



**CITY OF URBANA, ILLINOIS
DEPARTMENT OF PUBLIC WORKS**

ENGINEERING

M E M O R A N D U M

TO: Urbana City Council

**FROM: William R. Gray, Public Works Director
Joseph L. Smith, Senior Civil Engineer**

DATE: November 6, 2003

RE: Ordinances from Traffic Commission

Attached are four ordinances for your approval from action taken by the Traffic Commission at its meeting on October 7, 2003.

The first ordinance (Schedule H) is for the placement of stop signs at two locations. For the first location at Adams Street and Briarcliff Drive, the Traffic Commission recommends the removal of the existing yield signs and installation of stop signs. The intersection has unusual geometrics and sight lines are too restrictive for a yield condition. The stop signs will stop traffic on Adams Street while Briarcliff Drive remains the through street.

The second location is Griggs Street and Central Avenue. Currently no traffic control exists for this intersection. It was necessary to install stop signs on Central Avenue to stop traffic for Griggs Street. These stop signs are needed and warranted under Section 2B-05 of the Manual on Uniform Traffic Control Devices. More specifically, this warrant states that a stop sign may be warranted if one or more of the following conditions exist:

1. Intersection of a less important road with a main road where application of the normal right-of-way rule is unduly hazardous.
2. Street entering a through highway or street.
3. Unsignalized intersection in a signalized area.
4. Other intersections where a combination of high speed, restricted view, and serious accident record indicates a need for control by the STOP sign.

The conditions are met for numbers 1 and 2 above for all intersections in the ordinance.

The Traffic Commission has considered these locations at its October 2003 meeting and recommends that the stop signs be installed.

The second ordinance (Schedule I) removes the yield signs at Adams Street and Briarcliff Drive from the schedule.

The third ordinance (Schedule J) is for the creation of curb loading zones at two locations. The first location is Central Avenue at the Canaan Academy. The school has requested a 27 foot long 30-minute loading zone be instituted along the west side of Central Avenue to load and unload students during school days only from 7 AM to 4 PM. The second location is on Mathews Avenue at the University High School. The school has requested a 150 foot long, 15-minute loading zone be instituted along the east side of Mathews Avenue at all times on all days.

The Traffic Commission has considered these locations at its October 2003 meeting and recommends that the curb loading zones be created and signed accordingly.

The fourth ordinance (Schedule L) is for the extension of yellow curbing on the north side of Florida Avenue east of Philo Road. This was needed to allow MTD busses to pull over completely out of the travel lanes to load and unload. Twenty-seven feet of yellow curb will be added to the existing curb and a No Parking Here to Corner sign installed at the end of the yellow zone. In this ordinance is a location for removal of yellow curb on both sides of Central Avenue south of Griggs Street. This will create two more parking spaces on the street. The removal of the yellow curb was warranted due to the installation of the stop sign for northbound Central at Griggs Street.

The Traffic Commission has considered these locations at its October 2003 meeting and recommends that the yellow no parking zones be modified as indicated.

Prepared by: _____

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