

**VILLAGE OF BARTLETT**

**COMMITTEE AGENDA**

**APRIL 7, 2020**

**POLICE & HEALTH, CHAIRMAN CARBONARO**

Traffic Calming Policy Request



# Agenda Item Executive Summary

Item Name Request to Enact a Traffic Calming Policy Committee or Board Committee of the Whole

## BUDGET IMPACT

Amount: N/A Budgeted N/A

List what fund N/A

## EXECUTIVE SUMMARY

On Tuesday, February 4, 2020, the police department presented a proposal to Village Board Members seeking the enactment of a Neighborhood Traffic Calming Policy.

The presentation contained a brief explanation of what traffic calming is, what is contained in the Neighborhood Traffic Calming Policy, and how the policy would provide for the establishment of protocols and a petition process for handling resident requests to install traffic calming devices in their neighborhoods.

Several Board Members offered feedback regarding the Traffic Calming Policy proposal and also engaged in subsequent discussion regarding the LED stop signs which were previously installed at the intersection of North Av. & Western Av. in response to neighborhood traffic safety concerns.

In summary, Board Members posed two questions requiring follow-up by staff:

- How many other communities with traffic calming policies have received back petitions attaining the 66% in-favor threshold (Bartlett's proposed percentage) of resident approval for the installation of a traffic calming device in their neighborhood?
- What are the current thoughts or perceptions of residents in the North Avenue & Western Avenue regarding traffic conditions and the stop signs with flashing LEDs, such as; Are they working? Should they be removed?

In response, the police department contacted 7 municipalities from which elements of our proposed policy were modeled after. Only one of the municipalities, Village of Lincolnwood, reported that they have had a petition returned with the required percentage (80%) of in-favor residents to satisfy all requirements for the installation of a traffic calming device. Additionally, a survey was issued to residents of the North Av. & Western Av. by the police department in order to solicit their current thoughts on their previously reported traffic complaints and flashing LED stop signs. Out of the 4 questions asked in the survey, only one question related to speeding autos demonstrated that a clear majority (80%) of neighborhood residents had the same perception.

The police department continues to advocate for the enactment of the proposed Traffic Calming Policy and believes the results of the follow-up activities which were undertaken to address the Board's previous questions help to further demonstrate a need for this policy.

## ATTACHMENTS:

- Police Department Memorandum
- Draft of Neighborhood Traffic Calming Policy
- North & Western Traffic Survey

## ACTION REQUESTED

- For Discussion Only
- Resolution
- Ordinance
- Motion

Staff: James J. Durbin, Deputy Chief of Police Date: March 30, 2020

**POLICE DEPARTMENT MEMORANDUM**  
**20-15**

**DATE:** March 26, 2020  
**TO:** Paula Schumacher, Village Administrator  
**FROM:** James J. Durbin, Deputy Chief of Police  
**RE:** Request to Create a Neighborhood Traffic Calming Policy

On Tuesday, February 4, 2020, the police department presented a proposal to Village Board Members seeking the enactment of a Neighborhood Traffic Calming Policy.

The presentation contained a brief explanation of what traffic calming is, what is contained in the Neighborhood Traffic Calming Policy, and how the policy would provide for the establishment of protocols and a petition process for handling resident requests to install traffic calming devices in their neighborhoods.

Part of the presentation included references to a recent village-wide effort which was undertaken to address a series of neighborhood traffic complaints received from residents of the North Avenue & Western Avenue neighborhood. One of the Village's responses to the North Avenue & Western Avenue complaints included the installation of stop signs with flashing LEDs at that intersection. It was initially believed that the installation of the LED stop signs would help satisfy the concerns of the residents while providing an economical solution for the Village. However, after the police department convened a special listening session with residents of the North Avenue & Western Avenue neighborhood, two notions became apparent: there were multiple traffic-related concerns throughout the neighborhood—not just stop sign violations, and there was no consensus among neighborhood residents regarding the effectiveness or need for flashing LED stop signs. In fact, many residents vocalized the flashing LED signs were an eyesore and wanted them removed. These sentiments were shared with Board Members at the February 4, 2020 meeting.

Several Board Members offered feedback regarding the Traffic Calming Policy proposal and also engaged in subsequent discussion regarding the LED stop signs. In summary, Board Members posed two questions requiring follow-up by staff:

- How many other communities with traffic calming policies have received back petitions attaining the 66% in-favor threshold (Bartlett's proposed percentage) of resident approval for the installation of a traffic calming device in their neighborhood?
- What are the current thoughts or perceptions of residents in the North Avenue & Western Avenue regarding traffic conditions and the stop signs with flashing LEDs, such as; Are they working? Should they be removed?

In order to obtain answers to the petition in-favor percentage threshold question, the police department contacted 7 local municipalities from which elements of our proposed traffic calming policy were modeled after. Of those municipalities, five of them (Aurora, Mt. Prospect, Oswego, St. Charles, and Wooddale) advised they did not have any record of, nor were they aware of any returned petitions which met their town's assigned in-favor percentage threshold needed to advance a neighborhood petition. One town, Village of Deer Park, no longer had any

knowledge of their own Traffic Calming Procedure as policing functions had been assumed by the Lake County Sheriff's Office. These six municipalities require in-favor percentage thresholds anywhere between 60% and 80% be attained before their respective petitions will be considered for further action. Only one municipality, Village of Lincolnwood, had any record of returned neighborhood petitions. In 2019, Lincolnwood received 17 requests for traffic calming petitions. Of those 17 petitions, four met Lincolnwood's 80% resident in-favor threshold and were accepted for further consideration. Only one of those petitions met the final qualifications for a traffic calming device.

Additionally, a survey was created by the police department to address the second question regarding thoughts or perceptions of residents in the North Avenue and Western Avenue neighborhood about current traffic conditions and the flashing LED stop signs. One question in the survey pertains to daily traffic volumes, one question pertains to speeding autos, and two questions seek input on the flashing LED stop signs. This survey was either sent out via email to the residents who attended the August 2019 listening session or was conducted via phone interview with those residents who did not provide an email address but provided a phone number at the listening session. Through those efforts, we received ten completed survey responses (see Attachment A for survey results).

In summary, of the four questions posed in the survey, the only question which indicated that a clear majority of residents perceived a single neighborhood traffic issue in the same way was that pertaining to speeding autos—80% of the residents polled in the survey responded that overall speeding auto conditions remain the same today as they were in August 2019. Of the three other questions, the next highest majority response to a question was at a level of 60%. The inconsistency in percentages of resident responses to this survey itself serve to demonstrate how perceptions of traffic problems vary from resident to resident within the same neighborhood. The survey responses further demonstrate why a traffic calming policy with a formalized petition process is an essential tool for making future determinations during the processes of addressing resident traffic complaints and how resident requests for the installation of physical traffic calming devices are handled.

The police department continues to advocate for the enactment of the proposed Traffic Calming Policy. This will allow the police department as well as other representatives of the Village of Bartlett to have additional means to address neighborhood traffic-related complaints and provide a consistent set of protocols for addressing requests for traffic calming devices.

# Village of Bartlett Neighborhood Traffic Calming Policy

## Neighborhood Traffic Calming Policy Statement

This policy is intended to provide guidance to Village of Bartlett (Village) residents and staff members regarding the formal process that is to be followed for submitting and reviewing requests for traffic calming measures or devices. It is designed to reduce the negative impact of traffic on neighborhood streets and to improve safety without creating new traffic problems in the process. The process may involve the collection of data and implementation of different strategies for reducing traffic concerns in residential neighborhoods. When investigating traffic concerns, the Village of Bartlett is guided by legal and professional standards and practices as established by the Institute of Transportation Engineers (ITE), the Manual on Uniform Traffic Control Devices (MUTCD), the Illinois Vehicle Code (IVC), policies from the Illinois Department of Transportation (IDOT) and other industry practices.

- This policy is not intended to prevent or prohibit the Village from implementing traffic calming measures or installing traffic calming devices without following the guidelines outlined in this policy when there are temporary changes in traffic patterns needed to stage special events or accommodate construction, or when there is an obvious safety hazard or public safety condition. Examples include, but are not limited to high crash rates and recorded speeds well above a typical residential street.
- The Village will not consider lowering or altering the speed limit below 25 miles per hour on a residential street as established by ordinance and the IVC.
- In the case of traffic calming measures or devices already existing within the Village prior to the acceptance of this policy, those instances of measures or devices will be permitted under this policy. If those traffic calming measures or devices were to be removed, this policy will govern future measures or devices at those specific locations.

## Definitions

- **85<sup>th</sup> Percentile Speed**  
The measured speed where 85 percent of the vehicles on the street are traveling at or below. 15 percent of the vehicles using the roadway are therefore traveling at a greater speed.
- **Arterial Street**  
Arterial streets are primarily for through traffic, usually on a continuous route moving large volumes of traffic. Arterials should remain free flowing with limited access.
- **Average Daily Traffic (ADT)**  
The total number of vehicles that travel along a roadway (both directions combined) during a typical 24-hour period, usually measured on a midweek day (Tuesday, Wednesday or Thursday).
- **Collector Street**  
Collector streets serve the internal traffic movement within and between neighborhoods of the Village, and connect local streets with the arterial system.



# Village of Bartlett Neighborhood Traffic Calming Policy

- **Contact Person**  
The person initiating a request for the installation of traffic calming, or that person's designee.
- **Impact Area**  
The area, or neighborhood, that in the opinion of the police department, may be affected by the installation of traffic calming measures.
- **Local Street**  
Local streets are primarily for access to residences, businesses, or other abutting property.
- **Median Speed**  
Median speed is defined as speed at which the speed distribution is separated into two equal parts.
- **Non-residential Collector Street**  
Non-residential collector streets are collector streets that pass through a section of the Village where properties are commercial or industrial.

## 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, as defined by the ITE. At times, residents have expressed concerns about speeding, increased traffic volume, and other traffic-related safety issues in their residential neighborhoods. Often, the increase in traffic volume is most likely caused by motorists avoiding construction projects or congestion on arterial streets, re-routed neighborhood traffic due to obstacles at other outlets, or new residential or business developments creating increased traffic.

## Traffic Calming Process

This section describes the process, regulations, and requirements of the Village's Neighborhood Traffic Calming Policy.

### Street Eligibility

The Village **will not** implement traffic calming measures or devices, or conduct traffic calming studies:

- on Village "arterial" or "collector" streets.
- on roadways owned and maintained by another jurisdiction including, but not limited to the Illinois Department of Transportation (IDOT), Cook County Highway Department, or the DuPage County Division of Transportation (DuDOT).
- on Village streets that have more than two through lanes of traffic.
- on Village streets that modify the vertical grade of the roadway that are considered critical to emergency responses by the Bartlett Fire Protection District.

# Village of Bartlett Neighborhood Traffic Calming Policy

The Village also **will not** implement traffic calming measures such as road closures, unwarranted stop signs, “No Thru Traffic” or “Local Traffic Only” signage, turn prohibitions, one-way street designations, or “Children at Play” signage on Village streets.

- In regard to “No Thru Traffic” or “Local Traffic Only” signage, the Village cannot prohibit motorists from using a public roadway. Per the Manual of Uniform Traffic Control Devices (MUTCD), “Local Traffic Only” signs should be used where through traffic must detour to avoid a closing some distance beyond the sign, but where local traffic can move up to point of closure. The sign shall carry the legend “Road Closed [10] Miles Ahead-Local Traffic Only” or, optionally for urban use, “Road (Street) Closed to Thru Traffic”, and should be accompanied by appropriate warning and detour signing. The words “Bridge Out” or “Bridge Closed” may be substituted for “Road Closed” where applicable.
- 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 unless there is an apparent safety hazard or concern.
- “Children at Play” signs are commonly requested in neighborhoods. However, they are not standard traffic control devices and have not been found to be effective in improving the safety of children. Residential areas commonly have children and the presence of these signs does not necessarily have a long-term effect on driver behavior. The Village’s policy is that such signs will only be installed adjacent to parks where there is an expectation on the driver’s part to see a concentration of children playing.

## STEP 1 — Report the Problem

Neighborhood groups, homeowners associations, individual residents or property owners should report traffic-related issues such as speeding, increased traffic volume or safety related problems on their residential street or request the installation of traffic calming measures by contacting the Bartlett Police Department’s Traffic Unit (traffic unit) in writing, email, or by calling (630) 837-0846. All requests must include the requestor’s name (contact person), address and daytime telephone number and/or e-mail address.

The traffic unit will review the request to determine the nature of the alleged problem, gather preliminary data and determine a primary approach in attempt to resolve the issue. Education, enforcement and inexpensive engineering solutions, such as additional signage, striping and pavement markings will be considered before neighborhood groups, homeowners associations, individual residents or property owners are allowed to start the neighborhood traffic calming petition process.

## STEP 2 — Neighborhood Traffic Calming Petition Process

If the issue cannot be resolved through education, enforcement or inexpensive engineering solutions, the traffic unit will first review the request with the Bartlett Fire Protection District so it can be given the opportunity to provide input prior to the approval or denial of any traffic calming measures or devices. If the Bartlett Fire Protection District is not opposed to the

# Village of Bartlett Neighborhood Traffic Calming Policy

request, the traffic unit will then request the initial contact person who made the complaint or raised the neighborhood traffic concern to begin the neighborhood traffic calming petition process to determine whether there is support from the neighborhood to consider a traffic calming project. It is the responsibility of the contact person to collect a petition from the residents documenting that at least 66 percent of all households, including owners or empty parcels, in the impact area(s) support the installation of the traffic calming measures on the identified street(s). All residents within the impact area shall be presented the opportunity to sign the petition. The police department or the village engineer shall define the impact area considering the location of intersecting roads, land use of nearby properties, and other factors present in the environment.

The contact person must sign the verification statement on each page of the petition stating that the signatures on the petition are valid and represent at least 66 percent of the households and vacant lots within the impact area. Only one signature per household/parcel shall be counted.

## **STEP 3 — Data Collection**

After the neighborhood traffic calming petition is received, the traffic unit will begin a traffic study to observe traffic patterns, line-of-sight conflicts, and collect the three-year traffic crash history, average traffic volume and speed data, including the median speed and 85<sup>th</sup> percentile speed on the identified street(s). The results will be shared with the Village of Bartlett Public Works Department (public works) and the village engineer.

### **Speeding Problem Thresholds:**

- The speed criteria considers the difference between the posted speed limit and the measured speed of vehicles over an averaged 24-hour period. To be considered, the 85<sup>th</sup> percentile speed along the street must exceed the speed limit by at least eight (8) miles per hour or the median speed must be at least 5 miles per hour over the posted speed limit.
- Village staff shall consider the type of neighborhood and the type of special conditions within the neighborhood such as schools within a 1,000 foot radius of the project street, special pedestrian generators within a 1,000-foot radius of the project street (libraries, parks, neighbor shops, etc.), and the absence of sidewalks on the project street.
- Village staff shall also consider all speed-related motor vehicle crashes at intersections or at mid-block locations. The street must have had three or more speed-related motor vehicles crashes within the past three years.

### **High Volume Problem Threshold:**

- In some cases, the reported problem is related to the volume of traffic on the residential street instead of the speed. Traffic volumes on the proposed street must be more than 400 vehicles per day but less than 4,000 vehicle per day to be eligible for traffic calming measures or devices.



# Village of Bartlett Neighborhood Traffic Calming Policy

## Stop Sign Thresholds:

- All stop sign requests shall be in accordance with the guidance from the MUTCD. The MUTCD indicates that yield or stop signs should not be used for speed control.

The installation of stop signs on public roadways is a common request made to control traffic speeds on residential roadways. However, the purpose of stop signs is to manage traffic at an intersection, not to slow down traffic. The perception is that people will stop for the signs therefore lowering the speed along the roadway.

## STEP 4 — Recommendation and Approval:

If the traffic study allows for traffic calming measures or devices to be implemented, the police department and public works department will further evaluate the type of measure(s) that may be appropriate by carefully weighing the advantages and disadvantages of each measure or device. The police department will then prepare a recommended course of action to be presented to the Village Administration for final review.

If appropriate traffic calming measures or devices cannot be accommodated for any reason, the neighborhood traffic calming petition shall be rejected. Upon rejection, the street or intersection for which the petition is requesting traffic calming measures or devices will be ineligible for further traffic evaluation for a 12 month period. The street or intersection in question may be re-evaluated after a 12 month period using the criteria contained in the Village's traffic calming policy unless there is a need to reevaluate it sooner due to a significant increase of motor vehicle crashes or other safety concerns.

The Village Board will review the staff's recommendations regarding any traffic calming measure or device installation for final approval. Residents within the impact area of any traffic calming project area are invited to attend the Village Board meeting for public comment.

## Temporary Traffic Calming Devices and Measures

Whenever possible and practical, Village staff may decide to phase in or install inexpensive temporary traffic calming measures or devices to ensure that the measures or devices will achieve the intended results prior to committing funding to construct permanent traffic calming measures or devices. A temporary installation also provides an opportunity to alter the geometrics of a measure or device or make other changes prior to permanent installation. Temporary measures or devices should resemble permanent measures or devices whenever possible.

If the temporary traffic calming devices or measures do not achieve the desired result of reducing the traffic-related issue, the Village shall remove the temporary traffic calming measures or devices without moving forward with the installation of the permanent traffic calming measures or devices.

# **Village of Bartlett Neighborhood Traffic Calming Policy**

## **Cost Responsibility**

The cost of installing traffic calming measures or devices on public roadways shall be financed by the Village and shall be constructed as funds become available and allocated in the Village's annual budget on a case by case basis.

## **Removal of a Traffic Calming Device**

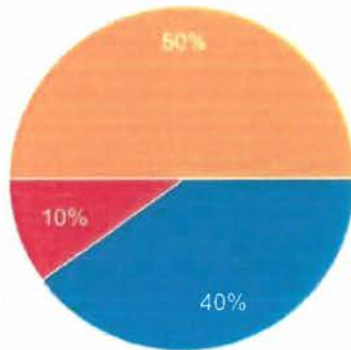
Permanent traffic calming measures or devices shall be in place for a minimum of 12 months prior to consideration for removal. The procedure for removal of traffic calming measures or devices requested by residents of a project area shall be the same as the installation procedure. Documented and identified conditions considered in the installation of the measure or device shall have changed such that it is warranted for removal of the measure(s), and no negative traffic impact shall be apparent as requisites for removal. The Village shall be responsible for the cost of removing traffic calming measures or devices and restoring the pavement.

# North & Western Survey

10 responses

Since August 2019, have you observed a change in the daily traffic volumes within the North Ave. & Western Ave. neighborhood?

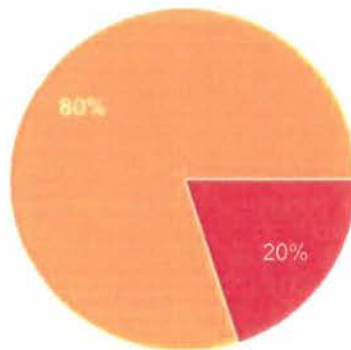
10 responses



- Yes, the traffic volume conditions have improved and/or lessened
- No, the traffic volume conditions have not improved and/or have worsened
- Overall traffic volume conditions remain about the same

Since August 2019, have you observed a change in the perceived speeding autos within the North Ave. & Western Ave. neighborhood?

10 responses

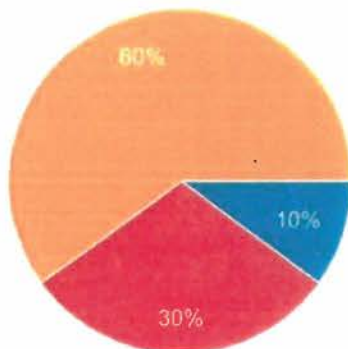


- Yes, the perceived speeding auto conditions have improved
- No, the perceived speeding auto conditions have not improved
- Overall perceived speeding auto conditions remain about the same



Since installation of the flashing LED Stop Signs at the intersection of North Ave. & Western Ave., have you observed a change in the amount of stop sign compliance and/or violations?

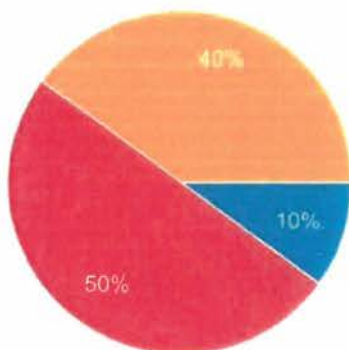
10 responses



- Yes, the stop sign compliance conditions have improved
- No, the stop sign compliance conditions have not improved/ violations have increased
- Overall stop sign compliance/ violation conditions remain about the same

Are you in favor of the flashing LED stop signs at the intersection of North Ave. & Western Ave. remaining in place?

10 responses



- Yes, I believe they benefit the neighborhood
- No, I would like to have the flashing LEDs removed and a standard stop sign remain in place
- I am indifferent regarding the flashing LED stop signs

