

To: Chairperson and Transportation and Safety Committee Members

Through: Wes Anderson, Director of Public Works

From: Nick Hatfield, PE, Civil Engineer

Date: June 28, 2006

Subject: Highland Ave. and Washington Blvd. – Four-Way Stop

The Department of Public Works has received several requests from residents living in the area of the intersection of Highland Ave. and Washington Blvd. asking for this intersection to be changed to a four-way stop, from the existing two-way stop, which stops traffic moving north and south on Highland.

Staff placed the traffic analyzer on June 6, 2006 and collected two days of data. The average volume of traffic on Washington Blvd. at Highland Ave. is approximately 2100 vehicles per day (each direction). Traffic volume on Highland Ave. averaged approximately 560 vehicles per day (each direction). There were three reported vehicle accidents from June 2005 to May 2006. This intersection has averaged two accidents per year over the past four years. While these volumes are below the nationally recognized minimum requirements warranting the installation of multi-way stop controls, other site conditions are present that warrant staff recommending that a multi-way stop control be installed at this intersection.

Upon inspection of the site, vegetation (predominantly large trees) and power poles block the sight lines of vehicles that stop on Highland Ave. Figure 1 shows an aerial image of this intersection, and Figure 2 shows two photographs taken from a vehicle stopped at northbound Highland Ave. Stopped vehicles must "creep" into the intersection to see oncoming traffic on Washington Blvd. Moving the Highland Ave. stop-bars closer to the crosswalk, but maintaining a 4 foot spacing from the crosswalk, helps with a portion of the obstructions; however, the safest action is to stop the oncoming traffic along Washington. This is warranted through the Manual on Uniform Traffic Control Devices.

Staff recommends the installation of a multi-way stop control on Washington Blvd. at Highland Ave., and resetting the stop-bars on Highland Ave. to a distance of 4-feet from the crosswalks.

This item will be on the July 10, 2006 Transportation and Safety Committee agenda. The meeting is held at the Village Hall in the Community Room at 7:00 PM. This is a public meeting and public participation is encouraged.

NH/jj

CC: Chuck Wozniak, 441 S. Highland Ave.
Kenneth Florey, District 5

attachment

Figure 1. Aerial View of Highland Ave. and Washington Blvd.

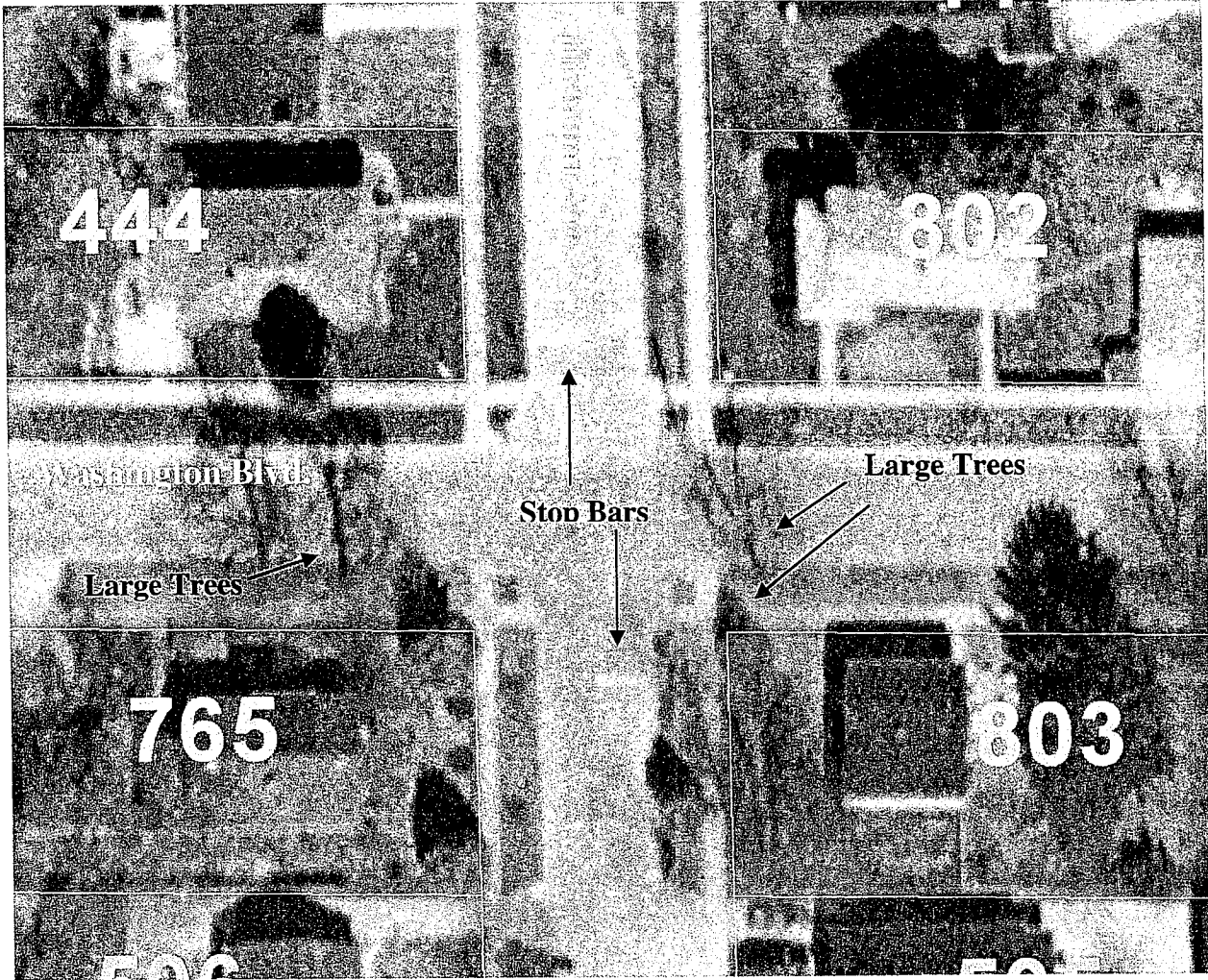


Figure 2a. Looking East from Vehicle Stopped at Northbound Highland Ave. Stop-bar.



Figure 2b. Looking West from Vehicle Stopped at Northbound Highland Ave. Stop-bar.

