

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

The Village of Western Springs Neighborhood Traffic Management Program (NTMP) assists 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 concerns. The 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 plan is primarily two-fold. First, it provides residents with a step-by-step process for addressing their roadway safety concerns. Secondly, the plan serves as a tool for the Village to utilize for addressing the local traffic concerns of the residents of Western Springs.

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

- To implement a plan 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 management techniques.
- To develop a guideline and process for Village residents and officials to utilize for creating potential solutions for neighborhood traffic 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 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 550 cars. These types of streets are impacted minimally by local traffic. Only Type 1 solutions 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 551 – 1055 cars. Only Type 1 solutions 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 1056 - 1500 cars. Type 1 solutions will be considered for the roadways that fall under this classification. Also, the Village reserves the right to consider potential Type 2 solutions.

**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 1500-3500 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 3500. Wolf Road and Ogden Avenue are two roadways in the Village of Western Springs that are classified as arterial roads.

**PROCESS**

Residents along a neighborhood or collector street experiencing excessive traffic may request specific traffic calming measures from the Village. This step-by-step process is intended to help residents resolve neighborhood traffic 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.

**TYPE 1**

1. A neighborhood identifies the traffic problem(s) and submits a Neighborhood Traffic Management Petition.
  - A neighborhood representative must submit a letter to the Public Health and Safety Committee expressing residential traffic concerns together with a Neighborhood Traffic Management Petition signed by 65% of all residents living on the affected block which supports the residents' concern. (The petition form is attached to this policy.)
  - The Committee will review the request and recommend to forward it to one or all of the following:
    - i. The Police Department for action or data gathering
    - ii. The Transportation and Safety Commission for further review
    - iii. The Village Board
2. The Transportation and Safety Commission meets with the neighborhood (all households which will be impacted) to develop a traffic management plan utilizing Type 1 options. (Month 1 and 2)
3. The Public Health and Safety Committee reviews the request, studies the problem, gathers any additional data and writes a response to the neighborhood. Village Board votes on recommendation, if required. (Month 3 and 4)
4. Village installs Type 1 option(s). (Month 5)
5. The neighborhood and the Public Health and Safety Committee meet to evaluate effectiveness of Type 1 option(s) and discuss, if necessary, use of Type 2 options. (Month 6)

**TYPE 2**

1. If the neighborhood and Village agree that the Type 1 options have not solved the problem(s) to a satisfactory degree, the Village will present suitable Type 2 options to the neighborhood. (Month 8)
2. Residents submit a petition of the immediate households nearest to the proposed Type 2 option. In order to be approved, the petition must be signed 100% of all affected residents. All petitions will be returned directly to the Public Health and Safety Committee. (Month 9 and 10)
3. The Village reviews the petition, studies proposed Type 2 option(s) and makes recommendation to Village Board. (Month 11)

**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 percent) of vehicles surveyed violated the stops signs by not coming to a complete stop at intersections.
- At intersections with marked crosswalks, one quarter (25 percent) of vehicles stopped in or passed the crosswalks, impeding the pedestrian pathway.
- More than one-third (36 percent) 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.

<b>Yield Signs</b>	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.
<b>Access regulation sign</b>	(i.e., No Trucks, No Outlet and No Through Traffic) are used to discourage the use of neighborhood streets by non-residential traffic.
<b>Speed limit signs</b>	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.
<b>Warning signs</b>	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.
<b>Pavement Markings</b>	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.
<b>Crosswalks</b>	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.
<b>Speed Radar Trailer Board</b>	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.
<b>Neighborhood Traffic Safety Campaign</b>	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.
<b>Target Enforcement</b>	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 12 feet long and 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 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 motorist 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 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 a Neighborhood Management Petition Form (NPF) for your use. Through this petition, residents are encouraged to identify and discuss issues affecting them. Once a consensus is reached, it is required that the petition be completed and forwarded to the Police Department.

