

A RESOLUTION APPROVING RECOMMENDATIONS
FOR CHANGES WITH RESPECT TO SCHOOL CROSS WALKS

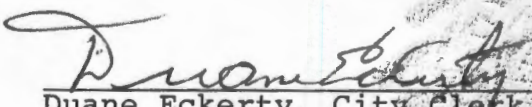
BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF URBANA,
ILLINOIS, as follows:

Section 1. That the recommendations for changes with respect to school cross walks, which said recommendations are contained in the School Cross Walk Study for the City of Urbana, dated November, 1977, a copy of which said study is attached hereto and hereby incorporated by reference, be and the same is hereby approved, as hereinafter modified in the following respects:

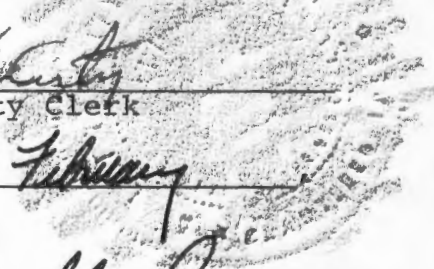
- (a) Page 2, Item 11 and Page 6, Item 11:
change Pennsylvania & Orchard to
Pennsylvania & Carle.
- (b) Page 5, Item 8; Page 6, Item 11; and
Page 7, Items 14-16: add an item to
recommendations to "Retain school
crosswalk guard".

Section 2. That the City Engineer for the City of Urbana be and the same is hereby authorized and directed to implement the recommendations as contained in the School Cross Walk Study approved herein.

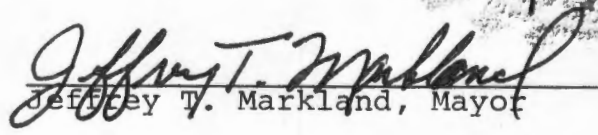
PASSED by the City Council this 6th day of February,
1978.



Duane Eckerty, City Clerk



APPROVED by the Mayor this 14th day of February,
1978.



Jeffrey T. Markland, Mayor

7778-R43

THIS IS THE ATTACHMENT WHICH IS REFERRED TO IN RESOLUTION
NO. #7778-R43 AND IS INCORPORATED THEREIN BY REFERENCE.

Beverly Umbarger,
Acting City Clerk

Date: _____

FOR
CITY OF URBANA



I. Introduction:

The Federal Highway Administration requires that all traffic controls, that is, markings, signs and signals, conform to the "Federal Manual on Uniform Traffic Control Devices." National uniformity is the principal reason for this requirement. The City of Urbana is already in compliance with the requirements for pavement markings. Sign upgrading has been accomplished under a Federal Highway Administration grant. However, traffic signals, especially school crosswalk signals, need immediate attention because of the approaching deadline of January 1, 1978 (see appendix).

In February, 1975, an attempt was made by the Urbana Traffic Commission to bring this matter before the City Council. The District Traffic Engineer from the Illinois Department of Transportation was asked to speak before a public meeting.

In September, 1977, six (6) additional crosswalk guards were posted under a grant from the Illinois Department of Transportation. A list is included in the appendix.

II. Type and Location

There are currently sixteen locations which have either two-color school flashing signals or crossing guards or both. Their locations are listed below. A summary for each intersection follows the list, indicating pertinent information and recommendations.

- 1. Main & Webber Flashing signal & guard
- 2. Green & Webber Flashing signal & guard
- 3. Florida & Anderson Flashing signal & guard
- 4. Pennsylvania & Vine Flashing signal & guard
- 5. Birch & Washington Flashing signal & guard
- 6. Oregon & Race Flashing signal & guard
- 7. Green & McCullough Flashing signal & guard
- 8. Broadway at Washington School Flashing signal & guard
- 9. Lincoln & Main Flashing signal
- 10. Vine & Oregon Temporary stop sign & guard
- 11. Pennsylvania & Orchard Guard
- 12. Oregon & Broadway Guard
- 13. James Cherry & Florida Guard
- 14. Mumford & Anderson Guard
- 15. Kinch & Washington Guard
- 16. Fairview & Goodwin Guard

III. Analysis

1. Main & Webber

Type of Intersection Control: 2-way Stop on Webber
Pedestrian Count: 10-20
Vehicle ADT: 12,000
Visibility Hazards: None

Recommendations:

1. Change 2-color flashing signal to yellow flashing beacon operated by push-buttons.
2. Retain school crosswalk guard.
3. Add School Crossing Signs on northbound and southbound Webber in front of the school.

2. Green & Webber

Type of Intersection Control: 1-way Stop on Webber
Pedestrian Count: 25-35
Vehicle ADT: 1,400
Visibility Hazards: Parking on South Side

Recommendations:

1. Change 2-color flashing signal to yellow flashing beacon operated by push-buttons.
2. Remove "Stop Here on Red" signs (2).
3. Add 30' yellow painted curb on South Side of Green to the east of driveway.
4. Retain school crosswalk guard.

3. Florida & Anderson

Type of Intersection Control: 2-way Stop on Anderson
Pedestrian Count: 35-50
Vehicle ADT: 7,000
Visibility Hazards: None

Recommendations:

1. Change 2-color flashing signal to yellow flashing beacon operated by push-buttons.
2. Remove "Stop Here on Red" signs (1).
3. Add School Advance Sign on eastbound Florida Avenue.
4. Retain School crosswalk guard.

4. Pennsylvania & Vine

Type of Intersection Control: 2-way Stop on Pennsylvania
Pedestrian Count: 0-2
Vehicle ADT: 11,000
Visibility Hazards: None

Recommendations:

1. Complete removal of school flasher system due to lack of children crossing.
2. Retain crossing guard and signs.
3. Add School Advance Sign on southbound Vine Street.
4. Remove "Stop Here on Red" signs (2).

5. Birch & Washington

Type of Intersection Control: 1-way Stop on Birch
Pedestrian Count: 60-80
Vehicle ADT: 2700
Visibility Hazards: Parking on South Side

Recommendations:

1. Change 2-color flashing signal to yellow flashing beacon operated by push-buttons.
2. Add School Advance Signs on westbound and eastbound Washington Street.
3. Add 20' yellow painted curb on south side of Washington to the east.
4. Retain school crosswalk guard.

6. Oregon & Race

Type of Intersection Control: 2-way Stop on Oregon
Pedestrian Count: 10-20
Vehicle ADT: 5400
Visibility Hazards: Parking on East Side and trees.

Recommendations:

1. Change 2-color flashing signal to yellow flashing beacon operated by push-buttons.
2. Remove "Stop Here on Red" signs (2).
3. Add 50' yellow painted curb on East side of Race to the south.
4. Add 30' yellow painted curb on East side of Race to the north.
5. Add School Advance Sign on northbound Race Street.
6. Tree on S.E. Corner too large to remove.
7. Retain school crosswalk guard.
8. Add "School Speed Limit 20 on School Days When Children Are Present" signs on westbound Oregon and eastbound California.

7. Green & McCullough

Type of Intersection Control: 2-way Stop on McCullough
Pedestrian Count: 10-20
Vehicle ADT: 10,000
Visibility Hazards: None

Recommendations:

1. Change 2-color flashing signal to yellow flashing beacon operated by push-buttons.
2. Remove "Stop Here on Red" sign (1).
3. Add School Crossing Sign on Eastbound Green Street.
4. Retain school crosswalk guard.

8. Broadway at Washington School

Type of Intersection Control: None, midblock crossing
Pedestrian Count: 0-10
Vehicle ADT: 2000
Visibility Hazards: None

Recommendations:

1. Change 2-color flashing signal to yellow flashing beacon operated by push-buttons.
2. Remove "Stop Here on Red" sign (1).

9. Lincoln & Main

Type of Intersection Control: 2-way Stop on Main
Pedestrian Count: 0 small children
10-15 ped./hr. throughout the day
Vehicle ADT: 12,300
Visibility Hazards: None

Recommendations:

1. Complete removal of school flasher system due to no school-age children crossing.
2. Complete removal of all signs associated with school crossing.
ie. (4) "School Crossing Signal Ahead"
(4) "School Cross Walk"
(3) "Stop Here on Red"

Note: The pedestrians now crossing have no difficulty in crossing because the signals at Lincoln & Springfield and Lincoln & University provide adequate gaps for crossing. Also, the median enables pedestrians to cross two lanes at a time, instead of crossing all at once.

10. Vine & Oregon

Type of intersection control: 4-way Stop, Temporary.
Pedestrian Count: 5-10
Vehicle ADT: 13,300
Visibility Hazards: Parking

Recommendations:

1. Removal of Temporary 4-way Stop sign.
2. Install yellow flashing beacon operated by push-button.
3. Retain crossing guard.
4. Add School Advance Sign (1) and School Crossing Signs (2) on northbound and southbound Vine Street.
5. Add 20' yellow painted curb on east side Vine Street to the north.
6. Add 20' yellow painted curb on east side Vine Street to the south.
7. Add 50' yellow painted curb on west side of Vine Street to the north.
8. Add 50' yellow painted curb on west side of Vine Street to the south.
9. NOTE: Temporary stop signs are illegal.

11. Pennsylvania & Orchard

Type of Intersection Control: 2-way Stop on Orchard
Pedestrian Count: 5-10
Vehicle ADT: 5500
Visibility Hazards: Parking

Recommendations:

1. Add School Advance signs (2) and School Crossing signs (2) on eastbound and westbound Pennsylvania.
2. Add 20' yellow painted curb on south side of Pennsylvania to the east.
3. Add crosswalk lines across Pennsylvania.

12. Oregon & Broadway

Type of Intersection Control: 2-way Stop on Oregon
Pedestrian Count: 5-15
Vehicle ADT: Less than 1000
Visibility Hazards: Parking

Recommendations:

1. Add 25' yellow painted curb on both sides of Broadway in both directions.
2. Add School Advance and School Crosswalk signs on Broadway in both directions.
3. Retain crossing guard.

13. Florida & James Cherry

Type of Intersection Control: None, mid-block
Pedestrian Count: 50-70
Vehicle ADT: 1500
Visibility Hazards: None

Recommendations:

1. Add School Crossing Signs (2) eastbound and westbound on Florida Avenue.
 2. Retain Guard.
- 14-16. Mumford & Anderson and Fairview & Goodwin are 4-way stop intersections, and Kinch & Washington is a 3-way stop intersection. Therefore, no additional controls are required.

Illinois Department of Transportation

2300 South Dirksen Parkway Springfield Illinois 62764

January 31, 1975

Target Dates for Compliance with
the Manual on Uniform Traffic
Control Devices for Streets and
Highways

COUNTY SUPERINTENDENTS OF HIGHWAYS
MUNICIPAL ENGINEERS
CONSULTING ENGINEERS

Gentlemen:

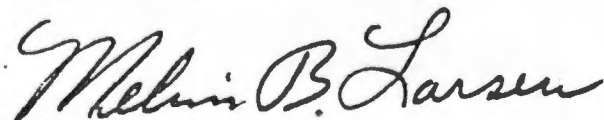
This Office has been notified by the Federal Highway Administration of changes made in certain target dates for compliance with the "Manual on Uniform Traffic Control Devices for Streets and Highways". The changes effect only streets and highways not on the Federal highway system.

Target dates have been established as follows:

| | <u>F.A. SYSTEM</u> | <u>OTHER THAN F.A.</u> |
|----------|--------------------|------------------------|
| Markings | January 1, 1973 | January 1, <u>1976</u> |
| Signs | January 1, 1975 | January 1, <u>1977</u> |
| Signals | January 1, 1977 | January 1, <u>1978</u> |

The Illinois Manual on Uniform Traffic Control Devices for Streets and Highways will be revised to include the above new dates. Revised sheet for Section 1-7, Compliance with the Manual, will be issued to all holders of this Manual in the near future.

Very truly yours,



Melvin B. Larsen
Engineer of Local Roads
and Streets

#75-5

cc: District Engineers

Location of additional crosswalk guards under state grant.

1. Pennsylvania and Orchard
2. Green and McCullough
3. Oregon and Race Street
4. Broadway in front of Washington School
5. Main and Webber Street
6. Green and Webber Street