



1200 Wilmette Avenue  
Wilmette, IL 60091

OFFICE OF THE  
CORPORATION COUNSEL

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**NOTICE OF MEETING  
of the  
TRANSPORTATION COMMISSION**

**Wednesday, July 22, 2015 at 7:00 P.M.  
Second Floor Training Room  
Wilmette Village Hall  
1200 Wilmette Avenue, Wilmette, Illinois**

***AGENDA***

1. Call to Order
2. Approval of Minutes  
Minutes of the Transportation Commission Meeting of March 11, 2015
3. Approval of the 2015/2016 School Crossing Guard Report presented by the Police Department
4. Update on the Sheridan Road pedestrian crossing study, including report from traffic consultant, Peter Lemmon, on the intersection of 10<sup>th</sup> and Sheridan Road.
5. Public Comment
6. New Business
7. Adjournment

**Chair, Pat Lilly**

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 VILLAGE MANAGER'S OFFICE AT (847) 853-7509 OR TDD (847) 853-7634 AS SOON AS POSSIBLE.

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1200 Wilmette Avenue  
WILMETTE, IL 60091

Engineering  
Department

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

## **MEETING MINUTES**

### **TRANSPORTATION COMMISSION**

**WEDNESDAY, MARCH 11, 2015  
7:00 P.M.  
COUNCIL CHAMBERS OF VILLAGE HALL**

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**Members Present:**

Chairman Pat Lilly  
Commissioner Brendan McCarthy  
Commissioner Craig LeMoyne  
Commissioner Susan Barton  
Commissioner Libby Braband  
Commissioner Michael Taylor

**Members Absent:**

None.

**Staff Present:**

Brigitte Berger, P.E., Director of Engineering Services  
Michael Miller, Civil Engineer  
Kyle Perkins, Deputy Police Chief

**Guests Present:**

Sagar Sonar, Stanley Consultants  
Paul Schneider, Stanley Consultants

#### **I. CALL TO ORDER.**

Chairman Lilly called the meeting to order at 7:09 p.m.

#### **II. APPROVAL OF MINUTES; TRANSPORTATION COMMISSION MEETING OF NOVEMBER 20, 2014.**

Chairman Lilly directed the Commission's attention to the draft minutes of the Transportation Commission meeting of November 20, 2014. Commissioner McCarthy moved approval of the minutes. The motion was seconded by Commissioner Braband. The motion was approved by a unanimous voice vote.

**The motion passed.**

### **III. PROPOSED BICYCLE IMPROVEMENTS ON GLENVIEW ROAD/WILMETTE AVENUE FROM THE WEST VILLAGE LIMITS TO GREEN BAY ROAD.**

Chairman Lily noted that the item tonight is only discussion of a concept plan as there is no funding for the project at this time. Chairman Lilly said many comments from residents have been received and provided to the Commission members.

Brigitte Berger, Director of Engineering, said tonight's discussion is purely conceptual. The discussion and public hearing for bicycle improvements is for a grant opportunity that the Engineering Department is considering. Staff recognizes that there is a demand for bike facilities in Wilmette but they also know there are repercussions with installing bike improvements and wanted feedback from the community before proceeding with the grant process.

Ms. Berger said the presentation tonight is looking at the entire corridor from the western Village corridor where we connect to Glenview all the way to Green Bay Road.

Ms. Berger introduced Mr. Sonar and Mr. Schneider from Stanley Consultants who will present a PowerPoint of the proposed bicycle route.

Mr. Sonar said if federal funds were to be received for the project, additional studies would have to be completed, a report submitted to the Illinois Department of Transportation for approval, preparation of contract plans to send out to bid and then construction for the project. He said that would take approximately four to five years.

Mr. Sonar reviewed the corridor characteristics of the proposed bike route noting the streets are all minor arterial routes. He said they look at connectivity with other bike trails in the area and that is why they have chosen Wilmette Avenue/Glenview Road. He said the two parameters they are working with are meeting Federal requirements and not widening any roadways.

Mr. Schneider reviewed the types of bicycle facilities detailed in the presented report. He also explained how each bike plan would work in the two corridor segments.

Commissioner Taylor asked why Wilmette Avenue was classified as minor arterial volume on the streets.

Mr. Sonar said the streets are classified based on how streets connect to other facilities, how many lanes there are and traffic.

Commissioner LeMoyne asked if the Village had ever studied the amount of cycling volume On Wilmette Avenue and where did the idea of the proposed bike route come from.

Ms. Berger said the Village has not studied the amount of cycling volume. The idea of the proposed route came from a combination of Village staff and bicycle advocacy groups.

Commissioner Braband asked when Lake Avenue was modified in terms of operations.

Ms. Berger said Lake Avenue was modified in 2006-2007.

Chairman Lilly opened the meeting to Public Comment.

Peter Taft, 1708 Wilmette Avenue, said Crawford to Ridge is characterized as a two lane road but people drive it as a four lane road. Wilmette Avenue between Ridge and Green Bay Roads used to be a four lane road before it was reconfigured. He does not see a lot of bike traffic on Wilmette Avenue and believes Wilmette Avenue is a dangerous road with the amount of traffic it has.

Mike Lieber, 2035 Hollywood Court, said he supports the bicycle route as he believes it will connect Wilmette to other bicycle routes in the area.

Ryrie Pellaton, 1115 Lake Avenue, said he is an active biker and believes the bicycle route is needed for the Village. He also believes the kids should have a safe bicycle route to be able to ride to school.

Guillermo Cannon, 1416 Wilmette Avenue, said he believes it is important to address the parking problem on Wilmette Avenue near Prairie. He said residents are not able to park in front of their homes on Wilmette Avenue as many people who work at the post office, schools or ride the Metra, park all day on Wilmette Avenue. He would suggest a safer, alternative bicycle route somewhere rather than busy Wilmette Avenue.

Andrea Koran, 1463 Wilmette Avenue, said the proposed bicycle plan would cause the residents on Wilmette Avenue to lose all the parking between Ridge and Green Bay Roads. She would prefer an alternative bicycle route other than on Wilmette Avenue.

Elliott Torres, 1463 Wilmette Avenue, asked how well shared bike lanes do in regards to safety. He believes dedicated bike lanes would be safer for all bikers.

Mark Klocksinn, 1725 Wilmette Avenue, said he and his wife enjoy biking but since he lives on Wilmette Avenue, he will lose parking in front of his house. He would like the street to remain the way it currently is.

Jim McCabe, 1466 Wilmette Avenue, said safety is the main issue for him with the proposed bike route plan. He said parking is already an issue in the area and removing parking on Wilmette Avenue would cause residents in the area more problems trying to find parking.

Kerry Hall, 1337 Greenwood, said he has been biking in the area for many years and it is very difficult to bike east to west in Wilmette. He believes the proposed bicycle route is a good plan.

Lisa Schneider Fabes, 108 Woodbine, said she believes riding in Wilmette is too dangerous for her children. She encouraged the Commission to find an east/west bicycle route in Wilmette.

Commissioner McCarthy asked if any other bicycle routes were considered besides the route proposed this evening.

Ms. Berger said the proposed bicycle route was triggered by the possibility of a grant. She said Glenview and Wilmette were the only likely road options for a bicycle route because of the connectivity to other bicycle routes and that is what is identified for grants.

Commissioner Braband asked what drove the consultants to eliminate parking on the south side of Wilmette Avenue rather than the north side.

Mr. Schneider said they chose to eliminate parking on the south side of Wilmette Avenue as there is a library, park and school on the north side of the street. He said it is only a recommendation as safety studies would have to be done as part of Phase I of the project before they go any further.

Margaret Smith, 1322 Wilmette Avenue, said she was on a bicycle committee many years ago that identified a children's bicycle route through side streets. She believes when parking was added on Wilmette Avenue it calmed the streets. She said parking is really an issue on Wilmette Avenue and if a resident is not able to park in front of their home, she believes it will devalue their property.

David Rankin, 1731 Wilmette Avenue, said he is for bicycle safety, a safe Wilmette Avenue and is against both the current process and the recommendation from the consultants.

Ken Obel, 221 Linden Avenue, said he understands all the viewpoints expressed and believes it is important that federal funding is available to pursue bicycle routes in the Village. He also understands the loss of parking would be an inconvenience for residents on Wilmette Avenue but the benefit for the whole community should be considered for a bicycle route from east to west Wilmette.

Karen Glennemeier, 719 Laurel Avenue, asked if it was possible to just use three of the four segments of the proposed bicycle route or would that make it less likely to receive the grant.

Ms. Berger said all four segments of the proposed bicycle route makes it a more attractive candidate for a federal grant but they could modify the proposal. She

strongly supports an east/west bicycle route, as bicycles are the way of the future but she also hears the legitimate concerns of the residents on Wilmette Avenue.

Cynthia Gaskill, 1325 Wilmette Avenue, said the past few years since the reconfiguration of Wilmette Avenue have been better. She said some federal grants are worth the money and some do not make things better. It would be an inconvenience and safety concern for residents to lose parking in front of their homes especially for seniors and people with disabilities.

Erich Heger, 421 Illinois Road, said he lives at the corner of Illinois and Wilmette between Ridge Road and Hunter Road which is four lane traffic. He will not let his children ride bikes on Wilmette Avenue as he believes it is too dangerous. He would like to see a bike lane on Wilmette Avenue but he realizes it may not be a good solution for those residents in segment four of the proposed route.

Rich Cozzola, 1506 Wilmette Avenue, said he prefers the children's route from east to west which may be slower but is a safer, nicer bike ride. He is concerned about the loss of parking and safety from the proposed bicycle route. Residents on Wilmette Avenue went through this process back in 2000 and came up with a compromised safe solution.

Will Hellan, 1606 Elmwood, said he is an avid bicyclist and said there is a serious lack of east/west routes on the north shore. He said bike lanes in other parts of the country work very well and are safe. He supports the proposed bike route and he hopes there is a way to work out the difficulties with it.

Natasha Miller, 1418 Wilmette Avenue, said she is concerned with parking being removed from Wilmette Avenue as she believes it will affect property values. She knows there are people biking already on Wilmette Avenue so she is against the proposed bicycle route project.

David Wisel, 443 Sandy Lane, said his main concern is the effect the proposed route would have on traffic in the area. There is a lot of traffic and it is already difficult to pull out onto Wilmette Avenue from side streets.

Tim Clemens, 1811 Wilmette Avenue, said he believes traffic has increased on Wilmette Avenue due to the lane configurations on Lake Avenue. He is concerned his property values will be affected if parking is removed for a bike lane. He believes there are plenty of options for a different bike route.

Paul Jung, 1445 Wilmette Avenue, said he hopes the Commission reviews the many discussions that took place before Wilmette Avenue was reconfigured to hear what the concerns were from residents on Wilmette Avenue. He said there is already a preferred bike route on side streets from east to west that is being used.

David Rankin said the bump out at 15<sup>th</sup> Street and Prairie Avenue intersections have increased compliance at the cross walks from 8% to 38%. He does not want to see those eliminated for the proposed bike route.

Joan Abrams, 2016 Wilmette Avenue, said she is right at the corner of Wilmette Avenue and Glenview Road and traffic is very busy when she tries to pull out of her driveway. She would like to have a safe route for bicycles as there are many schools and children walking in the area. She wondered if there could be a safe bike route between Ridge Road and the west Village property lines.

Dave Taylor, 234 17<sup>th</sup> Street, asked what percentage of the people of Wilmette are going to ride their bikes on Wilmette Avenue and is it high enough to make the large change to Wilmette Avenue.

Deneen Kakovan, 1609 Wilmette Avenue, said she does not mind bicycles but her concern is losing the parking in front of her house as she does not have an alley on her street.

A resident asked if it is illegal to ride bicycles on the sidewalks.

Deputy Chief Perkins said it is not illegal to ride bicycles on most sidewalks unless it is otherwise posted that no bikes are allowed on sidewalk.

Ms. Berger said professional bicyclists will tell you it is not recommended to mix bicycles and pedestrians on a two way sidewalk as it can get very congested.

Ruth Schmit, 1319 Wilmette Avenue, said her son uses the childrens' bicycle route to school many times with friends. She said losing the parking in front of her house would be a great hardship to her family.

Joel Feinstein, 407 Wilshire Dr. W., said he believes it is imperative that Wilmette has an east/west bike trail. He believes if the bicycle plan hooks up to the North Branch Trail, the Village would be more likely to receive funding.

Chairman Lilly thanked the residents for their comments this evening.

Ms. Berger said it is her observation from the comments this evening, that Section 4 be tabled and removed from the grant application. She said Sections 1 and 2 seemed to be neutral or favorable and Section 3 has some possibilities to add bike lanes and calm traffic.

Commissioner LeMoyné said he agrees with Ms. Berger's observations.

Chairman Lilly said he also agrees with Ms. Berger's observations even though he would like to see a bicycle route in Wilmette.

John Pope, 2101 Wilmette Avenue, said he always thought Wilmette Avenue between Ridge Road and Illinois Road was a four lane road. He believes a better solution would be to add more parking there to slow down traffic.

Ms. Berger said she will continue to publish information regarding the ongoing grant process.

#### **IV. ADJOURNMENT**

At 9:10 p.m. Commissioner LeMoyne moved to adjourn the meeting. The motion was seconded by Commissioner Taylor. The motion was approved by a unanimous voice vote. **The motion carried.** No further discussion occurred on the motion.

The meeting was thereafter adjourned.

Minutes Respectfully Prepared by Barbara Hirsch.



# Public Meeting Register

Project: Bike Project, Glenview Road/Wilmette Avenue

Location: Village of Wilmette

Date: 3/11/2015

Time: 7:00 pm

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. Elliott Torres	1463 Wilmette Ave Zip 60091	Self <input checked="" type="checkbox"/> Other:
L	2. JOHN THOMPSON	505 MAPLE AVE Zip 60091	Self <input checked="" type="checkbox"/> Other:
E	3. Ken Obel	221 Linden Zip 60091	Self <input checked="" type="checkbox"/> Other: <del>Wilmette</del> Citizen for Active Trans.
A	4. Beth Drucker	 Zip	Self <input type="checkbox"/> Other: druckerbeth@gmail.com
S	5. Tim Ream	1433 Forest Zip 60091	Self <input type="checkbox"/> Other: tream1433@gmail.com
E	6. Daniel Wolf	1202 Lake Ave Zip 60091	Self <input checked="" type="checkbox"/> Other:
	7. Ruth Schmit	1319 Wilmette Ave Zip	Self <input checked="" type="checkbox"/> Other:
P	8. PAUL JUNG	1445 Wilmette Zip	Self <input checked="" type="checkbox"/> Other:
R	9. DAN RUDRUD	1620 WASHINGTON Zip	Self <input type="checkbox"/> Other:
I	10. Lynne Fellman	1115 Lake Ave Zip 60091	Self <input checked="" type="checkbox"/> Other:
N	11. Elizabeth McCabe	1466 Wilmette Zip 60091	Self <input checked="" type="checkbox"/> Other:
T	12. MICHAEL LIEBER	2035 Hollywood Ct. Wilmette Zip 60091	Self <input checked="" type="checkbox"/> Other:

# Public Meeting Register

Project: Bike Project, Glenview Road/Wilmette Avenue

Location: Village of Wilmette

Date: 3/11/2015

Time: 7:00 pm

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. GUILCERMO CABRERO	1416 Wilmette Ave Zip 60091	Self <input checked="" type="checkbox"/> Other:
L	2. JAMIE REINER	2022 Wilmette Ave Zip 60091	Self <input checked="" type="checkbox"/> Other:
E	3. Karen Glennemeier	719 Laurel Ave Zip 60091	Self <input checked="" type="checkbox"/> Other:
A	4. Lisa Schneider Fabes	108 Woodbine Zip 60091	Self <input checked="" type="checkbox"/> Other:
S	5. Cynthia Gaskelle	1325 Wilmette Zip 60091	Self <input checked="" type="checkbox"/> Other:
E	6. SYLVIE LEGERE	510 LAUREL Zip	Self <input checked="" type="checkbox"/> Other: Village Wide PTA Safety & Civics Committee
	7. Cathy O'Reilly	809 Laverne Zip	Self <input checked="" type="checkbox"/> Other:
P	8. Natasha Miller	1418 Wilmette Ave Zip	Self <input checked="" type="checkbox"/> Other:
R	9. Kerry Hall	R1337 Greenwood Zip	Self <input checked="" type="checkbox"/> Other:
I	10. William REHN	1626 WILMETTE Zip 60091	Self <input checked="" type="checkbox"/> Other:
N	11. Tim CAREY	442 LOCUST ROAD Zip	Self <input checked="" type="checkbox"/> Other:
T	12. BRIAN Haysworth	1808 Wilmette Ave Zip 60091	Self <input checked="" type="checkbox"/> Other:

# Public Meeting Register

Project: Bike Project, Glenview Road/Wilmette Avenue

Location: Village of Wilmette

Date: 3/11/2015

Time: 7:00 pm

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. PETER TAM	1708 Wilmette	Self <input type="checkbox"/>
		Wilmette Zip 60091	Other: <input type="checkbox"/>
L	2. Mark Klossin	1725 Wilmette	Self <input checked="" type="checkbox"/>
		Zip	Other: <input type="checkbox"/>
E	3. Audrey & DAVID WISEL	443 SANAY LN	Self <input checked="" type="checkbox"/>
		Wilmette, Zip 60091	Other: <input type="checkbox"/>
A	4. SUSAN TROY	1726 Wilmette Ave	Self <input checked="" type="checkbox"/>
		Wilmette Zip 60091	Other: <input type="checkbox"/>
S	5. Eliska Harp	2111 Wilmette	Self <input checked="" type="checkbox"/>
		Zip	Other: <input type="checkbox"/>
E	6. Pier Rotmschild	1046 Elmwood	Self <input checked="" type="checkbox"/>
		Zip 60091	Other: <input type="checkbox"/>
	7. Jan Gardner	Creative Hair Design	Self <input checked="" type="checkbox"/>
		1334 Wilmette Ave	Other: <input type="checkbox"/>
P	8. David Taylor	234 17th St	Self <input checked="" type="checkbox"/>
		Zip 60091	Other: <input type="checkbox"/>
R	9. James Smyth	1466 Wilmette Ave	Self <input type="checkbox"/>
		Zip 60091	Other: <input type="checkbox"/>
I	10. Andrew	631 Washington	Self <input checked="" type="checkbox"/>
		Zip 60091	Other: <input type="checkbox"/>
N	11. Laura Yamaguchi	1604 Wilmette	Self <input checked="" type="checkbox"/>
		Zip 60091	Other: <input type="checkbox"/>
T	12. ANDREA KORAN	1463 Wilmette Ave	Self <input checked="" type="checkbox"/>
		Zip 60091	Other: <input type="checkbox"/>

# Public Meeting Register

Project: Bike Project, Glenview Road/Wilmette Avenue

Location: Village of Wilmette

Date: 3/11/2015

Time: 7:00 pm

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. Debbie Van Heck	1608 Wilmette Ave	Self <input checked="" type="checkbox"/>
		Zip 60091	Other: <input type="checkbox"/>
L	2. Cathleen McCann	1500 Wilmette Ave.	Self <input checked="" type="checkbox"/>
		Zip 60091	Other: <input type="checkbox"/>
E	3. Cara McCann	1500 WILMETTE AVE	Self <input checked="" type="checkbox"/>
		Zip 60091	Other: <input type="checkbox"/>
A	4. Elliott Torres	1463 Wilmette Ave.	Self <input checked="" type="checkbox"/>
		Zip 60091	Other: <input type="checkbox"/>
S	5. Margaret Smith	1322 Wilmette	Self <input checked="" type="checkbox"/>
		Zip	Other: <input type="checkbox"/>
E	6. Joan Abrams	2016 Wilmette	Self <input checked="" type="checkbox"/>
		Zip 60091	Other: <input type="checkbox"/>
	7. Deneen KAKOVAN	1609 WILMETTE	Self <input checked="" type="checkbox"/>
		Zip 60091	Other: <input type="checkbox"/>
P	8. John Pope	2101 Wilmette Ave	Self <input checked="" type="checkbox"/>
		Zip 60091	Other: <input type="checkbox"/>
R	9. David Rankin	1731 Wilmette Ave	Self <input checked="" type="checkbox"/> + Family
		Zip 60091	Other: <input type="checkbox"/>
I	10. Joel Feinstein	407 WILSHIRE DR. W	Self <input checked="" type="checkbox"/>
		Zip 60091	Other: <input type="checkbox"/>
N	11. Eric Mark	1510 Wilmette Ave.	Self <input checked="" type="checkbox"/>
		Zip 60091	Other: <input type="checkbox"/>
T	12. Mike Phelan	1612 WILMETTE	Self <input type="checkbox"/>
		Zip	Other: <input type="checkbox"/>

# Public Meeting Register

Project: Bike Project, Glenview Road/Wilmette Avenue

Location: Village of Wilmette

Date: 3/11/2015

Time: 7:00 pm

To be added to the mailing list for this project, please provide your complete address below.

	Name (Please Print)	Address	Representing
P	1. Steven Jacobs	1736 Wilmette Av	Self <input checked="" type="checkbox"/>
		Wilmette, IL Zip 60091	Other:
L	2. Don Dimas	2008 Hollywood St	Self <input checked="" type="checkbox"/>
		Wilmette, IL Zip	Other:
E	3. Alex Ratarac	305 17th St	Self <input checked="" type="checkbox"/>
		Wilmette Zip	Other:
A	4. ERIC HEBER	421 ILLINOIS RD.	Self <input checked="" type="checkbox"/>
		WILMETTE Zip	Other:
S	5. Jim Blomgren	1040 Chestnut	Self <input checked="" type="checkbox"/>
		Zip	Other:
E	6.		Self <input type="checkbox"/>
		Zip	Other:
	7.		Self <input type="checkbox"/>
		Zip	Other:
P	8.		Self <input type="checkbox"/>
		Zip	Other:
R	9.		Self <input type="checkbox"/>
		Zip	Other:
I	10.		Self <input type="checkbox"/>
		Zip	Other:
N	11.		Self <input type="checkbox"/>
		Zip	Other:
T	12.		Self <input type="checkbox"/>
		Zip	Other:





**TO: Village Of Wilmette Transportation Commission**

**DATE: May 5th, 2015**

**FROM: Traffic Service Officer Ron Andrews**

**SUBJECT: 2014-2015 School Crossing Review**

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Each year the Wilmette Police Department conducts an annual assessment of crossing guard positions in the village. The purpose of the assessment is to determine if community needs are being met and to verify resources are being properly utilized.

#### **Current Status**

The Wilmette Police Department manages sixteen school crossing locations staffed by sixteen full-time adult school crossing guards and two substitute adult crossing guards. There are several starting and ending times which vary depending on which guards are crossing for specific schools. Generally, most crossing guards work two hours per day with a few exceptions where some are working three hours per day. Each crossing guard is evaluated annually based on their performance. ***Recommendation: NO changes are recommended in the crossing locations.***

#### **Crossing Guard Vacancies**

Covering crossing locations with substitute guards is a priority for the department. We had a very successful year using substitute personnel rather than Police Officers. Substitute crossing guards as well as members of the Parking Control unit were utilized to cover vacant crossings as the need arose. We are currently at full staff with crossing guards, sixteen have a daily post and two are substitutes.

#### **Safety Improvements at Crossings**

A tool that works very well is the raised intersection with striping. This significantly slows traffic down as illustrated at the crossing at Hunter and Thornwood Ave.

***Recommendation: If funding becomes available, placement of a new raised intersection with striping at various locations. Annually a list will be generated and forwarded to the Village Engineering Department for streets to be re-striped to increase visibility.***

#### **Safety Improvements Traffic Flow- Central School**

Central School, as always, has been very busy with a large volume of parents driving their children to school in addition to those children who walk to school. School personnel continually do a tremendous job both mornings and afternoons expediting traffic flow in front of the school. As always, at all schools, bad weather days do pose problems, and staff can only do their best in trying to cope with the situation.

**Recommendation:** School staff to continue to send out mailings advising driving parents of the rules which they need to abide by in order to keep conformity in and around the school pick- up and drop- off areas. Continue the use of traffic cones and informative barricades.

#### **Safety Improvements Traffic Flow- Highcrest Middle School**

Unlike any other crossing we have, Highcrest stands alone as the most unique crossing we have. Over the years we have tried different approaches to assist with traffic flow, crossing of children safely and physical changes to the roadway. The school district has plans to build a cut out in the south parking lot to ease traffic flow in and out of the parking lot. It was discussed using this lot for busses only and to use the front entrance for drop off and pick up. This will be a major topic over the summer to see if the new plan will be implemented.

**Recommendation:** Continue dialogue with school officials to explore any new proposals which may influence the current traffic patterns. Work with village engineers to add/change signage if necessary.

#### **Safety Improvements Traffic Flow- Romona School**

Traffic congestion around the school is still present. Our Parking Control units have issued parking citations throughout the year to keep the area safe. During the year I have talked with staff pertaining to certain violators which were dealt with.

**Recommendation:** Keep the traffic pattern the same and continue to monitor the area. At the start of school next year have staff continuously advise parents of the restrictions in the area, and like other schools, have staff on the street helping out at drop off/ pick up. Also, contacting I.D.O.T. to see if the traffic signal at Wilmette Ave. and Skokie Blvd. can be extended for west/bound traffic on Wilmette Ave. This would only be for specific times of the day.

#### **Safety Improvements Traffic Flow- McKenzie School**

This year traffic-related issues were at a minimum since the implementation of new parking restrictions and traffic flow changes from several years ago. Traffic flow in front of the school is running smooth with help from school personnel. It was recently reported to me that there is an area of concern with parents using the alley at 15<sup>th</sup> and Highland to travel westbound. The high volumes of vehicles as well as speeding are a major concern. This school now has the largest enrollment for a grade school in town.

A couple of years ago a flashing yellow light standard was placed on Wilmette Ave. for both eastbound/westbound traffic at Prairie Ave. Along with narrowcades placed on the roadway, signage there is at STOP when pedestrians are within the crosswalk and the yellow flashing beacon that flashes before Prairie for westbound traffic and before 15<sup>th</sup> St. going eastbound. All these signs, flashing lights as well as an Adult crossing guard does make easier for the guard to stop traffic during normal crossing times. But, on the other hand when school is not in session this area has become quite troublesome for drivers traveling in that area. I continuously see drivers coming to a complete stop for no reason at all at the intersection at Wilmette Ave and Prairie Ave. This is troublesome when you're NOT expecting vehicles in front of you to stop, and then suddenly do stop.

**Recommendation:** Keep the traffic pattern the same and continue to monitor the area. At the start of the year, monitor the alley to see if a problem exists; if so, take appropriate action. Monitor traffic at off hours from crossing times to see if vehicles continue stopping when it's not necessary.

#### **Safety Improvements Traffic Flow-Harper School**

Traffic flow near the school appears to be running well. No changes should be made at this time. There were just a few parking complaints in and around the area; those were dealt with as complaints were received.

In conclusion, attached are the Review of Adult Crossing Locations and the School Crossing Student Daily Average. With the exception of Lake & Locust which changed in 2005, locations remain constant. As in many locations, weather does play a key role in attendance. With this in mind, I see no need for change in any of our current school crossing locations.

**WILMETTE POLICE DEPARTMENT**  
**Review of Adult School Crossings**  
**2013-2014**

**CENTRAL SCHOOL/ ST. FRANCIS**

**Location**

9<sup>th</sup> & Lake  
9<sup>th</sup> & Greenleaf  
9<sup>th</sup> & Central  
Forest & Wilmette

**Guards**

Alec Childress  
Sue Daniels  
Dudley Fair  
Herb Sheriff

**McKENZIE SCHOOL**

**Location**

Prairie & Wilmette  
15<sup>th</sup> & Lake  
15<sup>th</sup> & Wilmette  
Highland & Ridge

**Guards**

Terrance Wright  
Chuck Pettius  
Larry Daniels  
Gwendolyn Hall

**HARPER SCHOOL**

**Location**

Illinois & Iroquois  
Hunter & Thornwood  
Hunter & Lake

**Guards**

Richard Terry  
Conrad Wolski  
Jean Bodkin

**ROMONA SCHOOL**

**Location**

Skokie & Wilmette  
Romona & Wilmette

**Guards**

Betty Smith  
James Wrzala

**HIGHCREST MIDDLE SCHOOL**

**Location**

Hunter & Illinois  
Lake & Locust

**Guards**

David Erck  
Joe Childress

**ST. JOSEPH'S SCHOOL**

**Location**

Lake & Ridge

**Guards**

Glyndean Lane

**WILMETTE JR. HIGH**

**Location**

Lake & Locust  
Illinois & Hunter

**Guards**

Joe Childress  
David Erck

**SUBSTITUTES**

Joyce Childress  
Cathy Williams



## Combined AM/PM Average Daily Child Count

Location	2014- 2015	2013- 2014	2012- 2013	2011- 2012	2010- 2011	Five Year Average
15th St & Lake Ave	19	43	42	24	25	31
15th St & Wilmette Ave	32	41	39	49	47	42
Forest Ave & Wilmette Ave	13	10	16	41	27	21
Highland Ave & Ridge Rd	32	14	56	49	40	38
Illinois Rd & Hunter Ave	274	288	298	357	330	309
Illinois Rd & Iroquois Rd	23	17	18	21	18	19
Lake Ave & Hunter Rd	73	73	83	83	125	87
Lake Ave & Locust Rd	30	45	48	14	59	39
Lake Ave & Ridge Rd	35	24	21	47	37	33
9th St & Central Ave	118	86	113	142	90	110
9th St & Greenleaf Ave	69	80	64	105	84	80
9th St & Lake Ave	103	95	96	130	145	114
Prairie St & Wilmette Ave	38	34	53	46	48	44
Thornwood Ave & Hunter Rd	62	70	64	36	27	52
Wilmette Ave & Romona Rd	12	18	9	16	19	15
Wilmette Ave & Skokie Blvd	25	20	12	6	17	16



**Date:** July 15, 2015  
**To:** Transportation Commission  
**From:** Brigitte Berger, P.E., Director of Engineering Services  
**Subject:** Signal Warrant and Crosswalk Evaluation at Sheridan Road and 10<sup>th</sup> Street

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## **Recommendation**

Discussion of signal warrant and crosswalk evaluation at Sheridan Road and 10<sup>th</sup> Street.

## **Background**

In fall of 2014, the Village received a petition (Attachment 1) from many residents who reside on the east side of Sheridan Road, north of Westerfield, requesting pedestrian safety enhancements to improve access to and from Plaza Del Lago and BMO/Harris Bank. The Village retained the services of Kimley-Horn and Associates to evaluate the feasibility of installing a mid-block crosswalk and more recently to perform a traffic signal warrant analysis at Sheridan Road and 10<sup>th</sup> Street.

### *Mid-block Crosswalk*

At the October 22, 2014 meeting, the Transportation Commission discussed placement of a crosswalk on Sheridan Road near the Plaza de Lago entrance. There was concurrence by staff, our traffic consultant and the Commission that a crosswalk is warranted given the large population density east of Sheridan Road and the popular destinations on the west side of Sheridan. Although there is a traffic signal at Westerfield, most residents in the condominium buildings near 10<sup>th</sup> Street deem the signal too far and inconvenient to use when desiring to cross Sheridan Road.

*Status:* Village staff has been working on a design for the crosswalk and sidewalk improvements to ensure the ramps are ADA accessible. The estimated cost of the improvements is \$20,000 and the work will tentatively take place this fall.

#### *Sheridan Road at 10<sup>th</sup> Street*

In addition to the mid-block crosswalk, a small constituency of residents also asked the Village to stripe a crosswalk at 10<sup>th</sup> Street. In response to this request, Kimley-Horn completed a traffic signal warrant analysis at this intersection. Traffic engineer, Mr. Peter Lemmon, will present the results of the study at the July 22, 2015 meeting.

In all cases, staff stresses that crosswalks anywhere on Sheridan Road may be unexpected for some drivers, so any person desiring to cross Sheridan Road should only enter the street if there is a safe gap in traffic. Pedestrian should never assume that drivers will stop for them.

#### **Summary**

Kimley-Horn and Associates, Inc. has concluded that according to the Manual on Uniform Traffic Control Devices (MUTCD) the installation of a new traffic signal is not currently warranted at Sheridan and 10<sup>th</sup> Street. They also looked at striping a crosswalk on the south side of Sheridan and 10<sup>th</sup> Street but determined site distance was obstructed by the Village of Kenilworth monument. Based on the findings of the study and for safety reasons, staff does not support installing a crosswalk at this location.

#### **Documents Attached:**

1. Resident Petition
2. Kimley-Horn Memorandum dated May 20, 2015



# PETITION

to

THE PRESIDENT AND BOARD OF TRUSTEES, VILLAGE OF WILMETTE, COUNTY OF COOK, STATE OF ILLINOIS

and to the

TRANSPORTATION COMMISSION,

thereof, regarding

PEDESTRIAN SAFETY

**WHEREAS** the safety of pedestrians on our public streets and roadways is of the utmost importance to citizens and other residents and visitors in our Village of Wilmette; and,

**WHEREAS** Sheridan Road is a high-traffic area in our Village, with automobiles, motorcycles and bicycles; and,

**WHEREAS** there are five high-rise condominium apartment buildings on the East side of Sheridan Road; and, on the West side of Sheridan Road at Plaza del Lago and the property adjoining it to the North, there are retail establishments including a grocery, pharmacy, coffee-shop, footwear, clothing, artisan shop, dry cleaner, stationary store, bicycle shop, hair salon, four medical offices, five dental offices, a physical therapy facility, postal drop-box, Wilmette Public Library drop-box and other services; and,

**WHEREAS** these businesses and services attract many pedestrians to walk across Sheridan Road from their Residences on the East side to the West side and return; and,

**WHEREAS** a casual observer can readily conclude that many vehicles travel at or exceed the speed limit of 30 miles per hour, creating a high risk to pedestrians; and,

**WHEREAS** the nearest, marked pedestrian cross-walks on Sheridan Road are 0.5 miles to the North of the building known as 1616 Sheridan Road, Wilmette; and, 0.2 miles to the South of that building; and,

**WHEREAS** State of Illinois law requires that vehicles STOP when a pedestrian is in a marked cross-walk; and,

**WHEREAS** a resident of 1616 Sheridan Road was struck and killed by a vehicle while crossing Sheridan Road near Plaza del Lago, in September 2014;

**NOW, THEREFORE**, the undersigned individuals, all residing at 1616 Sheridan Road, Wilmette, IL, petition to request that the Village of Wilmette construct, install and maintain a marked pedestrian cross-walk on Sheridan Road, at a point at or near to the 1616 Sheridan Road building, with a flashing yellow light, or equivalent, to attract motorists' attention to its presence.

**IN CONSIDERATION** of the construction of such a cross-walk, the undersigned individuals now

**PLEDGE** to use such a cross-walk, rather than jay-walk at randomly chosen locations. Use of the cross-walk with flashing light should improve pedestrian safety and enhance traffic flow.

NAME PRINTED	UNIT #	SIGNATURE	DATE
1. <u>Melvin Seglin</u>	<u>713</u>	<u>M Seglin</u>	<u>10/31/14</u>
2. <u>Sandy Pernick</u>	<u>2H</u>	<u>Sandy Pernick</u>	<u>10/31/14</u>
3. <u>Yvonne Chuzum</u>	<u>10-D</u>	<u>Yvonne Chuzum</u>	<u>10/31/14</u>
4. <u>DAVID C. GARRON</u>	<u>Z-B</u>	<u>David C. Garron</u>	<u>10/31/14</u>
5. <u>Earl N. Solon</u>	<u>3-C</u>	<u>Earl N. Solon</u>	<u>10/31/14</u>
6. <u>Peggy Herrig</u>	<u>8A</u>	<u>Peggy Herrig</u>	<u>11/3/14</u>
7. <u>Carol P Colby</u>	<u>37</u>	<u>Carol P Colby</u>	<u>11/3/14</u>
8. <u>PATTI LISTER</u>	<u>813</u>	<u>Patti Lister</u>	<u>11/3/14</u>
9. <u>Jennifer Fitzpatrick</u>	<u>813</u>	<u>Jennifer Fitzpatrick</u>	<u>11/3/14</u>
10. <u>Gundogun Britz</u>	<u>6D</u>	<u>Gundogun Britz</u>	<u>11/3/14</u>

(Continued overleaf)



# PETITION

to

THE PRESIDENT AND BOARD OF TRUSTEES, VILLAGE OF WILMETTE, COUNTY OF COOK, STATE OF ILLINOIS

and to the

TRANSPORTATION COMMISSION,

thereof, regarding

PEDESTRIAN SAFETY

**WHEREAS** the safety of pedestrians on our public streets and roadways is of the utmost importance to citizens and other residents and visitors in our Village of Wilmette; and,

**WHEREAS** Sheridan Road is a high-traffic area in our Village, with automobiles, motorcycles and bicycles; and,

**WHEREAS** there are five high-rise condominium apartment buildings on the East side of Sheridan Road; and, on the West side of Sheridan Road at Plaza del Lago and the property adjoining it to the North, there are retail establishments including a grocery, pharmacy, coffee-shop, footwear, clothing, artisan shop, dry cleaner, stationary store, bicycle shop, hair salon, four medical offices, five dental offices, a physical therapy facility, postal drop-box, Wilmette Public Library drop-box and other services; and,

**WHEREAS** these businesses and services attract many pedestrians to walk across Sheridan Road from their Residences on the East side to the West side and return; and,

**WHEREAS** a casual observer can readily conclude that many vehicles travel at or exceed the speed limit of 30 miles per hour, creating a high risk to pedestrians; and,

**WHEREAS** the nearest, marked pedestrian cross-walks on Sheridan Road are 0.5 miles to the North of the building known as 1616 Sheridan Road, Wilmette; and, 0.2 miles to the South of that building; and,

**WHEREAS** State of Illinois law requires that vehicles STOP when a pedestrian is in a marked cross-walk; and,

**WHEREAS** a resident of 1616 Sheridan Road was struck and killed by a vehicle while crossing Sheridan Road near Plaza del Lago, in September 2014;

**NOW, THEREFORE**, the undersigned individuals, all residing at 1616 Sheridan Road, Wilmette, IL, petition to request that the Village of Wilmette construct, install and maintain a marked pedestrian cross-walk on Sheridan Road, at a point at or near to the 1616 Sheridan Road building, with a flashing yellow light, or equivalent, to attract motorists' attention to its presence.

**IN CONSIDERATION** of the construction of such a cross-walk, the undersigned individuals now

**PLEDGE** to use such a cross-walk, rather than jay-walk at randomly chosen locations. Use of the cross-walk with flashing light should improve pedestrian safety and enhance traffic flow.

NAME PRINTED	UNIT #	SIGNATURE	DATE
1. <u>MARLAYNE SULLIVAN</u>	<u>2A</u>	<u>Marlayne Sullivan</u>	<u>Nov. 5, 2014</u>
2. <u>JULIE GAMMACK</u>	<u>7G</u>	<u>Julie Gammack</u>	<u>Nov 5, 2014</u>
3. <u>RICHARD GILBERT</u>	<u>7G</u>	<u>Richard Gilbert</u>	<u>Nov 5, 2014</u>
4. <u>STUART FERST</u>	<u>4A</u>	<u>Stuart Ferst</u>	<u>11/6/14</u>
5. <u>ARTHUR HAUT</u>	<u>3G</u>	<u>A. Haut</u>	<u>11/6/2014</u>
6. <u>Barbara Wertheimer</u>	<u>9C</u>	<u>B. Wertheimer</u>	<u>11/6/2014</u>
7. <u>IRV Diamond</u>	<u>5F</u>	<u>I. Diamond</u>	<u>11/6/14</u>
8. <u>Helen Coleman</u>	<u>7C</u>	<u>H. Coleman</u>	<u>11/6/14</u>
9. <u>Sara Lee Powell</u>	<u>10C</u>	<u>Sara Lee Powell</u>	<u>11/7/14</u>
10. <u>Charles E Powell</u> <u>by SAP</u>	<u>10C</u>	<u>Charles E Powell</u> <u>by SAP</u>	<u>11/7/14</u>

(Continued overleaf)



(Continued from overleaf)  
1616 Pedestrian Petition

NAME PRINTED	UNIT #	SIGNATURE	DATE
11. <u>Stanne Mung</u>	2E	<u>Stanne Mung</u>	11/3/14
12. <u>BILJANA Simsic</u>	2E	<u>Biljam Simsic</u>	11/3/14
13. <u>Ruth Duck</u>	6F	<u>Ruth Duck</u>	11/3/14
14. <u>GREGG BYERS</u>	BLE	<u>Gregg Byers</u>	11/3/14
15. <u>Joy Cowan</u>	5A	<u>Joy Cowan</u>	11/3/14
16. <u>Robert Elanbo</u>	9H	<u>Robert Elanbo</u>	
17. <u>Gilbert Elanbo</u>	9H	<u>SG</u>	11-3-14
18. <u>Norma Raymond</u>	4F	<u>Norma Raymond</u>	11-3-14
19. <u>Marcia Corboy</u>	1B	<u>Marcia Corboy</u>	11/3/14
20. <u>Steven Tomicic</u>	4H	<u>Steven Tomicic</u>	11/3/14
21. <u>DAVID MANDEL</u>	3B	<u>David Mandel</u>	11/3/14
22. <u>Judith Akers</u>	6G	<u>Judith A Akers</u>	11/3/14
23. <u>M. S. Clohesy</u>	5B	<u>M. S. Clohesy</u>	11/4/14
24. <u>Whitaker D. TRAKAS</u>	10B	<u>Whitaker</u>	11/4/14
25. <u>W.T. BARKER</u>	6A	<u>W. Barker</u>	11.4.14
26. <u>Carolina Barker</u>	6A	<u>Carolina Barker</u>	11-5-14
27. <u>ETHER ALTSCHUL</u>	7E	<u>Ether Altschul</u>	11-5-14
28. <u>Judith M. FERST</u>	4A	<u>Jos M. Ferst</u>	11-5-14
29. <u>Dorothy J. Speidel</u>	5F	<u>Dorothy J. Speidel</u>	11-5-14
30. <u>Eugene Solar</u>	9B	<u>Eugene Solar</u>	11/5/14
31. <u>Anne Solar</u>	9B	<u>Anne Solar</u>	11-5-14
32. <u>Barbara Lando</u>	8H	<u>Barbara Lando</u>	11-5-14
33. <u>Robert Lando</u>	8H	<u>Robert Lando</u>	11-5-14

(Continued from overleaf)  
**1616 Pedestrian Petition**

NAME PRINTED	UNIT #	SIGNATURE	DATE
11. <u>Ann Wagener</u>	<u>1 E</u>	<u>Ann Wagener</u>	<u>11/07/14</u>
12. <u>Janet Dunn</u>	<u>BLF</u>	<u>Janet L. Dunn</u>	<u>11/7/14</u>
13. <u>Betty M. Clark</u>	<u>3 E</u>		<u>11/07/14</u>
14. _____	_____	_____	_____
15. _____	_____	_____	_____
16. _____	_____	_____	_____
17. _____	_____	_____	_____
18. _____	_____	_____	_____
19. _____	_____	_____	_____
20. _____	_____	_____	_____
21. _____	_____	_____	_____
22. _____	_____	_____	_____
23. _____	_____	_____	_____
24. _____	_____	_____	_____
25. _____	_____	_____	_____
26. _____	_____	_____	_____
27. _____	_____	_____	_____
28. _____	_____	_____	_____
29. _____	_____	_____	_____
30. _____	_____	_____	_____
31. _____	_____	_____	_____
32. _____	_____	_____	_____
33. _____	_____	_____	_____

DAD —  
This was slipped under your door at 1030. 11/3/2014  
♡ LYNN

ARE YOU TIRED OF STRUGGLING TO CROSS SHERIDAN ROAD ON FOOT? ARE YOU CONCERNED ABOUT THE SAFETY OF OUR 4 WAY INTERSECTION - WITH OUR EXIT DRIVEWAY, 10<sup>TH</sup> STREET, AND NORTH AND SOUTH BOUND SHERIDAN ROAD? HAVE YOU HEARD ABOUT THE TRAGIC FATALITY IN OUR NEIGHBORHOOD WHEN A PEDESTRIAN CROSSED SHERIDAN SOUTH OF OUR INTERSECTION?

WE NOW HAVE THE OPPORTUNITY TO ASK OUR WILMETTE VILLAGE OFFICIALS TO MAKE OUR INTERSECTION SAFER. AS THE ANNOUNCEMENTS IN THE ELEVATORS STATE, BILL AND MARY HARTMAN HAVE TALKED WITH THE VILLAGE DEPARTMENT OF ENGINEERING. THEY ASKED THAT THE CROSSWALK ORIGINALLY PLACED BETWEEN HARRIS BANK AND THE SIDEWALK IN FRONT OF OUR BUILDING BE REINSTATED.

**LETS MAKE THIS HAPPEN! WE NEED TO  
HAVE MANY OF US CONTACT THE  
VILLAGE!**

---

The marketing and communications committee has been asked to contact all residents to urge them to take action. We hope you will request a crosswalk, by contacting the Wilmette Village, Director of Engineering, Brigitte A. Berger, by email [bergerb@wilmette.com](mailto:bergerb@wilmette.com) or by mail <1200 Wilmette Avenue, Wilmette Il 60091 or by phone <847-853-7627.> You could mention:

YOU LIVE NEAR THE INTERSECTION

YOU'VE SEEN PEOPLE STRUGGLE WITH THE INTERSECTION

THERE WAS A FATALITY SOUTH OF THE INTERSECTION

THERE WAS A CROSSWALK THERE IN THE PAST



NOV - 5 2014

November 4, 2014

Brigitte A. Berger Director of Engineering  
Wilmette Village  
1200 Wilmette Avenue  
Wilmette, IL 60091

Dear Director Berger:

For the safety of our residents and those in nearby buildings on Sheridan Road, we request that the crosswalk originally placed between BMO Harris Bank and the sidewalk in front of our building be reinstated.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script that reads "Janet + Virgil Marsh".

Janet and Virgil Marsh  
1630 Sheridan Road, 1C  
Wilmette, IL 60091

Kathryn Y. Brown  
1630 Sheridan Road 8M  
Wilmette, Illinois 60091  
November 4, 2014

Ms. Brigitte A. Berger, Director  
Village of Wilmette  
Department of Engineering

Dear Ms. Berger:

I am writing about the serious traffic situation on Sheridan Road between Westerfeild Drive and 10th Street. Always a busy traffic area, in recent months the conditions have become much more serious. The increasing number of fast-moving cars, cyclists at high speeds, joggers with ear-phones, and pedestrians of all ages—many walking while using their iPhones—is a cause for deep concern. It is increasingly difficult for residents in the apartments, or patients going to the medical offices, and shoppers at Plaza del Lago to enter or exit Sheridan Road safely.

Since spring there have been at least four traffic incidents in this stretch of Sheridan Road. One of the accidents involved a fatality. Even if the other three were less serious, any accident is cause for concern.

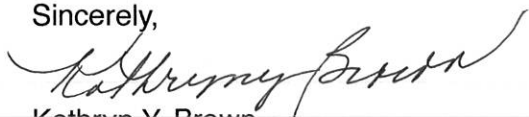
Would you speak to the Village Engineering Board for many concerned citizens? Please request the Board to consider the following:

1. A stop-go light at Sheridan Road and 10th Street that includes a left-turn arrow for those heading north from 10th Street.
2. A crosswalk at Sheridan Road and 10th Street.
3. A flashing yellow caution light at Plaza del Lago that would alert drivers, cyclists, joggers and pedestrians to be watchful.
4. An enforced reduced speed limit on Sheridan Road between Westerfield Drive and the entry to Kenilworth.

If you would like to discuss the concerns or this request, please do not hesitate to contact me. I am confident that I speak for many other area residents, cyclists, joggers, New Trier students and pedestrians. Thank you in advance for your time and interest. I know that you and the Board join me in wanting to keep Wilmette a beautiful and safe community for residents as well as those who are passing through.

Thank you.

Sincerely,



Kathryn Y. Brown  
847-251-0370

John W. Schladweiler

1630 Sheridan Road Unit 8E

Wilmette IL 60091-1837

October 30, 2014

OCT 31 2014

Brigitte A. Berger  
Director of Engineering  
Village of Wilmette  
1200 Wilmette Ave.  
Wilmette, IL 60091

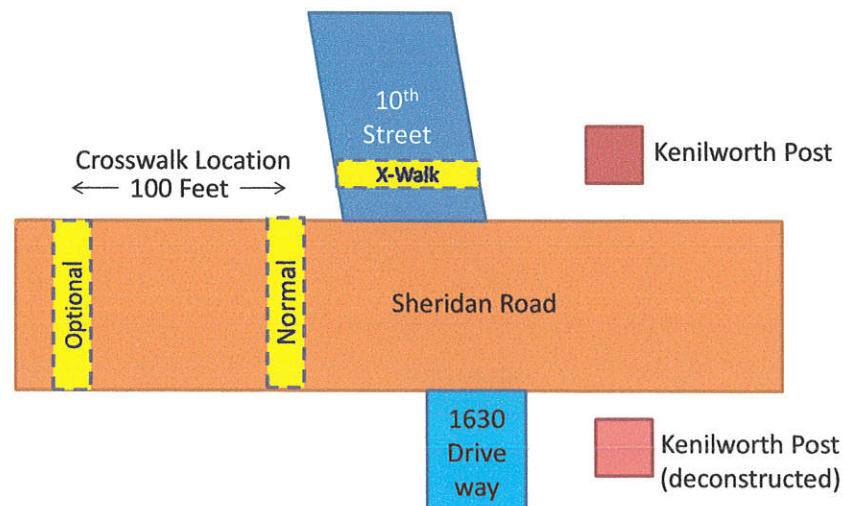
Re: Crosswalks at Sheridan Road and 10<sup>th</sup> Street

Dear Ms. Berger,

We live near the intersection of Sheridan Road and 10<sup>th</sup> Street and personally experience the danger in crossing Sheridan Road and 10<sup>th</sup> Street. It is a busy intersection, and one with limited visibility due to the remaining "Kenilworth Post". We hear the noise of screeching tires on a regular basis as cars try to avoid one another, bicyclists or pedestrians. A pedestrian was killed recently just south of this intersection in a similarly dangerous area. It is time to reassess the situation and make some changes for our safety.

The picture below shows where we would like pedestrian crosswalks installed.

## Sheridan Road & 10<sup>th</sup> Street Intersection



## Suggestions

1. Remove the remaining Kenilworth Post to give motorists coming out of 10<sup>th</sup> Street and southbound on Sheridan Road better sightlines. Do not rebuild the deconstructed Kenilworth Post on the east side of Sheridan Road.
2. Repaint the existing crosswalk across 10<sup>th</sup> Street at the Sheridan Road intersection, and add a sign warning drivers to observe pedestrians and to give them right-of-way.
3. Install a crosswalk across Sheridan Road at or near the intersection in one of two ways:
  - a. Install the crosswalk at the intersection at the south edge of 10<sup>th</sup> Street. For southbound Sheridan Road traffic, install signs or flashing yellow lights indicating a crosswalk exists ahead (requires cooperation of Kenilworth).
  - b. Install the crosswalk south of the intersection about 100 to 150 feet to get pedestrians away from the congestion of the intersection – motorists turning right out of 10<sup>th</sup> Street are often looking north for oncoming traffic and are not aware of pedestrian traffic right in front of them.

Should there be hearings or other vehicles for recommending the above items please let me know.

Yours truly,



John Schladweiler

## MEMORANDUM

To: Ms. Brigitte Berger – Director of Engineering  
Village of Wilmette

From: Peter Lemmon, P.E., PTOE  
Tracy Shandor, P.E., PTOE

Date: May 20, 2015

Subject: Sheridan Road/10<sup>th</sup> Street – Signal Warrant + Crosswalk Evaluation  
Wilmette, Illinois

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Kimley-Horn and Associates, Inc. (Kimley-Horn) was retained by the Village of Wilmette to evaluate traffic signal warrants and crosswalk markings at Sheridan Road/10<sup>th</sup> Street in Wilmette, Illinois. Our understanding is that members of the community, particularly those living on the east side of Sheridan Road, wish to establish a controlled pedestrian crossing on Sheridan Road to improve access to and from Plaza Del Lago and other destinations west of Sheridan Road. To evaluate the feasibility of installing a new traffic signal at the Sheridan Road/10<sup>th</sup> Street intersection relative to regulatory guidelines, Kimley-Horn performed a signal warrant evaluation based upon criteria published in the *Manual on Uniform Traffic Control Devices* (MUTCD).

The MUTCD is a publication that provides standards, requirements, and guidelines for signs, signals, markings, and other traffic control devices for application throughout the country. Relevant to this study, the MUTCD outlines criteria for traffic signals that must be satisfied before installation of a new traffic signal is warranted as well as guidelines on crosswalk striping. Other considerations pertaining to local jurisdictional requirements may also be applicable, such as traffic volume adjustment to account for right-turns on red or adhering to minimum signal spacing distances. It should also be noted that satisfying a traffic signal warrant per MUTCD criteria does not mandate the installation of a traffic signal; it is simply a prerequisite component of an engineering study that considers whether a traffic signal should be installed.

This memorandum summarizes the data collection, methodology, and findings of the signal warrant evaluation as well as the potential for re-establishing a crosswalk on Sheridan Road in the absence of installing a new traffic signal.

## EXISTING CONDITIONS

The study area roadways include Sheridan Road and 10<sup>th</sup> Street. Sheridan Road is a northwest-southeast roadway generally providing a three-lane cross-section with left-turn turn lanes and or a two-way left-turn lane (TWLTL) within the median as appropriate. Bike lanes are also maintained in both directions along Sheridan Road.

10<sup>th</sup> Street is a north-south roadway extending south from its “T” intersection with Sheridan Road with one lane in each direction. The north leg of the Sheridan Road/10<sup>th</sup> Street intersection is an exit-only driveway, which provides access to Sheridan Road from an adjacent multi-story residential condominium building. Both 10<sup>th</sup> Street and the private driveway are under minor-leg stop-control. A TWLTL is maintained on Sheridan Road, south of its intersection with 10<sup>th</sup> Street, providing storage for left-turns onto 10<sup>th</sup> Street. A crosswalk is striped for pedestrians crossing 10<sup>th</sup> Street. Both Sheridan Road and 10<sup>th</sup> Street are under the jurisdiction of the Village of Wilmette. Just northwest of its intersection with 10<sup>th</sup> Street, the jurisdiction of Sheridan Road changes from Village of Wilmette to the Village of Kenilworth.

## DATA COLLECTION

### Intersection Counts

12-hour traffic and pedestrian counts were collected at the Sheridan Road/10<sup>th</sup> Street intersection on Thursday, April 23, 2015, from 7:00 AM to 7:00 PM. This period coincides with a majority of the daily traffic volumes along Sheridan Road and the anticipated timeframe for a majority of pedestrian volumes in the area. All traffic counts at the intersection include classification to separate movements of vehicles, bicycles, and pedestrians.

### Crash History

The most recent crash history available was requested for the study intersection and surrounding area from the Village of Wilmette. As such, crash history was provided for the study intersection from Years 2011 to 2014.

## SIGNAL WARRANT EVALUATION

The following sections outline the nine signal warrants included in the MUTCD, identify whether the warrant is applicable to the study intersection, and, if applicable, summarizes the warrant evaluation based upon the respective criteria.

### Warrant 1 – Eight-Hour Vehicular Warrant

This warrant can be met by meeting one or more of the following three conditions.

- Condition A, the Minimum Vehicular Volume: The primary reason to consider traffic signal installation is a large volume of intersecting traffic.
- Condition B, the Interruption of Continuous Traffic: Where Condition A is not satisfied, but the traffic volume on the major street causes excessive delay to minor street traffic when entering or crossing the major street.
- A combination of Condition A and Condition B, with defined criteria, should only be utilized to satisfy the warrant in the event that Condition A and Condition B are not exclusively met and

other methods to reduce delay and inconvenience have been tested and determined as ineffective.

### ***Applicability***

This warrant is applicable to the study intersection as the major street (Sheridan Road) and minor street (10<sup>th</sup> Street) intersect and experience traffic volumes throughout the day.

### ***Criteria***

Per the MUTCD, the need for a traffic signal shall be considered if one of the following conditions exists for each of any eight hours of an average day:

- The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 of the MUTCD exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or
- The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 of the MUTCD exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.
- In the event that the previous two conditions are not met, the need for a traffic control signal shall be considered if an engineering study finds that both of the following conditions exist for each of any eight hours of an average day:
  - The vehicles per hour given in both of the 80 percent columns of Condition A in Table 4C-1 of the MUTCD exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; and
  - The vehicles per hour given in both of the 80 percent columns of Condition B in Table 4C-1 of the MUTCD exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

Given that both Sheridan Road and 10<sup>th</sup> Street include single travel lane, the volume criteria for both Condition A (Minimum Vehicular Volume) and Condition B (Interruption of Continuous Traffic) of Warrant 1 are identified in **Table 1**.



Table 1. MUTCD Volume Criteria for Signal Warrant 1

Warrant	Minimum Traffic Volume Requirements One-Lane Major Street at One-Lane Minor Street	
	Major Street (Total of Both Approaches)	Minor Street (Higher-Volume Approach)
Condition A <sup>1</sup> (at 100%)	500	150
Condition B <sup>1</sup> (at 100%)	750	75
Combination		
Condition A <sup>2</sup>	400	120
Condition B <sup>2</sup>	600	60

1 - 100 percent column of MUTCD Table 4C-1

2 - 80 percent column of MUTCD Table 4C-1

### Evaluation

The 12-hour vehicle turning movement counts were utilized to evaluate the criteria displayed in Table 1 for eight separate hours. The analysis for each of the study intersection is displayed in **Table 2**.

Table 2. Sheridan Road/10<sup>th</sup> Street – Warrant 1 Analysis

Time	Traffic Volume		Meets Warrant?		
	Major Street	Higher-Volume Minor-Leg Approach	Condition A	Condition B	Combination
6:00 AM	1153	74	No	No	No
7:00 AM	1218	63	No	No	No
8:00 AM	643	64	No	No	No
9:00 AM	541	61	No	No	No
10:00 AM	633	59	No	No	No
11:00 AM	623	92	No	No	No
12:00 PM	588	79	No	No	No
1:00 PM	697	74	No	No	No
2:00 PM	1079	80	No	Yes	No
3:00 PM	1123	90	No	Yes	No
4:00 PM	1568	84	No	Yes	No
5:00 PM	1064	56	No	No	No

### Conclusion

As shown in Table 2, traffic volumes the intersection satisfy Condition B for three hour between 6:00 AM and 6:00 PM. Since the warrant requires that the conditions be satisfied for at least eight hours of the day, the volumes at the study intersection do not meet the criteria for Warrant 1.



## Warrant 2 – Four-Hour Vehicular Warrant

The intended application of this warrant includes intersections where a traffic signal is primarily considered due to the volume of intersecting traffic.

### Applicability

Similar to Warrant 1, this warrant is applicable to the study intersection as the major street (Sheridan Road) and minor street (10<sup>th</sup> Street) intersect and experience traffic volumes throughout the day.

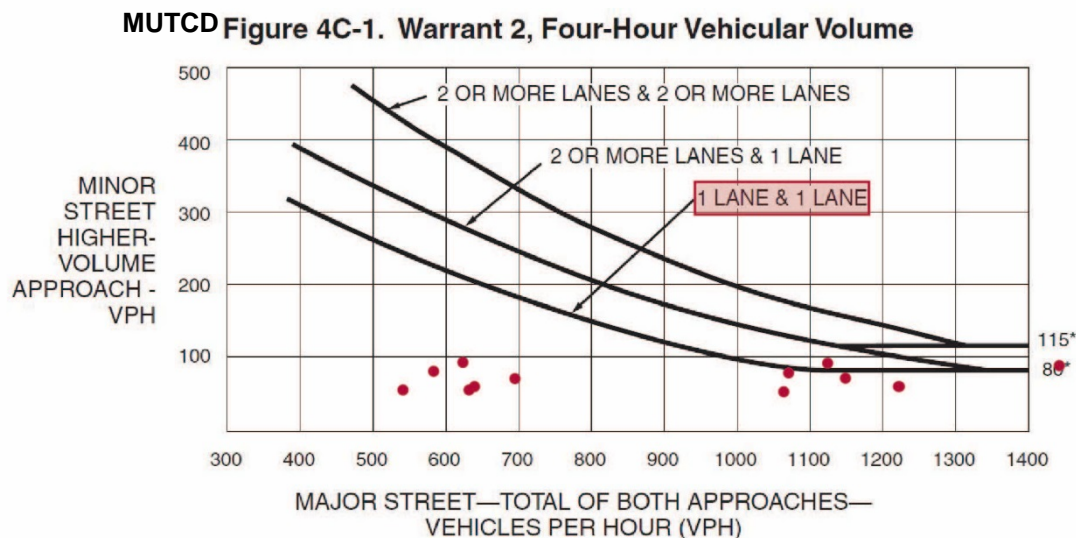
### Criteria

Per the MUTCD, the need for a traffic control signal shall be considered if an engineering study finds that, for each of any four hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in MUTCD Figure 4C-1 for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these four hours.

### Evaluation

Utilizing the 12-hour intersection counts, the study intersection was evaluated based upon the Warrant 2 criteria. The hourly volumes are plotted in **Figure 1** the Sheridan Road/10<sup>th</sup> Street intersection.

Figure 1. Sheridan Road/10th Street Intersection – Warrant 2 Analysis



\*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Conclusion**

Based upon the analysis shown in Figure 1, two of the hourly volumes at the Sheridan Road/10<sup>th</sup> Street intersection are beyond the applicable curve. Since the warrant requires at least four hours of the day are beyond the applicable curve, the volumes at the study intersection do not meet the criteria for Warrant 2.

**Warrant 3 – Peak Hour Vehicle Warrant**

This warrant is intended for intersections where, on an average day, traffic conditions for at least one hour result in undue delay for traffic entering or crossing the major street from the minor street.

**Applicability**

Similar to Warrants 2 and 3, this warrant is applicable to both study intersections as the major street (Sheridan Road) and minor street (10<sup>th</sup> Street) intersect and experience traffic volumes throughout the day. Furthermore, the MUTCD also indicates that this warrant should be used at facilities that attract or discharge high volumes of traffic over short periods. Since Sheridan Road, in part, serves commuter travel, concentrated periods of travel occur on the roadway during typical peak periods.

**Criteria**

Per the MUTCD, the need for a traffic control signal shall be considered if either of the following two categories are met:

**Condition A**

If all three of the following conditions exist for the same one hour (any four consecutive 15-minute periods) of an average day:

- The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: four vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach; and
- The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes; and
- The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

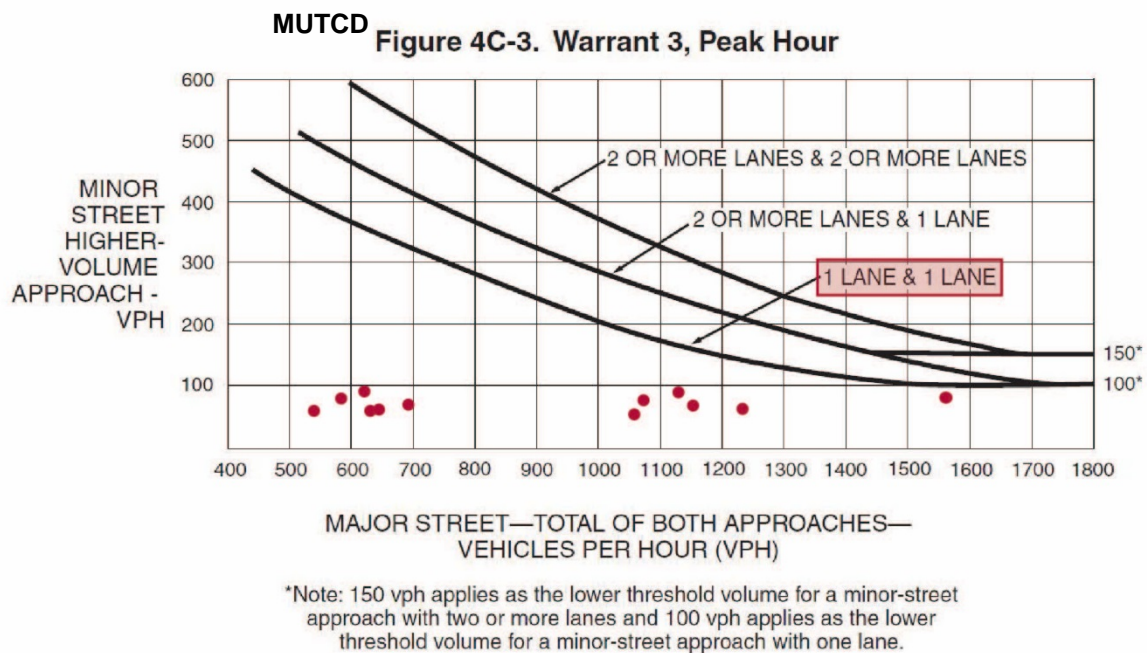
**Condition B**

The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in MUTCD Figure 4C-3 for the existing combination of approach lanes.

### Evaluation

Utilizing the 12-hour intersection counts, the study intersection was evaluated based upon the Warrant 3 criteria. The analysis for the study intersection is displayed in **Figure 2**.

Figure 2. Sheridan Road/10th Street Intersection – Warrant 3 Analysis



Additionally, in order to determine the total stopped time delay experienced, the intersection was evaluated using HCS 2010 for each hour where the total serviced volume exceeds 800 vehicles per hour, and the minor street approach exceeds 100 vehicles per hour. A summary of this analysis is shown in **Table 3**.

Table 3. Sheridan Road/10th Street – Warrant 3 Analysis

Time	Traffic Volume			Entering Volume Exceeds 800 vph	Minor-Street Volume Exceeds 100 vph	Stop Control Delay Exceeds four vehicle-hours?	Meets Warrant?
	Major Street	Higher-Volume Minor-Leg Approach	Total Minor-Leg Volume				
6:00 AM	1153	74	85	Yes	No	N/A	No
7:00 AM	1218	63	76	Yes	No	N/A	No
8:00 AM	643	64	78	No	N/A	N/A	No
9:00 AM	541	61	75	No	N/A	N/A	No
10:00 AM	633	59	78	No	N/A	N/A	No
11:00 AM	623	92	106	No	N/A	N/A	No
12:00 PM	588	79	89	No	N/A	N/A	No
1:00 PM	697	74	87	No	N/A	No	No
2:00 PM	1079	80	92	Yes	No	N/A	No
3:00 PM	1123	90	98	Yes	No	N/A	No
4:00 PM	1568	84	96	Yes	No	N/A	No
5:00 PM	1064	56	65	Yes	No	N/A	No

N/A - Not applicable as prerequisite condition is not satisfied

### Conclusion

Based upon the analysis shown in Figure 2, none of the hourly volumes at the study intersections are beyond the applicable curve. Additionally, since no qualifying hours experience total stopped time delay in excess of four vehicle-hours, the study intersection does not satisfy the criteria for Warrant 3.

### Warrant 4 – Pedestrian Volume Warrant

This warrant is intended for locations where heavy traffic volumes on a major street result in excessive delay for pedestrians attempting to cross the major street.

#### Applicability

Although field observations at the study intersection suggest that pedestrians do not experience excessive delays (in general, pedestrians tend to cross with little delay), the warrant should be evaluated.

#### Criteria

Per the MUTCD, the need for a traffic control signal shall be considered if any of the following criteria is met:

- For each of any four hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in MUTCD Figure 4C-5; or

- For one hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) falls above the curve in MUTCD Figure 4C-7.

### Evaluation

Utilizing the 12-hour intersection counts, the study intersections were evaluated based upon the Warrant 4 criteria. The hourly volumes utilized for the analysis of the Sheridan Road/10<sup>th</sup> Street intersection are summarized in **Table 4**, and plotted in **Figures 3 and 4**.

Table 4. Superior Street/St. Clair Street – Warrant 4 Analysis

Time	Total Major Street Traffic Volume	
	Vehicular	Crossing Pedestrians
6:00 AM	1153	4
7:00 AM	1218	6
8:00 AM	643	1
9:00 AM	541	1
10:00 AM	633	2
11:00 AM	623	4
12:00 PM	588	2
1:00 PM	697	6
2:00 PM	1079	2
3:00 PM	1123	0
4:00 PM	1568	0
5:00 PM	1064	0

Figure 3. Sheridan Road/10th Street Intersection – Warrant 4 (Four-Hour Volume) Analysis

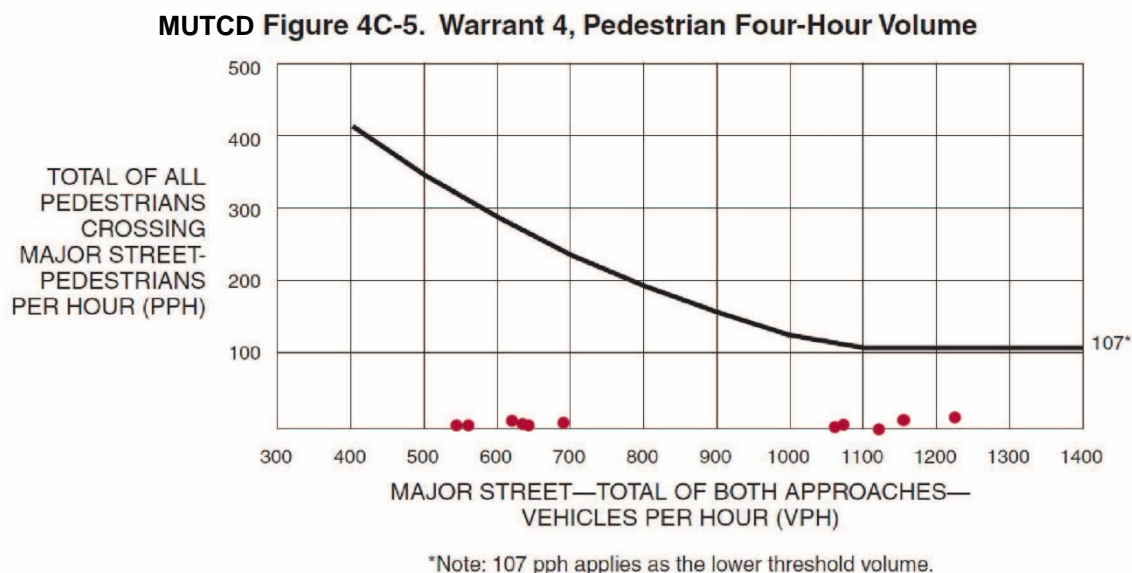
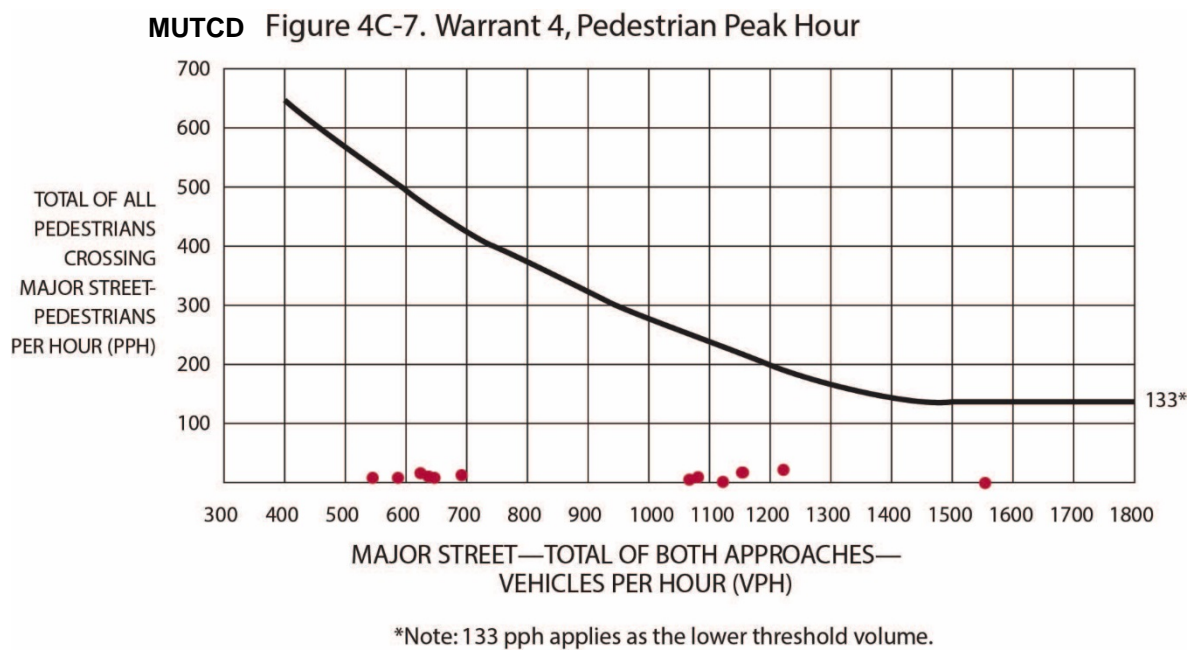


Figure 4. Sheridan Road/10th Street Intersection – Warrant 4 (Peak Hour Volume) Analysis



**Conclusion**

Based upon the analysis shown in Figures 3 and 4, the study intersection does not have any hourly vehicular-pedestrian volume combinations that are beyond the curve. Therefore, the study intersection does satisfy the Warrant 4 criteria.

To provide context for the level of pedestrian activity needed to meet the warrant criteria, pedestrian count data collected as part of a previous pedestrian and vehicle stop compliance study at the intersection of Sheridan Road/Chestnut Avenue (which is located less than a half mile south of 10<sup>th</sup> Street), can be referenced. At Chestnut Street, the crossing leads to the beach as an attraction for residents. Thus, in the summer, crossing pedestrian volumes are more likely than at other times of the year.

The comparison data, collected over an eight-hour period from 10 AM to 6 PM on two sunny Sundays (June 16<sup>th</sup> and 23<sup>rd</sup>) during the summer of 2013, includes hourly pedestrian crossings of Sheridan Road ranging from approximately 40 to 200 pedestrians. The pedestrian counts crossing Sheridan Road at 10<sup>th</sup> Street ranged between 10 and 30 pedestrian per hour. To satisfy the pedestrian warrant criteria for consideration of installing a signal, the data collected on a typical weekday would need to be similar to the peak season weekend data collected for Chestnut Avenue which occurred on a busy summer weekend, with great weather, and at a location that is used for pedestrians travel to/from Langdon Park and the Langdon Park Beach.

**Warrant 5 – School Crossing Warrant**

This warrant is applicable to intersections where the primary reason for considering traffic signal installation is to assist schoolchildren (elementary through high school students) in crossing the major street.

**Applicability**

With no elementary through high school facility proximate to the study intersection, and an apparent lack of schoolchildren crossing Sheridan Road at this location, this warrant is not applicable.

**Conclusion**

This warrant was not evaluated, as it is not applicable to the study intersection.

**Warrant 6 – Coordinated Signal System Warrant**

This warrant is considered at intersections along coordinated traffic signal systems for no other purpose than to promote desired vehicle progression through a corridor.



**Applicability**

Sheridan Road is not part of a northwest-southeast coordinated signal system; therefore, this warrant is not applicable to the study intersection.

**Conclusion**

This warrant was not evaluated, as it is not applicable to the study intersection.

**Warrant 7 – Crash Experience Warrant**

This warrant is intended for consideration to address crash severity and frequency correctable through installation of a traffic signal.

**Applicability**

Although observations and knowledge of traffic conditions in the area suggest that these locations do not have a high number of crashes, this warrant should be evaluated to ensure the criteria for the warrant is not met for the study intersections.

**Criteria**

Per the MUTCD, the traffic signal should be considered if all of the following criteria are met:

- Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
- Five or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and
- For each of any eight hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 4C-1 (see Section 4C.02), or the vph in both of the 80 percent columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same eight hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the eight hours.

**Evaluation**

Based upon the crash history data provided by the Village of Wilmette, the total number of crashes at the study intersection were summarized for the study intersection from 2011 – 2014. A summary of the crash data is shown in **Table 5**.



Table 5. Summary of Crash Data – Sheridan Road/10<sup>th</sup> Street

Crash Type	Year			
	2011	2012	2013	2014
Total Reported Crashes per Year	1 <sup>1</sup>	3 <sup>2</sup>	0	4 <sup>3</sup>
Correctable by Traffic Signal	1	2	0	2

1 - Includes one crash classified as a collision type of "Failing to yield right-of-way."

2 - Includes one crash classified as a collision type of "Improper backing", one crash classified as a collision type of "Failing to reduce speed to avoid crash," one crash classified as a collision type of "Vision obscured (signs, tree limb, buildings, etc.)."

3 - Includes one crash classified as a collision type of "Improper turning/no signal", one crash classified as a collision type of "Failing to reduce speed to avoid crash," one crash classified as a collision type of "Failing to yield right-of-way". A fourth crash, which included a pedestrian fatality, is classified as a collision type of "Failing to yield right-of-way".

Five or more crashes that are susceptible to correction by a signal are required to meet the Warrant 7 criteria. Since less than five crashes occurred at the intersection from 2011 to 2014, and two or fewer are susceptible for correction by signal, the criteria for the warrant is not met.

### Conclusion

Based upon the review of crash frequency and type/severity from 2011 - 2014, the warrant criteria is not met.

## Warrant 8 – Roadway Network Warrant

This warrant should be applied in situations where it may be justified to encourage the concentration and organization of traffic flow on a roadway network.

### Applicability

Since 10<sup>th</sup> Street is part of a grid network, which distributes traffic flow through the area, the roadway does not act as a primary route to Sheridan Road, and installing a signal on 10<sup>th</sup> Street is not necessary to serve the objectives of the surrounding roadway network. Therefore, this warrant is not applicable to the study intersection.

### Conclusion

This warrant was not evaluated, as it is not applicable to the study intersection.

## Warrant 9 – Intersection near a Grade Crossing Warrant

When none of the previous eight warrants are satisfied, this warrant shall be considered at intersections with a Stop or Yield sign at an approach within close proximity of an at-grade railroad crossing.

### Applicability

With no at-grade rail crossing located in the vicinity of the study intersection, this warrant is not applicable.

## Conclusion

This warrant was not evaluated, as it is not applicable to the study intersection.

## Warrant Summary

The results of the warrant evaluations are summarized in **Table 6**. As shown, based upon the data collected at the Sheridan Road/10<sup>th</sup> Street intersection, a signal is not warranted at this time.

Table 6. Warrant Summary – Sheridan Road/10<sup>th</sup> Street

Warrant	Meets Warrant?
1 – Eight-Hour Vehicle	No
2 – Four-Hour Vehicle	No
3 – Peak Hour Vehicle	No
4 – Pedestrian Volume	No
5 – School Crossing	N/A
6 – Coordinated Signal System	N/A
7 – Crash Experience	No
8 – Roadway Network	N/A
9 – Intersection near a Grade Crossing	N/A

N/A - Not applicable as prerequisite condition is not satisfied

## EVALUATION OF CROSSWALK ON SHERIDAN ROAD

Our understanding is that interest in installing a traffic signal at Sheridan Road/10<sup>th</sup> Street is primarily driven by the desire to create a controlled location for pedestrians to cross Sheridan Road at 10<sup>th</sup> Street. Signal-controlled crosswalks are currently provided approximately a quarter mile south of 10<sup>th</sup> Street at Westerfield Road and approximately a half mile north of 10<sup>th</sup> Street at Kenilworth Avenue. Thus, establishing a crosswalk in the vicinity 10<sup>th</sup> Street would designate a more convenient crossing location than diverting to an adjacent controlled crosswalk. Since applicable warrants for installation of a traffic signal are not currently satisfied, the most appropriate location for a new crosswalk on Sheridan Road at 10<sup>th</sup> Street is on the southeast leg of the intersection.

As an uncontrolled crosswalk, it is critical that pedestrians intending to cross Sheridan Road must be able to clearly see oncoming traffic along Sheridan Road in both directions. Conversely, approaching motorists traffic must be able to view pedestrians intending to cross, or already crossing, Sheridan Road. Sight lines of and by pedestrians on the east side of Sheridan Road are clear at the recommended crosswalk location. On the west side of Sheridan Road, sight lines to and from the southeast are also clear.

However, sight lines along the west side of Sheridan Road to and from the northwest are obstructed by the Village of Kenilworth monument located on the northwest corner of the intersection. A view looking northwest from the southwest corner of the Sheridan Road/10<sup>th</sup> Street intersection is shown in **Photo 1**.



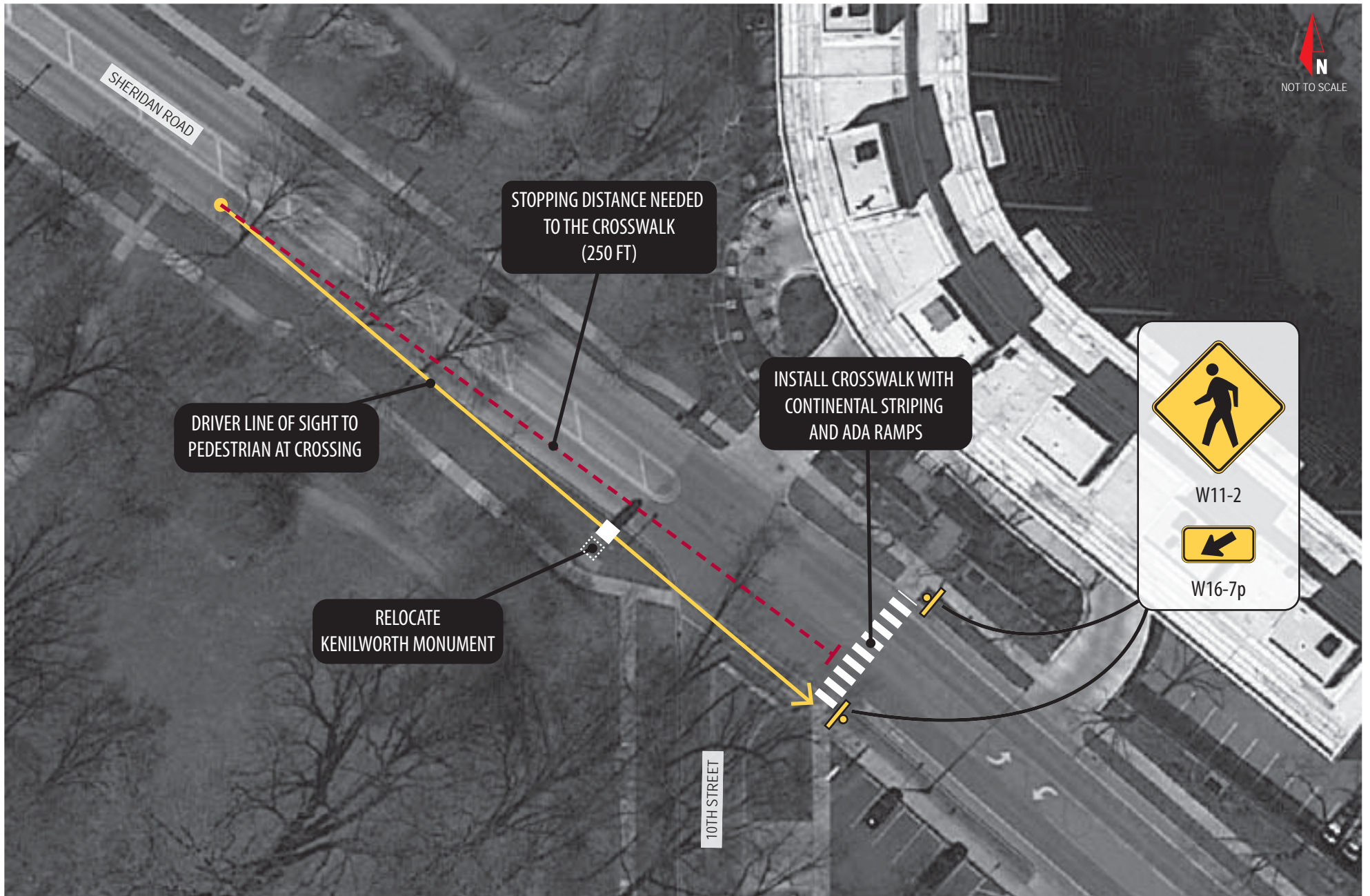
**Photo 1** Looking northwest along Sheridan Road from the southwest corner of the Sheridan Road/10<sup>th</sup> Street intersection

To determine if the available unobstructed line of sight for a vehicle approaching from the northwest on Sheridan Road is adequate to stop for a pedestrian about to enter the crosswalk, stopping sight distance requirements were calculated. Based upon the current 30 MPH speed limit (35 MPH design speed) and Exhibit 3-1 in the American Association of State Highway and Transportation Officials (AASHTO) manual, titled, *A Policy on Geometric Design of Highways and Streets, 6<sup>th</sup> Edition*, a vehicle traveling on Sheridan Road would need 246 feet to stop for a pedestrian in the crosswalk. This includes the distance traveled while the motorist sees the pedestrian and reacts to brake as well as the distance traveled while coming to a complete stop. Thus, a design stopping sight distance of 250 feet is appropriate to evaluate the available line of sight, which is illustrated on **Exhibit 1**.

Based upon this evaluation, it appears that the existing Village of Kenilworth monument obstructs a southeastbound motorist's line of sight toward a pedestrian about to enter the crosswalk on the west side of Sheridan Road at the point at which the motorist needs to begin to safely stop at the crosswalk. Therefore, it is recommended that the Village of Wilmette coordinate with the Village of Kenilworth to relocate the monument further from Sheridan Road (as suggested in Exhibit 1) to provide a clear line of sight along the west side of Sheridan Road.

Consistent with guidelines detailed in the MUTCD, the crosswalk is recommended to be striped with continental markings (24" bars with 24" spacing) across Sheridan Road with ADA-compliant ramps installed on each end of the crosswalk to provide access the existing sidewalks. Additionally, pedestrian crossing signs should be posted in both directions on Sheridan Road at the crosswalk, including the pedestrian crossing symbol (MUTCD W11-2) with an arrow plaque below (MUTCD W16-7P) as illustrated in Exhibit 1.





## CONCLUSION

Based upon results of the signal warrant evaluation, installation of a new traffic signal is not currently warranted at the Sheridan Road/10<sup>th</sup> Street intersection. Although a traffic signal is not warranted, a new crosswalk with appropriate signage is recommended on the southeast leg of the intersection to designate a location for pedestrians to cross Sheridan Road and link residents on the east with Plaza Del Lago and other destinations on the west.

In order to provide appropriate sight lines for vehicles and pedestrians to and from the northwest, it is recommended that the Village coordinate with the Village of Kenilworth to relocate the existing monument located in the northwest corner of the intersection. Exhibit 1 presents an illustration of the recommended crosswalk and signage, the required stopping sight distance, the sight line along the west side of Sheridan Road to/from the southwest corner of the intersection, and the recommended relocation of the Kenilworth monument. A formal sight distance study may be helpful in coordinating with the Village of Kenilworth and confirming the extent to which the monument on the northwest corner of the intersection should be shifted to provide adequate sight lines for the crosswalk.