



# South Lakeview Neighbors

To : 32<sup>nd</sup> Ward Alderman Scott Waguespack  
44<sup>th</sup> Ward Alderman Tom Tunney  
47<sup>th</sup> Ward Alderman Matt Martin

October 6, 2019

From : South Lakeview Neighbors(SLN) (Bill Haderlein- Recording Secretary, Robert Blitstein, President, Sam Samatas, 1<sup>st</sup> Vice President, Steve Stern, Director and Ed Silverstein-Director)

Subject : Traffic Changes to Lincoln/Belmont/Ashland Intersection (LBA Intersection)  
Review of Traffic Patterns after One Year

Here are some observations regarding the changes made to the LBA Intersection in October 2018.

1) No Left Turn on Lincoln Ave.

- Increased traffic on residential side streets, especially on Barry Ave. which affects students and pedestrians going to The Burley School. Principal Catherine Plocher confirms that since the No Left Turn has been in effect, traffic has increased in front of the The Burley School and that the intersection of Barry and Paulina has become very crowded with the additional car traffic.
- Increased traffic on Melrose Ave. which affects pedestrians heading to The Lakeview Library. This is due to cars having to turn left (west) to eventually head west on Belmont Ave.
- Cars heading north on Lincoln Ave. that cannot turn left onto Belmont Ave., must turn left onto Melrose Ave, which causes a traffic back-up ½ block from the LBA Intersection.
- Lincoln/School St. intersection: as cars heading east on Belmont Ave. and cars heading south on Lincoln Ave. cannot turn left at the LBA Intersection, cars are using School St. heading east, in order to affect their unallowed Left Turn. This intersection is often backed-up into the Lincoln/School St. intersection. In addition, more cars are using School St. heading east to travel through the neighborhood.
- Cars heading south on Lincoln Ave. that are not aware of No Left Turn either travel to Barry Ave. and make a hairpin turn onto Greenview Ave (a busy Burley School student intersection) or go all the way to Wellington Ave. (also a busy Alphonsus Academy of the Arts intersection). This intersection (the Lincoln Hub) already has traffic issues caused by bollards installed many years ago.

2) Use of bollards to “calm traffic” through the LBA Intersection

- Restricts cars from lining up in the Right Turn Lane at the stop light, reducing the number of cars able to get through the LBA Intersection on a green light causing traffic back-ups.
- Restricts cars from pulling over for emergency, Police, Fire Truck or Ambulance vehicles.
- Limits safe space for bicyclists if a truck or large SUV in going through the LBA Intersection at the same time.
- Restricts street cleaners for getting to the curb, increasing dirt build-up in those areas.
- There is no real reason to reduce the pedestrian walkway on Lincoln Ave. as that is already a narrow street. The narrowing of the pedestrian walkway on Ashland is too severe and

poses a safety threat to bicyclists and waiting pedestrians if a large truck or SUV comes through the LBA intersection in the right-hand lane.

RECOMMENDATION : remove Lincoln Ave. bollards, reduce the width of the Ashland Ave. bollards and remove parking spots near the LBA Intersection to promote traffic flow.

3) Bicycle lanes on Lincoln Ave. through the LBA Intersection

- If no bikes are present, cars actually drive out into the bike lanes when driving through the LBA Intersection.

RECOMMENDATION : a thick-dotted yellow line for Lincoln Ave. guiding cars on a straighter line through the LBA Intersection and the elimination of the bike lanes.

4) Lack of No Left Turn Signage

- No advance warning before entering intersection.
- At intersection. Located all the way across the other side of the LBA Intersection.

5) Left Turn Arrow on Ashland Ave. after the red light.

- No warning that this option exists

RECOMMENDATION : install a lit sign next to the overhead traffic light alerting the drivers in the left turn lane of "Left Turn on Arrow after Red Light."

- Overall this traffic change is an improvement to the flow of traffic in the LBA Intersection.

CONCLUSION :

The 2018 changes to the LBA Intersection have

- greatly increased traffic on the side streets endangering pedestrians and especially students walking to their neighborhood schools and
  - have decreased the flow of traffic through the LBA Intersection

SLN strongly recommends that CDOT reexamine the traffic changes made to the LBA intersection before any permanent changes are made. SLN will gladly participate in any planned meetings.