Naperville

Bicycle and Pedestrian Advisory Committee

Monday, December 19, 2011 – 7 p.m.
Municipal Center – Room 247
400 S. Eagle Street

AGENDA

A. Call to Order

B. Public Forum

C. Approval of Meeting Summary – October 17, 2011

D. Correspondence – None

E. Old Business

1. Bicycle and Pedestrian Education (no attachment)

F. New Business

1. Policy for the Installation of In-Street Pedestrian Signs
2. Community Loop Rides (no attachment)

G. Next Meeting Date – February 20, 2012

H. Adjournment

If you are unable to attend the meeting, please notify Jennifer Louden by noon on Friday, December 16, 2011 at (630) 420-4197.

Any individual with a disability requesting a reasonable accommodation in order to participate in a public meeting should contact the Accessibility Coordinator at least 48 hours in advance of the scheduled meeting. The Accessibility Coordinator can be reached in person at 400 S. Eagle Street, Naperville, IL., via telephone at 630-420-6725 or 630-305-5205 (TDD) or via e-mail at manningm@naperville.il.us. Every effort will be made to allow for meeting participation.

NAPERVILLE BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE
MINUTES OF OCTOBER 17, 2011

A. Call to Order **7:00 p.m.**

Attendance

Present: Chairman Jaynes, DiGiovine-Gehrs, Nye, Peterson, Stocke, Swanson, Wong

Absent: Luhrs

Staff Present: Project Engineer Jennifer Louden, Project Manager Caitlin Malloy

B. Public Forum None

C. Minutes Approve the minutes from the June 20, 2011 Bicycle and Pedestrian Advisory Committee meeting.

Motion by: Stocke — Approved
Second by: Nye — (7-0)

D. Correspondence

D1. Greene Valley Trail Link Ribbon Cutting

Louden provided information on the Greene Valley Trail Link Ribbon Cutting taking place on Tuesday, October 18, 2011 at 1:30 p.m.

E. Old Business

E1. Path Crossing Signage and Markings

Louden provided an overview of the Path Crossing Signage and Markings project and the process staff followed to develop the recommendation.

Bicycle and Pedestrian Advisory Committee Discussion:

- Members expressed concern regarding vehicles not stopping for bicyclists in crosswalks and the need for greater enforcement.
- Louden clarified that Illinois state law does not require motorists to stop for pedestrians and bicyclists waiting by the side of the road.
- The committee expressed interest in advocating that the law be changed. Should the committee wish to pursue this further they will discuss and then make a recommendation to the Transportation Advisory Board. In the meantime staff will contact the League of Illinois Bicyclists and

Active Transportation Alliance to inquire if any groups are currently pursuing these types of changes.

The Bicycle and Pedestrian Advisory Committee moved to approve the recommendation establishing the installation practice for signage and markings at uncontrolled crossings.

Motion by: Nye	Approved
Second by: DiGiovine-Gehrs	(7-0)

F. New Business

F1. Bicycle and Pedestrian Education

Louden provided a summary of information Luhrs had gathered for educational materials regarding crosswalks and stated that the city has received a number of complaints regarding crosswalk compliance by bicyclists, particularly at the new trail crossings at Washington Street/Royce Road and Washington Street/Ring Road.

Bicycle and Pedestrian Advisory Committee Discussion:

- The committee concluded that bicyclists using the trails may not understand how to follow pedestrian signals at intersections. Education is needed and if that does not result in better compliance enforcement should be pursued.
- Swanson suggested that public information be made available to educate motorists on recognizing cane or service dog users. The committee agreed to incorporate this information into the crossing materials.
- Jaynes asked if grant funding could be pursued to fund a bicycle safety enforcement day. This will be discussed with the Police department.
- Additional media outlets were identified:
    - Videos to be aired on Channel 6/10 and NCTV
    - Public service announcements on WONC
    - Informational handouts for bike shops to distribute with bicycle purchases

G. Next Meeting December 19, 2011

H. Adjournment

Motion by: Wong	
Seconded by: Swanson	7:53 p.m.

CITY OF NAPERVILLE
MEMORANDUM

DATE: December 7, 2011

TO: Bicycle and Pedestrian Advisory Committee

THROUGH: Karyn Robles, Planning and Transportation Team Leader

FROM: Kim Grabow, Project Engineer

SUBJECT: Policy for the Installation of In-Street Pedestrian Signs

ACTION REQUESTED:
Approve the city's internal policy for the installation of in-street pedestrian signs.

BACKGROUND:
The in-street "Yield to/Stop for pedestrians within the Crosswalk" signs were added as allowable signs when the 2003 version of the Manual on Uniform Traffic Control Devices (MUTCD) was adopted. Since their inclusion in the MUTCD, the city has recently begun receiving numerous requests for installations around the city. In an effort to ensure that the signs are being used most effectively, TED staff identified a need for a standard policy to determine where the signs could be installed.

An example of the in-street "Yield to/Stop for Pedestrians within the Crosswalk" Sign is shown in Attachment 1. These signs are installed in the middle of an uncontrolled crosswalk at an intersection or midblock crossing to remind motorists that they need to stop for a pedestrian in the crosswalk. It should be noted that the State of Illinois recently passed a law that motorists are now required to stop for pedestrians in the crosswalk. Therefore, the city installs the "Stop for Pedestrians within the Crosswalk" in-street signs.

DISCUSSION:
The proposed policy for installing in-street pedestrian crossing signs is provided in Attachment 2. The policy is separated into two components: mandatory conditions and supplemental conditions. The mandatory conditions are based upon the requirements of the MUTCD and safety. The supplemental conditions give consideration to other traffic engineering principles such as pedestrian generation, access and available gaps in traffic.

<u>Mandatory Conditions</u>
Staff identified five mandatory conditions; they include:

1. *The crossing is located at an uncontrolled intersection or mid-block location* – This condition is required per the MUTCD. In-street pavement signs are not allowed at signalized or all-way stop controlled intersections.

2. *The crossing is located on a street with a center line, lane line or median island for the installation of the in-street sign* - This condition is a requirement of the MUTCD. The pavement markings or median island are necessary to provide a location for the sign installation.

3. *The crossing is a located at a marked crosswalk* – This condition is required per the MUTCD. The in-street sign is a supplemental sign to remind motorists of pedestrian right-of-way at an unsignalized pedestrian crosswalk.

4. *The crossing is located on a roadway with a speed limit of 30 mph or less* – This condition was added as a safety consideration. Staff did not feel that it was appropriate to direct pedestrians to cross a street with a speed limit over 30 mph. These roadways typically have higher traffic volumes and fewer gaps in traffic for pedestrians to cross. Additionally, research has shown that the incidence of serious injury or a fatality for a pedestrian increases dramatically if struck by a vehicle traveling at a speed over 30 mph. It would be more appropriate for a pedestrian to be directed to a pedestrian crossing at a controlled intersection (traffic signal, all-way stop) on higher speed roadways.

5. *The crossing is not on a roadway that has separate left turn lanes at the crossing location* - This condition was added by city staff based upon performance and maintenance of current in-street sign installations. The intersections that include separate left turn lanes are not appropriate because vehicles have difficulty maneuvering around the in-street signs. Vehicles tend to sideswipe the sign causing damage to vehicle and the sign.

In order for a potential location to be considered for installation, it must meet all of the five conditions set forth above.

<u>Supplemental Conditions</u>
If all five mandatory conditions are met, the location then needs to meet at least two of the four supplemental conditions. The supplemental conditions give consideration to areas where we expect pedestrian traffic or want to encourage pedestrian traffic.

1. *The crossing is located on a school walk route* – A crossing that is located on a school walk route is likely to have a higher volume of pedestrian traffic than other intersections. Additionally, the pedestrian traffic will have a high percentage of youths.

2. *The crossing is located adjacent to a pedestrian generator (school, park, museum, multi-use path)* – A crossing that is located adjacent to a pedestrian generator is likely to have a higher volume of pedestrian traffic than other intersections.

3. *The crossing is located on a Neighborhood Connector or Collector roadway.* – Neighborhood Connectors and Collector roadways were identified as the ideal roadway type for the in-street pedestrian signs because they typically have speed limits of 25 or 30 mph, they carry enough traffic that there may be a conflict between vehicles and pedestrians attempting to cross the street, but still have adequate gaps in traffic to allow pedestrians to cross the street.

4. *The crossing is not located within ¼ mile of a traffic signal or all-way stop.* – It is preferred that pedestrians cross at a signalized or all-way stop intersection rather than at an uncontrolled

crossing if one is available. A quarter of a mile is considered acceptable for a pedestrian to walk to cross at a controlled intersection.

In addition to the mandatory and supplemental conditions, the city reserves the right to take engineering judgment into consideration for unique conditions associated with a specific location. As more in-street pedestrian signs are installed, care should also be taken to not install in-street pedestrian signs within ½ mile of another in-street pedestrian sign so as not to overuse the sign and reduce driver awareness.

Comparison to Existing Installations

During the development of the mandatory and supplemental conditions, staff analyzed the locations where the in-street pedestrian signs have been installed as well as the locations that have been denied. The results of these analyses are provided as Attachments 3 and 4.

Attachment 3, Installed Locations, shows that the only one of the ten installed locations does not meet the conditions for the in-street pedestrian sign. The crossing on Aurora Avenue at Webster Street does not meet one of the mandatory conditions – separate left turn lanes exist on Aurora Avenue at Webster Street – and only one of the four supplemental conditions.

However, staff is not overly concerned that the Aurora/Webster location did not meet the conditions of the policy. As stated above, the city reserves the right to take engineering judgment into consideration. The Aurora/Webster in-street pedestrian sign is a temporary condition. It is anticipated that once the Water Street area redevelops, a traffic signal will be installed at the intersection to facilitate vehicular and pedestrian movement north and south of Aurora Avenue.

All three of the denied locations shown in Attachment 4 either did not meet the five mandatory conditions or were not able to meet at least two of the supplemental locations.

Next Steps

The policy is anticipated to be presented to the Transportation Advisory Board at the January 2012 meeting for their consideration. If approved, city staff will begin to implement the policy with future in-street pedestrian crossing sign requests.

RECOMMENDATION:

Approve the city's internal policy for the installation of in-street pedestrian signs.

Attachments:

1. Example In-Street Pedestrian Sign
2. In-Street Pedestrian Sign Policy
3. Installed Locations Matrix
4. Denied Locations Matrix

Examples of the In-Street Pedestrian Signs

"Yield to Pedestrians within Crosswalk" (R1-6)

"Stop for Pedestrians within Crosswalk" (R1-6a)

In-Street Pedestrian Sign Policy

All of the following mandatory conditions must be met for a location to be considered for an in-street pedestrian sign:

A. The crossing is located at an uncontrolled intersection or mid-block location.
B. The crossing is located on a street with a center line, lane line or median island for the installation of the in-street sign.
C. The crossing is a located at a marked crosswalk.
D. The crossing is located on a roadway with a speed limit of 30 mph or less.
E. The crossing is not on a roadway that has separate left turn lanes at the crossing location.

In addition to the five above mentioned conditions, at least two of the following supplemental conditions must also be met for the City to consider recommending a location for an in-street pedestrian sign:

1. The crossing is located on a school walk route.
2. The crossing is located adjacent to a pedestrian generator (school, park, museum, multi-use path).
3. The crossing is located on a Neighborhood Connector or Collector roadway.
4. The crossing is not located within ¼ mile of a traffic signal or all-way stop.

The city reserves the right to take engineering judgment into consideration for unique conditions associated with a specific location. Care should be taken to not install in-street pedestrian signs within ½ mile of another in-street pedestrian sign so as not to overuse the sign and reduce driver awareness.

In-Street Pedestrian Sign Installed Sign Locations

	Criteria	Installed Sign Location									
		Gartner at Alder	Charles at Hillside	Eagle at Riverwalk	Aurora at Webster	Modaff at Tamarack	Mill at Douglas	Charles at Benton	Waxwing at Lark	Gartner and Edgewater	Jefferson at West
Must Meet All Five (5) Conditions	The crossing is located at an uncontrolled intersection or mid-block crossing.	X	X	X	X	X	X	X	X	X	X
	The crossing is located on a roadway with a speed limit of 30 mph or less.	X	X	X	X	X	X	X	X	X	X
	The crossing is located on a street with a center line, lane line or median island on which the sign can be installed.	X	X	X	X	X	X	X	X	X	X
	The crossing has a marked crosswalk.	X	X	X	X	X	X	X	X	X	X
	The crossing is not on a roadway that has separate left turn lanes at the crossing location.	X	X	X		X	X	X	X	X	X
Must Meet At Least Two (2) of the Conditions	The crossing is located on a school walk route.		X			X	X		X		
	The crossing is located adjacent to a pedestrian generator (school, park, museum, multi-use path)	X	X	X	X	X			X	X	X
	The crossing is located on a Neighborhood Connector or Collector roadway.	X	X	X		X	X	X	X	X	X
	The crossing is not located within 1/4 mile of a traffic signal or all-way stop.	X	X					X			X
	SCORES	**8**	**9**	**7**	**6**	**8**	**7**	**7**	**8**	**7**	**8**

In-Street Pedestrian Sign Denied Sign Locations

	Criteria	Denied Sign Location								
		Mill at Spring	Gartner at Catalpa	Modaff at West Glen						
Must Meet All Five (5) Conditions	The crossing is located at an uncontrolled intersection or mid-block crossing.	X	X	X						
	The crossing is located on a roadway with a speed limit of 30 mph or less.	X	X							
	The crossing is located on a street with a center line, lane line or median island for the sign to be installed at.	X	X	X						
	The crossing has a marked crosswalk.	X	X	X						
	The crossing is not on a roadway that has separate left turn lanes at the crossing location.	X								
Must Meet At Least Two (2) of the Conditions	The crossing is located on a school walk route.									
	The crossing is located adjacent to a pedestrian generator (school, park, museum, multi-use path).		X	X						
	The crossing is located on a Neighborhood Connector or Collector roadway.	X	X	X						
	This crossing is not located within 1/4 mile of a traffic signal or all-way stop.			X						
	SCORES	**6**	**6**	**6**						