pedestrian crossings and motorist stops for pedestrians in the crosswalks. The data collection consists of counting the number of pedestrians crossing Wilmette Avenue at 15th Street along with the number of vehicles that stop for pedestrians in the crosswalk as required in the State of Illinois.

Initial counts were performed at the Wilmette Avenue/15th Street intersection in May 2012, prior to installation of improvements to establish data for the “before” condition and benchmark compliance. Subsequent to implementation in that Summer, the first “after” condition counts were performed in October 2012. Follow-up counts were conducted in May 2013. Based on a review of the data, a comparison with 2012 counts, and discussion with the Village Transportation Committee, an additional follow-up count was requested for May 2014.

This report presents the study methodology, documents the data collected for the most recent counts, and provides a comparison to data collected in 2012 and 2013.

DATA COLLECTION

This section outlines the methodology and pedestrian count/motorist stop compliance data collected at the Wilmette Avenue/15th Street intersection.

Methodology

State law (625 ILCS 5/11-1002) requires that in Illinois, vehicles must *stop* to yield the right-of-way to a pedestrian in the crosswalk when the “pedestrian is upon the half of the roadway upon which the vehicle is traveling, or when the pedestrian is approaching so closely from the opposite half of the roadway as to be in danger”. However, observations and experience throughout the metropolitan area indicate that in most locations, pedestrians often wait off the crosswalk on the sidewalk ramp until they feel comfortable that an approaching motorist sees them and begins to stop. Thus, for purposes of this study and to consider the general intent of the requirement to stop for pedestrians in the crosswalk, compliance has been measured when a pedestrian approaches the crosswalk, is visible to oncoming motorists, and looks as though they intends to cross the street while and approaching motorists have a reasonable opportunity to safely stop for the pedestrian to cross.

This approach, further detailed below, is consistent with previous counts in May 2012, October 2012, and May 2013.

- The counts occur over a 12-hour period on a typical weekday when nearby McKenzie Elementary School is in session.
- The counts take place a favorable weather day with conditions that don’t discourage pedestrian travel and visibility isn’t impaired due to issues such as fog, darkness, or rain.
- Pedestrians are counted when using the east and west crosswalks (crossing Wilmette Avenue)
- The number of vehicles stopping or not stopping for pedestrians intending to cross are:
 - Organized by direction
 - Categorized as “near-side” or “far-side”
 - Near-side represents vehicles approaching the pedestrian from the left
 - Far-side represents vehicles approaching the pedestrian from the right
- Pedestrians volumes and corresponding vehicle stops along Wilmette Avenue are not counted with the assistance of the school crossing guard that is present during the morning arrival and afternoon dismissal periods at McKenzie Elementary School.
- Vehicles that significantly slow near the crosswalk, but did not come to a complete stop (yield), are considered as compliant. Although not technically compliant with State Law, from a practical standpoint, these vehicles yield right-of-way to a crossing pedestrian.
- Vehicles that stopped behind the initial stopped vehicle are not counted.
- If pedestrians do not clearly indicate their intention to cross in a way (such as standing back from the crosswalk) that an approaching motorist could not reasonably determine their intention and be able to safely stop, passing vehicles were not counted as non-compliant.



Pedestrian and Stop Compliance Counts

The most recent count data was collected on Thursday, May 29, 2014 from 7:00 AM to 7:00 PM. This date and time period represent a typical weekday while nearby McKenzie Elementary School was session. The 12-hour timeframe coincides with the large majority of daily pedestrian activity at the intersection. **Table 1** summarizes the most recent pedestrian and vehicle stop compliance counts at the Wilmette Avenue/15th Street intersection in May 2014.



Table 1. Pedestrian and Stop Compliance Count Summary (Wilmette Avenue/15th Street) - May 2014

Time	Pedestrians ¹		Compliance									Non-Compliance									Percent Compliance								
	West Crosswalk	East Crosswalk	Eastbound			Westbound			Combined			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined		
			Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal
7:00 AM	1	2	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0%	100%	100%	0%	0%	0%	0%	100%	100%
7:15 AM	3	3	2	0	2	0	0	0	2	0	2	6	0	6	0	5	5	6	5	11	25%	0%	25%	0%	0%	0%	25%	0%	15%
7:30 AM	1	2	0	0	0	0	1	1	0	1	1	9	0	9	0	11	11	9	11	20	0%	0%	0%	0%	8%	8%	0%	8%	5%
7:45 AM	1	1	1	0	1	0	1	1	1	1	2	0	0	0	0	1	1	0	1	1	100%	0%	100%	0%	50%	50%	100%	50%	67%
8:00 AM	Crossing Guard		Crossing Guard									Crossing Guard									Crossing Guard								
8:15 AM																													
8:30 AM																													
8:45 AM																													
9:00 AM	0	1	0	0	0	1	0	1	1	0	1	0	0	0	0	1	1	0	1	1	0%	0%	0%	100%	0%	50%	100%	0%	50%
9:15 AM	0	5	2	1	3	0	2	2	2	3	5	0	0	0	1	0	1	1	0	1	100%	100%	100%	0%	100%	67%	67%	100%	83%
9:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
10:00 AM	0	2	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0%	0%	0%	100%	0%	100%	100%	0%	100%
10:15 AM	2	2	1	0	1	0	1	1	1	1	2	2	0	2	2	1	3	4	1	5	33%	0%	33%	0%	50%	25%	20%	50%	29%
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
10:45 AM	0	1	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	100%	100%	0%	100%	100%
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
11:15 AM	0	1	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	100%	0%	100%	0%	0%	0%	100%	0%	100%
11:30 AM	1	0	1	0	1	0	0	0	1	0	1	0	1	1	0	0	0	0	1	1	100%	0%	50%	0%	0%	0%	100%	0%	50%
11:45 AM	0	1	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0%	0%	0%	100%	0%	100%	100%	0%	100%
12:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
12:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
12:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
12:45 PM	0	2	1	1	2	1	1	2	2	2	4	5	1	6	2	0	2	7	1	8	17%	50%	25%	33%	100%	50%	22%	67%	33%

1 - Does not include pedestrian or stop compliance counts when assisted by crossing guard before (8:13 to 9:00 AM) and after (3:18 to 4:00 PM) school



Table 1. Pedestrian and Stop Compliance Count Summary (Wilmette Avenue/15th Street) - May 2014 [cont.]

Time	Pedestrians ¹		Compliance									Non-Compliance									Percent Compliance								
			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined		
	West Crosswalk	East Crosswalk	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal
1:00 PM	0	1	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	100%	0%	100%	0%	0%	0%	100%	0%	100%
1:15 PM	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0%	0%	0%	0%	0%	0%	0%	0%	0%
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
2:00 PM	1	2	1	0	1	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	50%	0%	50%	0%	0%	0%	50%	0%	50%
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
2:45 PM	1	3	0	0	0	0	2	2	0	2	2	0	0	0	0	3	3	0	3	3	0%	0%	0%	0%	40%	40%	0%	40%	40%
3:00 PM	1	6	0	1	1	1	2	3	1	3	4	3	1	4	0	3	3	3	4	7	0%	50%	20%	100%	40%	50%	25%	43%	36%
3:15 PM	Crossing Guard		Crossing Guard									Crossing Guard									Crossing Guard								
3:30 PM																													
3:45 PM																													
4:00 PM	1	3	0	1	1	1	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0%	100%	100%	100%	0%	100%	100%	100%	100%
4:15 PM	1	3	1	1	2	2	0	2	3	1	4	0	1	1	2	0	2	2	1	3	100%	50%	67%	50%	0%	50%	60%	50%	57%
4:30 PM	2	4	1	2	3	0	0	0	1	2	3	0	0	0	0	1	1	0	1	1	100%	100%	100%	0%	0%	0%	100%	67%	75%
4:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
5:00 PM	3	0	0	0	0	0	0	0	0	0	0	4	0	4	1	3	4	5	3	8	0%	0%	0%	0%	0%	0%	0%	0%	0%
5:15 PM	0	1	1	1	2	0	0	0	1	1	2	0	3	3	4	0	4	4	3	7	100%	25%	40%	0%	0%	0%	20%	25%	22%
5:30 PM	4	0	1	0	1	0	1	1	1	1	2	0	0	0	0	0	0	0	0	0	100%	0%	100%	0%	100%	100%	100%	100%	100%
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
6:00 PM	1	1	1	2	3	0	0	0	1	2	3	0	0	0	0	1	1	0	1	1	100%	100%	100%	0%	0%	0%	100%	67%	75%
6:15 PM	5	1	1	1	2	2	0	2	3	1	4	0	0	0	5	0	5	5	0	5	100%	100%	100%	29%	0%	29%	38%	100%	44%
6:30 PM	0	1	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0%	100%	100%	0%	0%	0%	0%	100%	100%
6:45 PM	0	2	0	2	2	1	0	1	1	2	3	0	1	1	5	0	5	5	1	6	0%	67%	67%	17%	0%	17%	17%	67%	33%
TOTAL	32	57	17	15	32	11	12	23	28	27	55	31	8	39	22	30	52	53	38	91	35%	65%	45%	33%	29%	31%	35%	42%	38%

1 - Does not include pedestrian or stop compliance counts when assisted by crossing guard before (8:13 to 9:00 AM) and after (3:18 to 4:00 PM) school

As outlined in Table 1, a total of 146 vehicles (55 + 91) approached the intersection during the count period when pedestrians intended to cross Wilmette Avenue without the assistance of the school crossing guard. Of the 146 approaching vehicles, 55 vehicles (38 percent) were considered compliant and stopped for pedestrians crossing either sidewalk spanning Wilmette Avenue at 15th Street.

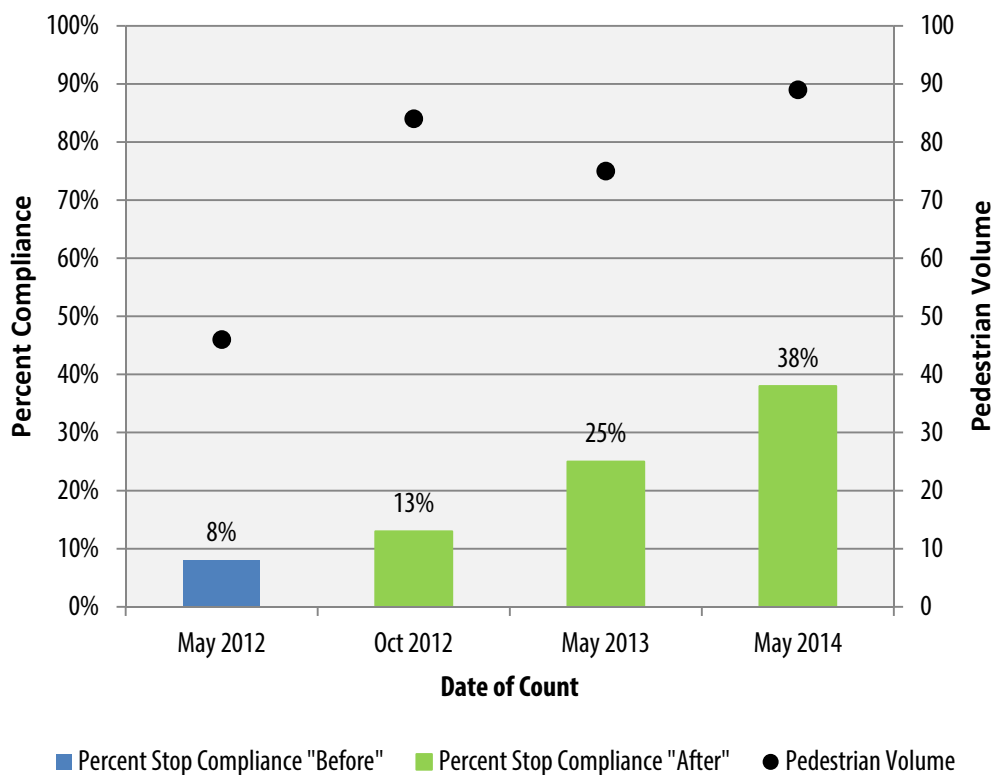
Table 2 summarizes a comparison of the pedestrian and vehicle stop compliance counts for all four dates including the “before” condition (May 2012) and three “after” conditions (October 2012, May 2013, and May 2014). Figure 1 illustrates that upward trend of compliance over time.

Table 2. “Before” and “After” Count Comparison (Wilmette Avenue/15th Street)

Description	“Before” Condition May 2012	“After” Condition October 2012	“After” Condition May 2013	“After” Condition May 2014
Total Pedestrians ¹	46	84	75	89
Total Conflicting Vehicles ¹	149	197	153	146
Compliant Vehicles ¹	12	25	39	55
Percent Compliance	8%	13%	25%	38%

1 - Does not include counts during periods when school crossing guards are present

Figure 1. Year-to-Year Stop Compliance Comparison (Wilmette Avenue/15th Street)



Interesting trends and observations to note include:

- All three “after” counts include similar pedestrian volumes crossing Wilmette Avenue that also considerably higher, in relative terms, to the “before” condition. This suggests that the curb extensions and increased pedestrian crossing signs attract more pedestrians to cross at this intersection than potentially other nearby locations.
- Vehicle stop compliance continues to steadily increase. This may be due to a number of factors, including:
 - Familiarity by motorists of the crosswalk location
 - Familiarity with State Law requiring motorists to stop for pedestrians in the crosswalk
 - Experience with uncontrolled pedestrian crossings in other communities and/or along Wilmette Avenue
 - Pedestrians becoming more familiar and assertive to demonstrate intent to cross
- While bicyclists in the crosswalk were counted as pedestrians and bicyclists on the street operating with traffic were not counted, on multiple occasions, drivers stopped for bicyclists on the street to allow them to cross Wilmette Avenue.
- Three (3) of the non-compliant motorists were observed violating the official State Law.
- On one occasion, an eastbound vehicle stopped for a pedestrian looking to cross south in the east crosswalk; however, westbound vehicles were not stopping. Eventually, the eastbound vehicles continued east along Wilmette Avenue before the pedestrian crossed the street.
- One third (1/3) of the non-compliant vehicles were observed between 7:15 and 7:45 AM

CONCLUSION

The most recent pedestrian and stop compliance counts indicate that a greater number of motorists are stopping for pedestrians in the crosswalk when compared to previous years. Pedestrian volumes crossing Wilmette Avenue are consistently steady and higher in the years after the curb extensions and improved crossing signs were installed in Summer 2012. With similar pedestrian volumes, stop compliance has increased consistently by 12 to 13 percentage points on an annual basis. Thus, it seems that the pedestrian-oriented improvements have facilitated greater use by pedestrians and that some combination of awareness of the crossing, experiences with other uncontrolled crosswalks nearby, and increased familiarity with the State Law may have contributed to the growing stop compliance rate.

PEDESTRIAN + VEHICLE STOP COMPLIANCE COUNTS

June 2013

Prepared for:

VILLAGE OF WILMETTE

Attn: Ms. Brigitte Mayerhofer, P.E.

Director of Engineering

Prepared by:

TADI

233 S. Wacker Drive, Suite 8400

Chicago, Illinois 60606

www.tadi-us.com





INTRODUCTION

In 2012, the Village of Wilmette developed plans to improve pedestrian safety along Wilmette Road at 15th Street and Prairie Avenue-Oak Circle. Physical improvements to the intersections, including curb extensions and new crosswalk signage, were implemented in the Summer of 2012. At the same time, several unsignalized crosswalks along Sheridan Road (Michigan Avenue-Gillson Park, Washington Avenue, Elmwood Avenue, and Chestnut Avenue) were also evaluated to identify potential opportunities to improve pedestrian safety.

TADI was retained by the Village to assist in reviewing the improvement plans, identifying potential options to improve pedestrian conditions at the intersections, and collecting various types of pedestrian count and vehicle stop compliance data.

At the Wilmette Avenue/15th Street intersection, counts were performed in 2012 both before and after the intersection improvements to begin measuring the number of pedestrians crossing Wilmette Avenue and the number of vehicles that stopped for pedestrians as required in the State of Illinois. The “after” counts suggested that while pedestrian crossings and stop compliance increased, the magnitude of the increase was not substantial, potentially due to motorists still adjusting to the new condition. Thus, follow-up counts were similarly performed in May 2013.

Sheridan Road typically experiences a number of pedestrian crossings with visitors to the lakefront, beaches, parks, the harbor, and other recreational activities. In Summer 2012, the Village installed an in-street pedestrian crosswalk sign on Sheridan Road at Chestnut Avenue. To begin measuring the pedestrian volumes crossing Sheridan Road at Chestnut Avenue as well as Washington Avenue and Michigan Avenue-Gillson Park, pedestrian vehicle stop compliance counts were conducted in June 2013.

This report presents and documents TADI’s methodology, data collected, and any conclusions associated with the pedestrian crosswalks and vehicle compliance along Wilmette Avenue at 15th Street and along Sheridan Road at Michigan Avenue-Gillson Park, Washington Avenue, and Chestnut Avenue.

DATA COLLECTION

This section outlines the methodology and data resulting from pedestrian and vehicle stop compliance counts at four unsignalized crosswalk locations along Wilmette Avenue and Sheridan Road.

Wilmette Avenue/15th Street (May 14, 2013)

These follow-up counts were conducted with the same methodology as the counts performed in May 30, 2012 before the installation of pedestrian improvements at the intersection as well as afterwards in October 19, 2012. The most recent count data was collected on May 14, 2013 from 7:00 AM to 7:00 PM. This date and

time period represent a typical weekday while nearby McKenzie Elementary School was session. The 12-hour timeframe coincides with the large majority of daily pedestrian activity at the intersection.

Consistent with the previous counts, the data and methodology of the pedestrian and vehicle stop compliance counts included:

- Pedestrian counts using the east and west crosswalks (crossing Wilmette Avenue)
- Number of vehicles stopping or not stopping for pedestrians intending to cross:
 - Organized by direction
 - Categorized as “near-side” or “far-side”
 - Near-side represents vehicles approaching the pedestrian from the left
 - Far-side represents vehicles approaching the pedestrian from the right
- Pedestrians crossing and corresponding vehicle stops along Wilmette Avenue were not counted with the assistance of the school crossing guard during the morning and evening.
- Vehicles that significantly slowed near the crosswalk, but did not come to a complete stop, were considered as compliant. From a practical standpoint, these vehicles yielded right-of-way to a crossing pedestrian.
- Vehicles that stopped behind the initial stopped vehicle were not counted.
- If pedestrians did not clearly indicate their intention to cross in a way (such as standing back from the crosswalk) that an approaching motorist could reasonably determine their intention and be able to safely stop, passing vehicles were not counted as non-compliant.

Table 1 summarizes the recent pedestrian and vehicle stop compliance counts at the Wilmette Avenue/15th Street intersection in May 2013.



Table 1. Pedestrian and Stop Compliance Count Summary (Wilmette Avenue/15th Street) - May 2013

Time	Pedestrians ¹		Compliance									Non-Compliance									Percent Compliance								
			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined		
	West Crosswalk	East Crosswalk	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
7:15 AM	2	3	1	0	1	0	1	1	1	1	2	0	9	9	2	1	3	2	10	12	100%	0%	10%	0%	50%	25%	33%	9%	14%
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
9:00 AM	2	2	0	1	1	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	0%	50%	50%	0%	0%	0%	0%	50%	50%
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
10:00 AM	1	1	0	0	0	1	0	1	1	0	1	0	0	0	0	1	1	0	1	1	0%	0%	0%	100%	0%	50%	100%	0%	50%
10:15 AM	0	1	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0%	100%	100%	0%	0%	0%	0%	100%	100%
10:30 AM	0	1	0	1	1	1	0	1	1	1	2	0	1	1	0	0	0	0	1	1	0%	50%	50%	100%	0%	100%	100%	50%	67%
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
11:15 AM	0	2	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	100%	0%	100%	0%	0%	0%	100%	0%	100%
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
11:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
12:00 PM	1	3	0	1	1	1	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0%	100%	100%	100%	0%	100%	100%	100%	100%
12:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
12:45 PM	2	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0%	100%	100%	0%	0%	0%	0%	100%	100%

1 - Does not include pedestrian or stop compliance counts when assisted by crossing guard before and after school



Table 1. Pedestrian and Stop Compliance Count Summary (Wilmette Avenue/15th Street) - May 2013 [cont.]

Time	Pedestrians ¹		Compliance									Non-Compliance									Percent Compliance								
			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined		
	West Crosswalk	East Crosswalk	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
1:45 PM	0	1	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	100%	100%	0%	100%	100%
2:00 PM	0	1	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	100%	100%	0%	100%	100%
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
2:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
3:00 PM	0	4	1	0	1	0	2	2	1	2	3	3	0	3	0	4	4	3	4	7	25%	0%	25%	0%	33%	33%	25%	33%	30%
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
3:45 PM	0	1	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	100%	100%	0%	100%	100%
4:00 PM	1	3	1	3	4	1	1	2	2	4	6	1	1	2	0	3	3	1	4	5	50%	75%	67%	100%	25%	40%	67%	50%	55%
4:15 PM	3	6	1	1	2	2	0	2	3	1	4	0	0	0	1	1	2	1	1	2	100%	100%	100%	67%	0%	50%	75%	50%	67%
4:30 PM	2	4	0	1	1	1	0	1	1	1	2	0	4	4	2	0	2	2	4	6	0%	20%	20%	33%	0%	33%	33%	20%	25%
4:45 PM	0	5	0	1	1	1	0	1	1	1	2	0	2	2	0	0	0	0	2	2	0%	33%	33%	100%	0%	100%	100%	33%	50%
5:00 PM	0	3	0	0	0	0	0	0	0	0	0	14	1	15	10	5	15	24	6	30	0%	0%	0%	0%	0%	0%	0%	0%	0%
5:15 PM	1	2	0	0	0	0	0	0	0	0	0	0	4	4	9	0	9	9	4	13	0%	0%	0%	0%	0%	0%	0%	0%	0%
5:30 PM	0	1	0	1	1	1	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0%	100%	100%	100%	0%	100%	100%	100%	100%
5:45 PM	0	1	0	0	0	1	0	1	1	0	1	0	2	2	0	0	0	0	2	2	0%	0%	0%	100%	0%	100%	100%	0%	33%
6:00 PM	0	1	0	0	0	0	1	1	0	1	1	0	0	0	0	4	4	0	4	4	0%	0%	0%	0%	20%	20%	0%	20%	20%
6:15 PM	0	5	0	0	0	2	1	3	2	1	3	2	0	2	18	4	22	20	4	24	0%	0%	0%	10%	20%	12%	9%	20%	11%
6:30 PM	0	1	0	0	0	1	0	1	1	0	1	0	1	1	0	0	0	0	1	1	0%	0%	0%	100%	0%	100%	100%	0%	50%
6:45 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	2	2	0%	0%	0%	0%	0%	0%	0%	0%	0%
TOTAL	18	57	5	12	17	13	9	22	18	21	39	20	26	46	42	26	68	62	52	114	20%	32%	27%	24%	26%	24%	23%	29%	25%

1 - Does not include pedestrian or stop compliance counts when assisted by crossing guard (8:05 - 8:55 AM and 3:10 - 4:00 PM)

As outlined in Table 1, a total of 153 vehicles approached the intersection during the count period when pedestrians intended to cross Wilmette Avenue without the assistance of the school crossing guard. Of the 153 approaching vehicles, a total of 39 vehicles (25 percent) complied with the State Law requiring motorists to stop for pedestrians in the crosswalk.

Table 2 summarizes a comparison of the pedestrian and vehicle stop compliance counts for all three dates including the “before” condition (May 2012) and both “after” conditions (October 2012 and May 2013).

Table 2. “Before” and “After” Count Comparison (Wilmette Avenue/15th Street)

Description	“Before” Condition May 2012	“After” Condition October 2012	“After” Condition May 2013
Total Pedestrians ¹	46	84	75
Total Conflicting Vehicles ¹	149	197	114
Compliant Vehicles ¹	12	25	39
Percent Compliance	8%	13%	25%

1 - Does not include counts during periods when school crossing guards are present

As shown in Table 2, the latest counts indicate a higher stop compliance compared to the “before” conditions and initial count last Fall after the curb extension and pedestrian signing improvements were implemented. While the motorist stop compliance is still lower than desired, the latest counts yield a higher percent compliance than previously measured. As drivers become more familiar with this particular crossing and in general with the relatively new State Law regarding motorist stopping for pedestrians in crosswalks, it is reasonable to expect further increases in compliance. However, the measured increase is relatively modest.

An interesting observation during the count was that on several occasions, vehicles stopped on Wilmette Avenue yielding Right-Of-Way to for bicyclists/runners using 15th Street rather than crosswalks to cross Wilmette Avenue.

Sheridan Road

Similar to the pedestrian crossing and vehicle stop compliance counts conducted at Wilmette Avenue/Street, new counts were also performed at the three unsignalized crossings listed below:

- Michigan Avenue-Gillson Park
- Washington Avenue
- Chestnut Avenue

As detailed in a report TADI prepared for the Village in July 2012, each of the intersections included in this count effort maintain different physical characteristics.

The Sheridan Road/Michigan Avenue intersection serves as a main entrance to Gillson Park. The intersection includes brick pavers within the intersections and a separate bricked crosswalk on the east leg. There are no separate crosswalk markings on Sheridan Road. There are also no crosswalk curb ramps or

pedestrian crossing warning signs on Sheridan Road. Most pedestrians cross between the northeast or southeast corners on the east side of the intersection and the access driveway on the west side of the intersection. **Images 1 and 2** illustrate the Sheridan Road/Michigan Avenue intersection.



Image 1 - Aerial View (Sheridan Road/Linden Avenue)



Image 2 - Looking north along Sheridan Road at Michigan Avenue intersection with brick pavement treatment

The Sheridan Road/Washington Avenue intersection is offset with two marked/brick pedestrian crossings on the north and south sides of the Washington Street's east leg. Pedestrian crossing signs (W11-2) are posted at each crosswalk facing traffic approaching the intersection. **Images 3 and 4** illustrate the Sheridan Road/Washington Avenue intersection.



Image 2 - Aerial View (Sheridan Road/Washington Avenue)



Image 3 - Looking south along Sheridan Road at Washington Avenue (east leg)

At the Sheridan Road/Chestnut Avenue intersection, a marked/brick pedestrian crosswalk is maintained on the north leg of the intersection. Pedestrian crossing signs (W11-2) are posted northbound and southbound on Sheridan Road in advance of the crosswalk. In Summer 2012, the Village installed an in-street "STOP FOR PEDESTRIANS WITHIN CROSSWALK" sign (R1-6a) on the north side of the crosswalk. **Images 5 and 6** illustrate the Sheridan Road/Michigan Avenue intersection.



Image 5 - Aerial View (Sheridan Road/Chestnut Avenue)



Image 6 - Looking east across the Sheridan Road crosswalk just north of Chestnut Avenue

At each location, the counts were conducted with the same methodology as the counts performed at the Wilmette Avenue/15th Street intersection described earlier. The counts occurred on Sunday, June 16 and Sunday, June 23, 2013. These two days generally experienced good weather (sunny with temperatures over 80 degrees) when pedestrians would be mostly likely drawn to the lakefront parks, beaches, and other amenities. For each count date, data was collected during a 10-hour period from 10:00 AM to 7:00 PM. This time period is expected to include a great majority of the pedestrian traffic crossing Sheridan Road during the day.

Tables 3A and **3B** summarize the pedestrian and vehicle stop compliance counts at the Sheridan Road/Michigan Avenue-Gillson Park intersection for June 16th and 23rd, respectively.

Tables 4A and **4B** summarize the pedestrian and vehicle stop compliance counts at the Sheridan Road/Washington Avenue intersection for June 16th and 23rd, respectively.

Tables 5A and **5B** summarize the pedestrian and vehicle stop compliance counts at the Sheridan Road/Chestnut Avenue intersection for June 16th and 23rd, respectively.



Table 3A. Pedestrian and Stop Compliance Count Summary (Wilmette Avenue/Michigan Avenue-Gillson Park) – June 16, 2013

Time	Pedestrians		Compliance									Non-Compliance									Percent Compliance								
			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined		
	West Crosswalk	East Crosswalk	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal
10:00 AM	6	8	0	0	0	1	1	2	1	1	2	3	3	6	2	0	2	5	3	8	0%	0%	0%	33%	100%	50%	17%	25%	20%
10:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
10:30 AM	4	2	0	0	0	0	0	0	0	0	0	2	1	3	1	4	5	3	5	8	0%	0%	0%	0%	0%	0%	0%	0%	0%
10:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	1	2	0%	0%	0%	0%	0%	0%	0%	0%	0%
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
11:15 AM	5	1	0	0	0	1	0	1	1	0	1	0	5	5	2	0	2	2	5	7	0%	0%	0%	33%	0%	33%	33%	0%	13%
11:30 AM	7	6	0	3	3	3	0	3	3	3	6	0	2	2	1	0	1	1	2	3	0%	60%	60%	75%	0%	75%	75%	60%	67%
11:45 AM	11	2	0	0	0	0	0	0	0	0	0	7	5	12	7	2	9	14	7	21	0%	0%	0%	0%	0%	0%	0%	0%	0%
12:00 PM	13	9	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	2	0%	0%	0%	0%	0%	0%	0%	0%	0%
12:15 PM	5	0	0	0	0	0	0	0	0	0	0	0	4	4	6	0	6	6	4	10	0%	0%	0%	0%	0%	0%	0%	0%	0%
12:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	2	2	0%	0%	0%	0%	0%	0%	0%	0%	0%
12:45 PM	13	0	0	1	1	0	0	0	0	1	1	0	4	4	4	0	4	4	4	8	0%	20%	20%	0%	0%	0%	0%	20%	11%
1:00 PM	9	3	0	1	1	0	0	0	0	1	1	0	4	4	1	0	1	1	4	5	0%	20%	20%	0%	0%	0%	0%	20%	17%
1:15 PM	2	2	0	0	0	0	0	0	0	0	0	8	0	8	2	10	12	10	10	20	0%	0%	0%	0%	0%	0%	0%	0%	0%
1:30 PM	5	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2	0	2	0%	0%	0%	0%	0%	0%	0%	0%	0%
1:45 PM	6	1	0	0	0	1	0	1	1	0	1	0	9	9	7	0	7	7	9	16	0%	0%	0%	13%	0%	13%	13%	0%	6%
2:00 PM	6	1	0	0	0	1	0	1	1	0	1	0	3	3	0	0	0	0	3	3	0%	0%	0%	100%	0%	100%	100%	0%	25%
2:15 PM	11	0	0	1	1	0	0	0	0	1	1	2	12	14	3	5	8	5	17	22	0%	8%	7%	0%	0%	0%	0%	6%	4%
2:30 PM	17	0	0	1	1	1	1	2	1	2	3	10	4	14	2	7	9	12	11	23	0%	20%	7%	33%	13%	18%	8%	15%	12%
2:45 PM	19	1	1	0	1	1	0	1	2	0	2	0	17	17	12	0	12	12	17	29	100%	0%	6%	8%	0%	8%	14%	0%	6%
3:00 PM	12	0	0	0	0	0	2	2	0	2	2	4	6	10	5	0	5	9	6	15	0%	0%	0%	0%	100%	29%	0%	25%	12%
3:15 PM	4	2	0	0	0	0	0	0	0	0	0	0	1	1	2	0	2	2	1	3	0%	0%	0%	0%	0%	0%	0%	0%	0%
3:30 PM	13	0	0	1	1	0	0	0	0	1	1	8	5	13	2	5	7	10	10	20	0%	17%	7%	0%	0%	0%	0%	9%	5%
3:45 PM	12	1	0	0	0	1	1	2	1	1	2	2	4	6	3	2	5	5	6	11	0%	0%	0%	25%	33%	29%	17%	14%	15%



Table 3A. Pedestrian and Stop Compliance Count Summary (Wilmette Avenue/Michigan Avenue-Gillson Park) – June 16, 2013 [cont.]

Time	Pedestrians		Compliance									Non-Compliance									Percent Compliance								
			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined		
	West Crosswalk	East Crosswalk	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal
4:00 PM	3	2	0	2	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0%	100%	100%	0%	0%	0%	0%	100%	100%
4:15 PM	5	0	0	0	0	0	1	1	0	1	1	2	1	3	0	0	0	2	1	3	0%	0%	0%	0%	100%	100%	0%	50%	25%
4:30 PM	4	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	1	1	2	0%	0%	0%	0%	0%	0%	0%	0%	0%
4:45 PM	3	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2	2	0%	0%	0%	0%	0%	0%	0%	0%	0%
5:00 PM	6	4	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	100%	100%	0%	100%	100%
5:15 PM	0	3	0	1	1	0	0	0	0	1	1	0	1	1	1	0	1	1	1	2	0%	50%	50%	0%	0%	0%	0%	50%	33%
5:30 PM	4	2	0	0	0	0	0	0	0	0	0	1	1	2	1	3	4	2	4	6	0%	0%	0%	0%	0%	0%	0%	0%	0%
5:45 PM	4	0	0	0	0	0	0	0	0	0	0	0	3	3	5	0	5	5	3	8	0%	0%	0%	0%	0%	0%	0%	0%	0%
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
6:15 PM	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
6:30 PM	5	2	0	0	0	1	0	1	1	0	1	0	7	7	2	0	2	2	7	9	0%	0%	0%	33%	0%	33%	33%	0%	10%
6:45 PM	3	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0%	0%	0%	0%	0%	0%	0%	0%	0%
TOTAL	224	58	1	11	12	11	7	18	12	18	30	51	104	155	76	42	118	127	146	273	2%	10%	7%	13%	14%	13%	9%	11%	10%



Table 3B. Pedestrian and Stop Compliance Count Summary (Wilmette Avenue/Michigan Avenue-Gillson Park) – June 23, 2013

Time	Pedestrians		Compliance									Non-Compliance									Percent Compliance								
			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined		
	West Crosswalk	East Crosswalk	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal
10:00 AM	1	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0%	0%	0%	0%	0%	0%	0%	0%	0%
10:15 AM	13	5	0	1	1	0	0	0	0	1	1	0	4	4	1	0	1	1	4	5	0%	20%	20%	0%	0%	0%	0%	20%	17%
10:30 AM	1	5	0	0	0	0	0	0	0	0	0	0	5	5	1	0	1	1	5	6	0%	0%	0%	0%	0%	0%	0%	0%	0%
10:45 AM	8	0	0	0	0	0	0	0	0	0	0	1	3	4	3	2	5	4	5	9	0%	0%	0%	0%	0%	0%	0%	0%	0%
11:00 AM	7	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6	0	6	0%	0%	0%	0%	0%	0%	0%	0%	0%
11:15 AM	4	10	0	0	0	0	0	0	0	0	0	0	5	5	2	1	3	2	6	8	0%	0%	0%	0%	0%	0%	0%	0%	0%
11:30 AM	1	1	0	0	0	0	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	100%	100%	0%	100%	100%
11:45 AM	1	5	0	2	2	0	0	0	0	2	2	10	0	10	1	7	8	11	7	18	0%	100%	17%	0%	0%	0%	0%	22%	10%
12:00 PM	11	5	0	1	1	0	0	0	0	1	1	2	9	11	11	9	20	13	18	31	0%	10%	8%	0%	0%	0%	0%	5%	3%
12:15 PM	12	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0%	0%	0%	0%	0%	0%	0%	0%	0%
12:30 PM	12	4	0	0	0	0	0	0	0	0	0	0	1	1	2	0	2	2	1	3	0%	0%	0%	0%	0%	0%	0%	0%	0%
12:45 PM	8	4	1	0	1	0	0	0	1	0	1	0	9	9	10	0	10	10	9	19	100%	0%	10%	0%	0%	0%	9%	0%	5%
1:00 PM	10	2	0	1	1	2	0	2	2	1	3	0	9	9	13	0	13	13	9	22	0%	10%	10%	13%	0%	13%	13%	10%	12%
1:15 PM	13	0	0	1	1	3	0	3	3	1	4	0	0	0	2	0	2	2	0	2	0%	100%	100%	60%	0%	60%	60%	100%	67%
1:30 PM	8	2	0	1	1	2	2	4	2	3	5	1	0	1	0	0	0	1	0	1	0%	100%	50%	100%	100%	100%	67%	100%	83%
1:45 PM	11	3	0	1	1	1	0	1	1	1	2	0	6	6	8	0	8	8	6	14	0%	14%	14%	11%	0%	11%	11%	14%	13%
2:00 PM	8	9	0	4	4	2	0	2	2	4	6	0	8	8	8	0	8	8	8	16	0%	33%	33%	20%	0%	20%	20%	33%	27%
2:15 PM	16	7	0	2	2	0	0	0	0	2	2	0	4	4	18	0	18	18	4	22	0%	33%	33%	0%	0%	0%	0%	33%	8%
2:30 PM	12	1	0	0	0	0	0	0	0	0	0	0	1	1	2	0	2	2	1	3	0%	0%	0%	0%	0%	0%	0%	0%	0%
2:45 PM	11	9	1	1	2	2	1	3	3	2	5	9	0	9	0	6	6	9	6	15	10%	100%	18%	100%	14%	33%	25%	25%	25%
3:00 PM	17	1	0	0	0	2	0	2	2	0	2	2	2	4	1	7	8	3	9	12	0%	0%	0%	67%	0%	20%	40%	0%	14%
3:15 PM	17	0	0	0	0	1	0	1	1	0	1	0	0	0	8	2	10	8	2	10	0%	0%	0%	11%	0%	9%	11%	0%	9%
3:30 PM	15	0	0	0	0	2	0	2	2	0	2	11	6	17	2	12	14	13	18	31	0%	0%	0%	50%	0%	13%	13%	0%	6%
3:45 PM	13	5	0	0	0	0	1	1	0	1	1	0	2	2	2	1	3	2	3	5	0%	0%	0%	0%	50%	25%	0%	25%	17%



Table 3B. Pedestrian and Stop Compliance Count Summary (Wilmette Avenue/Michigan Avenue-Gillson Park) – June 23, 2013 [cont.]

Time	Pedestrians		Compliance									Non-Compliance									Percent Compliance								
			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined		
	West Crosswalk	East Crosswalk	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal
4:00 PM	8	0	1	0	1	1	0	1	2	0	2	0	9	9	8	0	8	8	9	17	100%	0%	10%	11%	0%	11%	20%	0%	11%
4:15 PM	3	8	0		0	0	0	0	0	0	0	0	2	2	3	1	4	3	3	6	0%	0%	0%	0%	0%	0%	0%	0%	0%
4:30 PM	6	5	0	0	0	0	0	0	0	0	0	1	0	1	3	1	4	4	1	5	0%	0%	0%	0%	0%	0%	0%	0%	0%
4:45 PM	10	0	0	1	1	0	1	1	0	2	2	1	1	2	0	0	0	1	1	2	0%	50%	33%	0%	100%	100%	0%	67%	50%
5:00 PM	7	2	0	1	1	0	1	1	0	2	2	0	1	1	4	13	17	4	14	18	0%	50%	50%	0%	7%	6%	0%	13%	10%
5:15 PM	5	0	0	0	0	0	0	0	0	0	0	1	1	2	1	2	3	2	3	5	0%	0%	0%	0%	0%	0%	0%	0%	0%
5:30 PM	16	2	0	3	3	1	3	4	1	6	7	0	0	0	0	10	10	0	10	10	0%	100%	100%	100%	23%	29%	100%	38%	41%
5:45 PM	7	8	0	2	2	0	2	2	0	4	4	0	0	0	0	3	3	0	3	3	0%	100%	100%	0%	40%	40%	0%	57%	57%
6:00 PM	11	3	0	1	1	0	1	1	0	2	2	5	0	5	0	0	0	5	0	5	0%	100%	17%	0%	100%	100%	0%	100%	29%
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	5	0	5	0%	0%	0%	0%	0%	0%	0%	0%	0%
6:30 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0%	0%	0%	0%	0%	0%	0%	0%	0%
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
TOTAL	306	108	3	23	26	19	13	32	22	36	58	50	89	139	121	77	198	171	166	337	6%	21%	16%	14%	14%	14%	11%	18%	15%



Table 4A. Pedestrian and Stop Compliance Count Summary (Wilmette Avenue/Washington Avenue) – June 16, 2013

Time	Pedestrians		Compliance									Non-Compliance									Percent Compliance								
			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined		
	West Crosswalk	East Crosswalk	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal
10:00 AM	2	9	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	2	2	0%	0%	0%	0%	0%	0%	0%	0%	0%
10:15 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
10:30 AM	1	3	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	1	1	2	0%	0%	0%	0%	0%	0%	0%	0%	0%
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
11:00 AM	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	3	3	0%	0%	0%	0%	0%	0%	0%	0%	0%
11:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0%	0%	0%	0%	0%	0%	0%	0%	0%
11:30 AM	3	1	0	0	0	0	0	0	0	0	0	2	0	2	0	2	2	2	2	4	0%	0%	0%	0%	0%	0%	0%	0%	0%
11:45 AM	7	4	1	0	1	0	0	0	1	0	1	1	0	1	0	2	2	1	2	3	50%	0%	50%	0%	0%	0%	50%	0%	25%
12:00 PM	2	7	0	0	0	0	0	0	0	0	0	2	0	2	0	6	6	2	6	8	0%	0%	0%	0%	0%	0%	0%	0%	0%
12:15 PM	0	6	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	5	0	5	0%	0%	0%	0%	0%	0%	0%	0%	0%
12:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	3	3	0%	0%	0%	0%	0%	0%	0%	0%	0%
12:45 PM	3	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0%	0%	0%	0%	0%	0%	0%	0%	0%
1:00 PM	2	7	1	0	1	0	0	0	1	0	1	0	1	1	0	0	0	0	1	1	100%	0%	50%	0%	0%	0%	100%	0%	50%
1:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
1:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
1:45 PM	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0%	0%	0%	0%	0%	0%	0%	0%	0%
2:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0%	0%	0%	0%	0%	0%	0%	0%	0%
2:15 PM	6	0	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0%	0%	0%	100%	0%	100%	100%	0%	100%
2:30 PM	7	6	0	1	1	0	1	1	0	2	2	0	2	2	1	2	3	1	4	5	0%	33%	33%	0%	33%	25%	0%	33%	29%
2:45 PM	1	7	0	0	0	0	1	1	0	1	1	0	1	1	0	0	0	0	1	1	0%	0%	0%	0%	100%	100%	0%	50%	50%
3:00 PM	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0%	0%	0%	0%	0%	0%	0%	0%	0%
3:15 PM	6	4	0	0	0	0	0	0	0	0	0	0	1	1	0	4	4	0	5	5	0%	0%	0%	0%	0%	0%	0%	0%	0%
3:30 PM	10	3	0	0	0	0	0	0	0	0	0	2	3	5	0	1	1	2	4	6	0%	0%	0%	0%	0%	0%	0%	0%	0%
3:45 PM	14	11	0	1	1	1	0	1	1	1	2	0	5	5	0	0	0	0	5	5	0%	17%	17%	100%	0%	100%	100%	17%	29%



Table 4A. Pedestrian and Stop Compliance Count Summary (Wilmette Avenue/Washington Avenue) – June 16, 2013 [cont.]

Time	Pedestrians		Compliance									Non-Compliance									Percent Compliance								
			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined		
	West Crosswalk	East Crosswalk	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal
4:00 PM	0	14	0	0	0	0	1	1	0	1	1	0	0	0	0	1	1	0	1	1	0%	0%	0%	0%	50%	50%	0%	50%	50%
4:15 PM	0	9	1	0	1	0	0	0	1	0	1	12	0	12	0	15	15	12	15	27	8%	0%	8%	0%	0%	0%	8%	0%	4%
4:30 PM	2	11	0	0	0	0	0	0	0	0	0	0	1	1	6	0	6	6	1	7	0%	0%	0%	0%	0%	0%	0%	0%	0%
4:45 PM	8	4	0	0	0	0	1	1	0	1	1	7	0	7	0	14	14	7	14	21	0%	0%	0%	0%	7%	7%	0%	7%	5%
5:00 PM	3	4	0	0	0	0	0	0	0	0	0	9	0	9	0	6	6	9	6	15	0%	0%	0%	0%	0%	0%	0%	0%	0%
5:15 PM	7	4	0	0	0	0	0	0	0	0	0	23	3	26	1	16	17	24	19	43	0%	0%	0%	0%	0%	0%	0%	0%	0%
5:30 PM	3	13	0	0	0	0	2	2	0	2	2	21	0	21	0	20	20	21	20	41	0%	0%	0%	0%	9%	9%	0%	9%	5%
5:45 PM	2	1	0	1	1	0	0	0	0	1	1	4	2	6	7	11	18	11	13	24	0%	33%	14%	0%	0%	0%	0%	7%	4%
6:00 PM	0	3	0	0	0	0	1	1	0	1	1	2	0	2	0	5	5	2	5	7	0%	0%	0%	0%	17%	17%	0%	17%	13%
6:15 PM	1	3	0	0	0	0	0	0	0	0	0	6	0	6	0	9	9	6	9	15	0%	0%	0%	0%	0%	0%	0%	0%	0%
6:30 PM	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	2	2	0%	0%	0%	0%	0%	0%	0%	0%	0%
6:45 PM	1	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0%	0%	0%	0%	0%	0%	0%	0%	0%
TOTAL	103	157	3	3	6	2	7	9	5	10	15	98	21	119	15	128	143	113	149	262	3%	13%	5%	12%	5%	6%	4%	6%	5%



Table 4B. Pedestrian and Stop Compliance Count Summary (Wilmette Avenue/Washington Avenue) – June 23, 2013

Time	Pedestrians		Compliance									Non-Compliance									Percent Compliance								
			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined		
	West Crosswalk	East Crosswalk	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal
10:00 AM	2	3	0	0	0	0	0	0	0	0	0	9	0	9	0	5	5	9	5	14	0%	0%	0%	0%	0%	0%	0%	0%	0%
10:15 AM	2	7	0	1	1	0	0	0	0	1	1	3	0	3	3	4	7	6	4	10	0%	100%	25%	0%	0%	0%	0%	20%	9%
10:30 AM	2	7	0	0	0	0	0	0	0	0	0	6	1	7	5	0	5	11	1	12	0%	0%	0%	0%	0%	0%	0%	0%	0%
10:45 AM	0	2	0	0	0	0	0	0	0	0	0	10	6	16	2	11	13	12	17	29	0%	0%	0%	0%	0%	0%	0%	0%	0%
11:00 AM	8	5	0	0	0	0	2	2	0	2	2	7	0	7	3	2	5	10	2	12	0%	0%	0%	0%	50%	29%	0%	50%	14%
11:15 AM	1	5	0	0	0	0	0	0	0	0	0	0	13	13	14	0	14	14	13	27	0%	0%	0%	0%	0%	0%	0%	0%	0%
11:30 AM	2	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	0%	0%	0%	0%	0%	0%	0%	0%	0%
11:45 AM	2	4	1	0	1	0	2	2	1	2	3	1	0	1	0	2	2	1	2	3	50%	0%	50%	0%	50%	50%	50%	50%	50%
12:00 PM	4	4	0	0	0	0	0	0	0	0	0	7	0	7	1	7	8	8	7	15	0%	0%	0%	0%	0%	0%	0%	0%	0%
12:15 PM	4	3	0	0	0	1	0	1	1	0	1	0	4	4	8	0	8	8	4	12	0%	0%	0%	11%	0%	11%	11%	0%	8%
12:30 PM	7	8	0	0	0	0	0	0	0	0	0	2	7	9	21	4	25	23	11	34	0%	0%	0%	0%	0%	0%	0%	0%	0%
12:45 PM	5	5	0	1	1	0	0	0	0	1	1	0	15	15	10	0	10	10	15	25	0%	6%	6%	0%	0%	0%	0%	6%	4%
1:00 PM	20	7	0	0	0	0	1	1	0	1	1	10	10	20	11	22	33	21	32	53	0%	0%	0%	0%	4%	3%	0%	3%	2%
1:15 PM	1	4	0	0	0	1	0	1	1	0	1	1	4	5	10	4	14	11	8	19	0%	0%	0%	9%	0%	7%	8%	0%	5%
1:30 PM	5	10	1	1	2	1	0	1	2	1	3	6	11	17	8	8	16	14	19	33	14%	8%	11%	11%	0%	6%	13%	5%	8%
1:45 PM	13	6	0	0	0	1	1	2	1	1	2	1	3	4	6	3	9	7	6	13	0%	0%	0%	14%	25%	18%	13%	14%	13%
2:00 PM	6	8	0	0	0	0	0	0	0	0	0	0	14	14	15	0	15	15	14	29	0%	0%	0%	0%	0%	0%	0%	0%	0%
2:15 PM	8	2	0	0	0	2	1	3	2	1	3	11	6	17	7	15	22	18	21	39	0%	0%	0%	22%	6%	12%	10%	5%	7%
2:30 PM	6	10	0	0	0	0	1	1	0	1	1	2	10	12	17	8	25	19	18	37	0%	0%	0%	0%	11%	4%	0%	5%	3%
2:45 PM	15	8	1	1	2	0	2	2	1	3	4	17	6	23	5	35	40	22	41	63	6%	14%	8%	0%	5%	5%	4%	7%	6%
3:00 PM	7	4	0	0	0	0	0	0	0	0	0	11	0	11	0	10	10	11	10	21	0%	0%	0%	0%	0%	0%	0%	0%	0%
3:15 PM	24	15	0	2	2	0	0	0	0	2	2	2	15	17	35	1	36	37	16	53	0%	12%	11%	0%	0%	0%	0%	11%	4%
3:30 PM	16	5	0	0	0	0	0	0	0	0	0	23	0	23	2	19	21	25	19	44	0%	0%	0%	0%	0%	0%	0%	0%	0%
3:45 PM	3	8	1	1	2	1	1	2	2	2	4	17	4	21	15	37	52	32	41	73	6%	20%	9%	6%	3%	4%	6%	5%	5%



Table 4B. Pedestrian and Stop Compliance Count Summary (Wilmette Avenue/Washington Avenue) – June 23, 2013 [cont.]

Time	Pedestrians		Compliance									Non-Compliance									Percent Compliance								
			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined		
	West Crosswalk	East Crosswalk	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal
4:00 PM	4	4	0	0	0	0	0	0	0	0	0	5	5	10	8	7	15	13	12	25	0%	0%	0%	0%	0%	0%	0%	0%	0%
4:15 PM	6	9	1	0	1	2	0	2	3	0	3	8	11	19	8	17	25	16	28	44	11%	0%	5%	20%	0%	7%	16%	0%	6%
4:30 PM	17	9	0	1	1	1	3	4	1	4	5	13	0	13	1	9	10	14	9	23	0%	100%	7%	50%	25%	29%	7%	31%	18%
4:45 PM	10	11	0	0	0	0	3	3	0	3	3	11	4	15	8	9	17	19	13	32	0%	0%	0%	0%	25%	15%	0%	19%	9%
5:00 PM	14	19	1	0	1	0	1	1	1	1	2	14	1	15	8	29	37	22	30	52	7%	0%	6%	0%	3%	3%	4%	3%	4%
5:15 PM	8	21	9	1	10	0	4	4	9	5	14	18	0	18	2	38	40	20	38	58	33%	100%	36%	0%	10%	9%	31%	12%	19%
5:30 PM	9	15	0	1	1	1	1	2	1	2	3	32	4	36	7	60	67	39	64	103	0%	20%	3%	13%	2%	3%	3%	3%	3%
5:45 PM	10	13	3	0	3	0	3	3	3	3	6	5	0	5	0	11	11	5	11	16	38%	0%	38%	0%	21%	21%	38%	21%	27%
6:00 PM	4	3	1	0	1	0	3	3	1	3	4	8	0	8	0	19	19	8	19	27	11%	0%	11%	0%	14%	14%	11%	14%	13%
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%
TOTAL	245	246	19	10	29	11	29	40	30	39	69	261	154	415	240	396	636	501	550	1051	7%	6%	7%	4%	7%	6%	6%	7%	6%



Table 5A. Pedestrian and Stop Compliance Count Summary (Wilmette Avenue/Chestnut Avenue) – June 16, 2013

Time	Pedestrians		Compliance									Non-Compliance									Percent Compliance								
			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined		
	West Crosswalk	East Crosswalk	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal
10:00 AM	12	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0%	0%	0%	0%	0%	0%	0%	0%	0%
10:15 AM	23	0	1	2	3	2	0	2	3	2	5	0	6	6	5	3	8	5	9	14	100%	25%	33%	29%	0%	20%	38%	18%	26%
10:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0%	0%	0%	0%	0%	0%	0%	0%	0%
10:45 AM	27	1	2	3	5	1	2	3	3	5	8	0	3	3	6	2	8	6	5	11	100%	50%	63%	14%	50%	27%	33%	50%	42%
11:00 AM	12	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0%	100%	100%	0%	0%	0%	0%	100%	100%
11:15 AM	21	4	1	1	2	0	0	0	1	1	2	2	1	3	1	0	1	3	1	4	33%	50%	40%	0%	0%	0%	25%	50%	33%
11:30 AM	13	2	2	0	2	1	1	2	3	1	4	0	2	2	0	0	0	0	2	2	100%	0%	50%	100%	100%	100%	100%	33%	67%
11:45 AM	20	3	1	1	2	1	1	2	2	2	4	0	0	0	0	0	0	0	0	0	100%	100%	100%	100%	100%	100%	100%	100%	100%
12:00 PM	16	0	0	1	1	1	0	1	1	1	2	0	0	0	0	0	0	0	0	0	0%	100%	100%	100%	0%	100%	100%	100%	100%
12:15 PM	18	1	1	1	2	2	1	3	3	2	5	0	0	0	2	0	2	2	0	2	100%	100%	100%	50%	100%	60%	60%	100%	71%
12:30 PM	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	0%	0%	0%	0%	0%	0%	0%	0%	0%
12:45 PM	20	0	0	0	0	3	0	3	3	0	3	0	6	6	3	1	4	3	7	10	0%	0%	0%	50%	0%	43%	50%	0%	23%
1:00 PM	19	4	0	2	2	1	0	1	1	2	3	0	1	1	2	0	2	2	1	3	0%	67%	67%	33%	0%	33%	33%	67%	50%
1:15 PM	7	2	0	2	2	2	0	2	2	2	4	0	4	4	4	0	4	4	4	8	0%	33%	33%	33%	0%	33%	33%	33%	33%
1:30 PM	37	1	4	4	8	3	0	3	7	4	11	2	7	9	2	0	2	4	7	11	67%	36%	47%	60%	0%	60%	64%	36%	50%
1:45 PM	16	0	0	1	1	2	0	2	2	1	3	0	2	2	0	0	0	0	2	2	0%	33%	33%	100%	0%	100%	100%	33%	60%
2:00 PM	23	0	2	3	5	3	2	5	5	5	10	3	2	5	0	1	1	3	3	6	40%	60%	50%	100%	67%	83%	63%	63%	63%
2:15 PM	19	8	1	5	6	3	0	3	4	5	9	0	1	1	0	0	0	0	1	1	100%	83%	86%	100%	0%	100%	100%	83%	90%
2:30 PM	20	2	1	2	3	1	3	4	2	5	7	0	0	0	0	0	0	0	0	0	100%	100%	100%	100%	100%	100%	100%	100%	100%
2:45 PM	33	2	0	2	2	2	2	4	2	4	6	0	6	6	0	0	0	0	6	6	0%	25%	25%	100%	100%	100%	100%	40%	50%
3:00 PM	30	2	4	4	8	1	1	2	5	5	10	0	3	3	1	1	2	1	4	5	100%	57%	73%	50%	50%	50%	83%	56%	67%
3:15 PM	14	1	2	2	4	0	1	1	2	3	5	0	2	2	0	1	1	0	3	3	100%	50%	67%	0%	50%	50%	100%	50%	63%
3:30 PM	21	0	6	1	7	0	1	1	6	2	8	1	0	1	0	0	0	1	0	1	86%	100%	88%	0%	100%	100%	86%	100%	89%
3:45 PM	15	1	2	1	3	1	1	2	3	2	5	3	0	3	0	0	0	3	0	3	40%	100%	50%	100%	100%	100%	50%	100%	63%



Table 5B. Pedestrian and Stop Compliance Count Summary (Wilmette Avenue/ Chestnut Avenue) – June 16, 2013 [cont.]

Time	Pedestrians		Compliance									Non-Compliance									Percent Compliance								
			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined		
	West Crosswalk	East Crosswalk	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal
4:00 PM	33	0	2	6	8	1	2	3	3	8	11	0	1	1	0	0	0	0	1	1	100%	86%	89%	100%	100%	100%	100%	89%	92%
4:15 PM	24	1	1	3	4	0	4	4	1	7	8	0	1	1	0	0	0	0	1	1	100%	75%	80%	0%	100%	100%	100%	88%	89%
4:30 PM	25	4	2	4	6	3	1	4	5	5	10	0	1	1	0	0	0	0	1	1	100%	80%	86%	100%	100%	100%	100%	83%	91%
4:45 PM	7	1	0	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0%	0%	0%	100%	0%	100%	100%	0%	100%
5:00 PM	29	3	4	1	5	3	1	4	7	2	9	0	2	2	0	1	1	0	3	3	100%	33%	71%	100%	50%	80%	100%	40%	75%
5:15 PM	23	4	0	0	0	0	3	3	0	3	3	2	4	6	1	0	1	3	4	7	0%	0%	0%	0%	100%	75%	0%	43%	30%
5:30 PM	8	5	0	2	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0%	100%	100%	0%	0%	0%	0%	100%	100%
5:45 PM	22	11	0	1	1	0	1	1	0	2	2	0	0	0	0	1	1	0	1	1	0%	100%	100%	0%	50%	50%	0%	67%	67%
6:00 PM	1	0	2	0	2	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	100%	0%	100%	0%	0%	0%	100%	0%	100%
6:15 PM	24	0	1	3	4	2	0	2	3	3	6	0	0	0	0	0	0	0	0	0	100%	100%	100%	100%	0%	100%	100%	100%	100%
6:30 PM	5	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0%	100%	100%	0%	0%	0%	0%	100%	100%
6:45 PM	8	2	1	0	1	0	0	0	1	0	1	1	2	3	0	0	0	1	2	3	50%	0%	25%	0%	0%	0%	50%	0%	25%
TOTAL	651	66	43	60	103	40	28	68	83	88	171	14	57	71	28	13	41	42	70	112	75%	51%	59%	59%	68%	62%	66%	56%	60%



Table 5B. Pedestrian and Stop Compliance Count Summary (Wilmette Avenue/ Chestnut Avenue) – June 23, 2013

Time	Pedestrians		Compliance									Non-Compliance									Percent Compliance								
			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined		
	West Crosswalk	East Crosswalk	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal
10:00 AM	12	2	0	0	0	0	1	1	0	1	1	0	0	0	0	4	4	0	4	4	0%	0%	0%	0%	20%	20%	0%	20%	20%
10:15 AM	12	0	0	0	0	1	0	1	1	0	1	0	0	0	1	0	1	1	0	1	0%	0%	0%	50%	0%	50%	50%	0%	50%
10:30 AM	12	2	0	2	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0%	100%	100%	0%	0%	0%	0%	100%	100%
10:45 AM	6	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	0%	0%	0%	0%	0%	0%	0%	0%	0%
11:00 AM	15	3	0	1	1	3	0	3	3	1	4	0	3	3	6	0	6	6	3	9	0%	25%	25%	33%	0%	33%	33%	25%	31%
11:15 AM	21	3	2	1	3	0	1	1	2	2	4	0	0	0	2	5	7	2	5	7	100%	100%	100%	0%	17%	13%	50%	29%	36%
11:30 AM	9	1	0	1	1	0	0	0	0	1	1	0	1	1	1	0	1	1	1	2	0%	50%	50%	0%	0%	0%	0%	50%	33%
11:45 AM	12	0	0	1	1	0	0	0	0	1	1	1	5	6	4	0	4	5	5	10	0%	17%	14%	0%	0%	0%	0%	17%	9%
12:00 PM	25	2	1	2	3	3	0	3	4	2	6	0	2	2	3	0	3	3	2	5	100%	50%	60%	50%	0%	50%	57%	50%	55%
12:15 PM	16	3	0	2	2	3	1	4	3	3	6	3	4	7	2	2	4	5	6	11	0%	33%	22%	60%	33%	50%	38%	33%	35%
12:30 PM	22	4	1	1	2	3	0	3	4	1	5	0	1	1	2	3	5	2	4	6	100%	50%	67%	60%	0%	38%	67%	20%	45%
12:45 PM	18	13	0	4	4	3	0	3	3	4	7	0	7	7	2	1	3	2	8	10	0%	36%	36%	60%	0%	50%	60%	33%	41%
1:00 PM	31	4	1	6	7	2	0	2	3	6	9	0	2	2	10	1	11	10	3	13	100%	75%	78%	17%	0%	15%	23%	67%	41%
1:15 PM	22	3	1	3	4	2	0	2	3	3	6	0	3	3	6	0	6	6	3	9	100%	50%	57%	25%	0%	25%	33%	50%	40%
1:30 PM	18	1	2	1	3	0	3	3	2	4	6	1	2	3	3	0	3	4	2	6	67%	33%	50%	0%	100%	50%	33%	67%	50%
1:45 PM	61	2	4	3	7	4	6	10	8	9	17	2	3	5	3	0	3	5	3	8	67%	50%	58%	57%	100%	77%	62%	75%	68%
2:00 PM	34	5	2	5	7	3	0	3	5	5	10	0	11	11	2	0	2	2	11	13	100%	31%	39%	60%	0%	60%	71%	31%	43%
2:15 PM	20	2	0	3	3	2	0	2	2	3	5	0	4	4	2	0	2	2	4	6	0%	43%	43%	50%	0%	50%	50%	43%	45%
2:30 PM	16	2	1	3	4	3	1	4	4	4	8	0	3	3	13	0	13	13	3	16	100%	50%	57%	19%	100%	24%	24%	57%	33%
2:45 PM	37	11	5	5	10	4	3	7	9	8	17	0	3	3	2	1	3	2	4	6	100%	63%	77%	67%	75%	70%	82%	67%	74%
3:00 PM	43	11	2	5	7	2	3	5	4	8	12	3	5	8	1	6	7	4	11	15	40%	50%	47%	67%	33%	42%	50%	42%	44%
3:15 PM	29	9	3	1	4	5	3	8	8	4	12	3	9	12	10	4	14	13	13	26	50%	10%	25%	33%	43%	36%	38%	24%	32%
3:30 PM	22	19	3	1	4	3	4	7	6	5	11	5	3	8	0	4	4	5	7	12	38%	25%	33%	100%	50%	64%	55%	42%	48%
3:45 PM	29	8	0	1	1	2	2	4	2	3	5	3	4	7	4	4	8	7	8	15	0%	20%	13%	33%	33%	33%	22%	27%	25%



Table 5B. Pedestrian and Stop Compliance Count Summary (Wilmette Avenue/ Chestnut Avenue) – June 23, 2013 [cont.]

Time	Pedestrians		Compliance									Non-Compliance									Percent Compliance								
			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined			Eastbound			Westbound			Combined		
	West Crosswalk	East Crosswalk	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal	Near Side	Far Side	Subtotal
4:00 PM	37	12	2	1	3	1	2	3	3	3	6	15	4	19	4	13	17	19	17	36	12%	20%	14%	20%	13%	15%	14%	15%	14%
4:15 PM	42	7	3	1	4	2	5	7	5	6	11	0	4	4	0	5	5	0	9	9	100%	20%	50%	100%	50%	58%	100%	40%	55%
4:30 PM	30	15	6	3	9	2	6	8	8	9	17	6	7	13	2	5	7	8	12	20	50%	30%	41%	50%	55%	53%	50%	43%	46%
4:45 PM	48	10	5	3	8	3	4	7	8	7	15	19	5	24	1	5	6	20	10	30	21%	38%	25%	75%	44%	54%	29%	41%	33%
5:00 PM	28	3	4	2	6	1	2	3	5	4	9	5	9	14	12	6	18	17	15	32	44%	18%	30%	8%	25%	14%	23%	21%	22%
5:15 PM	70	3	10	2	12	2	8	10	12	10	22	4	5	9	1	3	4	5	8	13	71%	29%	57%	67%	73%	71%	71%	56%	63%
5:30 PM	26	9	5	1	6	0	1	1	5	2	7	10	2	12	0	10	10	10	12	22	33%	33%	33%	0%	9%	9%	33%	14%	24%
5:45 PM	7	1	0	0	0	1	1	2	1	1	2	0	1	1	1	1	2	1	2	3	0%	0%	0%	50%	50%	50%	50%	33%	40%
6:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0%	0%	0%	0%	0%	0%	0%	0%	0%
6:15 PM	13	0	2	0	2	0	1	1	2	1	3	4	0	4	0	0	0	4	0	4	33%	0%	33%	0%	100%	100%	33%	100%	43%
6:30 PM	8	0	0	0	0	1	0	1	1	0	1	0	2	2	1	0	1	1	2	3	0%	0%	0%	50%	0%	50%	50%	0%	25%
6:45 PM	5	2	1	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	100%	0%	100%	0%	0%	0%	100%	0%	100%
TOTAL	857	173	66	65	131	61	58	119	127	123	250	84	115	199	102	83	185	186	198	384	44%	36%	40%	37%	41%	39%	41%	38%	39%

To concisely summarize the count data presented in Table 3A through 5B, **Table 6** compares the pedestrian volumes, conflicting vehicles, compliant vehicles, and percent compliance for each count location.

Table 6. Sheridan Road Pedestrian Count Comparison

Location	Date	Pedestrians	Total Conflicting Vehicles	Compliant Vehicles	Percent Compliance
Sheridan Road / Michigan Avenue	June 16, 2013	282	303	30	10%
	June 23, 2013	414	39	58	15%
	Total	696	698	88	13%
Sheridan Road / Washington Avenue	June 16, 2013	260	277	15	5%
	June 23, 2013	491	1,120	69	6%
	Total	751	1,397	84	6%
Sheridan Road / Chestnut Avenue	June 16, 2013	717	283	171	60%
	June 23, 2013	1,030	634	250	39%
	Total	1,747	917	421	46%

As shown in Table 6, each intersection exhibits varying levels of pedestrian volumes and vehicle stop compliance. However, the crosswalk on the north side of the Sheridan Road/Chestnut Avenue intersection clearly experiences a higher percentage of motorist compliance to stopping for pedestrians crossing Sheridan Road. Since this is the only crosswalk, of those surveyed along Sheridan Road, that maintains an in-street “STOP FOR PEDESTRIANS WITHIN CROSSWALK” sign, the data suggests that the presence of the in-street sign positively influences motorist compliance and pedestrian safety.

SUMMARY

Updated pedestrian and motorist stop compliance counts were conducted at the Wilmette Avenue/15th Street intersection while similar new counts were performed along Sheridan Road at Michigan Avenue, Washington Avenue, and Chestnut Avenue. Based on the recently collected data at Wilmette Avenue/15th Street, the resulting data indicates a higher motorists stop compliance rate when compared to both the “before” improvement conditions in May 2012 and “after” improvement conditions in October 2012 at the same intersection (up to 25 percent compliance from 13 percent in Spring 2012).

While the measured increase in stop compliance is welcome, much more progress can be made. Recommended tools include increasing enforcement along with establishing a Village-wide educational packet/brochure to distribute to residents and businesses.

Based on the pedestrian and stop compliance counts along Sheridan Road, the crosswalk at Chestnut Avenue experiences the highest pedestrian crossings and the highest rate of stop compliance by motorists. While other factors may contribute, the data comparison and presence of an in-street “STOP FOR PEDESTRIANS WITHIN CROSSWALK” sign at Chestnut Avenue suggests that an in-street sign likely increases the rate of motorist compliance and pedestrian safety in crosswalks. Other signs/markings along with enforcement and education of both drivers and pedestrians would also help to increase compliance and an understanding of the State Law at pedestrian crosswalks.