

COUNCIL WORKSHOP ITEM

ITEM: File #01-02
DATE: January 23, 2002
PREPARED BY: Bob Schiller, Assistant Director Public Works Operations
PURPOSE: Regulatory Control at the Intersection of Benton Avenue and Summit Street

DISCUSSION:

On Wednesday, January 9, 2002, the Parking and Traffic Commission moved to recommend to the Village Council that the intersection of Summit Street and Benton Avenue be posted with yield control such that eastbound and westbound Summit Street must yield to Benton Avenue traffic.

ATTACHMENTS:

AN ORDINANCE AMENDING TRAFFIC REGULATIONS AT THE INTERSECTION OF SUMMIT STREET AND BENTON AVENUE

Recommendation of Parking and Traffic Commission – January 9, 2002

January 9, 2002 Minutes of the Parking and Traffic Commission

RECOMMENDATION:

Place this item on the Workshop Agenda for February 12, 2002 for Council review and consideration.

I:\mw\agenda02-itm\P&T#01-02

ORDINANCE NO. _____

AN ORDINANCE AMENDING TRAFFIC REGULATIONS AT THE INTERSECTION OF SUMMIT STREET AND BENTON AVENUE

BE IT ORDAINED by the Council of the Village of Downers Grove, in DuPage County, Illinois, as follows: (Additions are indicated by shading; deletions by ~~strikeout~~.)

SECTION 1. That Section 14-63 of the Downers Grove Municipal Code is hereby amended as follows:

14-63. Isolated yield right-of-way signs.

On the basis of traffic investigations at the below named intersections, it is found that traffic conditions warrant preference to traffic as indicated and that the enumerated streets should be designated as "yield right-of-way entrances".

* * *

Summit Street. At the southwest and northeast corners of the intersection of Summit Street and Benton Avenue, regulating both eastbound and westbound traffic on Summit Street.

* * *

SECTION 2. That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION 3. That this ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

Mayor

Passed:

Published:

Attest: _____
Village Clerk



January 23, 2002

Village of
DOWNERS GROVE
ILLINOIS

MAYOR BRIAN KRAJEWSKI AND COUNCIL MEMBERS

RE: P & T File # 01-02 Regulatory Control at the Intersection of
Benton Avenue and Summit Street

Civic Center

Dear Mayor Krajewski and Council Members:

01 Burlington Avenue

On Wednesday, January 9, 2002, the Parking and Traffic Commission adopted the following motion:

Downers Grove

Illinois 60515-4776

30.434.5500

DD 630.434.5511

FAX 630.434.5571

COMMISSIONER MCNAMARA MOVED TO RECOMMEND TO THE VILLAGE COUNCIL THAT THE INTERSECTION OF SUMMIT ROAD AND BENTON AVENUE BE POSTED WITH YIELD CONTROL SUCH THAT EASTBOUND AND WESTBOUND SUMMIT ROAD MUST YIELD TO BENTON AVENUE TRAFFIC.

Fire Department

COMMISSIONER KREN SECONDED THE MOTION.

Administration

701 Main Street

Downers Grove

Illinois 60516-3426

30.434.5980

FAX 630.434.5998

Roll Call: AYE: Ms. McNamara, Mr. Kren, Mr. Stapleton, Mr. Thurston, Mr. Wendt, Mr. Yeksigian and Chairman Johnson.

Police Department

325 Burlington Avenue

Downers Grove

Illinois 60515-4783

30.434.5600

FAX 630.434.5690

NAY: None.

Motion Carried: 7:0

Public Works Department

5101 Walnut Avenue

Downers Grove

Illinois 60515-4074

30.434.5460

FAX 630.434.5495

Staff measured grades on each of the segments connecting to this intersection. A nearly 10% grade was measured along the south leg of Benton. When considering existing sight lines, the northbound to eastbound sight line was most critical. Only 77 feet of safe stopping distance was available for eastbound traffic, even though a safe stopping distance of 124 feet was calculated. Similarly, only 91 feet of safe stopping distance was calculated for northbound traffic intersecting with westbound traffic along Summit. Staff ultimately measured three of four corners fail to meet characteristics associated with minimum safe stopping distances. Unfortunately, there is no easy fix to remove any of the sight hindering objects, as houses cause two and the last involves a hill. Regulatory control is the next option available.

Department of

Social & Health Services

842 Curtiss Street

Downers Grove

Illinois 60515-4776

30.434.5595

FAX 630.434.5599

Sincerely,

Village of

Downers Grove Website

<http://www.vil.downers-grove.il.us>

Ross Johnson, Chairman
Parking & Traffic Commission
VILLAGE OF DOWNERS GROVE

Community Response Center

630.434.CALL (2255)

RJ/cc
P&T/2002/01-02/Recommendation

NEW BUSINESS

File #01-02 Regulatory Control at the Intersection of Benton Avenue and Summit Street

Chairman Johnson read the Staff Report for File # 01-02.

BACKGROUND

The Parking and Traffic Commission last reviewed this intersection in 1973 (P & T file #10-73), the first year Public Hearings were formally established for the Parking & Traffic Commission. A request has been recently received from a concerned resident addressed to the Parking and Traffic Commission that potential need of installing regulatory control at this intersection be examined.

STUDY

To adequately determine whether or not regulatory control is warranted at an intersection, the following is typically measured.

- 1.) Traffic Volume
- 2.) Accident Data
- 3.) Sight Distance

Both Benton and Summit are considered local streets. Benton has an average daily traffic volume around 800 vehicle trips per day. Summit's average traffic volume is very light at around 200 vehicle trips per day. An average entering traffic volume 1,600 vehicles per day is suggested for establishing yield control for the street with the lower traffic volume.

In the past three years, only one accident has been reported. An average of three accidents per year is a recommended threshold established to warrant yield control.

Staff measured grades on each of the segments connecting to this intersection. A nearly 10% grade was measured along the south leg of Benton. When considering existing sight lines, the northbound to eastbound sight line was most critical. Only 77 feet of safe stopping distance was available for eastbound traffic, even though a safe stopping distance of 124 feet was calculated. Similarly, only 91 feet of safe stopping distance was calculated for northbound traffic intersecting with westbound traffic along Summit. Staff ultimately measured three of four corners fail to meet characteristics associated with minimum safe stopping distances. Unfortunately, there is no easy fix to remove any of the sight hindering objects, as houses cause two and the last involves a hill. Regulatory control is the next option available.

RECOMMENDATION

Staff recommends that the intersection of Summit Road and Benton Avenue be posted with yield control such that eastbound and westbound Summit must yield to Benton Avenue traffic.

Mr. Bob Jankovec, 5333 Benton Avenue, feels the speed of northbound and southbound Benton Avenue traffic is the biggest issue. Vehicles utilize Benton Avenue as a means of avoiding traffic signals. He feels that the speed limit on Benton Avenue should be reduced.

Mr. Edwin Frun, 5336 Benton Avenue, stated that he resides at the bottom of the hill on Benton Avenue. Vehicles travel at a high rate of speed over the hill down Benton Avenue causing a safety concern while backing out of his driveway. He also feels that the street is not wide enough to accommodate parked vehicles on both sides of the street. In his opinion parking should be restricted to one side of the street.

Chairman Johnson questioned the frequency and amount of parked vehicles on Benton Avenue.

Mr. Frun stated it does not occur on a regular basis but when parked vehicles are present there is a safety concern. He stated that another problem area on Benton Avenue is near Maple Avenue. He understands there is a state law that requires a forty-foot parking setback from street corners. He does not feel this setback requirement is being met and parking should be restricted on both sides of the street.

Mr. Schiller stated that State Law requires a thirty-foot setback.

Mr. John Milhouse, 5345 Benton Avenue, feels that northbound traffic travels too fast. When backing out of his driveway he cannot see vehicles traveling over the hill. He feels signage could be placed cautioning vehicles to reduce speed over the hill.

Mr. Frun suggested restricting northbound Benton Avenue traffic during certain set hours.

Chairman Johnson stated that restricting northbound Benton Avenue would push traffic onto other streets creating the same situation. He feels that speeding is an issue throughout the Village and is not unique to Benton Avenue. It is difficult for the Police Department to monitor all areas.

He further stated that at times residents request the installation of stop signs in an attempt to slow traffic. Stop signs are designed to determine which vehicle has the right of way at an intersection not to reduce speed. If stop signs are installed in unwarranted

intersections they could create the issue of vehicles coasting through or ignoring the stop signs.

Chairman Johnson questioned if Benton Avenue is posted with speed limit signs.

Mr. Schiller stated that the street is not posted with signs, it is designated with the unposted 30 m.p.h.

Chairman Johnson stated that the Village could post speed limit signs.

Mr. Frun questioned if a sign could be installed noting dangerous roadway.

Chairman Johnson stated that a sign could be installed as an informational sign but would not be enforceable. He feels that vehicles can tend to ignore the signs when posted.

Mr. Frun stated that he has seen four accidents over the last 40 years he has resided in the area.

Mr. Nehls stated that he would utilize the Police Department Traffic Unit Officers and place Benton Avenue on radar patrol assignment. They will run radar, obtain traffic counts and speeds and report back to the Commission.

Mr. Frun stated that he feels when Fairview Avenue is reconstructed in Spring 2002 it will create additional problems on the side streets.

Mr. Schiller stated that a fiber optic traffic signal interconnection project is planned on Fairview Avenue from Lincoln Avenue to 55th Street and then from 55th Street to 59th Street. The County is also planning on widening 55th Street to provide left turn lanes.

Chairman Johnson questioned the number of non-intersection related accidents on Benton Ave.

Mr. Schiller stated that there are not any reports of non-intersection related accidents.

Commissioner Wendt questioned if there were any signs posted indicating poor visibility in the area.

Mr. Schiller stated that there are not presently signs posted. The Village could post signs stating hidden driveways ahead.

Chairman Johnson directed staff to post informational signage on Benton Avenue. The posting of these signs would not require Council approval. He further stated that the Police Department would be present with radar patrol.

Chairman Johnson stated regarding the issue of parking at Benton Avenue and Maple Avenue staff would have to further investigate. This would be a separate issue and residents would have to be notified of the discussion.

Mr. Jankovic stated that there are currently a couple of houses under construction near this intersection. The construction personnel may be adding to the on street parking situation.

Chairman Johnson stated that staff would monitor the situation and determine if the parking improves after completion of construction.

COMMISSIONER MCNAMARA MOVED TO RECOMMEND TO THE VILLAGE COUNCIL THAT THE INTERSECTION OF SUMMIT ROAD AND BENTON AVENUE BE POSTED WITH YIELD CONTROL SUCH THAT EASTBOUND AND WESTBOUND SUMMIT ROAD MUST YIELD TO BENTON AVENUE TRAFFIC.

COMMISSIONER KREN SECONDED THE MOTION.

Roll Call: AYE: Ms. McNamara, Mr. Kren, Mr. Stapleton, Mr. Thurston, Mr. Wendt, Mr. Yeksigian and Chairman Johnson.

NAY: None.

Motion Carried: 7:0

Chairman Johnson stated that this recommendation would be sent to Village Council. He said that if anyone is interested in attending the Council meeting for this item they should watch the Village Corner section of the newspaper for the Council agenda dates. He further stated that the Village Clerk could also be notified and asked when this agenda item would be brought before Council.

NEW BUSINESS

File #02-02 Parking Restrictions on Highland Avenue between Prairie Avenue and Franklin Street

Chairman Johnson read the Staff Report for File # 02-02.

BACKGROUND

Due to a perceived increase in the amount of accidents occurring, the Police Department has requested Engineering Staff to evaluate sight distance at Highland Avenue as it intersects with Prairie Avenue. Currently, regulatory control at the intersection is established as a two-way stop, such that northbound and southbound