

**VILLAGE OF LIBERTYVILLE  
BOARD OF TRUSTEES  
STREETS COMMITTEE**

Tuesday, January 26, 2016

7:00 pm

Village Hall

Agenda

1. Call to Order
2. Meeting Minutes of the Tuesday, November 24, 2015
3. 2016 Road Program Update
4. 2017/18 Pavement Rehabilitation Program
5. Proposed Design & Construction Schedule for Rockland Road FAU Project
6. Flashing Pedestrian Crossing & School Zone Establishment (Route 176 at Dymond Road)
7. Proposed Left Turn Prohibition: Southbound Milwaukee Avenue at School Street
8. Sidewalk Snow Removal
9. Sunnyside Avenue Traffic Concerns
10. Other
11. Adjourn

**VILLAGE OF LIBERTYVILLE  
BOARD OF TRUSTEES  
STREETS COMMITTEE**

Tuesday, November 24, 2015

7:00 pm

Village Hall

Minutes

Present

Committee: Trustee Donna Johnson, Trustee Scott Adams, Trustee Pete Garrity

Village Board: Mayor Terry Wepler

Village Staff: Village Administrator Kevin Bowens, Police Chief Clint Herdegen, Director of Public Works Paul Kendzior, Assistant to the Director Laura Ditanto

Others: Terry Zawacki – Resident

Absent: None

Agenda

1. **Call to Order at 7:02 pm**
2. **Minutes of the Tuesday, October 27, 2015 Meeting**

The minutes were approved as written.

3. **2016 Road Program Update**

Pavement Rehabilitation Project - 2016 Program

- a) The consultant has completed the field work and the majority of the plans, specifications and the cost estimate for the 2016 Road Program.
- b) The consultant is waiting for the location of proposed watermain design for streets within the project area from the Village before finalizing a submittal to IDOT and obtaining their approval.

Pavement Reconstruction Project - 2016 Program

- a) The consultant is addressing Village comments regarding crosswalks, pavement markings and possible curb extensions on 4th Avenue.
- b) IDOT is waiting on design variance approval from their headquarters in Springfield.
- c) The consultant continues design work towards the pre-final IDOT submittal on November 27th.
- d) Project is expected to be let for competitive contractor bids by IDOT in April 2016. This will allow for construction to start on or about the 4th of July.

4. **Fourth Avenue Traffic Calming**

Village staff does not want to jeopardize FAU funding or timing with portions of the project that may not be eligible for FAU funding. Village staff met with resident Terry Zawacki at the end of October to discuss potential traffic calming measures. In addition adding cross-walks with warning signage and lane narrowing (12-feet to 11-feet) as traffic calming measures, the Village's consultant Civiltech, provided the Village with an estimate for design engineering and construction costs for the proposed curb extensions at the Paddock Ln. and Furlong Dr. intersections. The construction costs

for the curb extensions is estimated between \$250,000 to \$300,000 and are not eligible for the project (70% State/30% Village) funding because they adversely impact the turning radius for school buses and other large vehicles. Because of this, staff is recommending that it may be better to initially use pavement markings, which are significantly less expensive, and then monitor their effectiveness as an additional traffic calming measure. The Committee agreed with this recommendation.

#### **5. Portable Electronic Speed Display Signs**

As a measure for vehicles to more closely abide to the posted speed limits in the Village, Staff is exploring the use of portable electronic (solar) vehicle speed display signs that can be installed on a traditional street sign post and erected at certain locations of concern for 1 – 2 months at a time on a rotational basis throughout the Village. The Police Department has received an anonymous donation to purchase two (2) display signs, which can be installed at each desired location (one for each direction of traffic). The signs can be programmed to flash for varying speeds above the posted limit. Studies have shown that the signs can be an initial effective measure for vehicle speed reduction, but over time lose their effectiveness as drivers become more accustomed to them. This is why Staff wants to use them on a rotational basis. The signs also collect speed data, which goes into a program and will enable the Police Department to better allocate officers for speed enforcement. The Committee concurred with the purchase of two portable electronic speed display signs.

#### **6. Pedestrian Signage**

On October 5, 2015, Village staff received a request from a resident in the Wineberry subdivision. The Wineberry resident and her family frequently use the path from their neighborhood and the crosswalks at Winchester Road and Lake Street to access the downtown area. This resident is concerned about safety when crossing Winchester Road and Lake Street (by Butler Lake), noting that drivers rarely stop when pedestrians/bicyclists are crossing at these crosswalks.

This resident requested that the Village look at options to stop traffic for pedestrians in the crosswalk, which included flashing pedestrian signal installations. A typical installation costs approximately \$10,000 - \$12,500, is solar powered and includes two signals (one for each direction).

Advance and at the crossing warning signage is provided for the existing pedestrian crossing on Winchester Road. No signage is provided for the existing crossing on Lake Street. Staff recommended that advance and at the crossing warning signage be installed at the existing Lake Street crosswalk as an initial measure to address the safety concern. The Committee concurred with Staff's recommendation to install additional warning signage.

The situation can then be monitored and if necessary, follow-up discussion and research can be undertaken to determine if flashing pedestrian signals should be considered.

#### **7. School Street – Left Turn**

Trustee Adams has requested that Staff investigate the elimination of left turns onto School Street from southbound Milwaukee Avenue. Trustee Adams considers this area to be dangerous for pedestrians and causes traffic back-ups for motorists that stop on School Street.

#### **8. Adjourn**

The meeting adjourned at 7:35 pm.

Respectfully Submitted,  
Laura Ditanto,  
Assistant to the Director

## Memorandum

To: Streets Committee  
From: Public Works Staff  
Date: January 20, 2016  
Re: Staff Report

### 3) 2016/17 Road Program Updates

Pavement Rehabilitation Project: The Road Program has been approved by IDOT and the bid opening is scheduled for 2/4/2016. Please see the attached list for the street locations.

FAU Resurfacing Project (Fourth/Greentree/Red Top): The project has received Phase 1 approval from IDOT. The finals plans are due to IDOT on January 25th. The project is scheduled for the April 22nd IDOT letting. Construction for this project will be 80% Federal and 20% Village funded.

### 4) 2017/18 Road Rehabilitation Program Review

Staff has provided the attached list of roads to be rehabilitated as part of the proposed for 2017/18 Program. This is the 5<sup>th</sup> Year of the Pavement Rehabilitation Program funded with bond proceeds. Staff is seeking concurrence from the Committee on the proposed roads to be rehabilitated.

### 5) Proposed Design & Construction Schedule for Rockland Road FAU Project

It has been our initial intention to complete the construction of the Rockland Road pavement reconstruction and watermain replacement project in 2018 and within a single construction season. In order to complete the construction in a single season, we would propose targeting a January or March 2018 (at the latest) IDOT letting. In order to meet that construction schedule, we expect that the Phase II (final) engineering will need to be initiated in the summer of 2016. The Phase I (preliminary) engineering was started in December 2015.

Some Federal Surface Transportation Program (STP) policy changes are being contemplated at the Council of Mayors in Lake County. These policy changes include a revised 80/20 funding split and that Phase II engineering could also now become a federally eligible project cost. Currently the Council funds at 70/30 and Phase II engineering is not eligible for STP funding.

Considering that the Phase II Engineering for Rockland Road is estimated to be \$438,700, there is a significant financial advantage to the Village if the federal funding for Phase II engineering is pursued. A key consideration in the decision to use 100% Village or the 80/20 Federal STP funding for the Phase II engineering is the project schedule. The use of Federal STP funding will delay the project construction one year, from 2018 to 2019. The reason for this is that the Phase II engineering cannot be initiated until Phase I design approval is received. In the case of Rockland Road, IDOT design approval is anticipated to be received in March 2017. Our experience tells us that if Federal STP funding is used for Phase II, authorization to proceed with Phase II engineering may not be received from IDOT until summer of 2017. Conversely, if

100% Village funds are used, the Phase II engineering can begin during the summer of 2016 and run concurrently with the Phase I engineering work.

In order to further demonstrate the impact to the project schedule, our consultant has prepared the two anticipated project schedules. The first reflects Federal STP funding for Phase II engineering, and the second reflects 100% Village funded Phase II.

The additional attached spreadsheet shows the cost for the Rockland Road Reconstruction FAU funded project (80% Federal/20% Village) and the corresponding watermain work (100% Village). Staff is seeking concurrence from the Committee on the proposed work listed and schedule revision to delay construction until the 2019 construction in order to utilize the 80/20 STP funding for the Phase II engineering, which would be approximately \$351,000. It needs to be noted that the Phase II engineering costs for the watermain replacement design work are not STP eligible.

6) **Flashing Pedestrian Crossing & School Zone Establishment (Route 176 at Dymond Road)**

The Illinois Department of Transportation (IDOT) has approved the Village's request to create a School Zone and designated pedestrian crossing at Rte. 176 and Dymond Road. Engineering Staff will prepare the required Engineering Plan depicting the location of the proposed crosswalk, solar powered flashing pedestrian crossing signs, school speed zone limits and all necessary roadway signage and markings. Village staff is inquiring if School District 128 can fund the installation of the flashing pedestrian signs since the Village will be providing the engineering and permit services.

7) **Proposed Left Turn Prohibition: Southbound Milwaukee Avenue at School Street**

In response to an inquiry about possibly prohibiting a southbound left turn movement from Milwaukee Avenue onto School Street, Village staff contacted the businesses at the intersection and the School Street Homeowners Association to solicit comments and concerns. All businesses contacted indicated that this prohibition would be detrimental to their operations. The accident history (January 1, 2013 to date) indicated that there were five crashes associated with the southbound left turn movement. After receiving and reviewing everyone's input, it was decided that the prudent first step in the process would be to address the current situation where vehicles are stopping on School Street just past the Milwaukee Avenue intersection, usually to drop-off a passenger. This activity is causing vehicles to back up on Milwaukee Avenue that are trying to turn onto School Street. To address this, Village staff has re-installed the 15-minute and 2-hour parking restriction signs along with additional "No Stopping/Drop-Off in Street" signs on School Street just past the Milwaukee Avenue intersection. Staff will monitor the situation to determine if further action is warranted.

8) **Sidewalk Snow Removal**

In early December 2015 following the 16.5-inch wet/heavy snowfall event, Village officials were contacted by two residents requesting that an ordinance requiring residents remove snow off sidewalks adjacent to their property be considered. The Streets Committee and Staff have discussed this issue in the past and have not been in favor of enacting such an ordinance requiring residents to remove snow off sidewalks and receive a fine if the snow is not removed in a timely manner. This type of ordinance would be very difficult and time consuming to enforce and at times "pit neighbor vs. neighbor."

Village staff has conferred with the Village Attorney about requiring sidewalk snow removal. The Village Attorney determined that per State statute, the Village cannot compel property owners to shovel public sidewalks but provides immunity for those that do shovel the sidewalk as a "Good Samaritan".

Following is the text from the Snow and Ice Removal Act (745 ILCS 75/):

(745 ILCS 75/0.01) (from Ch. 70, par. 200)

Sec. 0.01. Short title. This Act may be cited as the Snow and Ice Removal Act.  
(Source: P.A. 86-1324.)

(745 ILCS 75/1) (from Ch. 70, par. 201)

Sec. 1. It is declared to be the public policy of this State that owners and others residing in residential units be encouraged to clean the sidewalks abutting their residences of snow and ice. The General Assembly, therefore, determines that it is undesirable for any person to be found liable for damages due to his or her efforts in the removal of snow or ice from such sidewalks, except for acts which amount to clear wrongdoing, as described in Section 2 of this Act.  
(Source: P.A. 81-591.)

(745 ILCS 75/2) (from Ch. 70, par. 202)

Sec. 2. Any owner, lessor, occupant or other person in charge of any residential property, or any agent of or other person engaged by any such party, who removes or attempts to remove snow or ice from sidewalks abutting the property shall not be liable for any personal injuries allegedly caused by the snowy or icy condition of the sidewalk resulting from his or her acts or omissions unless the alleged misconduct was willful or wanton.  
(Source: P.A. 81-591.)

9) **Sunnyside Avenue Traffic Concerns**

Director of Public Works Paul Kendzior has been in discussions with a Sunnyside Avenue resident who is indicating that Sunnyside is prone to speeding and high volumes of traffic. This resident is requesting a stop sign be installed on Sunnyside at the intersection with Second Avenue and turn restrictions from Milwaukee Avenue onto Sunnyside Avenue in the morning and evening. This intersection would not meet the Manual of Uniform Traffic Control Devices (MUTCD) warrants for an installation of a stop sign. The Illinois Department of Transportation (IDOT) would have to be contacted concerning the requested turning on Milwaukee Avenue. To address the two concerns, staff suggests doing the following:

1. Consider adding this street segment (Sunnyside between Fourth-Milwaukee) as a location for the future portable electronic message speed signs;
2. Speak with IDOT and LCDOT to inquire if there are any signal timing adjustments that can be undertaken at the Route 176/Milwaukee Ave. intersection during the AM/PM peak times and the noon hour to help relieve congestion and limit cut-thru traffic on the adjacent side streets;
3. Inspect the street to make sure that any existing speed limit signs are not obstructed and not faded, etc.; and
4. Ask our Police Department to schedule a speed enforcement detail on selective days during

the AM/PM peak periods and around noon time.

The resident has requested that the Village perform a Stop Sign Warrant Study on Sunnyside. This expenditure would cost approximately \$7,500 to complete and may not be a wise use of funds because the Sunnyside Avenue/Second Avenue intersection will most likely not meet the required traffic volumes warrants (300 per hour on Sunnyside for 8 hours of the day and 200 per hour on Second Avenue for the same 8 hours).

The resident was provided with the attached excerpt from IDOT's Design Manual for stop sign installations, which is what IDOT and most local agencies use for justification on whether to install stop signs.

Staff has recommended to the Sunnyside resident that periodic/selective Police speed enforcement may be the best way to address the speeding; and restrict left hand turns from Milwaukee Avenue (if the Committee is agreeable with this.)

The Sunnyside resident will be attending the 1/26/16 Streets Committee meeting to ask that the Village reconsider adding a stop sign for the following reasons:

1. Volume of traffic due to Milwaukee Avenue and Route 176 traffic congestion.
2. Unimpeded stretch of roadway on Sunnyside from 1st to 4th Avenue that enables speeding.

The resident may also ask that the Village consider the turning restrictions from Milwaukee during the morning and evening rush periods.

#3

Village of Libertyville  
Five-Year Road Rehabilitation List

Street Name (Limits)	Centerline Length (ft)	Area (sq yd)	Rehab Cost \$/sq yd.	Estimated Rehab. Cost	Pvmt Rehab Category
<b>Year Four - 2016/17</b>					
Ashley Lane	561	1621	49.50	\$ 80,240	A
Blackberry Court	538	1435	36.20	\$ 51,947	D
Carriage Hill Circle	1961	5229	36.20	\$ 189,290	C
Checkerberry Court	312	901	36.20	\$ 32,616	D
Claridge Drive	876	2531	36.20	\$ 91,622	A
Crestfield Avenue (Dymond Rd to Fairlawn Ave)	928	2681	37.25	\$ 99,867	B
Elderberry Drive	1811	4829	36.20	\$ 174,810	D
Ellis Avenue, East	1424	4114	49.50	\$ 203,643	A
Ellis Avenue, W. (Milwaukee Ave to west of Wheeler Ct)	735	2123	49.50	\$ 105,089	A
Ellis Avenue, W. (Winchester Rd to Merrill Ct)	420	1213	49.50	\$ 60,044	A
Fairlawn Avenue (Dymond Rd to 143 ft E of Dawes St)	1245	3597	37.25	\$ 133,988	B
Florsheim Drive	16340	7107	49.50	\$ 351,797	A
Hackberry Court	331	883	36.20	\$ 31,965	D
Johnson Avenue	856	2283	37.25	\$ 85,042	B
Kempton Drive	1350	3500	49.50	\$ 173,250	A
Lange Court	636	1696	37.25	\$ 63,176	B
Lingonberry Court	397	1059	36.20	\$ 38,336	D
Merrill Court	725	2094	49.50	\$ 103,653	A
Mulberry Drive	2083	5555	36.20	\$ 201,091	D
Newcastle Drive (Old Barn Circle to W. Line Wineberry Subd.)	448	1344	36.20	\$ 48,653	D
Newcastle Drive (W. Line Wineberry Subd. To E end)	1843	5529	36.20	\$ 200,150	D
Oxford Court	528	1584	49.50	\$ 78,408	A
Plumwood Drive	184	491	36.20	\$ 17,774	D
Portwine Court	285	760	36.20	\$ 27,512	D
Portwine Drive	98	272	36.20	\$ 9,846	D
Ronan Court	640	1707	36.20	\$ 61,793	D
Sussex Lane (Claridge Dr to Wellington Ave)	941	2718	36.20	\$ 98,392	C
Sussex Lane (Wellington Ave to Trinity Pl)	731	2874	49.50	\$ 142,263	A
Trinity Place (Claridge Dr to Sussex Ln/Oxford Ct)	918	2652	49.50	\$ 131,274	A
Trinity Place (N of Sussex Ln)	731	2193	36.20	\$ 79,387	C
Vineyard Lane	1746	4656	36.20	\$ 168,547	D
Walnut Street	1407	3752	36.20	\$ 135,822	D
Wellington Avenue	1760	4498	36.20	\$ 162,828	C
Wheeler Court	396	1144	49.50	\$ 56,628	A
	<b>8.7472</b>			<b>\$ 3,690,741</b>	

*Pavement Rehabilitation Categories*

A: Edge Ground, Class C or Class D Pvm't Patch, and Bituminous Overlay

B: New C&G and Bituminous Resurfacing

C: Min. Class C or Class D Pvm't Patch and Bituminous Resurfacing

D: Bituminous Surface Replacement Only

#4

VILLAGE OF LIBERTYVILLE -PUBLIC WORKS DEPARTMENT  
TENTATIVE FIFTH YEAR 2017-18 PAVEMENT REHABILITATION PROGRAM

Street Name (Limits)	Year of Original Constr.	Centerline Length (ft)	Area (sq yd)	Rehab Cost \$/sq yd.	Estimated Rehab. Cost	PAVEMENT REHABILITATION CATEGORIES
Arbor Court	1952	466	1243	36.20	\$44,996.60	D
Austin Avenue, W. (Milwaukee Ave to Garfield Ave.)	1970	2296	6888	49.50	\$340,956.00	A
Cambridge Drive (north of Golf)	1968	744	2149	49.50	\$106,375.50	C
Cambridge Drive (south of E. Golf Rd)	1968	308	821	49.50	\$40,639.50	C
Church Street, W.	1926	599	1864	50.00	\$93,200.00	C
Clevend Avenue	1970	550	1650	36.20	\$59,730.00	C
Cook Avenue, W. (Brainerd Av to West St)	1926	1262	3365	36.20	\$121,813.00	C
Cook Avenue, W. (Milwaukee Ave to Brainerd Ave)	1926	556	803	50.00	\$40,150.00	C
Coolidge Place	1970	321	927	49.50	\$45,886.50	A
Country Club Drive	1968	1000	2889	49.50	\$143,005.50	A
Dawes Street (Burdick Street to Fairlawn Ave)	1966-67	622	1659	49.50	\$82,120.50	A
Dawes Street (Crane Blvd to Burdick Street)	1966-67	868	2315	49.50	\$114,592.50	A
Dawes Street (Fairlawn Avenue to 156 ft S of Fairlawn Ave)	1966-67	156	416	49.50	\$20,592.00	A
Dawes Street (from 156 ft S of Fairlawn to Golf Road)	1970	465	1240	49.50	\$61,380.00	A
Dawes Street (From Pvmt Chng S of Warwick to Pvmt Chng 155 ft E of Mayfair Av)	1972	1416	4248	49.50	\$210,276.00	A
Dawes Street (Golf Road to Pvmt Chng 155 ft S of Warwick Ln)	1970	1215	3645	49.50	\$180,427.50	A
Dawes Street (McKinley Ave to Crane Blvd)	1955	1419	3469	49.50	\$171,715.50	D
Dawes Street (W. Park Ave to McKinley Ave)	1979	594	1650	49.50	\$81,675.00	A
Douglas Avenue	1925	623	1661	49.50	\$82,219.50	B
Downing Road	1968	872	2325	49.50	\$115,087.50	C
Elm Court	1925	879	2149	36.20	\$77,793.80	C
Elm Drive	1925	465	1137	49.50	\$56,281.50	B
Eton Court	1968	394	1051	49.50	\$52,024.50	C
Eton Court	1968	394	1051	49.50	\$52,024.50	C
Fairview Avenue	1970	819	2366	49.50	\$117,117.00	A
First Street (Broadway to E. Church St)	1920's	521	1390	49.50	\$68,805.00	A
Forest Lane	1926	649	1226	49.50	\$60,687.00	B
Forest Lane	1926	649	1226	49.50	\$60,687.00	B
Golf Road, E. (Fourth Ave to County Club Dr)	1968	610	1830	49.50	\$90,585.00	C
Grant Court	1927	626	1530	49.50	\$75,735.00	A
Harvard Lane	1968	1142	3299	49.50	\$163,300.50	C
Jackson Avenue	1925	515	1373	49.50	\$67,963.50	B
Lange Court	1926	636	1696	49.50	\$83,952.00	A
Laurel Avenue	1926	1070	2616	49.50	\$129,492.00	B
Linden Lane	1926	315	560	49.00	\$27,440.00	B
Michaels Lane	1968	285	787	49.50	\$38,956.50	C
Riverside Drive	1946	541	1563	49.50	\$77,368.50	B
Sunset Drive (Linden Ln to Laurel Ave)	1925	613	1362	36.20	\$49,304.40	D
Sunset Drive (Park Ave to Linden Ln)	1925	800	1778	36.20	\$64,363.60	C
West Street	1925	607	1349	36.20	\$48,833.80	D
Wright Court	1969	508	1468	49.50	\$72,666.00	A

5.57

\$3,692,219.70

NOTE:

PAVEMENT REHABILITATION CATEGORIES

- A: EDGE GROUND, CLASS C OR CLASS D PVM'T PATCH, AND BITUMINOUS OVERLAY
- B: NEW C&G AND BITUMINOUS RESURFACING
- C: MIN. CLASS C OR CLASS D PVM'T PATCH AND BITUMINOUS RESURFACING
- D. BITUMINOUS SURFACE REPLACEMENT ONLY







#6



# Illinois Department of Transportation

Division of Highways / Region 1 / District 1  
201 West Center Court / Schaumburg, Illinois 60196-1096

RT 1 (L) IL 176 at Dymond Ave

December 17, 2015

Mr. Clinton J. Herdegen  
Chief of Police  
Village of Libertyville  
200 East Cook Ave  
Libertyville, IL 60048

Dear Chief Herdegen:

We have received your November 18, 2015 letter regarding your request to create a School Zone and designated school crossing at the intersection of IL 176 and Dymond Avenue in the Village of Libertyville.

Upon completing a review of the subject location, we do not object to the Village designating this location as an official school crossing and school speed zone. However, the Village must obtain a permit from this Department to install all necessary signing, pavement markings and flashing beacons associated with the school zone and crossing. Once approved by this Department, the Village would then be responsible for the cost of the installation of these signs, pavement markings and beacons and would be responsible for any future maintenance of the markings and signals. The Department of Transportation would be responsible for the maintenance of most signing associated with this proposal.

An initial submittal for a Highway Permit shall include the following items and MUST be submitted as hard copies via US Mail or some other delivery service:

- a) A transmittal letter that includes a general description of and location of proposed work; a description of whether the requested work is part of a larger development; and a contact name, address, and phone number of the agency requesting the permit.
- b) Two (2) full size copies of engineering plans or drawings prepared by an engineering firm clearly showing the project location, proposed work to be done, a clear depiction of all State highway rights of way, and any other elements impacting said areas of State highway rights of way.

#6

Chief Herdegen  
December 17, 2015  
Page Two

If you have any questions or require additional information regarding this issue, please contact me or Mr. Tom Gallenbach, our Traffic Permits Engineer, at (847) 705-4131.

Very truly yours,

John Fortmann, P.E.  
Deputy Director of Highways,  
Region One Engineer

By:   
Stephen M. Travia, P.E.  
Engineer of Operations

#6



November 18, 2015

Mr. John Fortmann, P.E.,  
Deputy Director of Highways/District Engineer  
Illinois Department of Transportation  
201 W. Center Court  
Schaumburg, IL 60196

Mr. Steve Travia, P.E.  
Acting Engineer of Operations  
Illinois Department of Transportation  
201 W. Center Court  
Schaumburg, IL 60196

Dear Mr. Fortmann and Mr. Travia,

Please consider this letter a request for IDOT to permit the designation of a "School Zone" along a portion of Rt. 176 in front of Libertyville High School and the installation of a fully functional designated crosswalk at the intersection of Rt. 176 (Park Ave.) and Dymond Ave. in Libertyville, IL. My name is Clint Herdegen and I am the Police Chief in Libertyville. I have been working with School District 128 Superintendent Prentiss Lee and Libertyville High School Principal Marina Scott on an important issue regarding the safety of students that walk to their school.

Libertyville High School is located on Park Ave., which is Route 176. The road is currently designated as a 35 mph roadway and there is a traffic signal at its main campus entrance/exit onto Rt. 176. This signal effectively controls the ingress and egress of vehicles in the area and serves as a pedestrian crossing point for students traveling to the school from the east. There is also a high volume of "walking" students that reside to the south (south of Park Ave.) of the High School and who must approach the school by walking from the south on Dymond in a northerly direction to Park Ave., where they either 1) cross Park Ave at this location, or 2) walk east on the sidewalk to the traffic signal and cross there. Crossing Park Ave. at Dymond is approximately 1000 ft. west of the traffic signal at the main entrance, but is a shorter distance for them to walk and a more direct route to the school. This problem is further complicated by the fact that there is an off campus parking lot available to students, which is located on Dymond a short distance south of Park Ave. and there are practice athletic fields located on Dymond, south of Park Ave. as well. This results in a significant number of students crossing at Dymond before and after school, as well as during those times of the year when the athletic fields are used.

There are existing curb cuts on the eastern leg of the intersection, fully ADA compliant, but absent the actual crosswalk roadway designation or markings. There is a slight incline and curve while approaching the intersection from the west, leading to some apparent sight line concerns, which could be improved by the installation of a flashing pedestrian light providing advance warning for drivers approaching the intersection from that direction. I believe the installation of such a device, combined with a "School Speed Zone" designation slowing traffic to 20 mph could have a

Police Department  
200 East Cook Avenue Libertyville, Illinois 60048 (847) 362-8310 (847) 918-2116 fax  
www.libertyville.com

#6

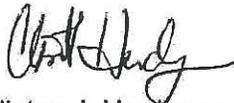
Park Ave Ped Crossing  
Page Two  
09/17/15

dramatic affect on the safety of students in the area, especially those who intuitively use this intersection as a crossing point.

In spite of ongoing efforts to educate students and parents about the opportunity for safely crossing at the signaled intersection, the vast majority of students walking from the area to the south of the school inevitably choose to cross Park Ave. at Dymond. As such, Superintendent Lee and I respectfully request IDOT permit the installation of a fully designated crosswalk at this location, to include advance flashing warning signals when pedestrians are present from both directions. Students are already intuitively using this intersection to get to and from school. We believe installation of the requested crosswalk will significantly enhance the awareness of drivers approaching the intersection from either direction, as well as the safety of students who routinely already use this intersection as their preferred crossing. If approved, it is the intent of the Village and the School District to collaboratively fund this project moving forward.

We look forward to hearing back from you at your earliest convenience. Please let us know if there is anything else needed from us in order to expedite the process and/or if it would be possible to have the designated crossing in place prior to the beginning of the next school year.

Sincerely,



Clinton J. Herdegen  
Chief of Police



Prentiss Lee  
Superintendent of Schools

CC: Terry Weppler, Village President  
Libertyville Village Trustees  
Kevin Bowens, Village Administrator  
Paul Kendzior, Director of Public Works  
Fred Chung, Senior Project Engineer

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BUREAU OF LOCAL ROADS & STREETS  
TRAFFIC CONTROL DEVICES

Dec 2011

39-2(7)

shape, color, and placement) for various road classes and speeds are documented in *ILMUTCD* and the BLRS publication *Signing of Road District and Township Highways*.

**39-2.07(b) Stop Signs**

625 ILCS 5/11-302 grants local authorities and road district highway commissioners the authority to designate any street or highway under their jurisdiction as a through highway and to require all vehicles to stop or yield before entering or crossing the through highway. STOP (R1-1) signs should be used if engineering judgment indicates that one or more of the following conditions exist:

- at an intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law,
- on a street entering a through highway or street,
- at an unsignalized intersection in a signalized area, or
- at an intersection where a combination of high speed, restricted view, or crash records indicate a need for control by a STOP sign.

Where a full stop is not necessary at all times, give consideration to less restrictive measures (e.g., YIELD sign) before installing a STOP sign. Existing STOP sign locations should be reviewed periodically to determine whether, due to changed conditions, a less restrictive control could accommodate the traffic demands safely and more effectively.

STOP signs should not be used for speed control. Portable STOP signs shall not be used except for emergency situations and temporary traffic control purposes.

 **39-2.07(c) Multi-way Stop Signs**

The decision to install multi-way stops should be based on an engineering study. The following criteria should be considered:

- as an interim measure where traffic signals are justified,
- 5 or more crashes in a 12 month period that are susceptible to correction by a multi-way stop;
- the total vehicular volume entering an intersection from both major street approaches averages at least 300 vehicles per hour for any eight hours of an average day, and the combined total vehicular, bicycle, and pedestrian volume entering from both approaches of the minor street averages at least 200 units per hour for the same eight-hour period with an average delay of at least 30 seconds per vehicle on the minor approaches (70% of the above minimum vehicular volume warrants if the 85<sup>th</sup> percentile speed exceeds 40 mph (60 km/h)).

Other criteria discussed in *ILMUTCD* may also be considered in an engineering study.

At intersections where all approaches are controlled by STOP (R1-1) signs, an ALL WAY supplemental plaque (R1-3P) shall be mounted below each STOP sign. Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY, or other numbers of ways shall not be used with STOP signs.

## WILL STOP SIGNS SLOW TRAFFIC?

Local and national data conclude that stop signs do not reduce speeds

beyond a 150-200 foot radius.

Motorists often increase speed beyond this point with the notion of "making up for lost time", and if unwarranted, more drivers will deliberately ignore stop signs or perform "rolling" stops. The bottom line is that unwarranted stop signs can instill a false sense of security, especially among neighborhood children, and often increase actual accident experience.

Since multi-way stops are intended to provide safe and adequate gaps for vehicles to enter an intersection (when volumes on intersecting streets are in the range of 2500 to 4000 vehicles per day) they are rarely necessary in residential areas. Multi-way stop signs may also be warranted when line-of-sight distance on the street is less than desirable or when pedestrian crossing volumes are high.

## WILL DRIVERS REDUCE THEIR SPEED IF SPEED LIMITS ARE LOWERED?

Before and after studies from Illinois and across the country, have concluded that artificially lowering speed limits has generally no effect on the speed at which

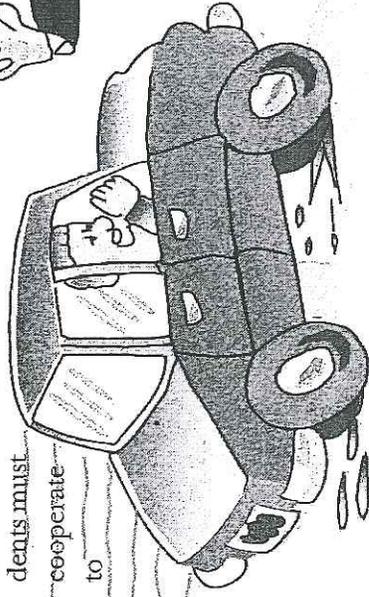
motorists will actually drive, while making traffic law violators out of even the most careful drivers.

Repeatedly, speed studies indicate that most motorists (85%) will drive at a speed which is safe and reasonable. The modern practice of setting speed limits at this level has been shown in nationwide studies to result in the lowest level of accident experience.

## COULD SPEED LIMITS BE ENFORCED MORE RIGOROUSLY?

Unfortunately, the traditional police/radar gun approach is manpower intensive and costly. Community budgets limit the number of streets that can be routinely and effectively monitored by police departments.

In order to avoid spreading police enforcement too thinly, the municipality and residents must cooperate to



identify and prioritize the most serious speeding problems.

Remember, however, that because of equipment tolerances and other factors, most police departments will target speed violations at a minimum of 5 mph above the posted speed limit. 100% compliance with speed limits is not a realistic goal.

## WHAT CAN BE DONE?

- Municipalities are studying *new technologies*, like photographic radar, to increase the effectiveness of speed enforcement at an acceptable cost to taxpayers.
- Governmental agencies with adequate resources can *reduce arterial highway congestion*, which can help reduce the use of neighborhood streets.
- Successful communities have also discouraged excessive speeding by *eliminating "cut-through" opportunities* in new subdivision layouts. It may be possible to incorporate similar speed reduction concepts in the rehabilitation of existing streets.

*Residents can help* by becoming better judges of what constitutes "reasonable speed".

Judging vehicle speed is very difficult to do for a stationary observer. To become a better judge of vehicle speed, ask a friend or family member to drive at the posted speed limit to provide an example of how legal vehicles should look and sound.

If, after becoming a better judge of vehicle speeds, you still have concerns about speeding, contact your community police or engineering department explaining the problem. Note the location and hours when speeding appears most prevalent. Municipal staff may then perform studies to determine the extent to which speed limit violations are occurring and examine possible solutions.

