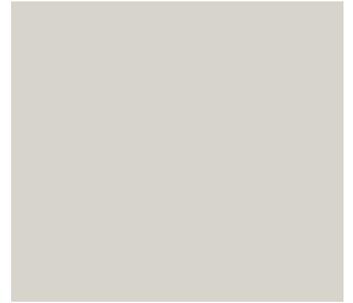
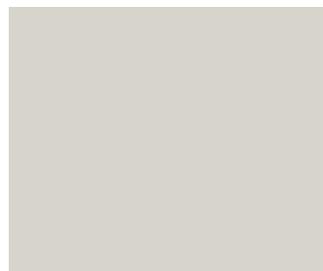
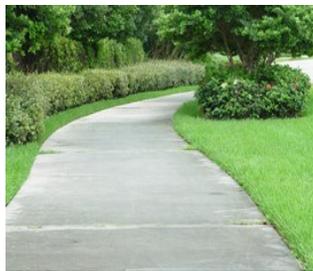




The Village of Glenview



Traffic Procedures & Policies



The Village of Glenview
Traffic Committee
2015



Traffic Calming Request



What is Traffic Calming?

Traffic Calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.

The Village of Glenview utilizes a “toolbox” to assist residents with traffic calming requests.

Traffic Calming Toolbox

1. Enforcement

Periodic selective speed enforcement by the Glenview Police Department has been shown to be an effective traffic calming tool when used at locations and during times reported to experience speeding.



2. Engineering



Installation of permanent speed boards and physical roadway modifications, such as pavement markings (both of which require neighborhood support and Village funding), have been used to calm traffic throughout town. Additionally, resources are allocated toward reducing arterial and collector roadway congestion, making residential roadways less attractive options for maneuvering throughout the Village.

3. Education

Periodic placement of a Village speed monitoring cart, distribution of “It’s Our Town, Please Slow Down” signage/brochure and other forms of public outreach are most effective when used in conjunction with other traffic calming tools.



Parking Restriction Request

The Village of Glenview addresses issues related to on-street parking on an as-needed or as-requested basis. The Village Traffic Committee does not search for areas which may benefit from application of parking restrictions and uniformly apply such restrictions. In doing so it may have a negative impact by unnecessarily burdening area residents who have not reached a consensus on restricting on-street parking in their neighborhood.

The Village of Glenview's Standard Operating Procedure is as follows:

- 1) Traffic Committee receives a petition for a parking restriction
- 2) Traffic Committee notifies potentially affected residents by letter of the request and asks affected residents to vote by ballot to determine if a two-thirds majority favors the restriction
- 3) If a two-thirds majority votes in favor of the restriction, the requested parking restriction is brought before the Village Board of Trustees for consideration.

Public Sidewalk Installation Request

The installation of public sidewalks is determined by the home-owners, within the affected area, and installed for and paid for by the Village of Glenview.

The Village of Glenview's Standard Operating Procedure is as follows:

- 1) Village Traffic Committee must receive a petition, signed by a minimum of ten residences or a majority of residences directly adjacent to the requested improvement
- 2) Following the receiving of a petition, Village staff will design a conceptual sidewalk plan
- 3) The Village will invite all residences adjacent to the requested improvement to a public meeting to discuss the conceptual plan and potential next steps
- 4) If support for the proposed sidewalk is apparent, Traffic Committee notifies potentially adjacent residents by letter of the request and asks affected residents to vote by ballot to determine if a two-thirds majority favors the installation
- 5) If a two-thirds majority votes in favor of the sidewalk installation, it is brought before the Village Board of Trustees for consideration.



Stop Sign Request

The installation of stop signs on public roadways is a common request made to control traffic speeds on residential roadways, however stop signs are traffic control devices at intersections and are not used to control speed. In order for a new stop sign to be installed on public property, the Village Board of Trustees would need to pass a Village Ordinance.

The Village of Glenview's Standard Operating Procedure is as follows:

- 1) The Traffic Committee receives a written request for a stop sign at intersecting streets
- 2) The Traffic Committee hires a traffic engineering consultant to perform a traffic engineering study in accordance with the Federal Manual of Uniform Traffic Control Devices (MUTCD) warrants and other applicable traffic engineering and legal standards to determine whether a stop sign is warranted.
- 3) If the consultant determines that a stop sign is unwarranted, the Traffic Committee will inform the requestor and examine other potential solutions to the traffic situation that prompted the request, such as the remediation of sight line obstructions.
- 4) Conversely, if the consultant determines that a stop sign is warranted, the Traffic Committee will make a recommendation before the Village Board of Trustees at a public meeting for Village Board of Trustees consideration.



Crosswalk Installation Request

If the Village Traffic Committee receives a request for installation of a crosswalk, the Village Traffic Committee will review the request and make a decision based on the following:

- 1) Proximity to public amenities
- 2) Amount of foot traffic
- 3) Proximity to other designated pedestrian crossings
- 4) Vehicular visibility



Speed Board Request

The Village of Glenview will install temporary and potentially permanent speed boards in areas of traffic calming concerns.

If the Village Traffic Committee receives a request for installation, the Village Traffic Committee will review the request and make a decision based on the following:

- 1) Availability of the speed boards
- 2) Other requests within the Village
- 3) Vehicular visibility



Traffic Calming Measures Not Approved for Use on Village Roadways



The Village receives requests for several calming measures that are not included in the traffic calming toolbox as they are unequitable and impede the connectivity of the existing street grid.

The following are NOT approved for use on Village roadways:

1. Road closures
2. Unwarranted stop signs (see stop sign request narrative)
3. Speed humps/bumps
4. “No Thru Traffic” signage - The Village cannot prohibit motorists from using a public roadway.
5. Turn prohibitions and one-way street designations - Turn prohibitions such as “No Right Turn” or “No Left Turn” signs, with or without peak hour limitations, and one-way street designations, are not used by the Village to address cut-through traffic concerns due to the high expectation for enforcement, and lack of support from existing neighborhoods.

Speed Hump/Bump Request

Requests for installation of speed bump/humps on a residential roadway are made to the Village Traffic Committee, typically, by residents reporting frequent speeding and/or cut-through traffic. While the Village Traffic Committee is willing to explore other potential methods to address cut-through traffic and speeding concerns (see traffic calming toolbox), the Committee *does not* move forward with these requests.

In 2008, a traffic calming pilot project was conducted in which temporary speed humps were installed on Harrison Street between



Montgomery Lane and Parkview Road. The purpose of the pilot project was to test the traffic calming effectiveness of speed humps and to garner residents' reactions to them. As the process proceeded and the Village heard from affected parties the cost of having speed humps installed (e.g., a lowering of property values, an impediment for neighborhood motorists, an increase in street related noise, potential for reduction of on-street parking, financial cost) ultimately persuaded the Village to adopt a policy of not installing speed humps on Village roadways.

Road Closure Request

Requests for closure of a residential roadway – by way of a locked gate or permanent infrastructure project, are made to the Village Traffic Committee, typically, by residents reporting frequent cut-through traffic. While the Village Traffic Committee is willing to explore other methods to address cut-through traffic concerns (see traffic calming toolbox), the Committee *does not* move forward with these requests for the following reasons:

- 1) Granting said request would affect the existing driving patterns of area residents and relocate existing traffic elsewhere
- 2) Granting said request would adversely impact Police, Fire and Ambulance response
- 3) Granting said request would complicate Public Works maintenance activities such as snow plowing.



Permit Parking Request

Requests for permit parking on residential roadways are made to the Village Traffic Committee, typically, by residents living near parks, schools & other public amenities - wishing to reduce foot traffic and/or reserve on-street parking for themselves.

While the Village Traffic Committee is willing to explore other potential methods to mitigate neighborhoods impacts, the Committee does not move forward with these requests for the following reasons:

- 1) Property owners knowingly purchased near a public amenity; therefore, it is equitable for them to experience the pros and cons of being located near such amenities and taking action on said request would unfairly alter the parking patterns.