

**VILLAGE OF DOWNERS GROVE**  
**Report for the Village Council Meeting**  
**11/1/2016**

<b>SUBJECT:</b>	<b>SUBMITTED BY:</b>
Proposed Ordinance Replacing Yield Signs with Stop Signs, Various Locations	Nan Newlon Director of Public Works

**SYNOPSIS**

An ordinance has been prepared to amend a section of the Municipal Code concerning:

- Replacement of Yield signs with Stop signs at the intersections of Brookside/Venard, Middaugh/Blanchard and Sterling/40<sup>th</sup>
- Addition of Stop signs at the intersections of Venard/Golden Bell, Duchess/Brookside, Brookbank/Blanchard and Jefferson/Middaugh.

**STRATEGIC PLAN ALIGNMENT**

The goals for 2015-2017 include *Top Quality Infrastructure*.

**FISCAL IMPACT**

N/A

**UPDATE & RECOMMENDATION**

This item was discussed at the October 18, 2016 Village Council meeting. Staff recommends approval on the November 1, 2016 Active Agenda.

**BACKGROUND**

The following three items were presented to the Transportation and Parking Commission at their meeting on September 14, 2016. Each item was presented by staff in response to resident concerns about vehicles speeding in the area and the lack of effective traffic regulation.

Venard Road at Brookside Lane

Venard Road is a north-south roadway which fluctuates between 33 feet wide when empty and 20 feet wide when cars are parked on both sides of the street. Brookside Lane is 26 feet wide. Both are two-way local roadways without any posted parking restrictions. The intersection of Venard Road and Brookside Lane is currently under yield control with the east leg of the intersection (Brookside Lane) having a yield sign (see exhibit).

Middaugh Avenue at Blanchard Street

Middaugh Avenue is a north-south roadway that fluctuates between 20 and 22 feet wide. Blanchard Street is an east-west street that fluctuates between 19 and 22 feet wide. Both are two-way streets without any

posted parking restrictions. The intersection of Middaugh Avenue and Blanchard Street is currently under yield control with the north and south legs of the intersection (Middaugh Avenue) having yield signs. The west leg has a blind hill with appropriate warning signs posted (see exhibit).

#### Sterling Road at 40<sup>th</sup> Street

Sterling Road is a north-south roadway that fluctuates between 18 and 22 feet wide. 40<sup>th</sup> Street is an east-west local street that is roughly 20 feet wide. Both are two-way local roadways without any posted parking restrictions. The intersection of Sterling Road and 40<sup>th</sup> Street is currently under yield control with the east and west legs of the intersection (40<sup>th</sup> Street) having a yield signs (see exhibit).

Staff observed traffic in each of the areas, collected traffic data and reviewed crash reports from 2005 to 2015 (as available). In each case there were instances of crashes that were related to the intersections. The warrants for an all way stop were not satisfied at any of the locations due to lower volumes of traffic. In the areas of Venard/Brookside and Middaugh/Blanchard there are adjacent intersections that are uncontrolled, without either stop or yield signs, and as part of this report staff recommends the installation of stop signs at these intersections to improve traffic control.

In summary, the Transportation and Parking Commission forwarded a positive recommendation to the Village Council that the following be implemented:

- REPLACE THE YIELD SIGN WITH A STOP SIGN ON THE EAST LEG OF BROOKSIDE LANE AT VENARD ROAD.
- INSTALL A STOP SIGN ON THE WEST LEG OF GOLDEN BELL COURT AT VENARD ROAD.
- INSTALL A STOP SIGN ON THE NORTH LEG OF DUCHESS COURT AT BROOKSIDE LANE.
- REPLACE THE YIELD SIGNS WITH STOP SIGNS ON THE NORTH AND SOUTH LEGS OF MIDDAUGH AVENUE AT BLANCHARD STREET.
- INSTALL STOP SIGNS ON THE NORTH AND SOUTH LEGS OF BROOKBANK ROAD AT BLANCHARD STREET.
- INSTALL STOP SIGNS ON THE EAST AND WEST LEGS OF JEFFERSON AVENUE AT MIDDAUGH AVENUE.
- REPLACE THE YIELD SIGNS WITH STOP SIGNS ON THE EAST AND WEST LEGS OF STERLING ROAD AT 40<sup>TH</sup> STREET.

As a result of concern at each of these locations with traffic speeds staff will continue to monitor traffic operations, collect additional traffic data, implement traffic calming measures, and follow up with additional recommendations for traffic control measures if warranted.

#### **Attachments**

Ordinance

Exhibits

Meeting Minutes – September 14, 2016 TAP Commission

VILLAGE OF DOWNERS GROVE  
COUNCIL ACTION SUMMARY

INITIATED: Public Works DATE: November 1, 2016  
(Name)

RECOMMENDATION FROM: Transportation and Parking Commission FILE REF: \_\_\_\_\_  
(Board or Department)

**NATURE OF ACTION:**

**STEPS NEEDED TO IMPLEMENT ACTION:**

- Ordinance
- Resolution
- Motion
- Other

Motion to Adopt "AN ORDINANCE AMENDING CERTAIN TRAFFIC PROVISIONS", as presented.



**SUMMARY OF ITEM:**

Adoption of the attached ordinance shall amend certain traffic provisions by replacing yield signs with stop signs at various locations.

**RECORD OF ACTION TAKEN:**

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

**AN ORDINANCE AMENDING CERTAIN TRAFFIC PROVISIONS**

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".

\* \* \*

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

\* \* \*

~~———— 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.~~

\* \* \*

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.

\* \* \*

**Section 2. That Section 14.80 is hereby amended to read as follows:****14.80 Isolated stop signs.**

There shall be erected in conspicuous places as hereinafter designated, signs lettered with the word "Stop", which signs shall be so located as to direct vehicular traffic on the specified streets to come to a full stop before proceeding into or across the intersecting streets:

\* \* \*

Brookbank Road. At the northwest and southeast corners of the intersection of Blanchard Street and Brookbank Road, regulating the northbound and southbound traffic on Brookbank Road.

\* \* \*

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

\* \* \*

Duchess Court. At the northwest corner of the intersection of Brookside Lane and Duchess

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Court, regulating the southbound traffic on Duchess Court.

\* \* \*

Golden Bell Court. At the southwest corner of the intersection of Venard Road and Golden Bell Court, regulating the eastbound traffic on Golden Bell Court.

\* \* \*

Jefferson Avenue. At the southwest and northeast corners of the intersection of Middaugh Avenue and Jefferson Avenue, regulating the eastbound and westbound traffic on Jefferson Avenue.

\* \* \*

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.

\* \* \*

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

\* \* \*

**Section 3.** That all ordinances or parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

**Section 4.** That this ordinance shall be in full force and effect from and after its passage and publication in the manner provided by law.

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Mayor

Passed:

Published:

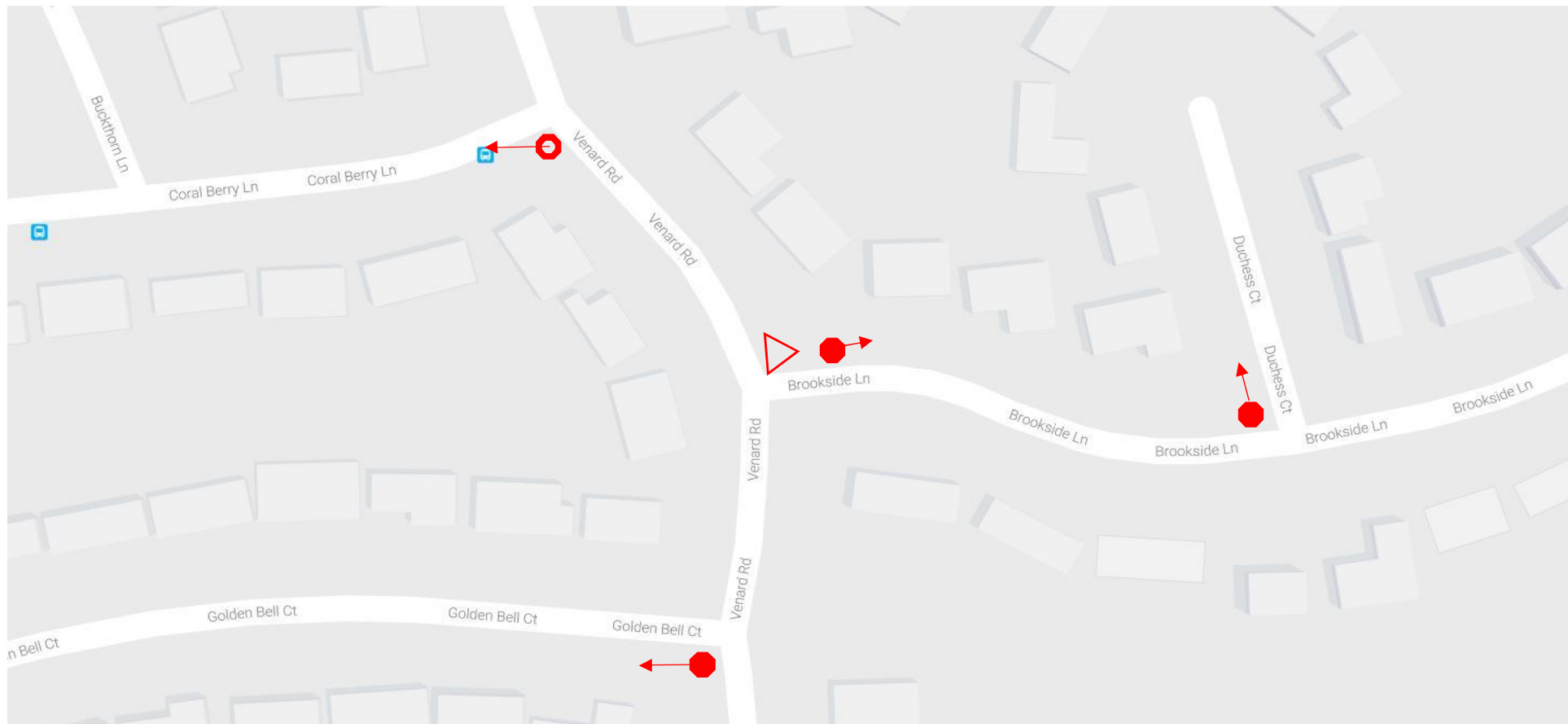
Attest: \_\_\_\_\_


Village Clerk


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# EXHIBIT 1 – FILE 07-16

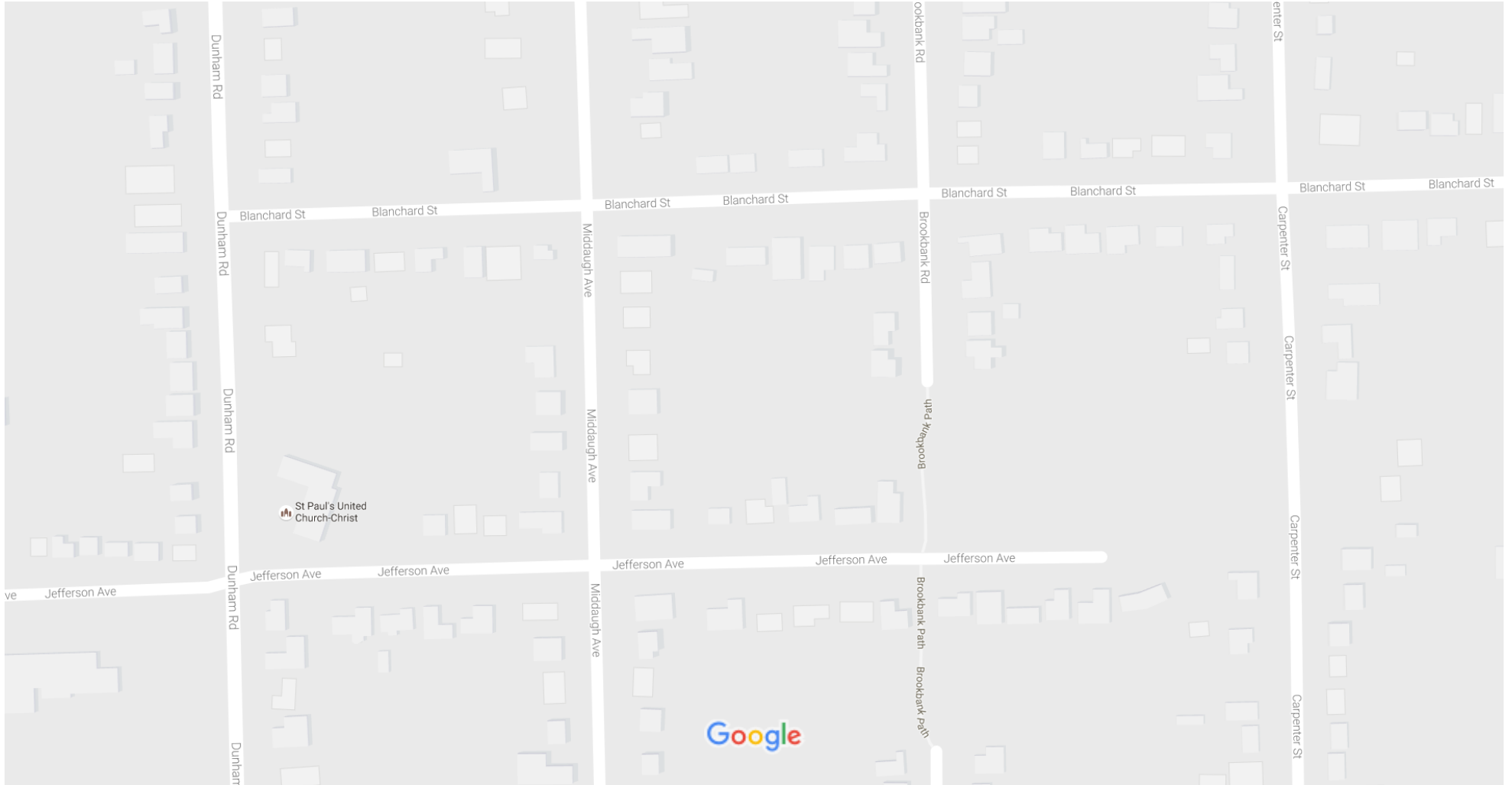
## VENARD AVENUE AT BROOKSIDE LANE



 EXISTING YIELD SIGN

 PROPOSED STOP SIGN

 EXISTING STOP SIGN



Map data ©2016 Google 100 ft

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**TRANSPORTATION AND PARKING COMMISSION  
Minutes**

September 14, 2016, 7:00 p.m.

Council Chambers - Village Hall  
801 Burlington Avenue, Downers Grove

Chairman Pro tem Sarickschiller called to order the September 14, 2016 meeting of the Transportation and Parking Commission at 7:00 p.m. An explanation of the meeting's protocol followed.

Mr. Schiller led the meeting with the recital of the Pledge of Allegiance. Roll call followed and a quorum was established.

**ROLL CALL**

Present: Chairman Pro tem Saricks, Commissioners Aguzino, Carter, Schiller, Wilkinson, Wrobel

Absent: Chairman Stuebner

Staff Present: Public Works Dir. Nan Newlon; Traffic Engineer Will Lorton

Public: Mr. Phil Palczynski, 1312 Brookside, Downers Grove; Mr. Don Jankowski, 1312 Blanchard Street, Downers Grove; Mr. Lyle Cheever, 1208 Blanchard, Downers Grove, Ms. Kelly Dunne, Downers Grove.

**MINUTES OF JULY 13, 2016**

**MINUTES OF THE JULY 13, 2016 MEETING WERE APPROVED ON MOTION BY MR. WROBEL, SECONDED BY MR. CARTER. MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.**

**PUBLIC COMMENT (on non-Agenda items)** – None.

Public Works Dir. Newlon introduced new Traffic Engineer Will Lorton.

**File #07-16 Venard Road at Brookside Lane – 2-way Stop**: Mr. Lorton described the location for this case, noting it was a T-intersection and a current Yield signed existed on the east leg of Brookside Lane. Residents expressed had safety concerns and requested asked to consideration of an all-way stop at this location.

Mr. Lorton stated a four-way stop warrant was not met for this location per the Manual of Uniform Traffic Control Devices, MUTCD. Staff'sThe proposal includes considers three new stop signs at three intersections. In addition to changing the current yield sign to a stop sign it also includes adding stop signs , changing control at Duchess Court at Brookside Lane and at Golden Bell Court at Vernard Road, both currently uncontrolled intersections. Per Lorton, this actionit would help establish right of way at these intersections ands since changes would also be proposed at Venard and Brookside. Adding these two locations, he said, would be beneficial to include at the same time which would increase the safety in the entire area.

Mr. Lorton stated the four-way stop warrant was not met as per the MUTCD. Only 7 collisions were recorded over a ten year period within the study area and two of them were located at Venard and Brookside which would not be enough to warrant an all way stop.



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Commissioners were invited to provide input. Mr. Wilkinson??Carter shared concerns about being on the interior of a reverse curve, along with a vertical curve, at Venard and Golden Bell. He believed there were visibility concerns there and questioned whether they were looked at by staff. He further asked if it was feasible to have a stop sign four feet behind the crosswalk.

Mr. Saricks confirmed with staff that there was discussion about a general policy underway to replace existing yield signs with stop signs because drivers were not paying attention to them. Director Newlon confirmed in the positive. She and further explained that the commission may want, in order to consider streamlining the process by recommending, make a policy recommendation to replace yield signs with stop signs throughout the Village. which would not conflict with MUTCD.

Following another commissioner's question about the placement of warning signs being located prior to an upcoming stop sign, Dir. Newlon explained that typically flags are placed on a new stop sign to improve visibility. If there is a sight issue approaching the sign, she added that a sign stating "Stop Sign Ahead" is placed before the actual stop sign.

The public was invited to speak.

Mr. Phil Palczynski, 1312 Brookside, Downers Grove, summarized an dangerous event that took place last fall when the sidewalk on the east side of Venard at Lazy Creek was closed for a construction project. He proceeded to explain that a crosswalk was installed, east and west, on the south side of the intersection for children to cross and to walk to school. Mr. Palczynski stated the stripes were put down and a sign was placed in the middle of the intersection, but the sign was hit at least three times, one of which he witnessed. He stated he sent the village the petition on September 8, 2015. He does not be and believed that changing the yield sign to a stop sign "would not help the problem." Instead, he hoped the village could install a crosswalk with striping and a stop sign, since many children were in the area. He clarified that he preferred a stop sign be placed for northbound and southbound traffic on Venard, noting northbound traffic was the worst because of the hill.

Asked what staff was doing to address the traffic flow at the location being discussed, Mr. Lorton agreed that adding a striped crosswalk and signage at the location would be a positive remediation. ; however, he stated not enough traffic volume warranted a stop sign.

Mr. Wilkinson raised concern when the traffic counts were taken and pointed out that two issues affected the intersection – traffic that was traveling to Doerhoffer and traffic traveling to Bellaire in the mornings and afternoons. Another issue included the cut-through traffic on Saratoga from Brookside to Venard to get out of the neighborhood to the east. In response, Mr. Lorton reported when the counts were taken.

Dir. Newlon also confirmed for the commissioners that traffic counts were taken using mechanical devices on Tuesdays, Wednesday and Thursdays. She stated staff could continue to review the traffic again and consider traffic calming measures to reduce speed.

Mr. Phil Palczynski, 1312 Brookside, agreed speed was a concern but stated that distracted drivers and/or people not paying attention caused them to veer off the lane and into the center of the street, where the in-street sign was constantly hit. He cited various scenarios.

Mr. Schiller suggested deferring that portion of the recommendation but offered to make a recommendation for the other two recommendations. Dir. Newlon, however, recommended that the commissioners go forward with the staff's recommendation but that commissioners ask staff to recount the traffic during peak times and weekends to see what changes exist. Mr. Wrobel

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thought that rumble strips could be an effective measure when driving up to a stop sign, calling attention to the intersection.

Mr. Saricks called for a consensus to move the recommendation forward, as it stands, with the conditions that additional investigation of traffic volume on the weekends (Saturday) be done; consider striping and signing a reinstate the crosswalk if warranted that was removed; and consider other traffic calming measures be included in the investigation., with the understanding that there could be further modification of this recommendation. Mr. Wrobel suggested tabling the matter until the study was done.

The chairman entertained a motion.

**MOTION BY MR. WILKINSON TO ADOPT STAFF'S RECOMMENDATION WITH THE CONDITION THAT ADDITIONAL INVESTIGATION OF TRAFFIC VOLUME ON THE WEEKENDS (SATURDAY) BE DONE; CONSIDER STRIPING AND SIGNING A REINSTATE THE CROSSWALK IF WARRANTED THAT WAS REMOVED; AND CONSIDER OTHER TRAFFIC CALMING MEASURES IN THE INVESTIGATION.**

Per a question, Dir. Newlon explained why the crosswalk was removed in the first place.

**SECONDED BY MR. SCHILLER. A VOICE VOTE WAS TAKEN.**

**MOTION CARRIED . VOTE: 5-1 (NAY: MR. CARTER)**

**File # 08-16 Middaugh Avenue at Blanchard Street – 2 way Stop:** Chairman Pro tem Saricks summarized this case was similar to the above case and involved replacing yield signs on northbound/southbound Middaugh with stop signs. Mr. Lorton reviewed the request briefly noting it was raised by residents interested in increasing the safety at Middaugh and Blanchard due to the number of children present. The warrants did not support having a four-way stop at the intersection. There was an accident at the intersection where a driver did not yield and was struck. Four crashes were identified within the study area, occurring from 2010 to 2012 through the state. To improve communication to drivers about right-of-way, staff is recommending that the existing yield signs be replaced with stop signs and this intersection as well as at In addition to the intersection being discussed above, Mr. Lorton stated staff was recommending to install stop signs on Brookbank (north/south) at Blanchard and well as at Jefferson and Middaugh for east/west traffic.

Asked what the traffic volume was for westbound Jefferson at Middaugh, Mr. Lorton did not provide that information, but stated currently there was no designated right of way and it was "worrisome" when inexperienced drivers or someone not familiar with the area did not properly yield to the right of way.

No comments were received from the commissioners. Chairman Pro tem Saricks opened up the meeting to public comment.

Mr. Don Jankowski, 1312 Blanchard Street, Downers Grove, stated his wife witnessed one accident at Blanchard and Middaugh and noted others have occurred. He described the blind hills that exist in the area. As a biker to the train station, he also had a close call with a driver who did not yield to the yield sign and he reported the driver to the police. He agreed a stop sign was needed. He emphasized that Blanchard was a dangerous road and it needed stop signs because plenty of children were in the area.

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Mr. Lyle Cheever, 1208 Blanchard, Downers Grove, stated that Brookbank ends but it will eventually link up with Jefferson due to the development going on at Nelson Meadows.

Mr. Don Jankowski returned and commented that he was almost hit by a car where the new development was proposed. He asked to install the stop signs to the south, especially before the new development started construction.

Mr. Saricks agreed that traffic will probably increase on Blanchard once the new development comes in and that staff and the commission will have to revisit the issue again. He asked the commissioners on how to proceed with the case.

**MOTION BY MR. WROBEL TO ADOPT STAFF'S RECOMMENDATION WITH THE CONDITION THAT MONITORING OF THE INTERSECTION TAKE PLACE AFTER THE STOP SIGN IS INSTALLED AND ALSO DUE TO THE ANTICIPATED CHANGE IN TRAFFIC/PEDESTRIAN PATTERNS.**

**SECONDED BY MR. CARTER.**

**MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.**

**File # 09-16 Sterling Road at 40<sup>th</sup> Street – 2 way Stop**: Again, this was a similar case as the above two cases. Mr. Lorton summarized the case before the commissioners, noting the traffic counts did not meet the warrants for four-way stop signs, based on the volume. There was an increase in the number of accidents at this intersection, however. Staff's recommendation is to ed replace the yield signs at this intersection with the installation of two stop signs.

Asked if future development or some traffic pattern change could be anticipated, Dir. Newlon indicated there was none, other than teardowns. However, on a slightly different matter, she indicated that one of the issues the police were experiencing was the enforcement of vehicles yielding. Stop signs were more straight-forward.

Mr. Schiller reviewed crash statistics for the various cases, noting there were eight crashes for this case over a three-year period and he believed that, as a safety justification alone, could warrant the stop signs. However, Mr. Lorton clarified that only one crash occurred in the study area crash and it related to the yield sign. Mr. Wilkinson shared his concern about adding a stop sign in a location where a number of yield signs existed.

Dir. Newlon interjected and offered to the commissioners that it could discuss at its next meeting a policy to address yield signs. Commissioners appeared to be open to the idea. As to the warrant requirement for all-way stops, Mr. Wrobel asked staff where that requirement came from, wherein Mr. Lorton stated it was from the MUTCD, the manual on uniform traffic control devices, put out by the Federal Highway Commission. Dir. Newlon confirmed the village always followed the MUTCD even though the village was home rule municipality. She explained the village wanted its rules to be defensible in a court of law and moving counter to that made the village more liable. Justifications followed.

The public was invited to speak.

Mr. Don Jankowski, 1312 Blanchard Street, stated that a yield sign to most people is a "suggestion", while a stop sign means to "stop." He encouraged the village to put in the stop sign.

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**MOTION BY MR. CARTER TO APPROVE STAFF'S RECOMMENDATION, AS PRESENTED.**

**SECONDED BY MR. WROBEL.**

**MOTION CARRIED UNANIMOUSLY BY VOICE VOTE OF 6-0.**

### **OLD BUSINESS**

Dir. Newlon mentioned that a small neighborhood traffic study will be held in response to a petition received and will take place north of the railroad tracks and west of Belmont. The area was annexed into the village in 2012. Recalling an older petition to review sidewalks, Dir. Newlon stated the village recently approved a contract with KLOA. A short update followed on a pedestrian/bike path that the commissioners discussed some time ago.

**COMMUNICATIONS** – See packet for any communications.

Staff was asked to provide a list of upcoming petitions, if any. Dir. Newlon reported that one parking item was scheduled for the next meeting.

Mr. Wilkinson mentioned the recent relocation of Doggie Depot which will impact some parking dynamics. He wanted to bring it to the attention of the commissioners and staff. He also provided an update from the recent Plan Commission meeting.

### **ADJOURN**

**MR. SCHILLER MADE A MOTION TO ADJOURN THE MEETING AT 8:00 P.M.**

**MR. WILKINSON SECONDED THE MOTION. MOTION CARRIED BY VOICE VOTE OF 6-0.**

Respectfully submitted,

Celeste Weilandt  
Recording Secretary  
(transcribed from MP3 recording)