

**VILLAGE OF WESTERN SPRINGS  
NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM**

The Village of Western Springs Neighborhood Traffic Management Program (“NTMP” or “Program”) assists adult residents in enhancing the safety and livability of their neighborhoods. A NTMP is a set of guidelines to assist the public and Village staff in working together to address neighborhood traffic and on-street parking concerns. This Program is proactive, wherein the Village will collect up-to-date traffic count data, and evaluate the safety of neighborhood streets based on that gathered information. The objective of this Program is primarily two-fold. First, it provides adult residents with a step-by-step process for addressing their roadway safety concerns. Secondly, the Program serves as a tool for the Village to utilize for addressing the local traffic and parking concerns of the adult residents of Western Springs. In addition, the Program is available for the Village Manager or the Director of Law Enforcement Services to file written requests with the Transportation and Safety Commission to evaluate residential traffic and on-street parking concerns.

**Other goals and objectives of this Program include:**

- To implement a traffic and parking regulation plan(s) that addresses the roadway safety concerns of a particular neighborhood area, while remaining a consistent community wide-policy.
- To identify and evaluate existing information and data on residential streets as a means for creating potential solutions.
- To identify and assess community needs and acceptability of residential area traffic and on-street parking management techniques.
- To develop a guideline and process for Village (adult) residents and officials to utilize for creating potential solutions for neighborhood traffic and on-street parking concerns.

**STREET CLASSIFICATION DEFINITIONS**

Roadways are typically classified into three distinct classes. Engineering standards identify these three classes as local, collector, and arterial. Due to the small size of our community, virtually all of the Village streets fall under the local street classification when compared to traffic patterns nationwide. To differentiate the Village's local traffic patterns, the Village has created its own street classifications, which serve as criteria for determining solutions to adult resident's traffic calming concerns.

**Neighborhood – Level 1**

Neighborhood Level 1 streets are classified as roadways which have an Average Daily Traffic (ADT) of less than five hundred and fifty (550) cars. These types of streets are impacted minimally by local traffic. Only Type 1 Options (defined below) will be considered for the roadways that fall under this classification.

**Neighborhood – Level 2**

Neighborhood Level 2 streets are classified as roadways which have an ADT that ranges from five hundred and fifty-one to one thousand and fifty-five (551 to 1055) cars. Only Type 1 Options will be considered for the roadways that fall under this classification.

**Neighborhood – Level 3**

Neighborhood Level 3 streets are classified as roadways which have an ADT that ranges from one thousand and fifty-six to one thousand and five hundred (1056 to 1500) cars. Type 1 Options will be considered for the roadways that fall under this classification. Also, the Village reserves the right to consider potential Type 2 Options (defined below).

**Residential Collector Road**

Collector streets provide for traffic movement within neighborhoods between major streets and neighborhood streets. All collector streets in the Village are classified as residential collector. Residential collectors have an ADT of one thousand and fifty-six to three thousand and three hundred (1500 to 3500) vehicles.

**Arterial Road**

Arterial roadways are defined as expressways, major and minor arterial streets and interstate, state or county highways having regional continuity. Arterial roads are classified as roadways with an ADT greater than three thousand and three hundred (3500). Wolf Road and Ogden Avenue are two roadways in the Village of Western Springs that are classified as arterial roads.

**PROCESS**

Adult residents along a neighborhood or collector street or intersection experiencing excessive traffic or on-street parking issues may request traffic and on-street parking regulations, including specific traffic calming measures from the Village. The Village Manager or the Director of Law Enforcement Services, or their respective designees, may also request traffic and parking regulations from the Village to address traffic or on-street parking concerns. This step-by-step process is intended to help the Village and its adult residents resolve neighborhood traffic and on-street parking problems cooperatively and efficiently. Once problems are identified, relatively simple measures (Type 1 Options) are considered. If Type 1 Options do not correct the problem(s), more drastic and extensive improvements (Type 2 Options) may be considered. In addition to posting public meetings on the Village’s website and in Village Hall in accordance with the Open Meetings Act, the Village will make reasonable efforts to inform the petitioner(s) and any interested adult residents and other members of the public impacted by the traffic or on-street parking concern(s) of any open public meetings conducted by any Village board, committee or commission to review a filed Petition (e.g., sending out a meeting notice to an email address distribution list); however, it is the obligation of the petitioner(s), any interested adult residents and other members of the public to provide the Village with their current email address and to check the Village’s meeting calendar on its website. The schedule set forth below is merely an estimated monthly schedule and is subject to modification by the Village, in its sole discretion.

**TYPE 1 Option Schedule**

1. Adult residents in a neighborhood may identify the traffic and/or on-street parking problem(s) and submit a Neighborhood Traffic Management Petition (“Petition”) to the Transportation and Safety Commission requesting implementation of Type 1 Option(s). The Village Manager or the Director of Law Enforcement Services, or their respective designees, may also file a written request with the Transportation and Safety Commission to evaluate residential traffic and on-street parking concerns.
2. The Petition shall be signed by at least sixty percent (60%) of all adult residents living on the affected block or adjacent block(s) depending on the geography of the area impacted by the proposed traffic or on-street parking regulation, which supports the adult residents' concern. (The Petition form is attached to this Policy.) The Chair of the Transportation and Safety Commission, in his / her discretion, may waive the minimum sixty percent (60%) percentage signature requirement after consultation with the Director of Law Enforcement Services.
3. The Transportation and Safety Commission will conduct one or more open public meetings with the petitioner(s) and any interested adult residents and other members of the public impacted by the traffic or on-street parking concern(s), who will have an opportunity to be heard, and will review the Petition and any additional information and documents submitted by any interested persons and issue a recommendation on the matter to one or all of the following:
  - i. The Department of Law Enforcement Services for input or data gathering.
  - ii. The Public Health and Safety Committee for further review.
  - iii. The Village Board for review and action.
4. At its public meeting(s), the Transportation and Safety Commission will consider and develop (if necessary) a traffic management plan utilizing Type 1 Options, such as traffic or parking signs, traffic signals, and pavement markings are traffic control devices and on-street parking regulations subject to requirements of the Manual of Uniform Traffic Control Devices (MUTCD) and applicable provisions of the Illinois Vehicle Code (625 ILCS 5/ *et seq.*). The Transportation and Safety Commission, with input from the Director of Law Enforcement Services, the Village Code Officer and/or the Village Engineer (as necessary), will issue a recommendation and distribute the recommendation per the three options set forth in Section 3 (i, ii and iii) above. If the recommendation calls for the Department of Law Enforcement Services to take provide input or gather data, the Transportation and Safety Commission will meet again to assess the results of the Department of Law Enforcement Services activities and then issue a final recommendation. Copies of the recommendation shall also be sent to the petitioner(s) and any interested adult residents and other members of the public who request to receive the recommendation. (Months 1 and 2)

5. After considering the Transportation and Safety Commission's recommendation, the Public Health and Safety Committee will conduct one or more open public meetings with the petitioner(s) and any interested adult residents and other members of the public impacted by the traffic or on-street parking concern(s) to consider and study the traffic or on-street parking problem(s), gather any additional data, review the recommended traffic management plan (utilizing Type 1 Options) of the Transportation and Safety Commission. The petitioner(s) and any interested adult residents and other members of the public impacted by the traffic or on-street parking concern(s) will have an opportunity to be heard. The Public Health and Safety Committee, with input from the Director of Law Enforcement Services, the Village Code Officer and/or the Village Engineer (as necessary), will issue a recommendation to the Village Board for review and action. Copies of the recommendation shall also be sent to the petitioner(s) and any interested adult residents and other members of the public who request to receive the recommendation. (Months 3 and 4)
6. After considering the recommendations of the Transportation and Safety Commission and the Public Health and Safety Committee, the Village Board will conduct one or more open public meetings to review and discuss and take action on the recommendations. The petitioner(s) and any interested adult residents and other members of the public impacted by the traffic or on-street parking concern(s) will have an opportunity to be heard. The Village Board, in its discretion, may vote to direct Village staff to take action consistent with some or all of the action items contained in the recommendation(s) or may vote to decline to take action on some or all of the action items contained in the recommendation(s) or may vote to refer the matter back to the Transportation and Safety Commission and/or the Public Health and Safety Committee for further review and evaluation. (Months 4 and 5)
7. If approved, the Village installs Type 1 Option(s). (Months 5 or 6)
8. The Public Health and Safety Committee will conduct one or more open public meetings with the petitioner(s) and any interested adult residents and other members of the public impacted by the traffic or on-street parking concern(s) to evaluate effectiveness of Type 1 Option(s) and discuss, if necessary, use of Type 2 Options. (Months 6 to 8)

**TYPE 2 – Option A Schedule**

1. If the petitioner(s) and any interested adult residents and other members of the public impacted by the traffic or on-street parking concern(s) and Village Board agree that the Type 1 Option(s) has not solved the problem(s) to a satisfactory degree, as determined by the Village Board, then the Village Board will direct that the Village staff prepare and present suitable Type 2 Options (if appropriate) for consideration by the Transportation and Safety Commission and the Public Health and Safety Committee. (Months 8 to 10)

2. If one or more Type 2 Options are proposed by the Village staff (e.g., the Director of Law Enforcement Services, the Village Code Officer and/or the Village Engineer), then the Village staff's recommendation shall be sent to the Transportation and Safety Commission for review and recommendation and then to the Public Health and Safety Committee for review and recommendation. The petitioner(s) and any interested adult residents and other members of the public impacted by the traffic or on-street parking concern(s) will have an opportunity to be heard. Copies of the recommendations shall also be sent to the petitioner(s) and any interested adult residents and other members of the public who request to receive the recommendations. (Months 10 to 12)
3. After considering the recommendations of the Transportation and Safety Commission and the Public Health and Safety Committee, the Village Board will conduct one or more open public meetings to review and discuss and take action on the recommendations. The petitioner(s) and any interested adult residents and other members of the public impacted by the traffic or on-street parking concern(s) will have an opportunity to be heard. The Village Board, in its discretion, may votes to direct Village staff to take action consistent with some or all of the action items contained in on the recommendation(s), if required or may vote to decline to take action on some or all of the action items contained in the recommendation(s) or may vote to refer the matter back to the Transportation and Safety Commission and/or the Public Health and Safety Committee for further review and evaluation. (Months 10 to 12)
4. If approved, the Village installs the designated Type 2 Option(s). (Months 10 to 12)

**TYPE 2 – Option B Schedule**

1. Adult residents may identify the traffic and/or on-street parking problem(s) and submit a Petition to the Transportation and Safety Commission requesting implementation of a proposed Type 2 Option(s). The Village Manager or the Director of Law Enforcement Services, or their respective designees, may also file a written request with the Transportation and Safety Commission to consider implementation of one or more proposed Type 2 Options. (Month 1)
2. The Petition shall be signed by at least sixty percent (60%) of all adult residents living on the affected block or adjacent block(s) depending on the geography of the area impacted by the proposed traffic or parking regulation, which supports the adult residents' concern. The Chair of the Transportation and Safety Commission, in his / her discretion, may waive the minimum sixty percent (60%) percentage signature requirement after consultation with the Director of Law Enforcement Services. (Month 1)
3. Step 3 through Step 8 under Type 1 Option Schedule will be followed to evaluate and implement any Type 2 Options, if approved by the Village Board. (Months: 1 to 12)

**TYPE 1 OPTIONS**

**Stop signs**

Are primarily designed to assign right-of-way at intersections.

A recent study sponsored by Federal Express called “SAFE KIDS Campaign” attempted to quantify the effectiveness of stop signs as traffic calming measures.

“Data was collected by 72 "SAFE KIDS" coalitions, representing 39 states and the District of Columbia. 288 intersections and a total of 25,660 vehicles were observed. All surveyed intersections were marked with stop signs and had no additional traffic control measures, such as crossing guards or flashing lights". (Neighborhood Traffic Management - DuPage Mayors and Managers Conference).

Key survey findings are as followed:

- Nearly half (44%) of vehicles surveyed violated the stop signs by not coming to a complete stop at intersections.
- At intersections with marked crosswalks, one quarter (25%) of vehicles stopped in or passed the crosswalks, impeding the pedestrian pathway.
- More than one-third (33%) of motorists violated the stop signs when pedestrians were waiting to cross.
- The report concluded that the installation of stop signs does not always solve neighborhood traffic problems and may lead to a false sense of security.

**All-way stop signs**

Considered in extremely hazardous or highly dangerous situations.

**Yield signs**

Are used to protect traffic on one of two intersection streets without requiring traffic on the other side to come to a complete stop. Typically, the Village of Western Springs does not install these types of signs.

**Access regulation Sign**

Are used to discourage the use of neighborhood streets by non-residential traffic (e.g., No Trucks, No Outlet and No Through Traffic).

**Speed limit signs**

Are requested as means to reduce speeds in residential neighborhoods. Normally, speed limit signs are not installed on every street, but they may be installed at main entrances to neighborhoods to alert motorists to the residential nature of the streets.

**Warning signs**

Are frequently used to alert drivers to the presence of unusual features of the road such as dips, curves, blind intersection, and other rare occurrences, i.e., presence of deaf/blind children. Stop ahead or yield ahead signs are also

used to warn drivers at location where such signs are not easily visible due to the geometry of the road or sight obstructions.

**Pavement markings** Markings along curves or turns are often provided to guide traffic in the appropriate lane. These may sometimes be used to reduce speeds by giving the illusion of narrower lanes or restriction in movement.

**Crosswalks** Are installed on streets with parks and other pedestrian-generating facilities provided there are a large number of pedestrians crossing a street at a specific point and high traffic volume that does not provide sufficient gaps for pedestrian crossing.

**Speed radar Trailer board** A portable trailer equipped with radar unit which detects the speed of passing vehicles and displays it on a digital reader board. This device shows drivers their "actual" speed versus the posted speed limit and encourages their compliance.

**Neighborhood traffic safety** This program involves a personalized newsletter mailed to your community. The newsletter explains volumes and speeds in your area, recommending traffic calming measures, traffic laws, and pedestrian safety.

**Target enforcement** Increased enforcement by the Village of Western Springs Police Department in high speed areas.

**TYPE 2 OPTIONS**

**Speed Hump** A gradual rise and fall of a pavement surface generally twelve (12) feet long and three and one-half (3½) inches high. It extends across the width of the pavement and is tapered at the curbs to allow for drainage.

**Traffic circle** Are generally about ten (10) feet in diameter and are used primarily as speed control devices within intersections of two wide residential streets. They are particularly effective in reducing volumes when a series of traffic calming devices are used to slow or block a driver's path.

**Medians** Are typically placed between intersections. They serve to narrow the travel lane and induce lower speeds.

**Raised crosswalks** Like speed humps, raised crosswalks are raised devices on the road but have a flat surface at the center to provide a crossing for pedestrians. Raised crosswalks are typically used on streets with a combination of high traffic and pedestrian volumes, generally at mid-block locations and schools.

**Mid-block chokers** Are placed between intersections and allow two-way traffic. The reduced width forces motorists to slow down in order to maneuver between the devices. The concept is similar to narrow bridges, forcing motorists to reduce their speeds in order to maneuver between the narrow lanes.

## CONCLUSION

The Village takes its role in traffic safety very seriously. We appreciate the many complaints, requests, and suggestions we receive from various sources; because it helps our staff develop a safer transportation system. We cannot always respond immediately to your concerns or ideas. Many traffic and on-street parking situations take some time to study and evaluate possible solutions. History shows that quick solutions are often less effective in solving long term problems, or may create additional problems.

In order to consider your concerns, the Village has created the attached Neighborhood Management Petition Form (Petition) for your use. Through this Petition, adult residents are encouraged to identify and discuss traffic and on-street parking issues affecting them. Once a consensus is reached, it is required that the Petition be completed and forwarded to the Transportation and Safety Commission and the Director of Law Enforcement Services.

