



MEMORANDUM

DATE: August 28, 2023

TO: Matt Walsh, Village Administrator

FROM: Jeff Loster, Director of Public Works and Development Services
Bill Koclanis, Civil Engineering Technician

SUBJECT: Traffic and Safety Commission Recommendations – July 19, 2023 Meeting

Issue: Recommendations have been made by the Traffic and Safety Commission following a discussion of the traffic calming modifications installed in the northeast corner of town in 2022.

Analysis: Traffic patterns in the northeast corner of the Village were discussed at the Traffic and Safety Commission meetings on May 17, 2023 and July 19, 2023. These modifications had been installed following Village Board approval on October 10, 2022 with modifications thereto approved on April 10, 2023. At the April 10 meeting, the Village Board directed the Commission to revisit the traffic measures and provide additional recommendations.

At the Commission meeting held on July 19th, there were a total of fourteen (14) residents that spoke about the modifications implemented over the last several months, most of whom were against the changes made, particularly the barricade installation. Reasons for opposing the modifications ranged from concerns regarding resident notification, increased traffic on surrounding streets, increased traffic/speed in the adjacent alleys, loss of parking associated with North Avenue businesses and increased travel time to reach one's residence or business.

The Traffic and Safety Commission discussed the modifications that were made and the effects that they have had on the area subsequent to their installation. In an effort to find a more optimal approach in light of the additional public comment, the Traffic and Safety Commission has made the following recommendations:

Recommendation 1: The Traffic and Safety Commission recommends that the intersection of Clinton Place and LeMoyne Street be converted to a four-way stop intersection. This was originally a 4-way stop intersection and during previous discussions, the east/west stops were voted to be removed, leaving it as a 2-way stop in the north/south direction. The Commission voted 5 to 0 in favor of converting this back to a 4-way stop intersection.

Recommendation 2: The Traffic and Safety Commission recommends that the intersection of Bonnie Brae and Greenfield Street be converted to a three-way stop. This is currently a 1-way stop with southbound traffic on Bonnie Brae stopping at Greenfield Street and east/west traffic continuing through. There is also a stop sign for northbound traffic coming out of the Fenwick parking lot. The commission voted 5 to 0 in favor of installing east/west stops, thus converting this to a 3-way stop intersection.

Recommendation 3: The Traffic and Safety Commission recommends that the plastic barricades at the intersection of LeMoyne Street and Harlem Avenue be removed and replaced with a

permanent installation. This was originally installed as a “right-out-only”, allowing eastbound traffic to continue onto southbound Harlem as the *only* movement permitted through the intersection. As a compromise, it was then converted to a “right-in-right-out”, also allowing southbound Harlem traffic to turn west into the Village in addition to the previously permitted eastbound-to-southbound movement. This is the installation that is currently in-place with plastic barricades. The commission voted 4 to 1 in favor of making this a permanent installation.

Recommendation 4: The Traffic and Safety Commission recommends that the plastic barricades at the intersection of Greenfield Street and Harlem Avenue be removed and replaced with a permanent installation. This was originally installed as a “right-out-only”, allowing eastbound traffic to continue onto southbound Harlem as the *only* movement permitted through the intersection. As a compromise, it was then converted to a “right-in-right-out”, also allowing southbound Harlem traffic to turn west into the Village in addition to the previously permitted eastbound-to-southbound movement. This is the installation that is currently in-place with plastic barricades. The commission voted 4 to 1 in favor of making this a permanent installation, **with the additional caveat that the design be completed in a manner that allows bus traffic (associated with Fenwick sporting events) to traverse the Greenfield/Harlem intersection without issue.**

Recommendation 5: The Traffic and Safety Commission recommends that “seasonal” speed bumps and permanent stop signs be installed within the alleys between Harlem Avenue and William Street and from Greenfield Street to North Avenue. The stop signs are to be placed at each alley exit as well as on all 3 legs of the “T” intersection of the alleys bound by Bonnie Brae, LeMoyne and Harlem. Speed bumps are to be considered “seasonal” (to accommodate snow removal operations) and their locations are to be determined by staff. The commission voted 5 to 0 in favor of this recommendation.

Recommendation 6: The Traffic and Safety Commission recommends that the plastic barricades at the intersection of North Avenue and Bonnie Brae be left in place.. This was originally installed as a full cul-de-sac, preventing any northbound/southbound traffic from continuing through at the south edge of the alley and this is the installation that is currently in-place. The Commission voted 5 to 0 in favor of leaving this in its current form until the next scheduled meeting in September, at which time the Village-Wide Traffic Study will be presented along with the associated “Traffic Calming Toolbox”. This installation will then be re-assessed within the context of the toolbox to determine whether the installation is to be removed, modified, or made permanent.

Recommendation 7: The Traffic and Safety Commission recommends that the plastic barricades at the intersection of North Avenue and Clinton Place be removed. This was originally installed as a partial cul-de-sac, allowing all northbound through-traffic but preventing any southbound traffic from continuing at the south edge of the alley and this is the installation that is currently in-place. A motion was initially made to leave the plastic cul-de-sac in its current form, however, the commission voted 3 to 2 *against* leaving it in its current form until the next scheduled meeting in September.

In order to seek further direction, a second motion was made and a vote was taken on whether or not to *completely remove* the plastic cul-de-sac and the Commission voted 3-2 in favor of removing it.

If the Village Board agrees with the recommendations from the Traffic and Safety Commission, the following motions would be appropriate:

1. Motion to install stop signs in the eastbound and westbound directions of the intersection of Clinton Place and LeMoyne Street.
2. Motion to install stop signs in the eastbound and westbound directions of the intersection of Greenfield Street and Bonnie Brae.
3. Motion to remove the plastic barricades at LeMoyne Street and Harlem Avenue and replace them with a permanent installation, allowing only southbound-to-westbound and eastbound-to-southbound turning movements.
4. Motion to remove the plastic barricades at Greenfield Street and Harlem Avenue and replace them with a permanent installation, allowing only southbound-to-westbound and eastbound-to-southbound turning movements, with a design that specifically allows for bus traffic to easily traverse the intersection.
5. Motion to install stop signs at all exit points in alleys bound by Harlem Avenue, Greenfield Street, William Street and North Avenue in addition to all three legs of the “T” alley intersection just west of Harlem Avenue and south of North Avenue and to install seasonal speed bumps within the same alleys at locations to be determined by staff – to be removed during winter months for the purposes of snow-removal operations.
6. No motion is necessary if the Board agrees with the Commission that the plastic installation at the intersection of North Avenue and Bonnie Brae shall be left in-place until further discussion can take place in September.
7. Motion to remove the plastic barricades at North Avenue and Clinton Place.

Attachments:

Traffic and Safety Agenda Packet – 7/19/23

Recommendations Exhibit

Ordinances (2)