



Engineers
Architects
Planners
Constructors

Meeting Notes

Date & Time: July 16, 2004; 8:00 AM

Location: IDOT – 4th Floor Programming Conference Room

Originated By: IDOT

Recorded By: Craig Williams

Participants: Mary Ann Kaufman
CSS Forum

Bob Dean
DuPage Mayors & Managers

David Dratnol
Village of Lombard

Nick Jackson
Chicagoland Bicycle Federation

Rob Sadowsky
Chicagoland Bicycle Federation

Ed Barsotti
League of Illinois Bicyclists

Joe Caracci
Village of Glen Ellyn

Tom Murtha
CATS

Deborah Jan Fagan
DuPage County

John Baczek
IDOT-Project Studies

Kimberly Smith

Doug Knuth
Edwards and Kelcey

Craig Williams
Edwards and Kelcey

Subject: Bicycle Accommodations along the IL 53 Project, from IL 64 to IL 38

Following Are the Key Points Discussed:

Action By:

Introductions

IDOT's typical bicycle accommodation includes wider outside curb lanes, which are aimed at accommodating the occasional experienced cyclists. IDOT can accommodate casual users (recreational adults and children) with sidewalks and bike paths, coinciding with its projects. To date there has not been a project-wide consensus on how to accommodate cyclists. Therefore, IDOT was proposing to provide a wider outside lane.

As a result of numerous meetings with community groups over recent months, it was clear they desired to narrow the lane widths to create a traffic calming effect and reduce the expanse of pavement. One of the impacts of reducing the lane width was that it prevents IDOT from providing their typical 13'-14' wide curb-lane for bicycle accommodations. Today, the groups were called together to discuss the potential solutions to this issue. Also, since the locals had expressed a desire for casual cycling along the roadway, the discussion would include the issues involving the modifications necessary to accommodate this use. The results of today's discussions will be presented in the Public Hearing scheduled for August 19, 2004.

Project overview

The project extends from north of Roosevelt Road to north of North Avenue. Only the northern section, from St. Charles to North Avenue, is currently programmed by IDOT for funding in its current program. The southern portion of the project is not yet included in IDOT's 7-year program.

Design and alignment concepts

- 1) In order to satisfy the desire to reduce lane width, the inside lanes will be reduced to 11' and the outside (curb) lane will be reduced to 12'.
- 2) The needs of cyclists are intended to be addressed by an 8'-10' continuous sidepath along one side of IL 53. Wherever possible and practical, the path will be 10' wide. Where ROW is constrained in front of houses or other obstacles, the width will be reduced to 8'. The separation from the face of curb to the edge of path will be 5' (generally parkway). The path will switch from one side to the other as little as possible, but will be located to maximize usage and to minimize impacts. For discussion purposes, the route was only tentatively shown with a felt-tip pen on aerials.
- 3) The route from Roosevelt Road to North Avenue was then discussed:
 - a) From Baker Hill Drive to Spring Avenue: The path was shown on the east side, crossing Spring to the west and connecting to a future path through

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- Spring Avenue Recreation Center Park. Much discussion ensued about the Spring Avenue crossing. Ultimately, it was decided to present the path on the west side of 53, from Baker Hill to Spring Avenue, to avoid the Spring Avenue/IL53 crossing.
- b) From Spring Avenue to Surrey Drive, just east of I-355: The path continues along the west/north side of IL 53 through the Spring Avenue Recreation Center Park, and through the Glen Oak Forest Preserve. It crossed IL 53 under the new bridge carrying IL 53 over the East Branch of the DuPage River, and then looped up and along IL 53 on the south/east side to Surrey Drive. The group's response to this routing was positive. **EK**
 - c) From Surrey Drive to Wilson Avenue (Flowerfield area): Follows south/east side of IL 53. The group's response to this routing was positive. **EK**
 - d) Wilson Avenue to Parkview Boulevard: At Wilson Avenue, the path runs along the north side of Wilson Avenue and then northerly behind the new maintenance building in Sunset Knoll Park and then through the park, returning to the 53 ROW across from Parkview Blvd. The group's response to this routing was positive. **EK**
 - e) Parkview Boulevard to St. Charles Road: The path follows the east edge of the ROW to St. Charles Road. A connection to the Prairie Path is provided. Discussion suggested moving the path away from the roadway to improve aesthetics; EK/IDOT agreed to look at this change **EK**
 - f) St. Charles Road to North Avenue: The 'felt-tip' path was shown on the east side, traveling north to North Ave. A connection to the Great Western Trail (GWT) was provided from both the north and south on both sides of the road (sidewalk on the west side). The path stays at ground level when the roadway ramps up and over the GWT. Discussion amongst the group resulted in routing the path onto the GWT and under IL 53 to cross to the west side. From the GWT, the path would continue along the west side to North Avenue. This side was preferred because there were fewer driveways and conflicts. The group was united in this approach. A sidewalk will be included on the east side. **EK**
 - g) North Avenue intersection: The path would terminate at North Avenue. North of North Avenue, sidewalks are being provided along with 13' outside lanes for on-street accommodation. This is consistent with the project to the north which is already designed. The group, however, was insistent on providing a designated crossing of North Avenue. The group also asked for slip lane and median refuge islands in order to improve the safety of the pedestrian crossing, given the extreme width of North Avenue. **EK**
- 4) During the course of the meeting, these design comments and questions were raised and discussed.
- a) Comment by the League of Illinois Bicyclists (LIB): Bike lanes (5' wide striped lane) are most appropriate for on-street accommodations with these speeds (35-45mph) and traffic volumes; IDOT policy allows but in practice is seldom done in District 1. Wide curb lanes, as originally proposed, are actually *inadequate* because of these volumes and speeds.
 - b) Question by Lombard: What design guidance are you using to dictate the 8' path? A: The AASHTO Bike Guide and IDOT BDE allow 8' minimum path width for low volume pathways (100 users per hour during peak usage times). The 8' width will only be used where severe constraints exist; where-ever possible, the width will be 10'.
 - c) Question by LIB and DuPage County: Is it possible to reduce the corner radii in order to minimize the crossing distances on the side streets and to reduce the speed of turning maneuvers? A: EK will investigate where radii can be **EK**

Following Are the Key Points Discussed:

- reduced, particularly on the lower volume side streets.
- d) Comment by LIB: Corner islands (where peds may take refuge) are very helpful for minimizing the pedestrian exposure time. Particularly for longer crossings, these are highly encouraged. CATS expressed support for islands as well, as did others. Response: EK will look at opportunities to provide.
- e) Comment: Prefer higher visibility crosswalks such as ladder or zebra style.
- f) Comment by CSS Forum: Move path away from roadway and provide trees wherever possible to improve aesthetics.
- g) Comment by Lombard: Signalized crossing at Meadow is very desirable. Response by IDOT: Warrants are marginal, but pedestrian movements may help justify signals. Lombard suggested sending the Traffic Signal Warrant Analysis to them for review and comment.
- 5) Side path suitability measures: EK analyzed several measures for bicycle and pedestrian suitability. Using the nationally-accepted tools of Bicycle Level of Serviceⁱ, Pedestrian Level of Service, and the Sidepath Trail Calculator, the results indicated that the use of 13' outside lanes is indeed inadequate for many cyclists, particularly with the traffic volumes and posted speeds anticipated on this segment of IL 53. The results are shown in the tables following.

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Funding

- 1) The side path will be included in the design; but the construction funding is dependent on local cost-sharing 50% state /50% local, or IDOT could seek CMAQ or other federal funding (Enhancement or STP) to pay 80% of cost and therefore reduce local share to 20%.
- 2) LIB: If the wide curb lanes for cyclists were part of project, and removing them will save cost, why wouldn't that savings be used to pay for the sidepath? Response: IDOT D1 practice does not currently allow this.
- 3) Who would pay local share in unincorporated areas? Response: It is anticipated the townships and/ or County could participate in funding these segments in unincorporated areas. Additional coordination with these agencies is required.

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Maintenance

- 1) Lombard: Who will have to maintain path? Response: Same policy as current sidewalk: locals must agree to maintain.
- 2) Comment by Lombard: Asphalt is more costly to maintain than typical concrete sidewalks. Comment by LIB: IDOT is publishing a document soon, outlining a lower-maintenance bike path design.

Next steps

Lombard: Village would like to see revised exhibits prior to public hearing.

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Adjournment

Meeting adjourned at approximately 10:45am.

Sidepath suitability measures:

Suitability of Wide Curb Lanes for On-Street Accommodation

Width of outside lane	ADT	Vehicle Speeds	Bicycle Suitability Index
12'	34,000	45	E (4.56)
13'	34,000	35	D (4.24)
13'	28,000	35	D (4.15)

Sidepath Suitability

Location	Surrey to Madison		Madison to St. Charles		St. Charles to North Ave.	
	West side	East side	West side	East side	West side	East side
Length	0.8	0.8	1.0	1.0	1.2	1.2
# Residential Driveways	14	16	4	18	15	36
# Minor Crossings	2	4	0	1	4	3
# Major Crossings	2	2	1	1	2	2
Suitability:	6	7	3	5	5	8

Sidepath Suitability Scores:

7 points or less = Most suitable

8-9 points = Somewhat suitable

10-11 points = Least suitable

12 points or more = Not suitable

¹ This methodology is currently used by IDOT for rating roadways for the Official Bicycle Maps, and has been recently used to rate all roadways in Kane County, and roadways as the CATS Bicycle & Pedestrian Plan. http://www.fhiplan.com/md_bike_ped_plan/pdfdocs/bicyclelos.PDF