

VILLAGE OF DOWNERS GROVE
REPORT FOR THE VILLAGE COUNCIL WORKSHOP
JULY 24, 2007 AGENDA

SUBJECT:	TYPE:	SUBMITTED BY:
Authorization to Request Intersection Controls at Middaugh Ave. and Franklin St. and at Franklin St. at Oakwood Ave.	✓ Resolution Ordinance Motion Discussion Only	Robin Weaver Interim Director of Public Works

SYNOPSIS

An ordinance has been prepared to place yield signs on Middaugh Avenue at Franklin Street, regulating north-south traffic on Middaugh Avenue, and a yield sign on Franklin Street at Oakwood Avenue, regulating westbound traffic on Franklin Street.

STRATEGIC PLAN ALIGNMENT

The Vision for 2021 identified *Unique Neighborhoods*. A supporting objective of this statement is *Top Quality Infrastructure Tailored to Each Neighborhood*.

FISCAL IMPACT

The FY07 General Fund budget includes funds for signage and striping installation.

RECOMMENDATION

Approval on the August 7, 2007 active agenda.

BACKGROUND

A neighborhood meeting was held on April 10, 2007, followed by a Parking & Traffic Commission meeting on May 9, 2007, to address the intersection control issues, vehicular speeding and pedestrian safety issues using the neighborhood playground at Prince Pond. There was a recent serious vehicular incident at this intersection. Residents are very concerned that vehicular speeding has increased in recent years, and currently the Middaugh Avenue and Franklin Street intersection is uncontrolled.

Staff has collected vehicular data which shows excessive speeds along Franklin Street. Staff determined that these higher speeds are not generally due to the effects of North High School traffic but rather from daily commuter users. Since the installation of the traffic signal at Main Street and Franklin Street back in 2002, motorists have found a route to avoid the downtown congestion by using Franklin Street to Oakwood Avenue and then Warren Avenue toward Belmont Road.

Staff has determined that yield signs are appropriate traffic controls for this location and is recommending their installation on the Middaugh Avenue north-south approaches to Franklin Street and also on Franklin Street westbound approach at Oakwood Avenue.

Staff has recently upgraded the roadway signing along Franklin Street through the installation of larger *Prince Pond* playground signs and new *Speed Limit 25* signs with the highlighted orange border. There actions were done in response to neighbors' requests at the April 10 meeting.

ATTACHMENTS

Ordinance
 Parking and Traffic Commission meeting minutes
 CADD Exhibit

ORDINANCE NO. _____

**AN ORDINANCE AMENDING TRAFFIC REGULATIONS
AT THE INTERSECTION OF MIDDAUGH AND FRANKLIN**

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

Section 1. That Section 14.63 is hereby amended to read 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".

Austin Street. At the northeast and southwest corners of the intersection of Austin Street and Douglas Road, regulating both eastbound and westbound traffic on Austin Street.

Barrett Street. At the northwest and southeast corners of the intersection of 67th Street and Barrett Street, regulating northbound and southbound traffic on Barrett Street.

Belden Avenue. At the southeast corner of the intersection of Belden Avenue and Curtiss Street, regulating northbound traffic on Belden Avenue.

Brookside Lane. At the northeast corner of the intersection of Venard Road and Brookside Lane, regulating eastbound traffic on Brookside Lane.

Brunette Drive. At the southeast corner of the intersection of Brunette Drive and Bolson Drive, regulating the eastbound traffic on Brunette Drive.

Burlington Avenue. At the northwest corner of the intersection of Burlington Avenue and Washington Street, regulating westbound traffic on Burlington Avenue.

Cambridge Road. At the southeast corner of the intersection of Cambridge Road and Concord Drive, regulating northbound traffic on Cambridge Road.

Centre Circle. At the northwest corner of the intersection of Centre Circle and Brook Drive, regulating southbound traffic on Brook Drive.

Claremont Court. At the northwest and southeast corners of the intersection of Claremont Court and Claremont Drive, regulating southbound and northbound traffic on Claremont Court.

Clayton Court. At the northwest corner of the intersection of Clayton Court and Claremont Drive, regulating southbound traffic on Clayton Court.

Coralberry Lane. At the northeast corner of the intersection of Coralberry Lane and Downers Drive, regulating westbound traffic on Coralberry Lane.

Douglas Road. At the northwest corner of the westerly intersection of Sherman Street and Douglas Road and the southeast corner of the easterly intersection of Sherman Street and Douglas Road, regulating northbound and southbound traffic on Douglas Road.

Douglas Road. At the northwest and southeast corners of the intersection of Douglas Road and 40th Street, regulating northbound and southbound traffic on Douglas Road.

Drove Avenue. At the northeast corner of the intersection of Belle Aire Lane and Drove Avenue, regulating westbound traffic on Drove Avenue.

Elizabeth Lane. At the northeast and southwest corners of the intersection of Elizabeth Lane and Nottingham Lane, regulating both eastbound and westbound traffic on Elizabeth Lane.

Fairmount Avenue. At the southeast and northwest corners of the intersection of Fairmount Avenue at 62nd Street, regulating northbound and southbound traffic on Fairmount Avenue.

Franklin Street. At the northwest corner of the intersection of Franklin Street and Oakwood

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Avenue, regulating westbound traffic on Franklin Street.

Grand Avenue. At the southeast corner of the intersection of Grand Avenue and Burlington Avenue, regulating northbound traffic on Grand Avenue.

Hillcrest Road. At the southeast corner of the intersection of Hillcrest Road and 61st Street, regulating northbound traffic on Hillcrest Road.

Lee Avenue. At the northwest corner of the intersection of Lee Avenue and Warren Avenue, regulating southbound traffic on Lee Avenue.

Lincoln Street. At the northwest and southwest corners of Stanley Avenue and Lincoln Street, regulating westbound and eastbound traffic on Lincoln Street.

Linden Place. At the southeast and northwest corners of the intersection of Linden Place and Franklin Street, regulating southbound and northbound traffic respectively on Linden Place.

Linscott Avenue. At the northwest corner of the intersection of Linscott Avenue and Warren Avenue, regulating southbound traffic on Linscott Avenue.

Linscott Avenue. At the northwest and southeast corners of the intersection of Linscott Avenue at Franklin Street, regulating northbound and southbound traffic on Linscott Avenue.

Lyman Avenue. At the southwest and northwest corners of the intersection of Lyman Avenue at 62nd Street, regulating northbound and southbound traffic on Lyman Avenue.

Lyman Avenue. At the southeast corner of the southerly intersection of Lyman Avenue and 72nd Street, regulating northbound traffic on Lyman Avenue.

Lyman Avenue. At the northwest and southeast corners of the intersection of Lyman Avenue and Claremont Drive, regulating southbound and northbound traffic on Lyman Avenue.

Meadowcrest Drive. At the northwest corner of the intersection of Meadowcrest Drive and Claremont Drive, regulating southbound traffic on Meadowcrest Drive.

Meadowcrest Drive. At the northwest and southeast corners of the intersection of Meadowcrest Drive and Valley View Drive, regulating northbound and southbound traffic on Meadowcrest Drive.

Middaugh Avenue. At the northwest and southeast corners of the intersection of Middaugh Avenue and Blanchard Street, regulating both northbound and southbound traffic on Middaugh Avenue.

Middaugh Avenue. At the northwest corner of Middaugh Avenue and Warren Avenue, regulating southbound traffic on Middaugh Avenue.

Middaugh Avenue. At the northwest and southeast corners of the intersection of Middaugh Avenue and Franklin Street, regulating both northbound and southbound traffic on Middaugh Avenue.

Montgomery Avenue. At the northwest corner of Montgomery Avenue and Warren Avenue, regulating southbound traffic on Montgomery Avenue.

Northcott Avenue. At the northwest corner of Northcott Avenue and Warren Avenue, regulating southbound traffic on Northcott Avenue.

Oakwood Avenue. At the northwest corner of Oakwood Avenue and Warren Avenue, regulating southbound traffic on Oakwood Avenue.

Osage Avenue. At the northwest and southeast corners of Osage Avenue and Claremont Drive, regulating southbound and northbound traffic on Osage Avenue.

Oxnard Drive. At the southeast corner of the intersection of Oxnard Drive and Bolson Drive, regulating northbound traffic on Oxnard Drive.

Parkview Drive. At the northwest corner of Parkview Drive and Claremont Drive, regulating southbound traffic on Parkview Drive.

Pershing Avenue. At the northwest corner of Pershing Avenue and Warren Avenue, regulating southbound traffic on Pershing Avenue.

Plymouth Street. At the northwest and southeast corners of the intersection of Plymouth Street and Jefferson Avenue, regulating northbound and southbound traffic on Plymouth Street.

Powell Street. At the northwest and southeast corners of the intersection of 67th Street and Powell Street, regulating northbound and southbound traffic on Powell Street.

Pershing Avenue. At the northwest and southeast corners of the intersection of Grant Avenue and

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Pershing Avenue regulating northbound and southbound traffic on Pershing Avenue.

Saratoga Avenue. At the northwest and southeast corners of the intersection of 39th Street and Saratoga Avenue and 67th Street and Saratoga Avenue, regulating northbound and southbound traffic on Saratoga Avenue.

Saratoga Avenue. At the northwest corner of Saratoga Avenue and Warren Avenue, regulating southbound traffic on Saratoga Street.

Seeley Avenue. At the northwest corner of Seeley Avenue and Warren Avenue, regulating southbound traffic on Seeley Avenue.

Sherman Street. At the northeast corner of the intersection of Sherman Street and Elm Street regulating westbound traffic on Sherman Street.

Sherman Street. At the northeast corner of Saratoga Avenue and Sherman Street, regulating westbound traffic on Sherman Street.

Springside Avenue. At the southeast corner of Brunette Drive regulating northbound traffic on Springside Avenue.

Stonewall Avenue. At the northwest corner of Stonewall Avenue and Warren Avenue, regulating southbound traffic on Stonewall Avenue.

Stonewall Avenue. At the northwest and southeast corners of the intersection of Stonewall Avenue and Oxnard Drive, regulating both northbound and southbound traffic on Stonewall Avenue; and at the southeast corner of the intersection of Stonewall Avenue and Bolson Drive, regulating northbound traffic on Stonewall Avenue.

Summit Street. At the northeast corner of the intersection of Summit Street and Carpenter Street, regulating westbound traffic on Summit Street.

Summit Street. At the southwest and northeast corners of the intersection of Summit Street and Fairmount Avenue, regulating both eastbound and westbound traffic on Summit Street; and at the southwest and northeast corners of the intersection of Summit Street and Park Avenue, regulating both eastbound and westbound traffic on Summit Street.

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.

Thatcher Road. At the northeast corner of the intersection of Hitchcock Avenue and Thatcher Road regulating northbound traffic on Thatcher Road.

Venard Road. At the northwest corner of the intersection of Venard Road and 35th Street, regulating southbound traffic on Venard Road.

Victor Street. At the northwest and southeast corners of the intersection of Victor Street and 7th Street, regulating northbound and southbound traffic on Victor Street.

Wallbank Avenue. At the northwest corner of Wallbank Avenue and Warren Avenue, regulating southbound traffic on Wallbank Avenue.

Woodward Avenue. At the northwest corner of Woodward Avenue and Warren Avenue, regulating southbound traffic on Woodward Avenue.

4th Street. At the northeast and southwest corners of the intersection of 4th Street and Florence Avenue, regulating both eastbound and westbound traffic on 4th Street.

7th Street. At the northeast and southwest corners of the intersection of 7th Street and Florence Avenue, regulating both eastbound and westbound traffic on 7th Street.

8th Street. At the northeast and southwest corners of the intersection of 8th Street and Cumnor Road, regulating both eastbound and westbound traffic on 8th Street.

40th Street. At the southwest and northeast corners of the intersection of 40th Street, Sterling Road, Glendenning Road and Earlston Road regulating eastbound and westbound traffic on 40th Street at such intersections.

60th Street. At the northeast and southwest corners of the intersection of 60th Street and Grand Avenue, regulating eastbound and westbound traffic on 60th Street.

62nd Place. At the northeast and southwest corners of the intersection of 62nd Place and

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Carpenter Street, regulating westbound traffic on 62nd Place.

65th Street. At the northeast and southwest corners of the intersection of 65th Street and Fairmount Avenue, regulating both eastbound and westbound traffic on 65th Street.

68th Street. At the northeast corner of the intersection of 68th Street and Fairmount Avenue, regulating westbound traffic on 68th Street.

72nd Street. At the southwest corner of the northerly intersection of 72nd Street and Lyman Avenue, regulating eastbound traffic on 72nd Street.

In compliance with such "yield right-of-way" signs, the driver of each vehicle approaching a yield right-of-way sign shall reduce the speed of such vehicle to not more than twenty miles per hour, and shall yield the right of way to vehicles which have entered the intersections or which are approaching so closely on such streets as to create an immediate hazard. (Ord. No. 1028, § 2; Ord. No. 1032, §§ 1, 2, 3; Ord. No. 1673, § 3; Ord. No. 1718, § 3; Ord. No. 1720, § 3; Ord. No. 1723, § 3; Ord. No. 1761, § 3; Ord. No. 1781, § 5; Ord. No. 1818, § 3; Ord. No. 1963, § 3; Ord. No. 2023, § 4; Ord. No. 2025, § 1; Ord. No. 2049, § 2; Ord. No. 2092, § 2; Ord. No. 2095, § 2; Ord. No. 2104, § 5; Ord. No. 2123, § 2; Ord. No. 2348, § 4; Ord. No. 2381, § 2; Ord. No. 2429, § 3; Ord. No. 2460, § 2; Ord. No. 2498, §§ 2, 3; Ord. No. 2570, § 3; Ord. No. 2726, § 2; Ord. No. 2750, § 2; Ord. No. 2948, § 2; Ord. No. 2995, § 2; Ord. No. 3049, §§ 2, 3; Ord. No. 3117, § 3; Ord. No. 3222, § 3; Ord. No. 3328, § 2; Ord. No. 3346, § 4.)

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

Village of Downers Grove Parking & Traffic Commission May 9, 2007 Meeting

Mr. Stapleton commented on the increased traffic he sees on Saratoga going east and west on Franklin during Sunday mornings. **Mr. Wendt** also pointed out staff's comments about the statistics and the fact that the commission may need to look at this matter a bit differently.

Mr. Millette offered to consider turn restrictions but the entire area from the school extending outward would have to be considered, wherein Chairman Johnson believed much work would be involved. **Mr. Fera** believed further review of the matter would be necessary as well as gathering additional data collection in the area and to look at the street patterns.

Mr. Thurston, as a resident of the area, believed a yield sign was necessary at Middaugh and at Oakwood. However, he preferred to see a stop sign on Franklin at the intersection, understanding it would not meet the warrants. **Mr. Wendt** also concurred somewhat with **Mr. Thurston's** comments and added that it bothered him to be seven or eight feet away from children playing. While a yield sign had been installed, he had hoped for a second component to that, such as a fence installed along Franklin, or a some other form of a barrier.

Mr. Stapleton recommended that staff speak to the park district about adding another fence around the playground with one opening and so that a child does not run away from a parent and into the street. **Mr. Fera** agreed that speaking to the park district was appropriate and keeping pedestrian counts would be necessary. Additionally, if the commission supported the park speed limit of 20 MPH, it would be appropriate, based on the residents' input.

Mr. Thurston stated there was a visibility issue on Franklin eastbound looking northbound on Linscott and also coming south on Linscott to look at Franklin. He recommended getting good pedestrian counts this summer and recommended a stop sign at Franklin. However, **Chairman Johnson** felt the stop sign at Franklin was premature and would interfere with future traffic studies. He recommended that staff gather all the information it could before any installation of signs.

Mr. Ralph Harrison, 4837 Oakwood, noted that many people ice skate at the pond too.

Mr. Margaret Wittman, 4825 Middaugh, could not understand how **Chairman Johnson** suggested a reduction in speed sign when he made comments earlier in the meeting that yield signs would not be effective for stopping the traffic. She did not believe a 20 MPH sign would make a difference. She indicated the residents wanted a stop sign installed. **Chairman Johnson** reiterated the fact that a higher percentage of people will not respect a stop sign, especially when it is not warranted, which was when accidents occurred. Studies supported same.

Discussion followed that construction was going to take place in the area and would affect the area. **Mr. Millette** indicated pedestrian counts could take place but vehicle counts would be skewed by the construction activity. Regarding looking at the area as a

neighborhood-wide project, **Mr. Millette** would place the counters out now before construction started.

COMMISSIONER THURSTON MADE A MOTION THAT 1) THE VILLAGE INSTALL YIELD SIGNS AT MIDDAUGH AVENUE AT THE FRANKLIN INTERSECTION REGULATING THE NORTH/SOUTH TRAFFIC FLOW ON MIDDAUGH AVENUE; 2) INSTALL ONE YIELD SIGN AT FRANKLIN AVENUE AT THE OAKWOOD AVENUE INTERSECTION REGULATING WESTBOUND TRAFFIC FLOW ON FRANKLIN STREET; 3) STAFF CONTINUE TO PURSUE PEDESTRIAN COUNTS, TRAFFIC COUNTS, AND, IF POSSIBLE, DURING THE SUMMER TO PURSUE TRAFFIC FLOW ON MIDDAUGH VERSUS PRAIRIE VERSUS LINCOLN VERSUS CHICAGO AND TO RETURN THE ISSUE TO THE COMMISSION BY SEPTEMBER, 2007; 4) STAFF BEGIN DIALOG WITH THE DOWNERS GROVE PARK DISTRICT REGARDING FENCING; AND 5) PLACE THE 20 MPH PARK DISTRICT SIGNAGE ON LINSOTT APPROXIMATELY 100 FEET SOUTH OF FRANKLIN AND ON FRANKLIN BETWEEN LINSOTT AND PARKWAY DRIVE.

SECONDED BY COMMISSIONER WENDT.

ROLL CALL:

AYE: MR. THURSTON, MR. WENDT, MR. CARLQUIST, MR. KREN, MR. STAPLETON, MR. YEKSIGIAN, CHAIRMAN JOHNSON

NAY: NONE

MOTION CARRIED. VOTE: 7-0

MR. YEKSIGIAN MADE A MOTION TO RECOMMEND THAT THE VILLAGE MANAGER ADD THE FRANKLIN AVENUE TO THE POLICE DEPARTMENT'S SPEED PATROL LIST.

SECONDED BY COMMISSIONER THURSTON.

ROLL CALL:

AYE: MR. YEKSIGIAN, MR. THURSTON, MR. CARLQUIST, MR. KREN, MR. STAPLETON, MR. WENDT, CHAIRMAN JOHNSON

NAY: NONE

MOTION CARRIED. VOTE: 7-0

FRANKLIN ST - OAKWOOD AVE TO SARATOGA AVE INTERSECTION SAFETY REVIEW P & T FILE #12-07

