



May 26, 2026

TO: Public Safety & Transportation Committee  
THROUGH: Carl Goldsmith, Director of Public Works  
FROM: Dan Watson, Civil Engineer II  
SUBJECT: **U-turn Restrictions – Finley Road and 22<sup>nd</sup> Street**

### **Request**

Staff recommends that the Village amend Schedule XVIII of the Traffic Code to include the following U-turn prohibitions:

Finley Road north and southbound at 22<sup>nd</sup> Street

22<sup>nd</sup> Street westbound at Finley Road

### **Background**

On April 10, 2026, the Public Works Department received a request from the Police Department to evaluate the intersection of Finley Road and 22nd Street to determine whether No U-turn signage is warranted. The Police Department has observed vehicles attempting U-turns at the intersection that negatively impact traffic operations and create safety concerns. Because U-turns are not currently prohibited at this location, enforcement actions are limited.

Northbound and southbound Finley Road each consist of two through lanes separated by a raised median, along with dedicated left-turn lanes at the intersection. Westbound 22nd Street includes a channelized right-turn lane separated from the other westbound movements by a raised triangular island, as well as one through lane and one left-turn lane separated from opposing traffic by a raised median. Eastbound 22nd Street consists of one lane in each direction with a dedicated left-turn lane at the intersection. See Exhibit A for intersection geometry.

Staff evaluated the feasibility and operational impacts of U-turn movements on each approach. Based on the evaluation, No U-turn signage is proposed for the northbound, southbound, and westbound approaches

### **Analysis**

U-turn restrictions are typically implemented at intersections where restricted geometry, limited visibility, traffic safety concerns, congestion, or operational capacity issues are present. In Illinois, U-turn restrictions are generally implemented when a movement cannot be completed safely or without interfering with other traffic movements. Unlike other traffic control measures,

U-turn restrictions do not have standardized warrants and are typically established based on engineering judgment rather than a formal engineering study.

The northbound, southbound, and westbound approaches at the intersection of Finley Road and 22nd Street exhibit geometric and operational characteristics that create concerns for U-turn movements.

Standard passenger vehicles generally require approximately 35 to 46 feet to safely complete a U-turn without backing up or encroaching over the opposing curb.

### **Westbound 22<sup>nd</sup> Street**

The westbound approach on 22nd Street provides approximately 38 feet between the edge of the westbound left-turn lane and the curb adjacent to the eastbound through lane at the channelized island. See Exhibit A. While this distance meets the minimum geometric requirements for a standard passenger vehicle, the maneuver requires precise vehicle positioning and turning execution.

If the maneuver is not executed properly, vehicles may encroach onto the opposing curb or conflict with opposing right-turn traffic. Both conditions present traffic safety concerns.

Staff field-tested this movement and was able to successfully complete the U-turn maneuver. However, the maneuver required precise turning execution with limited margin for error. In addition, curb damage and visible tire marks were observed at the opposing curb, indicating prior unsuccessful U-turn attempts. See Exhibit B.

### **Southbound Finley Road**

The southbound approach on Finley Road provides approximately 44 feet between the edge of the southbound left-turn lane and the curb adjacent to the easternmost northbound through lane at the channelized island. See Exhibit A. While the geometry meets the minimum requirements for a standard passenger vehicle, the maneuver requires precise turning execution.

Improperly executed U-turns may result in vehicles driving over the curb or conflicting with opposing right-turn traffic. Both conditions present traffic safety concerns.

Staff field-tested this movement and was able to successfully complete the U-turn maneuver. However, the maneuver required precise turning execution with limited margin for error. Similar

to the westbound approach, curb damage and tire marks were observed at the opposing curb, indicating prior unsuccessful U-turn attempts. See Exhibit B.

### **Northbound Finley Road**

The northbound approach on Finley Road provides approximately 44 feet between the edge of the northbound left-turn lane and the westernmost southbound through lane. See Exhibit A. Although the available geometry meets the minimum requirements for a standard passenger vehicle, the maneuver requires precise turning execution.

Improperly executed U-turns may result in vehicles driving over the curb or conflicting with opposing right-turn traffic. Both conditions present traffic safety concerns.

Staff field-tested this movement and was able to successfully complete the U-turn maneuver. However, unlike the westbound and southbound approaches, there is no channelized island separating the U-turn movement from eastbound right-turn traffic. As a result, this approach presents an elevated risk of vehicle conflict. While curb damage was less evident at this location, the operational conflict potential remains a concern.

### **Eastbound 22<sup>nd</sup> Street**

The eastbound approach on 22nd Street does not include a raised median similar to the other three approaches which allows for vehicles to make left turns prior to the intersection. Due to the differing geometry, staff is not recommending a U-turn restriction for this approach.

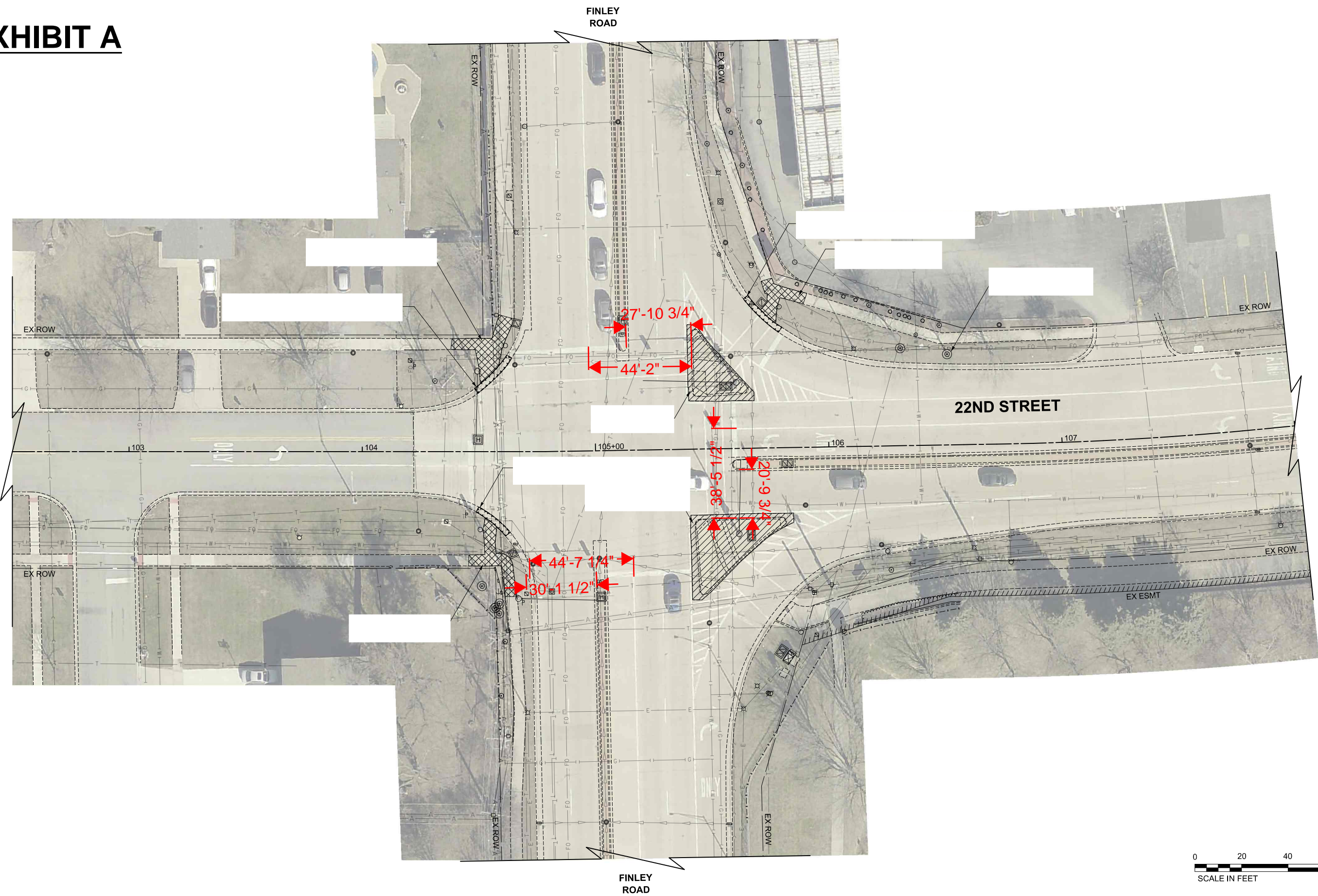
### **Recommendation**

Staff recommends amending the Village Traffic Code to prohibit U-turns for northbound and southbound Finley Road at 22nd Street and for westbound 22nd Street at Finley Road.

Staff does not recommend a U-turn prohibition for eastbound traffic on 22nd Street at this time.

Exhibit C identifies the proposed revisions to Schedule XVIII of the Village Traffic Code.

# EXHIBIT A



**Exhibit B – Photos**



**Photo #1 – Northbound Finley Road, just north of the intersection**



**Photo #2 – Eastbound 22<sup>nd</sup> Street, just east of the intersection**

**Exhibit C – Proposed Code Amendment**  
**SCHEDULE XVIII – U-TURN PROHIBITIONS**

In accordance with Section 10-14-7, U-Turn Prohibitions are hereby established as described upon the following streets or parts of streets:

- Finley Road southbound at 227 feet south of Eisenhower Lane
- Highland Avenue north and southbound at 20th Street
- Main Street southbound at 17th Street
- Main Street southbound at 18th Street
- 22nd Street east and westbound at Vista Avenue
- Finley Road north and Southbound at 22<sup>nd</sup> Street
- 22<sup>nd</sup> Street westbound at Finley Road

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