

InterOffice Memo

To: Transportation and Safety Committee
From: Paul F. Kuehnlenz, P.E., Civil Engineer *PK*
Through: David P. Gorman, P.E., Acting Director of Public Works *DPG*
Date: December 28, 2007
Subject: Recommendations from the Ad Hoc Trails Committee

The Ad Hoc Trails Committee, at their November 19th meeting, voted unanimously to recommend the following items:

- To place pedestrian activated post mounted flashers on both sides of Westmore-Meyers Road at the Illinois Prairie Path crossing. \$70,000
- To place pedestrian activated post mounted flashers on both sides of Main Street at the Illinois Prairie Path crossing. \$50,000

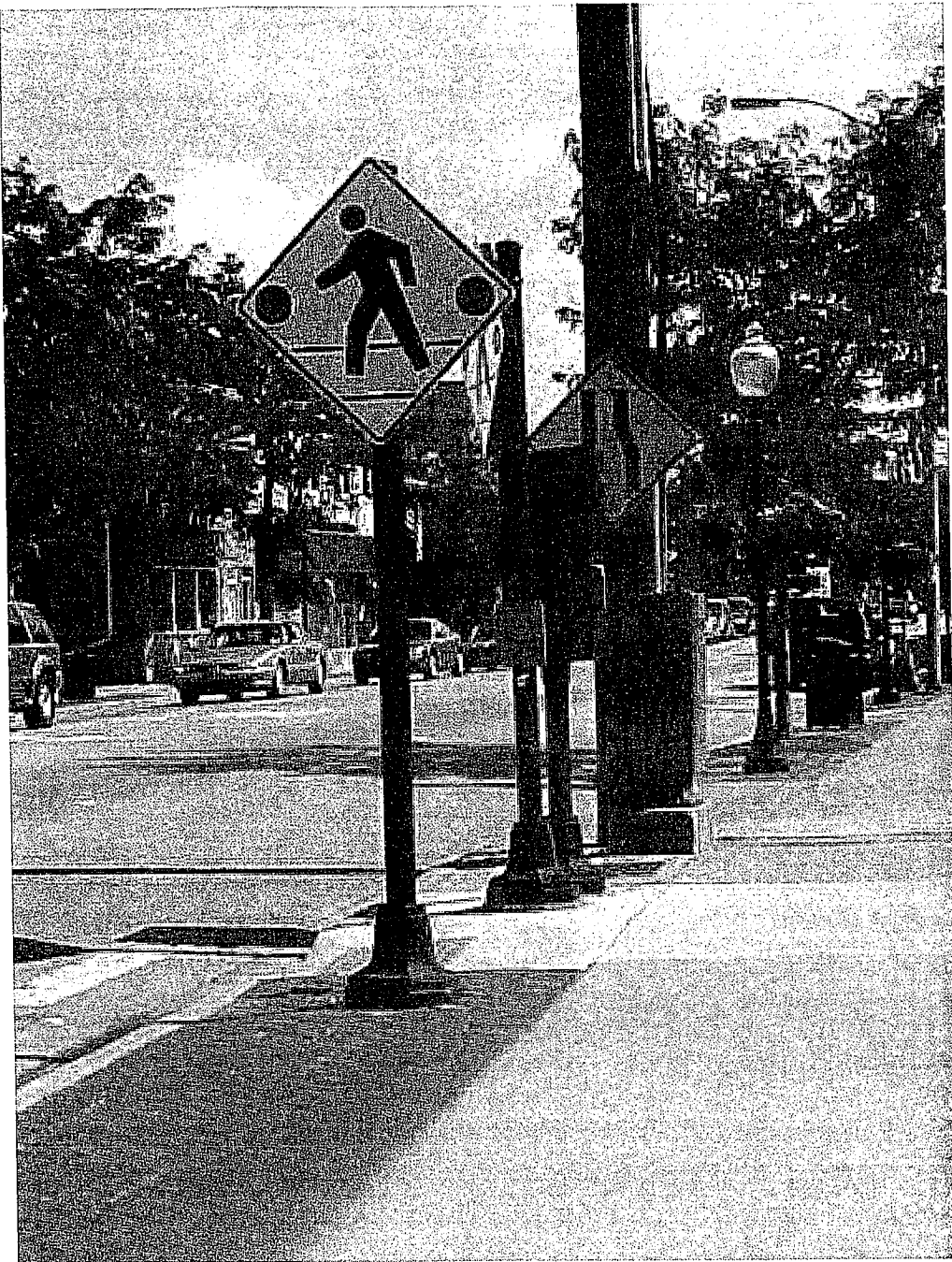
The Transportation and Safety Committee must provide a recommendation to the Board of Trustees for these items. If approved by the Board of Trustees, the flashers will be added to the Village's Capital Improvement Plan (CIP) in the amount of \$120,000.

Attached is an example of the recommended flashers. Power is available at each intersection.

The Ad Hoc Trails Committee also voted unanimously to recommend the adoption of the "Lilac Bike Way" as shown on the attached map. The Ad Hoc Trails Committee noted the following improvements that must be completed prior to installing the route signage:

1. Install crosswalks at Sunset Avenue crossing Grace Street, Prairie Avenue crossing Grace Street, and Edgewood Avenue crossing Maple Street. Public Works could install the markings and signage.
2. Replace 3.5' wide sidewalk on Main Street between Manor Hill School and Collen Drive with 5' wide sidewalk. May be added to sidewalk program
3. Install sidewalk ramps at Finley Road crossing Morris Avenue (both sides), at the north driveway for Manor Hill School on Main Street (both sides), and at Windsor Avenue to cross the Great Western Trail at Elizabeth Street. May be added to sidewalk program.
4. Trim bushes along Finley Road along Four Seasons Park. PW and/or Park District forces may do this work.
5. Relocate light pole on Finley Road between Ann Street and Morris Avenue. Public Works would do this work.
6. Install stop signs at Edgewood Avenue crossing the Illinois Prairie Path and at Elizabeth Street crossing the Great Western Trail. DuPage County would install these signs.

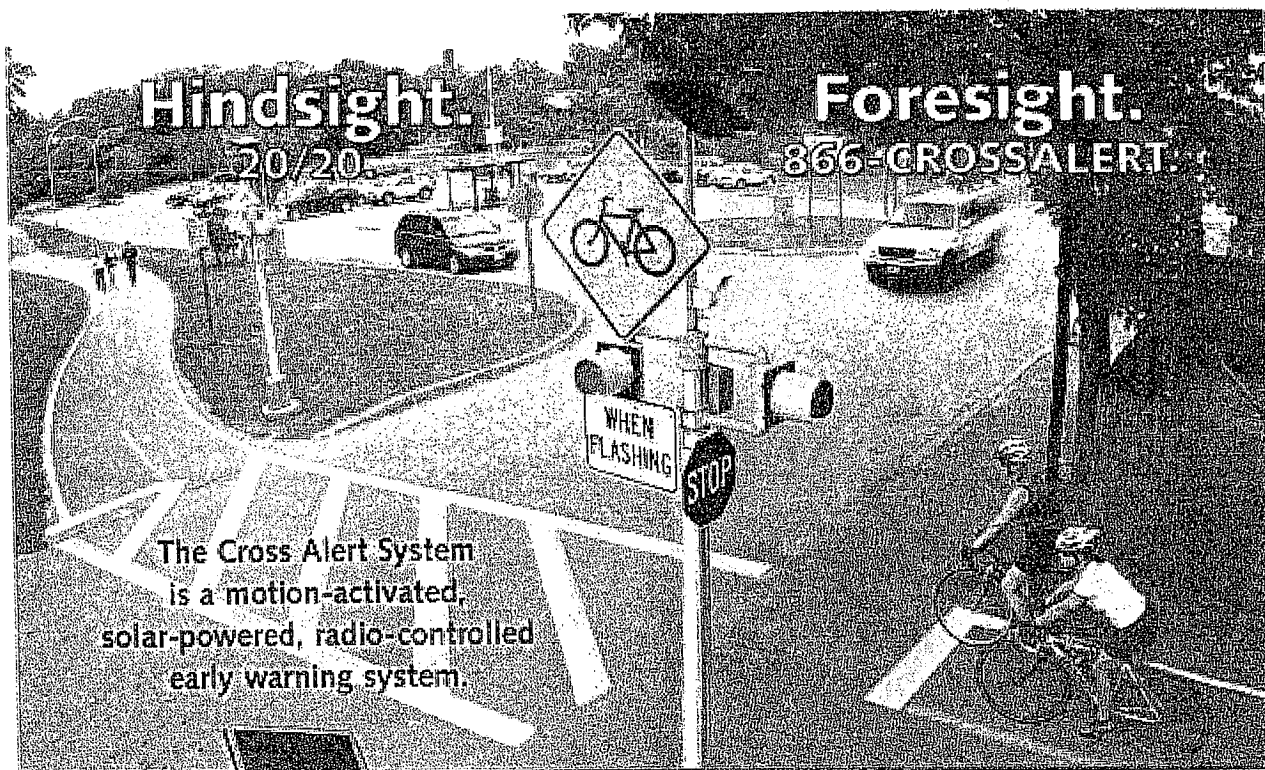
PFK/pk



Estimate:

Cable in conduit pushed (dir. Bore)	\$90/LF x 505LF = \$45,450	Main St. \$90/LF x 285LF = \$25,650
Controller in cabinet	= \$ 6,000	
Flashing Signs on décor. post	\$1,000/EA x 4 EA = \$ 4,000	
Push button on Post	\$1,000/EA x 2 EA = \$ 2,000	
Elec. Connection	= \$ 2,000	
Sidewalk R & R 20'x5'	\$80/SFx100SF = \$ 8,000	
Path & Sod Restoration 80'x20'	\$1/SFx1,600SF = \$ 1,600	
Totals Westmore-Meyers Rd	= \$69,050	Main St. \$49,250





The simple difference between hindsight and foresight is planning.

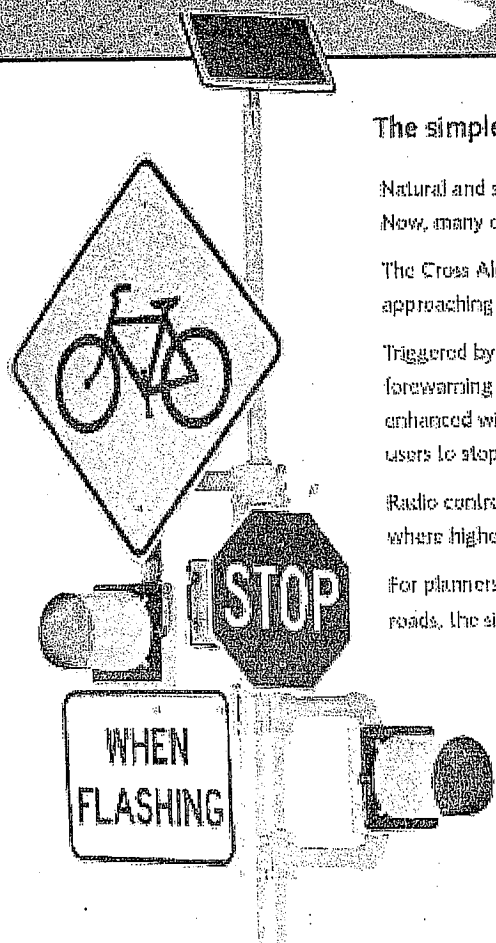
Natural and structural sight barriers can lead to dangerous vehicle/path user interactions. Now, many of these incidents can be avoided.

The Cross Alert System delivers event related protection by warning motorists of approaching path users.

Triggered by path activity the Cross Alert System activates an amber warning beacon forewarning approaching motorists of path users at or near the intersection. Safety is enhanced without altering the flow of traffic. Flashing red beacons forewarn pathway users to stop.

Radio controlled early warning poles can be placed up to 400 feet from intersections where higher speed limits prevail, providing crucial advanced warning of path activity.

For planners, specifiers, builders and maintainers of recreational paths that intersect public roads, the simple difference between hindsight and foresight is Cross Alert Systems.



**Cross
Alert
systems**

www.crossalert.com

For specs and more
information call

866-276-7725

866-CROSSALERT

Using this type of system it would cost around \$50,000 for both intersections.