

MEMORANDUM TO: William Heniff  
Village of Lombard

FROM: Javier Millan  
Senior Consultant

DATE: June 11, 2014

SUBJECT: Yorktown Center Improvements  
Lombard, Illinois

This memorandum summarizes the results of a review of a traffic evaluation for the proposed Yorktown Center's internal roadway improvements. The review was performed by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) on behalf of the Village of Lombard. The traffic evaluation was performed by Eriksson Engineering Associates, Ltd. and is dated June 9, 2014.

The analysis also includes a review of the site plan and a summation of numerous discussions with the Village staff, Eriksson Engineering, Yorktown Center officials and KLOA, Inc.

## **Background**

The shopping center is located on the north side of Butterfield Road (IL 56) just east of Highland Avenue. The main access drive off Butterfield Road is located approximately 2,300 feet east of Highland Avenue and is under traffic signal control. Once vehicles reach the internal ring road and typical of all shopping centers, inbound vehicles flow unrestricted while the ring road is under stop sign control. As part of the Yorktown Mall plans to improve the center, an improved mall entry between Von Maur and the Sports Authority is contemplated. This mall entry would encompass the creation of a four legged intersection by extending the entry road past the ring road and providing inbound vehicles the option to continue straight. In addition to this, the following geometric improvements are proposed:

- Providing an inbound free flow right-turn lane
- Extending the landscaped island along the ring road to block off turning movements within close proximity to the intersection
- Providing additional lanes at the ring road to increase capacity

## Future Conditions Evaluation

KLOA, Inc. along with Village staff and Eriksson Engineering reviewed numerous alternatives to the proposed access improvements. The review included numerous observations during the weekday afternoon and Saturday midday peak periods at the Yorktown Mall ring road intersection with Fairfield Avenue, visits and observations at other shopping centers in the area and review of the capacity analyses and traffic simulations prepared by Eriksson Engineering. Based on all of the above we offer the following:

- Typical of all shopping centers and as shown in the plan, inbound traffic must flow freely. This is done to eliminate/reduce the chances for inbound traffic to queue onto the major road (Butterfield Road) and create congestion issues externally
- Based on a review of the existing traffic volumes, the provision of a better delineated free flow right-turn (as shown on their plan) will be a positive enhancement.
- Allowing inbound traffic to travel straight through past the ring road will reduce the number of vehicles that currently turn left or right into the ring road and slow down to turn immediately into the parking drive aisles therefore improving traffic flow within close proximity of the internal intersection.
- We concur with the extension of the landscaped islands along the ring road to block off drive aisles near the intersection.
- The southbound traffic on the new extension of Fairfield Avenue should be restricted, as shown in the plan, to through and right-turn movements in order to reduce the number of movements/conflicts. This movement as well as the ring road approaches should be under stop sign control.
- Necking down the Fairfield Avenue outbound lanes will reduce the pavement width thus reducing the current weaving problems.
- Although traffic along the ring road could still back up (especially during the weekday evening peak hour), this is not uncommon and it is typical. However, given the proposed delineation coupled with the inbound free flow right-turn, the necking down of Fairfield Avenue and the redistribution of traffic as a result of the planned extension past the ring road, the simulation queuing report indicates that the queues along the ring road will be substantially reduced.
- It is important to note that adequate signage should be provided indicating where the major anchor stores are located to reduce driver hesitation/confusion and ease traffic flow.
- It is anticipated that police control during the holiday season will still be required to direct traffic.

## **Conclusion**

Based on our review of the proposed plans, the capacity analyses and the simulation runs, it is our opinion that the proposed Yorktown Center's internal roadway improvements will be adequate in accommodating traffic volumes while eliminating some of the conflicts that currently occur within close proximity to the intersection.