

# VILLAGE OF NILES | 2015

## TRAFFIC CALMING POLICY

### **INTRODUCTION**

There is increasing interest across the country in developing new strategies to reduce the speed and amount of traffic in residential neighborhoods. Measurement of speeds, traffic volumes, and accident rates are essential in helping determine which strategies work and can be applied at similar locations.

### **GOALS AND OBJECTIVES**

The goal of Village of Niles' Traffic Calming Policy is to improve the quality of life by creating safe and attractive streets, reducing cut through traffic in residential neighborhoods, reducing the negative effects of motor vehicles on the environment and promote alternative modes of transportation.

The purpose of this document is to describe a process that will:

1. Describe the range of resources and alternatives available to reduce traffic problems.
2. Utilize local input in assessing the determination of traffic calming alternatives.
3. Determine if the traffic calming measure is appropriate based on sound engineering criteria.

Throughout the process, Village staff shall be guided by legal and professional standards and practices as established by the Institute of Transportation Engineers, the Manual on Uniform Traffic Control Devices (MUTCD), federal Department of Transportation regulations and other resources that may be available.

The Village of Niles recognizes that there are many different calming techniques, and also knows that neighborhoods are all unique and will require a variety of traffic calming methods to address differing traffic conditions. Regardless of the type of traffic calming device sought, a uniform procedure will be used for requesting, evaluating, designing, authorizing, and building traffic control devices on Niles streets. That procedure is set forth below.

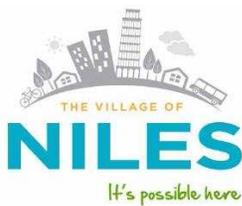
### **TRAFFIC CALMING CRITERIA- COLLECTOR STREETS ONLY**

Collector streets will be considered on a case by case basis, utilizing many of the same criteria for evaluation as outlined below.

### **TRAFFIC CALMING CRITERIA- LOCAL STREETS ONLY**

The following criteria are used, singularly and in combination, to determine whether there is a traffic concern worthy of further study:

1. Traffic volume greater than 1,000 vehicles per day on a local street; or
2. A speed study identifying the following:
  - a. The 85th percentile speed exceeds 10 mph over posted speed limit;
3. A greater than average crash experience in a pattern that is related to unreasonable volumes or speeds; or
4. Sound engineering judgment, including pedestrian and bicyclist impacts; or
5. An Emergency Route – requires Fire Department input; or
6. A Snow Route – requires Public Services operations input;
7. A bus route - requires Public Services operations input.
8. Pedestrian access, residential density, and school and park proximity, are other factors that shall be taken into consideration



## **PROCESSING A TRAFFIC CALMING REQUEST/PROCEDURE**

### **Step 1 – Submitting a Request**

An area resident, business, Trustee or staff may initiate the process by submitting a written explanation of the traffic concern and petition to the Public Services Department. Public Services will review the request initially to make a determination whether minimum criteria are met that allow consideration of traffic calming. If the street is eligible, the requestor will be provided with a brochure explaining the procedure and a *petition form that must be signed by 1/3 (33%) of the households on that section* where traffic calming is proposed. Unless 1/3 of the households support consideration, Village Staff will not proceed with the analysis outlined in Step 2.

- If the analysis shows that a traffic calming measure is not warranted per the Village's Traffic Calming Policy, the resident who initiated the request will be mailed a letter explaining the results.

### **Step 2 – Collection of Data / Committee Review**

An internal staff review will be conducted according to the Village's *Traffic Calming Criteria* to determine if further study is warranted. A traffic study may be conducted in order to collect the following data including speed, volume, accident history and site visit. Pedestrian access, residential density, school and park proximity and other similar factors shall also be taken into consideration. This data will then be presented to the Public Services Committee who will make any necessary traffic calming recommendations. All residents of the street or section where a traffic calming technique is being considered will be invited to attend the Public Services Committee, or to submit comments in writing.

- If a traffic study has been conducted within three (3) years of the request, the results are still considered valid and this data will be used. The traffic study consists of staff conducting daily traffic volume counts, speed studies during peak travel times, and documented accident analysis. The study may require 2-3 months to complete.

### **Step 3 –Neighborhood Survey**

If the analysis from Step 2 shows that a traffic calming measure is warranted, affected residents will be mailed a petition or survey specific to the type of traffic calming measure recommended by Village staff. Village staff will tabulate the results from the resident survey. The following conditions must be met for the process to continue:

- A *minimum of 66%* of the addresses on the block requesting the traffic calming measure must be in favor of the traffic calming measure placement. The survey will state that any *not* returned will be counted as a 'NO' vote.
- The survey sent to the addresses on the block requesting the traffic calming measure will also be asked whether each residence objects to the traffic calming measure placed in the public right-of-way adjacent to their private property. *Objections from residents to this placement may impact the Village's ability to consider traffic calming on that street.*

#### **Step 4 – Public Services Committee Final Review**

If the required neighborhood approval is obtained, the proposal will go to the Public Services Committee for final review and design recommendation to the Board. All residents of the street or section where a traffic calming technique is being considered will be invited to comment at the Public Services Committee meeting or in writing on or before the date of the meeting.

#### **Step 4 – Board Approval**

Responsibility for approval of any fixed physical changes rests with the Village Board; a favorable vote by the neighbors and/or the Village staff does not deprive the Village Board of this final power of approval. Simpler interventions, such as an enforcement program, signs, or pavement markings, may be implemented directly after the public meeting on the recommendation of the Committee.

#### **Step 5 – Implementation of the Program**

All traffic calming measures will be put into practice according to Village policy. If approved, physical traffic calming installations may be initially installed on a test basis with removable components. Physical traffic calming may be installed in stages to accommodate ongoing evaluations of achieved results and funding requirements.

### **ALLOWABLE TRAFFIC CALMING MEASURES**

There is a range of tools available to control traffic speeds and reduce volumes, each with its associated costs, benefits and rules for proper application. The following is a list of measures that may be considered in the development of neighborhood traffic management plans.

#### **Other options**

- Education – newspapers, flyers, banners, door-knockers, Village electronic message boards

#### **Speed monitoring options**

- Traditional Police enforcement
- Mobile radar speed display



### Changes to traffic control

- Turn restrictions (full-time or peak-hour)
- Additional signs - speed limits, speed notification sign (subject to Federal MUTCD warrants)
- Additional markings - edge lines delineating the parking lane(s)
- Parking modifications - adding parking



Chicane Effect

### Physical changes to streets

- Parking modifications- relocating parking to create a chicane effect
- Speed tables (see *Speed Bump/Hump Exclusions* section below)



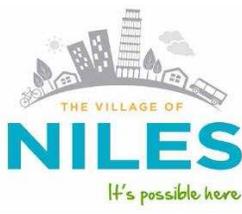
Speed table

### **APPEALS PROCESS**

If residents on the affected street decide against the Village's recommended action, a request must be made by 75% of addresses on the street to the Public Services Director. If the measure has been in place less than three (3) years, the removal will be at the expense of the residents.

### **STOP SIGNS EXCLUSIONS**

As stated in the Village Ordinances *Sec. 98-45*. – *Stop signs required at intersections with through streets*: "Whenever any ordinance of this village designates and describes a through street, it shall be



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the duty of the Director of Public Services to place and maintain a stop sign on each and every street intersecting such through street.”

The Village of Niles follows the Manual on Uniform Traffic Control Devices (MUTCD), which states that *Yield* or *Stop* signs should not be used for speed control. In a multi-way intersection, the roadway carrying the lowest volume of traffic should be controlled. A *Yield* or *Stop* sign should not be installed on the higher volume roadway unless justified by an engineering study. (MUTCD Section 2B.07)

### **SPEED BUMP/HUMP EXCLUSIONS**

All traffic management measures have rules regarding their appropriate application. However, speed bumps/humps are unique in that they create a vertical deflection in the roadway surface. Due to their greater adverse impacts upon critical Village services, there are certain locations where speed bumps/humps will **not** be considered. The following is a list of these locations, based upon extensive national experience and best practices.

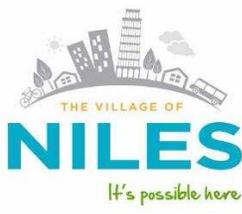
- Arterial streets
- Collector streets
- Truck routes
- Streets adjacent to Hospitals
- CTA/PACE Bus Routes
- Snow Routes
- Alleys
- Dead end blocks of local residential streets
- Emergency Response Routes as designated by the Fire Department
- Streets deemed inappropriate as determined by the Public Services Committee, based upon other factors not considered above.

### **SPEED LIMIT CHANGES**

Complaints of speeding problems may be reported by phone to the Police Department at 847-588-6500. All speeding complaints received in writing will be referred to the Public Safety Commission for discussion at their next meeting.

Questions concerning Speed Limits should be submitted through the Village’s “Submit a Concern” form or by phone to the Police Department at 847-588-6500. The Police Department will only investigate altering a speed limit if it is determined that some type of unusual condition exists for the section of street in question. Conditions that typically exist in residential areas (e.g. large number of children, vehicles parking on-street etc.) do not constitute unusual conditions.

There are several "standard" or statutory speed limits established by law such as 30 MPH in urban areas, 55 MPH in rural areas and 70 MPH on rural Interstates. Any other speed limit posting is considered an altered speed zone. The National Manual on Uniform Traffic Control Devices (MUTCD) defines an altered Speed Zone as a speed limit, other than a statutory speed limit, that is based upon an engineering



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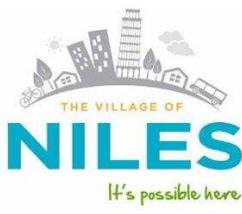
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study. The Village utilizes the Illinois Department of Transportation (IDOT) [Policy on Establishing Speed Limits](#) to establish altered speed limits. The speed study takes into account the actual speed being driven by individual vehicles. Using the data collected; the 85th percentile and the 10 MPH pace speed upper limit are calculated. The resulting prevailing speed can be adjusted by taking into account on street parking, high numbers of crashes, pedestrians, and the number of conflicting driveways and side streets.

Requests for speed studies can be made through the Village's "Submit a Concern" form or by phone to the Police Department at 847-588-6500. The Village will consider a request to study a particular road segment no more than once per year and only if the conditions which affect the study have changed since the prior speed study.

### **FUNDING**

There is often insufficient funding to keep up with this primary task of maintenance. As such, recommended measures will be installed based on funding availability during the fiscal year. There will necessarily be a limited amount of Village funding available for projects to modify the streets for traffic management purposes. Prioritization will be established when projects compete for limited funding.



## **DEFINITIONS**

### *Turn Restrictions*

This measure involves restricting turning movement into or out of neighborhood streets and has been shown to be effective in reducing cut-through traffic. These do require an ordinance. Regular police enforcement is necessary to maintain the effectiveness of these restrictions.

### *Signage*

Placing additional regulatory signs is a common traffic control measure.

### *Pavement Markings*

Pavement markings may be used to guide traffic flow or to visually narrow the roadway.

### *Chicane*

This involves the alternate narrowing of the roadway to create a serpentine effect. Parking spaces may be eliminated.

### *Speed Bumps*

Speed bumps are not recommended for use on any street, but may be used in parking lots and private driveways. They are generally 1 foot wide and 6 inches high.

### *Speed Humps*

Speed Humps differ from speed bumps in that they are approximately 3 ½ inches high and 12 feet long. The design of humps follows the recommended guidelines published by the Institute of Transportation Engineers.

### *Speed Tables*

Speed tables are flat-topped speed humps often constructed with brick or other textured materials on the flat section. Speed tables are typically long enough for the entire wheelbase of a passenger car to rest on the flat section. Their long flat fields give speed tables higher design speeds than speed humps. The textured materials improve the appearance of speed tables, draw attention to them, and may enhance safety and speed-reduction.

### *Speed Monitor*

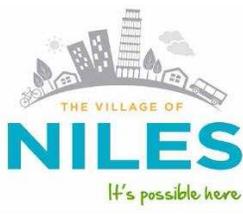
This is a trailer-mounted unit that has radar and a speed display showing the speed of the vehicle to the driver.

### *Video Monitoring*

Video monitoring involves the installation of a camera in order to monitor traffic characteristics at specifically selected intersections.

### *Education (Public Relations)*

This technique can involve a range of activities from newspaper articles to neighborhood involvement.



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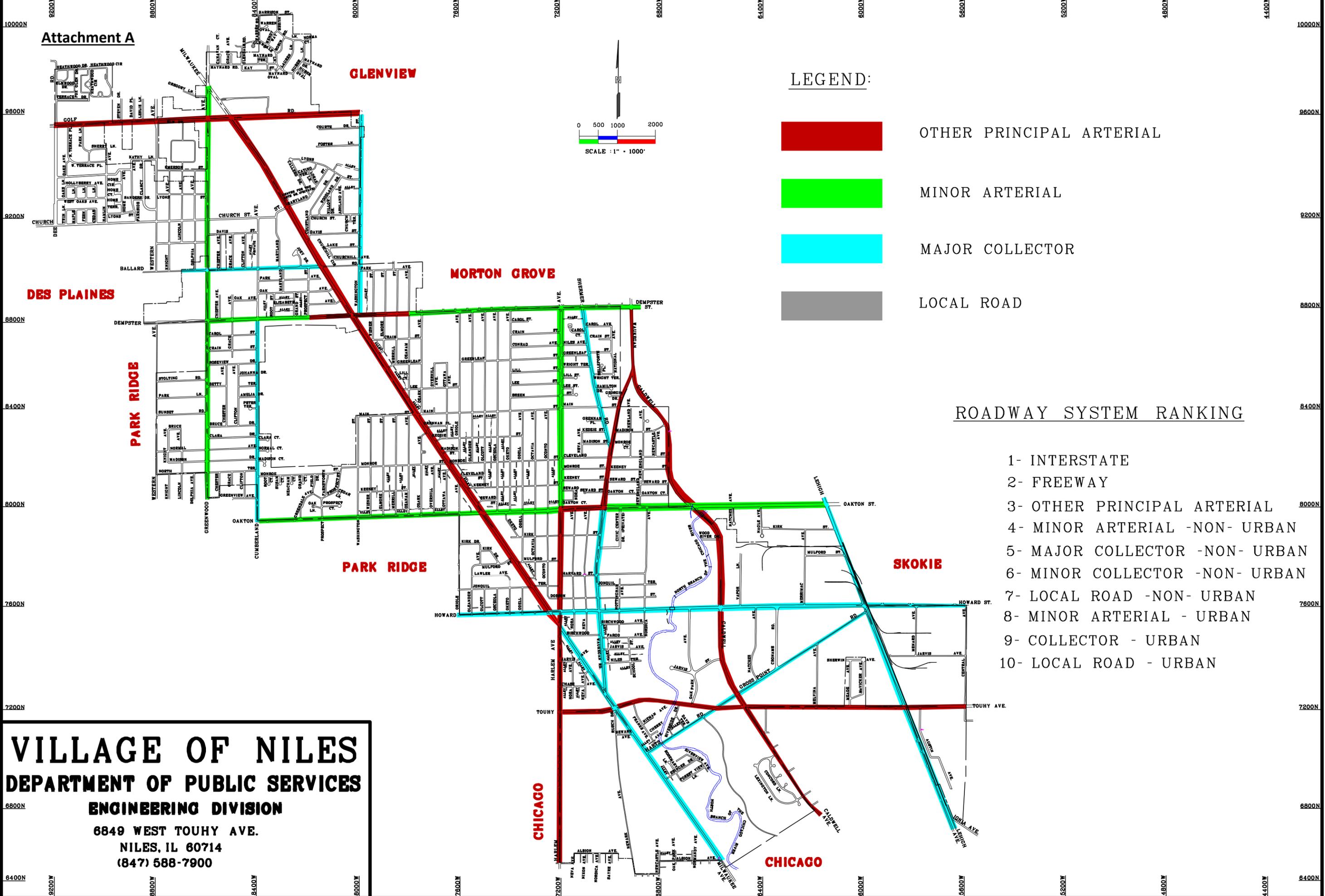
**Attachment A**

Niles Road Classification Map

**Attachment B**

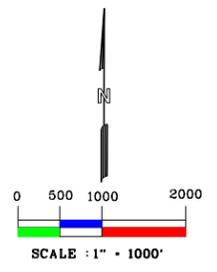
Example Petition and Instructions

**Attachment A**



**LEGEND:**

- OTHER PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- MAJOR COLLECTOR
- LOCAL ROAD

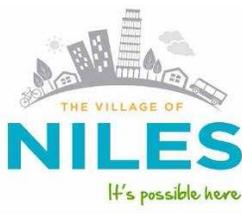


**ROADWAY SYSTEM RANKING**

- 1- INTERSTATE
- 2- FREEWAY
- 3- OTHER PRINCIPAL ARTERIAL
- 4- MINOR ARTERIAL -NON- URBAN
- 5- MAJOR COLLECTOR -NON- URBAN
- 6- MINOR COLLECTOR -NON- URBAN
- 7- LOCAL ROAD -NON- URBAN
- 8- MINOR ARTERIAL - URBAN
- 9- COLLECTOR - URBAN
- 10- LOCAL ROAD - URBAN

**VILLAGE OF NILES**  
**DEPARTMENT OF PUBLIC SERVICES**  
**ENGINEERING DIVISION**  
 6849 WEST TOUHY AVE.  
 NILES, IL 60714  
 (847) 588-7900

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### **ATTACHMENT B**

#### Petition Instructions:

- Indicate resident name, address, phone and email of resident circulating the petition (Petitioner Coordinator line)
- Indicate the date the petition was submitted (Date line)
- Indicate what you are petitioning for or against (Title line)
- Provide any additional information (Explanation line)
- All petitioners must include their printed full name, address and signature in order to be considered valid
- The resident circulating the petition must sign at the bottom of the petition to indicate that they witnessed all the signatures (Signature line)
- Please return completed petition to the Village of Niles



