



To: Chairperson and Transportation and Safety Committee
From: Frank Kalisik, Civil Engineer II *FK*
Through: Carl S. Goldsmith, Director of Public Works *g*
Date: October 7, 2013
Subject: Charlotte and Harrison Intersection Control

130519; Request for Stop Sign on Charlotte Street at Harrison Road Intersection

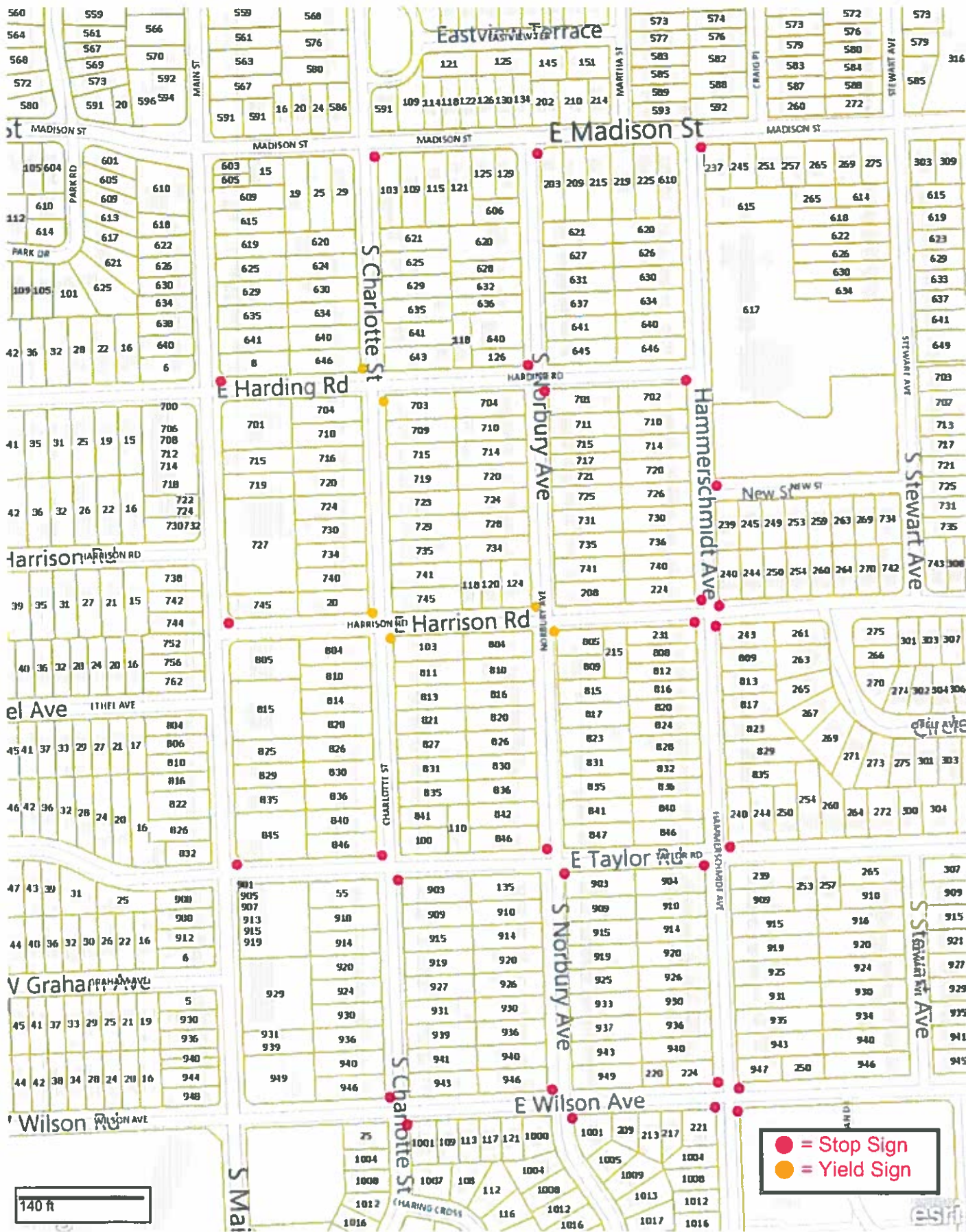
On October 1, 2013 a vehicle accident occurred at the intersection of Charlotte Street and Harrison Road, which is currently controlled by yield signs on Charlotte Street. An area resident has requested the existing yield signs be changed to stop signs; citing accidents and near misses due to speeding vehicles are becoming commonplace in the neighborhood. Furthermore, the resident mentions a frequent visual blockage of the southbound Charlotte Street yield sign by parked vehicles on the street.

Staff has gathered the following preliminary information for your consideration of the request. For your reference, attached is a map of the area west of Hammerschmidt School demonstrating currently deployed traffic control devices.

- Records indicate the T&S Committee discussed and did not recommend an extension of the “No Parking on School Days between 9 am and 3 pm” regulation, in 2011 for the 700 block of S. Charlotte Street (north of Harrison Road). Reasoning for requesting a parking restriction was cited as traffic congestion and emergency vehicle access problems when vehicles are parked on both sides of the road. The T&S Committee voted to have the police department monitor the traffic congestion/access conditions and re-address the issue if the situation did not improve. To date, there has not been a complaint concerning this issue.
- Parking on the west side of Charlotte Street is currently permitted except for the general parking prohibitions, such as no parking within fifteen (15) feet of a fire hydrant, which is located in the proximity of the stated yield sign. In the event a vehicle does park closer than the permitted regulation, traffic control signs are installed above the roofline of a normal vehicle. As for the cited accident, the police report does not mention/demonstrate a vehicle was parked on Charlotte Street or anything blocking the view of the traffic control device. The driver at fault was cited for failure to yield the right-of-way and questionable driving skills/knowledge.
- The intersection has reasonable sight distances for approaching vehicles.
- The cited accident on October 1, 2013 has been the only reported accident since November, 2008 (almost five years).
- Traffic volume and speed data are not readily available in this area (within the last 5 years), except for the recent data collected on Norbury Avenue and Taylor Road, which demonstrated normal traffic behavior with Average Daily Traffic (ADT) counts of several hundred vehicles. Time is needed to collect traffic data at the subject location.

This preliminary information is not indicative of this site meeting or exceeding the guidelines for installing a Stop sign in accordance with the MUTCD, which are a cross traffic ADT of six thousand (6,000) vehicles, restricted sight distances, three (3) or more crashes in a one (1) year period or five (5) or more crashes in a two (2) year period. Furthermore, **stop signs are not to be used to control speed (Section 2B.04 of the MUTCD)**. For these reasons, staff does not recommend installation of stop signs on Charlotte Street at Harrison Road at this time.

cc: William Ware, District 6



Cermak, Susan

From: Foltyniewicz, Reid
Sent: Thursday, October 03, 2013 12:10 AM
To: corby391@comcast.net; Jerry Schaefer (sch1012@comcast.net); John Larkin (jtlarkin@hotmail.com); Michael Corso (michaelpcorso@gmail.com); schwarzia@sbcglobal.net; John Mullins, Jr.; Cermak, Susan; Kalisik, Frank; Foltyniewicz, Reid; Wirsing, Tom; gman932@yahoo.com; perkolator3333@yahoo.com
Subject: Items for next meeting

I wanted to bring a couple items up for our next meeting.

1. I would like for us to discuss Mike's idea about bicycle, moped, motorcycle, etc. parking near the train station. I'm sure it will have to be discussed at a EC/DC meeting as well. But I thought we could get the discussion moving along.
2. Continue the discussion regarding Main Street at the Prairie Path intersection. Jerry provided a link to the engineers who work on a lot of big pedestrian projects. <http://www.samschwartz.com/Services.aspx>
3. The e-mail below. I received two e-mails regarding this crash/intersection.

Reid Foltyniewicz
Trustee - District 3
(630) 621-2861

Dear Reid:

It was an eventful morning once again at the corner of Charlotte and Harrison as evidenced by the attached pictures. Luckily no serious injuries other than two shaken up drivers and kids on their way to school (with quite a story to tell). Accidents and near misses are fast becoming all too common along Harrison from Main to Hammerschmidt with yield signs rather than much needed stop signs. It is easy to see how this accident happened. A southbound car sailed right through the YIELD sign and was hit directly by the east bound van. That YIELD sign is often obstructed by all the cars of high school students parked along the 700 block of S. Charlotte on the west side of the street...another issue that we tried to get resolved to no avail a few years back. That request was to simply limit parking on the first sixty or so feet on the west side to safely accommodate the bus for student pick up.

Streets like Harrison and Harding both lead to Hammerschmidt School and are busy day in and day out with students walking to school as well as the many parents driving their kids to school. There is also a middle school bus stop at Charlotte and Harrison as well as at Hammerschmidt and Harrison. Safe crossings along these east/west streets at both Charlotte and Norbury have been asked for many times in the past ten years and have been denied every time. The Village Board is about to approve a stop sign at Taylor and Norbury on this weeks consent agenda. That approval is a welcome addition but not addressing the broader traffic problem in this area.

I talked with one of the officers at the scene today and expressed the need for stop signs as well as speed control along Charlotte from Wilson to Madison in the early morning and mid afternoon. It is an all too common Main Street detour with cars speeding through block after block. These stops sigs would slow that traffic down as well.

My hope is that Transportation & Safety can again review the yield sign versus stop sign status along Charlotte and Norbury as they cross Taylor, Harrison, and Harding and address it accordingly. Stop signs should be norm in this area.

Thanks for your consideration on this.