

**VILLAGE OF DOWNERS GROVE**  
**REPORT FOR THE VILLAGE COUNCIL WORKSHOP**  
**NOVEMBER 10, 2009 AGENDA**

SUBJECT:	TYPE:	SUBMITTED BY:
Washington Street at 55 <sup>th</sup> Street Turn Restrictions	✓ Resolution Ordinance Motion Discussion Only	Naneil R. Newlon, P.E. Director of Public Works

**SYNOPSIS**

An ordinance has been prepared to prohibit left turns from eastbound or westbound 55<sup>th</sup> Street onto southbound or northbound Washington Street, and also to allow only right turns from northbound or southbound Washington Street onto eastbound or westbound 55<sup>th</sup> Street.

**STRATEGIC PLAN ALIGNMENT**

The Five Year Plan and Goals for 2008-2013 identified *Exceptional Municipal Organization*. A supporting objective of this goal is *Top Quality Village Infrastructure and Facilities*.

**FISCAL IMPACT**

N/A.

**RECOMMENDATION**

Approval on the November 17, 2009 consent agenda.

**BACKGROUND**

A neighborhood petition was submitted by residents on Washington Street near 55<sup>th</sup> Street requesting that the Village take steps to reduce vehicular accidents at the intersection of Washington and 55<sup>th</sup> Street. Washington Street is a Village street and 55<sup>th</sup> Street is maintained by DuPage County. Staff initially investigated this issue in 2005, and based on the latest information available from DuPage County and Village speed and traffic volume data, staff believes that traffic safety improvements are merited at this intersection. The travel speeds on 55<sup>th</sup> Street, increased vehicular volumes on 55<sup>th</sup> Street, the limited intersection sight distance, and the lack of exclusive turn lanes on 55<sup>th</sup> Street are all features contributing to the vehicular crashes at this intersection.

From DuPage County's perspective this intersection does not rise to the level of a top priority on a regional basis. The County responded to Village staff that they are focusing their resources toward major intersection improvements such as at Cass Avenue, and this location is not currently being considered for any physical improvements by the County, or for cost participation if the Village should proceed with an improvement.

Staff believes that several types of improvements are possible for reducing the number of vehicular crashes at the intersection of Washington Street and 55<sup>th</sup> Street.

- *Option 1* - Widen 55<sup>th</sup> Street's pavement to accommodate exclusive left turn lanes and/or right turn lanes at Washington Street. This option would need the involvement and support of the County as well as the acquisition of private property.
- *Option 2* - Install a barrier "pork chop" right-in/right-out island design on the north and south sides of 55<sup>th</sup> Street regulating both Washington Street approaches. This design would, in itself, preclude left turns from 55<sup>th</sup> Street and limit turns from Washington Street, but permit right turns onto Washington Street.

- *Option 3* - Close Washington at 55<sup>th</sup> to the south and install a “Right Turn Only” sign for the north approach of Washington Street at 55th Street.
- *Option 4* - Install “No Left Turn” signs on 55th Street for both eastbound and westbound traffic. Install “Right Turn Only” signs for Washington Street traffic approaching 55th Street. This option would require monitoring and enforcement to insure motorist compliance.

TaP considered the petition at the July 8, 2009 meeting unanimously recommended option 4. The Commission also recommended pursuing option 2 only if the proposed “pork chops” could be tested with a non-permanent installation. At this time, staff is seeking approval to pursue option four. After the signs are installed, staff will monitor their effectiveness and also their impact on adjacent streets.

#### **ATTACHMENTS**

Ordinance

Meeting Minutes – TAP Commission Meeting July 8, 2009.

Exhibit 1

Accident Data

Vehicular Speeding Data

Prohibit Turns

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE PROHIBITING CERTAIN VEHICLE MOVEMENT AND LEFT TURNS OFF 55TH STREET AND WASHINGTON STREET**

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 14.52.22. is hereby added to read as follows:**

**14.52.22. Restrictions on Movements of Vehicles from Washington Street to 55th Street.**

It shall be unlawful for any person driving or operating any automobile, truck or other vehicle in a southerly direction on Washington Street to turn such vehicle left so as to proceed easterly on 55th Street.

It shall be unlawful for any person driving or operating any automobile, truck or other vehicle in a northerly direction on Washington Street to turn such vehicle left so as to proceed westerly on 55th Street.

**Section 2. That Section 14.52.23. is hereby added to read as follows:**

**14.52.23. Restrictions on Movements of Vehicles from 55th Street to Washington Street.**

It shall be unlawful for any person driving or operating any automobile, truck or other vehicle in a easterly direction on 55th Street to turn such vehicle left so as to proceed northerly on Washington Street.

It shall be unlawful for any person driving or operating any automobile, truck or other vehicle in a westerly direction on 55th Street to turn such vehicle left so as to proceed southerly on Washington Street.

**Section 3. That Section 14.52.24. is hereby added to read as follows:**

**14.52.24. Restrictions on movements of vehicles at the intersection of 55th Street and Washington Street.**

It shall be unlawful for any person driving or operating any automobile, truck or other vehicle in a northerly or southerly direction on Washington Street to proceed across 55th Street so as to further proceed in a northerly or southerly direction along Washington Street.

**Section 4.** That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

**Section 5.** 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

## Prohibit Turns

# TRANSPORTATION AND PARKING COMMISSION

## July 8, 2009

### MEETING MINUTES

**File #11-09 Washington Street at 55<sup>th</sup> Street - Intersection Safety Review** - Co-Chairman Wendt reported that the background information for this matter was presented back in May 2005 to the (then) Parking and Traffic Commission. Based on updated crash statistics from 2009 and increased traffic volume, staff re-reviewed the intersection for possible safety improvements. More background specifics followed. **Mr. Fera** discussed that since 2005 there are a number of issues associated with the location including the fact that the roadway is a DuPage County DOT-maintained route, traffic has increased in volume, the roadway topography on 55<sup>th</sup> Street is very steep between Webster and Washington, and accidents have been averaging about 3 to 4 annually.

Additionally, **Mr. Fera** stated the DuPage County DOT does not classify this mid-block location as a high-accident location. As such, the DOT would not be pursuing any mid-block improvements, but rather focus on intersection-type improvements. As a result, he stated the Village is determined to take positive action instead.

**Co-Chairman Wendt** reviewed staff's four options: 1) have the county widen 55<sup>th</sup> Street; 2) install barrier porkchop islands (right-in/right-out) on the north and south sides of 55<sup>th</sup> Street regulating Washington Street; 3) close off the south approach of Washington Street at 55<sup>th</sup> and install a right-turn only for southbound Washington and install No Left Turns signs on 55<sup>th</sup> Street for eastbound/westbound traffic; 4) or install Right-Turn Only signage for Washington Street traffic approaching 55<sup>th</sup> Street.

**Mr. Fera** referenced the Intersection Collision Diagram composed from County DOT data noting that the (16) crashes up to 2007 reflect that as many accidents occurred on the south portion of 55<sup>th</sup> Street as occurred on the north portion of 55<sup>th</sup> Street. Therefore, staff was trying to come up with combinations to address most of the types of accidents at this location. **Mr. Fera** referenced data from another intersection as an example-- Highland Avenue at 35<sup>th</sup> Street -- noting that about the same number of accidents (15) have occurred in a three-year period at that intersection as the one being discussed but the accident rate was much lower due to the higher volume of cars on Highland Ave.

Comments followed regarding the increased number of rear-end collisions in one direction versus another, probably due to the topography of the street. **Village Engineer Millette** noted a 14-foot vertical drop existed when one passes Webster Street and there is not much reaction time for someone to stop. Asked if the County DOT could reduce the speed limit, **Mr. Fera** explained that if the speed was decreased superficially it still would probably not resolve the vehicular speeding.

**Mr. Schiller** suggested that steps be taken to get a driver's attention with signage, announcing such factors as "Dangerous Intersection Ahead" or having a blinking yellow light at the intersection to warn motorists. **Mr. Fera** discussed some of the counter-measures he downloaded from the Federal Highway Administration's website that were

similar to **Mr. Schiller's** suggestion and stated that he could speak with the County DOT about them, as they would be amenable to some types of improvements as long as the Village Council and this Commission approved a written resolution stating their support.

Dialog followed that the County DOT was not in the position to make any widening improvements at this time and other measures would have to be used. Asked if staff held a public meeting with the residents of Washington Street to see what impact any improvements would have on access to their homes, **Mr. Fera** stated no meeting had taken place to date, but staff could hold a neighborhood meeting to start moving forward. **Mr. Fera** proceeded to explain that road widening improvements would involve taking property because not enough width existed along 55<sup>th</sup> Street.

As to the porkchop island suggestion, **Mr. Fera** felt comfortable that such improvement could be pursued by the Village since it would be contained on the Washington Street side. Further dialog was raised on whether the turning restrictions would be moving the problem to another area, wherein **Mr. Fera** surmised some of the traffic would be expected to divert. However, **Village Engineer Millette** added that the majority of the cars staff observed traveling were coming southbound to make a westbound turn or traveling southbound to bypass downtown. He felt that restricting the left-turns may not be as drastic to the area.

**Co-Chairman Wendt** opened up the meeting to public comment.

**Ms. Lisa Cottrill**, 5501 Washington Street, stated her property is the property that keeps on getting damaged and stated the issue was that the traffic coming southbound on Washington Street was trying to cross 55<sup>th</sup> Street and the 55<sup>th</sup> Street traffic was hitting them. She had three accidents within the last month. Her remedy was to stop the traffic crossing 55<sup>th</sup> Street. She discussed the excess speed in which vehicles were traveling and the topography of the area.

**Mr. Rick Shaw**, 830 55<sup>th</sup> Street, discussed his concern about pedestrian crossing and including signage to warn motorists about pedestrians crossing the area.

**Mr. Tim Gurrie**, 5532 Washington Street, commented on the four options previously mentioned and agreed that the County DOT would not widen the road. He did believe, however, the residents would support the "porkchop" suggestion.

**Mr. David Matheson**, 5516 Washington, avoids Washington Street and 55<sup>th</sup> Street at all costs due to the hazards of the area. He supported the porkchop suggestion noting it would reduce traffic on his side of the street.

**Mr. Kevin Osterman**, 5406 Webster, referring to the accident figures, explained that the number of accidents may increase if figures are used from the intersection of 55<sup>th</sup> Street and Webster. As to the porkchop suggestion on the north side of Washington, he believed the traffic would take Summit and head down Webster, which was a cut-through already. He asked for consideration. He believed most of the traffic was heading on the north side of Washington.

A resident of 33 55<sup>th</sup> Street suggested to consider a consistent reduced speed from Memorial Park to Barth Pond, along with the suggestion of including the yellow flashing lights.

Dialog was raised that there was no resolution of installing a porkchop at Washington north of 55<sup>th</sup> Street, wherein **Village Engineer Millette** felt that based on what was heard and seen, staff felt it was the left turns off 55<sup>th</sup> Street or the through traffic on 55<sup>th</sup> Street that was causing more of the issue, still allowing normal behavior on the north side, which may not be an issue. Further conversation followed that staff recently discussed other traffic calming modifications and signage for the south traffic coming down the hill. **Co-Chairman Wendt** supported the idea of working with the County DOT to install flashing lights and reducing the speed in the area.

**Village Engineer Millette** discussed various traffic models and how they applied to the issue at hand. Concern was raised that diverting traffic to another area could be an issue and that funding for such changes could take some time as changes had to be approved by the DuPage County Board. As to operational changes, **Mr. Fera** explained that depending upon the cost, some of the suggestions could be installed without the County Board needing to be involved. Also, he stated that if conflict points were eliminated, less accidents would likely be occurring. Emphasis was raised that the design of a porkchop would be important.

**Ms. Van Anne** commented that in looking at the accident data, half of the accidents had to do with people crossing 55<sup>th</sup> Street while the other half appeared to deal with the northbound side of Washington. She favored installing a porkchop island on the north side of Washington and possibly looking to install a porkchop island on the north side of Webster.

**Co-Chairman Wendt** then indicated that the issue may be a larger neighborhood issue and that it may be beneficial for staff to broaden the scope. If higher accidents were occurring during the school year, he suggested starting the study in August and monitoring them during the school year in order to get better accident/traffic counts. **Mr. Fera** stated the school district has agreed to provide staff with their school bus routes in order for those bus stop locations to be included in future traffic studies.

**Co-chairman Wendt** opened up the matter again to receive public comment.

**Mr. David Matheson**, 5516 Washington, mentioned that the reason drivers use Washington is because it is faster than Main Street to get to the north side of town. He suggested reviewing the signals and traffic behavior in the downtown district to facilitate better traffic flow.

**Village Engineer Millette** stated staff was in the process of reviewing the signal timing in the downtown area and explained the light sequences were very much tied to the railroad tracks. He was unsure if anything could be done.

**Mr. Tim Gurrie**, 5532 Washington, suggested looking at Elm Street in Hinsdale which has a porkchop island design.

**Ms. Andi Zwit**, 5541 Washington, agreed that closing Washington and Webster Streets northbound over 55<sup>th</sup> Street would force drivers to return to Main Street.

**Mr. Kevin Osterman** 5406 Webster, supports the porkchop on Webster and suggested another porkchop on the other side of Webster due to the hill.

**Ms. Carol Upshaw**, 5546 Washington Street also agreed the entire area needed consideration and suggested sending notices to all the residents of Washington. She discussed the way she travels to parking Lot C and stated that much of the traffic along Washington Street comes from the Parking Deck.

A resident of 30 55<sup>th</sup> Street said she cannot support the widening of 55<sup>th</sup> Street since it would make the problem worse.

A suggestion was made to look at the situation from a short-term perspective followed by a mid-term perspective and save money in the process. **Co-Chairman Wendt** agreed that a larger study was necessary and wanted to see the study expanded to the north side of Webster Street. He suggested speaking to the County DOT about the flashing light suggestion. He also supported some form of temporary physical barriers to see how it affects driver behavior. Concern was raised about enforcement if signage and barriers were installed. Other comments followed.

A representative from the Downers Grove Police Department was present and supported temporary signage but also supported some form of physical barrier because of its effectiveness rather than just signage alone. Additionally, comments followed that the signage could be installed first, followed by the physical devices. The **Co-Chairman Wendt** felt that such steps could be followed in sequence but also that more data could be culled by such temporary devices/signage.

Police staff also indicated that there would probably be vehicle spill-over into other neighborhood streets.

As to a question on how quickly the county could respond to having a No left Turn sign installed, **Mr. Fera** stated it could occur fairly quickly and that the village could provide them the signs and get permission from the DuPage DOT to install them.

**MR. SCHILLER MADE A MOTION TO RECOMMEND TO VILLAGE COUNCIL THAT THE STAFF AND COUNCIL, IF APPROPRIATE, ATTEMPT TO PERSUADE THE COUNTY TO INSTALL SOME FORM OF WARNING DEVICES -- A FLASHING YELLOW LIGHT OR FLASHING YELLOW LIGHTS ON SIGNS, TO MAKE DRIVERS APPROACHING THE INTERSECTION AWARE THAT THERE IS A HAZARDOUS INTERSECTION AND TO EXERCISE CAUTION.**

**SECONDED BY MS. VAN ANNE. ROLL CALL:**

**AYE: MR. WENDT, MR. SCHILLER, MR. STUEBNER, MR. SARICKS, MR. CRONIN, MS. VAN ANNE, MR. BARRY**

**NAY: NONE**

**MOTION CARRIED. VOTE: 7-0**

**MR. SCHILLER MADE A MOTION TO RECOMMEND TO VILLAGE COUNCIL TO PASS A RESOLUTION ASKING STAFF 1) TO INSTALL APPROPRIATE SIGNAGE THAT HAS BEEN DISCUSSED ON VILLAGE PROPERTY -- WASHINGTON STREET AND/OR THE STREETS ON EITHER SIDE OF WASHINGTON, DEPENDING ON THE FEASIBILITY; 2) TO PROCEED WITH A STUDY OF THE LARGER NEIGHBORHOOD AREA AND DETERMINE THE CHANGES IN THE TRAFFIC FLOWS BASED ON**



**IMPACT FROM THE SIGNAGE; AND 3) TO MAKE PREPARATIONS TO INSTALL TEMPORARY PORKCHOPS AS THE FINAL PHASE IN ORDER FOR STAFF TO CONDUCT TRAFFIC COUNTS TO DETERMINE THE RESULTING EFFECTS.**

Discussion followed that a neighborhood meeting would be ideal just before the signage is installed.

**SECONDED BY MR. CRONIN. ROLL CALL:**

**AYE: MR. WENDT, MR. SCHILLER, MR. STUEBNER, MR. SARICKS, MR. CRONIN, MS. VAN ANNE, MR. BARRY**

**NAY: NONE**

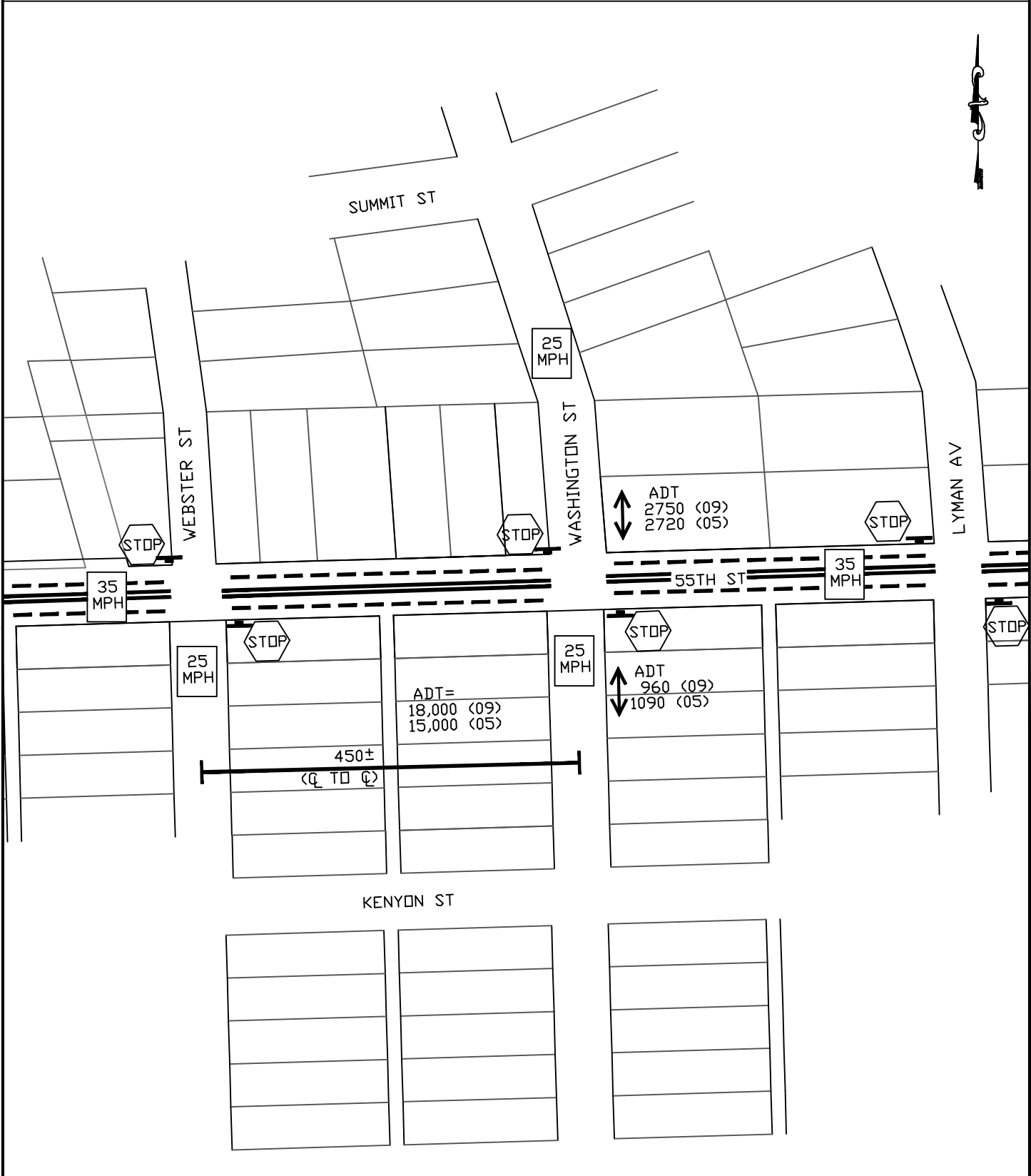
**MOTION CARRIED. VOTE: 7-0**

TRANSPORTATION AND PARKING COMMISSION  
 WASHINGTON STREET AT 55TH STREET  
 INTERSECTION SAFETY REVIEW  
 P & T FILE #11-09

EXHIBIT 1



r.w.b.  
06/30/09



Village of Downers Grove  
Washington St at 55th Street  
CRASH DATA\*

Year	Crash Type	Probable Cause	Accident #
2009**	Angle	Failed To Yield	109000739
2009**	Angle	Failed To Yield	109000652
2009**	Angle	Failed To Yield	109000085
2009**	Turning	Failed To Yield	109000449
2008	Angle	Disregarded Controls	108000146
2008	Turning	Failed To Yield	108001130
2008	Other Object	Other	108001573
2008	Sideswipe--Same	Improper Lane Change	108000980
2007	Straight Ahead	Failed to Yield	107000661
2007	Not Given	Too Fast for Conditions	107000930
2007	Stop in Traffic	Followed too Closely	107000733
2007	Stop in Traffic	Followed too Closely	107000994
2007	Stop in Traffic	Failed to Yield	107000632
2006	Angle	Failed To Yield	106001560
2006	Rear End	Followed too Closely	106000664
2006	Turning	Failed to Yield	106000246
2006	Rear End	Too Fast for Conditions	106001513
2005	Turning	Failed To Yield	105001798
2005	Turning	Failed To Yield	105001943
2005	Turning	Failed To Yield	105000850
2005	Rear End	Following Too Closely	105001140
2005	Angle	Disregard Controls	105000080
2004	Turning	Failed to Yield	104000669
2004	Pedalcyclist	Failed to Yield	104001171
2004	Turning	Failed to Yield	104001779
2004	Angle	Failed to Yield	104002085
2003	Rear End	Followed to Close	103001002
2003	Rear End	Followed to Close	103001736
2003	Rear End	Other	103001620
2003	Fixed Object	Other	103000521
2002	Angle	Failed to Yield	102000369
2002	Angle	Failed to Yield	102000432
2002	Rear End	Too Fast for Conditions	102000715
2002	Rear End	Failed to Yield	102001305
2002	Turning	Failed to Yield	102001524
2002	Angle	Failed to Yield	102001952
2002	Angle	Too Fast for Conditions	102001094

Village of Downers Grove  
 Washington St at 55th Street  
 CRASH DATA\*

Year	Crash Type	Probable Cause	Accident #
2001	Rear End	Too Fast for Conditions	101001369
2001	Turning	Other	101001147
2001	Turning	Failed to Yield	101000811
2001	Sideswipe	Followed to Close	101000620
2001	Angle	Improper Backing	101000376
2001	Pedestrian	Other	101000943

\*Data Obtained from Downers Grove Police Department

\*\* Jan thru June

Prepared : January 19, 2005. **Updated Aug 20, 2007; Updated June, 2009**

Prepared by: Dorin Fera, Transportation Engineering Manager

**DOWNERS GROVE POLICE DEPARTMENT  
SERGEANT EDWARD HARRISON**



**MEMORANDUM**

**Date:** 6/24/09

**To:** Dorin Fera

**RE:** 55<sup>th</sup> St. Speed Data @ Washington

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Below is the data you requested reference 55<sup>th</sup> St. at Washington. Due to other obligations the officers were not able to stay the entire time you requested at the location. It was also difficult for the officers to list in which direction the vehicles were traveling due to the amount of vehicles traveling through this area and the basic way of tabulating vehicles the officers had to use. I hope this provides the data you require and assists you in your project.

<b>TIME</b>	<b>0800-0830</b>	<b>1300-1330</b>	<b>1600-1630</b>	<b>TOTAL # VEHICLES</b>
<b>0-15MPH</b>	0	0	0	0
<b>16-20 MPH</b>	0	0	3	3
<b>21-25 MPH</b>	27	17	4	48
<b>26-30 MPH</b>	40	15	87	142
<b>31-35 MPH</b>	61	30	90	181
<b>36-40 MPH</b>	65	30	492	587
<b>41-45 MPH</b>	22	18	11	51
<b>46-50 MPH</b>	6	1	5	12
<b>Over 50 MPH</b>	0	0	0	0
<b>TOTALS</b>	221	111	692	1024