

VILLAGE OF LOMBARD POLICE DEPARTMENT



Raymond Byrne
Chief of Police

Thomas Wirsing
Deputy Chief of Operations

Roy Newton
Deputy Chief of Administrative Services



TO: Deputy Chief Wirsing

FROM: Sgt. Joe Grage #754

DATE: 02/19/16

SUBJECT: Public Safety and Transportation Committee Agenda Item-Resident
Request for 4 Way Stop Sign at Park and Grove

The Police Department was forwarded a resident's concerns regarding the above intersection being "dangerous". The resident advised that they were involved in a traffic crash at the intersection last December caused by another motorist's failure to yield from a stop sign on Grove St. The resident requested that the intersection be modified to a four way stop or that flashing red lights be installed at the intersection.

A similar request came before the Committee at a meeting on October 13th, 2014. The request involved a resident who was requesting a four way stop sign at the intersection because of sight line obstructions created by vehicles parked on the street. Staff did not recommend a modification at that time due to the fact there was a temporary increase of vehicles parked on the roadway there due to construction in the area.

Section 2B.07 of the Manual on Uniform Traffic Control Devices (MUTCD) provides the following criterion in order to warrant the modification from a two way stop to a four way stop:

1. Five or more reported crashes in a 12 month period that are susceptible to correction by a multi-way stop installation AND

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2. Vehicular volume entering the intersection from the major street approaches (Park Ave) averages at least 300 vehicles per hour for any 8 hours of an average day AND
3. The combined vehicular volume from the minor street approaches (Grove St.) averages at least 200 vehicles per hour for the same 8 hours of an average day.

In addition to those criteria, the MUTCD allows for the following considerations:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

I performed a study of this intersection and found the following:

1. The intersection failed to meet the accident experience criteria. There have been two crashes at this intersection in the past twelve months. Both did involve motorists on Grove St. failing to yield to traffic on Park Ave.
2. The intersection did meet the vehicular volume requirements.
3. There is no evidence that left-turn conflicts exist at the intersection.
4. The intersection does not have high pedestrian volumes.
5. There is a sight line restriction, but it does not prevent the safe negotiation of the intersection (see below).
6. There is no evidence that the modification to a four way stop would improve the operational characteristics of the intersection.

In regards to #5, there is a sight line restriction for motorists on Grove St. as they look to the north (see attached photos). The restriction is created by the position of the homes along with bushes and trees. I was able to determine that vehicles travelling southbound on Park Ave towards the intersection come into view approximately 180 feet from the intersection. If the southbound motorists are travelling the speed limit (30 MPH) the motorists on Grove St. can see them for approximately four seconds prior to their arrival at the intersection. This is an adequate amount of time for the motorists on Grove St. to recognize and yield to southbound vehicles.

Based on the above, I cannot recommend that this intersection be modified to a four way stop.



EASTBOUND GROVE ST. LOOKING NORTH ON PARK



WESTBOUND GROVE ST. LOOKING NORTH ON PARK



Village of Lombard

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Master

File Number: 140385

File ID: 140385

Type: Request

Status: On Consent
Agenda

Version: 1

Reference:

In Control: Transportation &
Safety Committee

File Created: 09/30/2014

File Name: Park Avenue South of Grove Street

Final Action: 10/13/2014

Title: **Park Avenue South of Grove Street**
A resident request to adress on-street parking. (DISTRICT 1)

Notes:

Agenda Date:

Sponsors:

Enactment Date:

Attachments: 140385 T&S 10-13-14

Enactment Number:

Contact: Matt Lew

Hearing Date:

Drafter: cermaks@villageoflombard.org

Effective Date:

History of Legislative File

Ver- sion:	Acting Body:	Date:	Action:	Sent To:	Due Date:	Return Date:	Result:
1	Transportation & Safety Committee	10/13/2014	denied				Pass
	Action Text: A motion was made by John Larkin, Jr., seconded by John Mullins, that this request be denied in concurrence with staff's recommendation. The motion passed by an unanimous vote.						
	Notes: Foltyniewicz explained that he received an email from Trustee Whittington regarding cars parked on the street causing a sight obstruction, as well as requesting a 4-way stop. Larkin agreed that it is sometimes tough to see when they're parked too close to the intersection. Lew reported that there was some work going on at the adjacent apartments and the village had granted them an on-street parking permit. Since the completion of their work there are very few cars parked there.						

Text of Legislative File 140385



To: Reid Foltyniewicz, Chairperson
From: Matthew Lew, PE, Civil Engineer *me*
Through: Carl S. Goldsmith, Director of Public Works *CSG*
Date: October 6, 2014
Subject: October 2014 Meeting Item 2—Park and Grove Intersection

In September 2014, the Public Works Department received several requests to address parked cars on Park Avenue south of Grove Street. The current parking restriction is the downtown business restriction of 2 hour parking, Customers Only, 8 a.m. - 6 p.m., except Sundays and holidays. The requests have stated an inability to see NB cars on Park while stopped at EB Grove.

The Police Department has been notified of this area to enforce the street for any parked cars beyond two hours. Per the Rules of the Road and MUTCD, parking is not allowed within 20 feet of a crosswalk or sidewalk, and within 30 feet of a Stop sign. A temporary on-street parking request was granted to Village Apartments (49 N. Park) from 8/20-9/5 which contributed to the number of parked cars. The contractor completed work on the week of September 21st. The below pictures show the resulting minimized street parking.

In review, Village staff recommends no action for the above request.

View of Park on EB Grove 9/11/2014



View of Park on EB Grove 9/26/2014

