



May 4, 2016

Daniel Thomas, Principal Planner
Christopher Snyder, County Engineer
DuPage County Division of Transportation
421 N County Farm Road
Wheaton, IL 60187

Dear Mr. Thomas and Mr. Snyder,

On behalf of our members and other bicyclists we represent, thank you for the opportunity to review upcoming DuPage County DOT road projects for impacts on bicyclists and pedestrians.

First, we want to express our appreciation for several trail projects on your list, including the extension of the Great Western Trail west to Sassafras Drive in West Chicago, construction of segments 13 and 14A of the East Branch DuPage River Trail, realignment of the Illinois Prairie Path from Eola Road to the Batavia Spur to avoid the EJ&E/CN railroad crossing, and addition of a sidewalk on 63rd Street from Woodridge Drive to Janes Avenue. The county's fine work on trails and Healthy Roads Initiative projects continues to add to the quality of life of its residents.

On the next pages are detailed suggestions for several road projects. Please consider these as the designs move forward.

We would be glad to discuss further.

Sincerely,

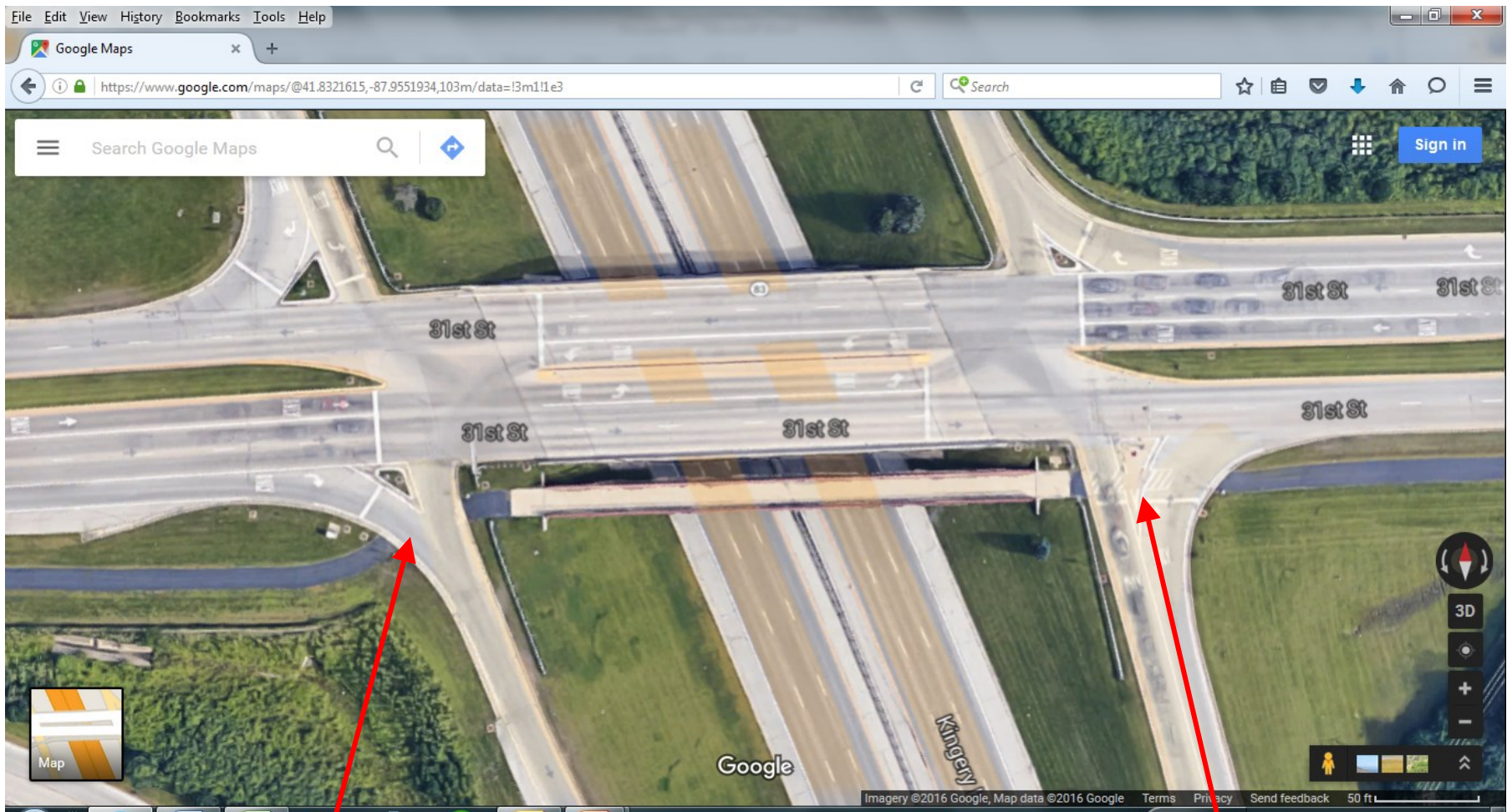
A handwritten signature in black ink that reads "Ed Barsotti".

Ed Barsotti
Chief Programs Officer
ed@rideillinois.org
630-978-0583

Working Statewide for Better Bicycling

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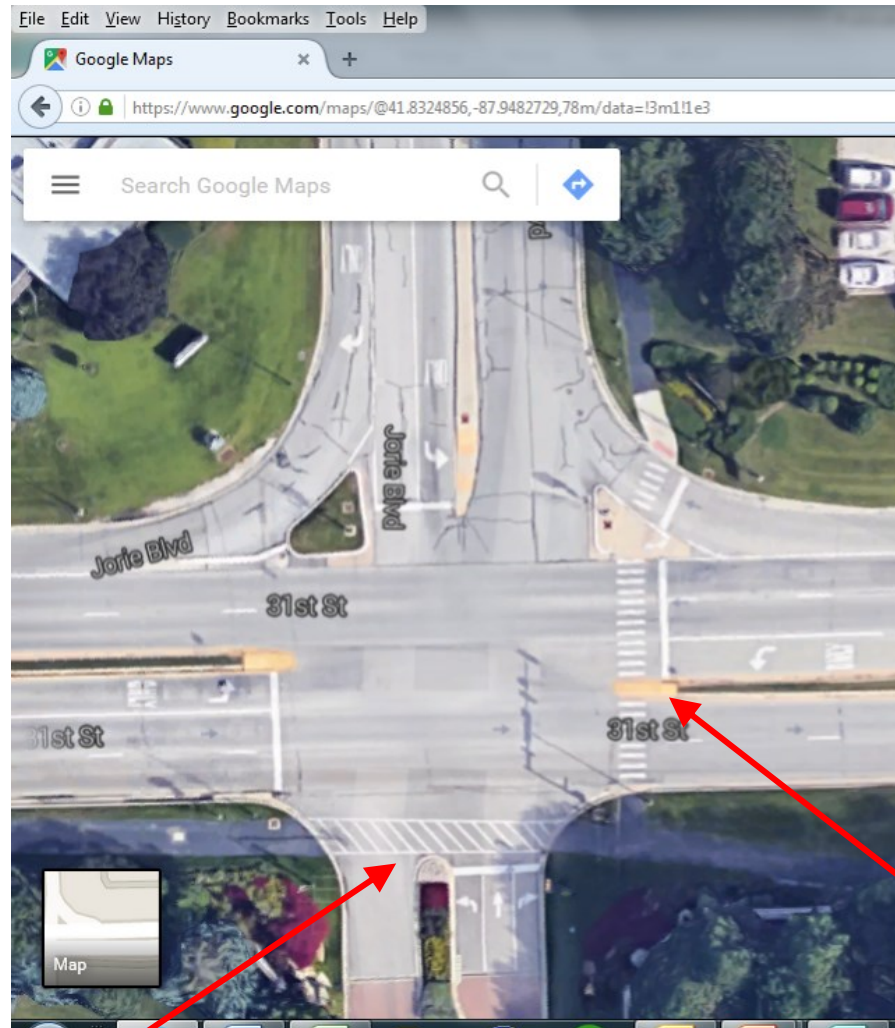
31st Street at IL 83 (part of IL 83—Jorie project)



Recommended: Bring the sidepath trail's crossing closer to 31st for better visibility as "part" of the intersection—but maintain the perpendicular crossings. Move the right turn lane out further to allow for a larger corner island, and use this island in the sidepath crossing. Doing so also isolates turning motion conflicts and allows sidepath users to cross to the island during west-bound 31st turns onto southbound IL83—thus avoiding conflicts with east-bound 31st right-turners when the signal turns to green. Provide good visual delineation for the crossing, perhaps using continental crosswalks.

Recommended: Bring the sidepath trail's crossing closer to 31st. Try to cross the right-turn lane more perpendicularly. Continue to use a corner island in the sidepath crossing. Refresh the zebra/diagonal crosswalk or go to continental style.

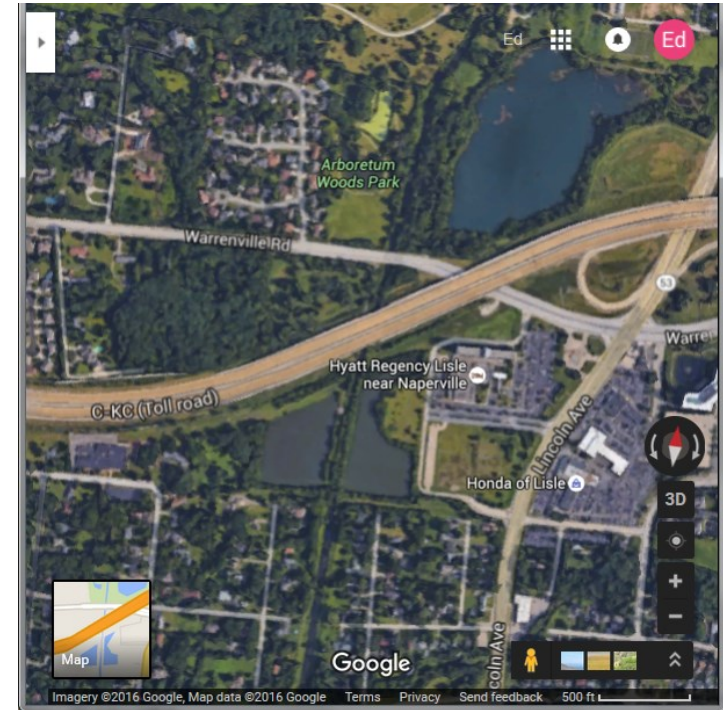
31st Street at Jorie
(part of IL 83– Jorie
project)



Recommended: Maintain this crossing as shown, perhaps extending the center median closer to 31st to include the sidepath trail crossing.

Recommended: Nicely-designed crossing in terms of crosswalk style, use of a right-corner island where a right-turn lane is present, and nearly-perpendicular crossing of the right-turn lane. Maintain these characteristics, but smooth out the crossing through the center median's ramp nose.

Warrenville Road over East Branch DuPage River



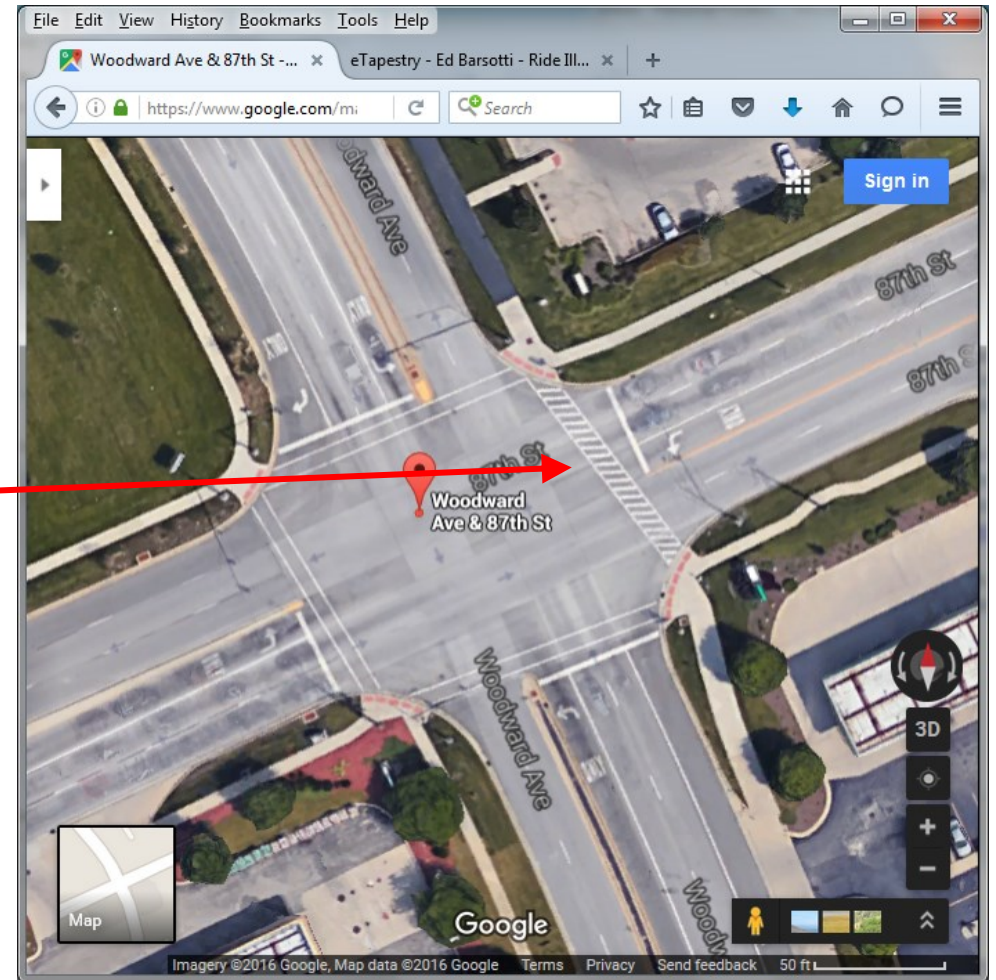
Recommended: This bridge replacement is an opportunity to advance both: 1) the East Branch DuPage River Greenway Trail, a high priority in the 2008 DuPage County Regional Bikeway plan; and 2) a trail connection between Lisle and the Arboretum. Please investigate a potential trail underpass of Warrenville Road on the west bank of the river, along with a connection to Arboretum Woods Park and a loop up to the road for a 2-way trail crossing using the new bridge (ala Ferry Road over the West Branch). Such an underpass would remove the greatest barrier on a proposed trail north from Lisle, and be a much better and safer option than a trail along IL53 and its complicated intersections at Warrenville Rd and I-88.

If going under Warrenville Road on a west bank trail is not possible, a considerably lesser option—but still a plus—would be an at-grade crossing immediately west of the river, requiring a wider bridge with a median refuge island and (preferably) demand-actuated Rapid Rectangular Flashing Beacons for the crossing. Such an island now exists right by Warrenville Road's I-88 underpass, but sightlines are too poor.

Warrenville Road itself is a very popular bike route, especially with regular commuters and club-level cyclists. Most of this audience is better served with (consistent) bike lanes or 4+' paved shoulders on both sides of the street. Others, and pedestrians, may be served with a sidepath trail—or merely a sidewalk—on one or both sides. Over its length, Warrenville Road has many variations in its bike/ped accommodations. The removal of some shoulders in the past two decades (by Mill/Ferry, also near Freedom Dr and Naperville Rd) has been a point of frustration for many cyclists. For this bridge project and any further work on Warrenville Road, we ask that paved shoulders or bike lanes be maintained and/or added, along with an off-road accommodation on at least one side.

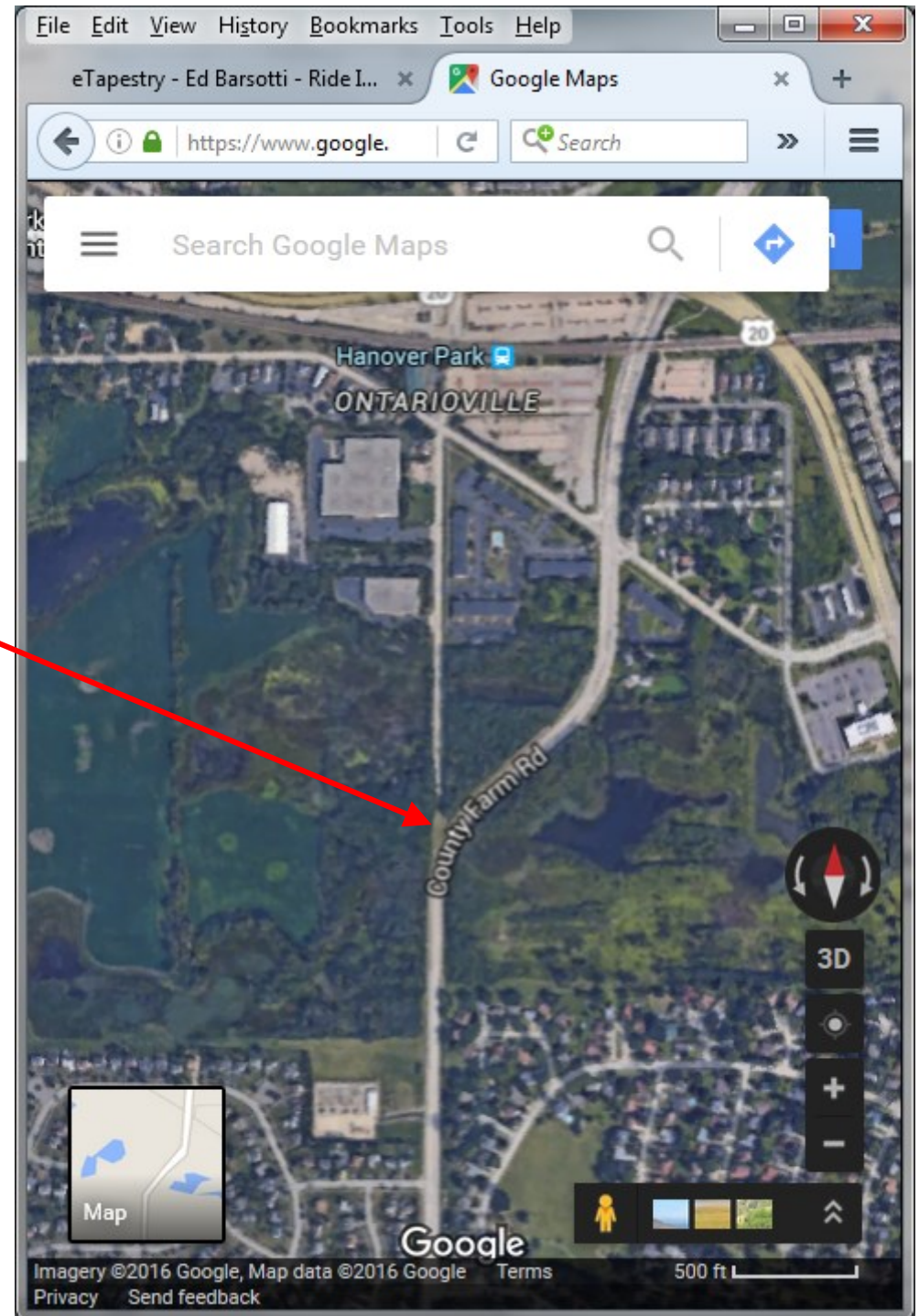
87th Street at Woodward

Recommended: Add right-turn corner islands. Priorities are the northeast and southeast corners, due to the sidepath trail crossing. Adding these will isolate turning motions faced by bike/ped sidepath users, and reduces natural conflicts such as one between northbound motorists turning right and northbound bike/ped sidepath users crossing 87th. Corner islands bring the crossing closer to Woodward, improving visibility. Traffic operations can be helped with shorter crossing distances.



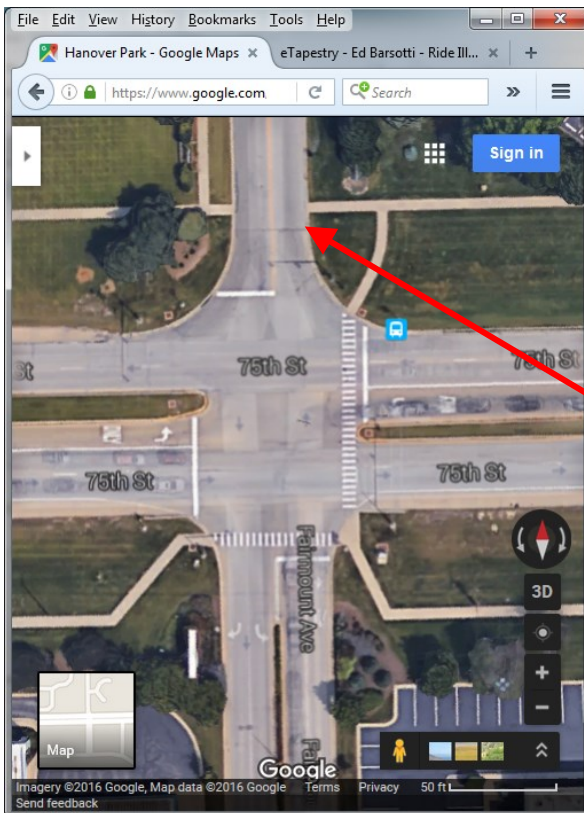
County Farm Rd S-Curve Project

Recommended: As part of this IDOT Highway Safety Improvement Program project, please also improve the safety of pedestrians and off-road cyclists by closing the important sidewalk gaps there. A short sidewalk link connecting a west sidewalk (or sidepath trail) to Church Road would be helpful, too—as evidenced by the “desire line” worn there already.



75th Street at Fairview Ave (part of Lyman-Adams project)

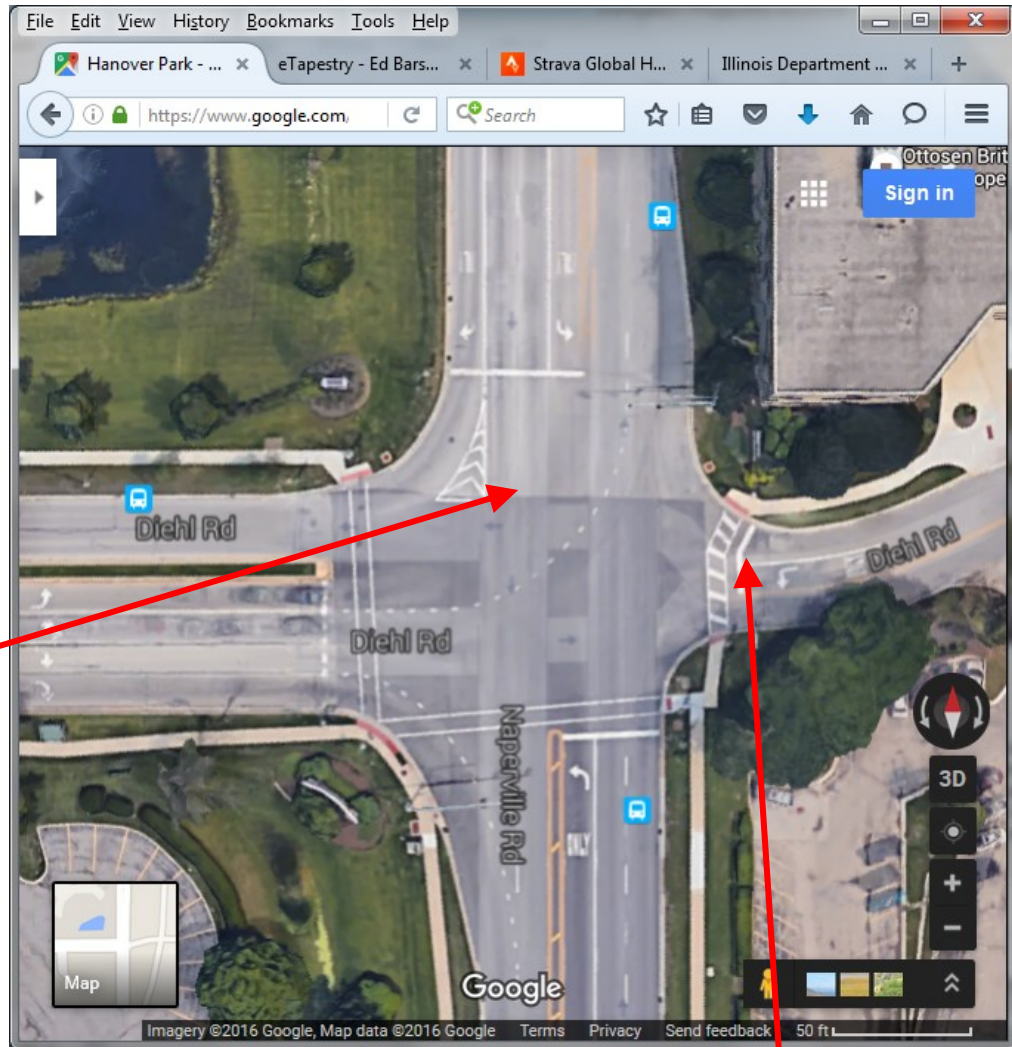
Recommended: Top priority—Bring sidepath trail and sidewalk crossings of Fairview closer to 75th Street. These are now too far back, at unrealistic locations to expect motorists to stop. Also, right-corner islands would improve any of the corners, although the northeast and southeast corner are higher priority due to the sidepath trail crossing.



75th Street at Fairmount

Recommended: At many intersections and other entrances, the sidewalk is brought close to the parallel road. This improves visibility and prevents bicyclists and pedestrians from being blocked or having to pass through a queue of cars—dangerous from a visibility standpoint. Other crossings, however, are too far back and placed behind the stopline. If there is an opportunity to correct this, it would help.

Naperville Rd at Diehl (part of Diehl-Ogden project)



Recommended: Add a crosswalk across the north face of the intersection. It is unrealistic to expect that a sidewalk user will spend several minutes to cross the other three faces of the intersection.

Recommended: Add on-road bicycle detection if west-bound Diehl at Naperville is a demand-actuated stoplight. Various methods are available. Depending on how this is done, MUTCD-approved pavement markings and accompanying, explanatory signage may be needed to supplement a detector.