

Name	Comment
Karl Schertz	Coach would be a good street for traffic calming. A lot of people roll through the stop sign at Coach and Warwick. Piping in some nice calming music for the morning neighborhood walkers would be a bonus.
Sally Schertz	The city could distribute small signs (like those sold at local Hardware Stores) that say "Please Slow Down, ourChildren at Play" and Drive like it's your children playing here". People should put the sign on the grass by the street when their young children are outside.
Jim Lo	The current speed limit in the area is 40 MPH. There is Nike Park to the east which has many children with a seniors apartment complex to the west. Further, that 40 MPH limit is perpetuated by many drivers driving south on Mill which is 35 MPH through school and heavier dence apartment area. 35 MPH zone should start at Diehl Road.
Maria Oropeza	I would like the interseciton of Gateshead and Plainfield Naperville road to be addressed for speeding and pedestrian safety. Vehicles frequently go above 45 MPH spee dlimit in a residential area where kids and families are riding their bikes, walking to Dairy Queen etc... My house backs up to Gateshead and I frequently hear the cars racing by and the sound of brakes screeching and worst a car accident. In my opinion the speed limit should be 40 MPH and monitored for compliance.
Tim Fischer	I am very much in favor of using striping and signage where possible to control speed and think this report presents a reasonable overall approach to traffic calming. Striping and signage changes can provide the desired traffic calming effects at a much lower cost than some of the Level 3 and 4 measures. In particular I am glad to see Enhanced Stop Signs in the mix. Prior to the traffic light installation at Knoch Knolls Rd. and 95th St. I was witness to several accidents and near misses at that intersection. When I asked if a flashing red light or some other stop sign enhancement could be installed at the intersection I was told by Andy Hynes from TED that the City's standards did not allow for that measure to be taken at the time. Adopting the measures in this toolkit would give the City more flexibility in addressing situations such as that. (Kudos to the City and TED for installing the traffic light at that intersection by the way, which at least in my experience has made it much safer.) I'm also glad to see that speed bumps, humps, tables, and other raised pavement sections are excluded from the toolkit. In my opinion these measures are a nuisance for drivers (especially for homeowners in the neighborhood that have to deal with them daily) and do not effectively provide traffic calming. If I'm not mistaken I believe TED said there is engineering data that backs this up. This was a contentious issue at the March TAB meeting with at least one resident implying that their anecdotal evidence that speed bumps ARE effective should outweigh whatever science is available on this and anyone's anecdotal evidence to the contrary. I'm glad the City is holding firm in excluding these from the toolkit.
Hyeon Jong Tai	I hope you will consider looking into the traffic at Fort Hill and Sanctuary. I cannot tell you how many times drivers just blow through the stop sign. I live in the neighborhood and have witnessed it too many times. I do not let my kids cross Fort Hill to go to the park because the drivers are so negligent. In addition, the street signage for the stop sign and a school are all BLOCKED by the trees. No one can see them. But it could also be because they are so FADED! Please help our children be safe on Fort Hill. Thank you for your time.
Carleigh Schoeleber	Thank you for posting this detailed document about traffic calming in our city. It is very thoughtful and lists things that we have already been doing on our street. We live on 1525 N Columbia Street in Indian Hill. We now have over 25 children living on our street, most of them below the age of 5. The traffic on our street speeds so fast that it would be difficult for them to stop if a child ran into the road. Our dog escaped our fence and was run over in front of our home by a speeder on our street last year. We are very concerned that children will be next if something is not done. With the Costco going in off Iroquois, we are very concerned about a traffic increase and what it will do to the safety on our street. We have all already been performing the Level 1 measures as seen in your document. We'd like to propose some Level 2 measures be taken, like a speed regulating sign be placed on poles on our street. There are already poles available for this and we are hoping with something like that in place, drivers would become aware that they are going 40 mph instead of 25 mph.
Sharon Streak	We would like to look into Level 1 for our surrounding streets as there are many young children. People come off Ogden speeding and travel from DMG avoiding Ogden or late to get in and out. Dickens/ Murdstone/ Wickfield. Please assist in necessary steps to have area evaluated Sharon Streak
Greg Cook	I live on Gartner between Modaff and 75th. I have complained about excessive speeding and illegal parking constantly and it has fallen on deaf ears. I understand speed bumps are not an option. I urged the transportation department to mark the no parking areas at the park at least on the curb if not the pavement, which now with the reconstruction on Gartner would be a perfect time to do so, but will likely be not done. Lighted Pedestrian signs at the crosswalks might help as there is not enough parking at the park for the volume of activity that takes place and people are forced to park in the neighborhood and cross the street which is extremely dangerous. Speed limit painted on the street would be a good idea as well as the solar signs that show a vehicles speed at various locations especially by the park. The real solution would be enforcement of the no parking regulations along the street and NPD issuing speeding tickets for a extended period of time and word would get out not to speed on Gartner because it's a "speed trap"! I'll be curious as usual if I get any response from city officials on any of these issues as Naperville is very good at giving the residents the illusion that their opinions matter but actually the city does whatever they want.
Linda Wurtz	I was reading about the traffic calming toolkit and am pleased with the number of solutions available. Please remember to include the residents of any changes, especially if there are choices they can make. Unfortunately, my street has issues with speeding as well as noisy vehicles. And the number of very loud car stereos is really a problem - not just residents, but UPS, Prime, and FedEx delivery vans, too. I wish there was something we could do about that - a sign that says slow down and turn the music down? :-)
Brad Lodge	I read the notice in the most recent edition of <i>Naperville Connected</i> which mentioned Traffic Calming. I subsequently viewed more about this on Naperville's website. While I was initially very interested in this initiative thinking it was a means to calm drivers from frustrating Naperville traffic, I learned this is the opposite intention of trying to further slow traffic. hould this evolve into a public discussion on how to improve Naperville traffic flow and calm drivers, I would be interested in contributing. I would cite just one example as part of my daily commute. As I exit I-88 and turn north on Freedom Drive, there are 4 consecutive stop lights that are generally timed such that you must wait at 4 red lights. The final light on Freedom and Diehl can last 2 minutes. It is not a right turn on red light which could easily permit a right turn on red. I estimate I spend more than 2 hours per year needlessly waiting at the specific red light. This light has the opposite effect of calming drivers and over the years I have seen several drivers safely make an illegal right turn on red. I would also suggest 'un-timing' the lights which currently greatly reduce traffic flow and efficiency. Please let me know if my version of traffic calming is a consideration. I have other examples that reduce the flow and efficiency of traffic in Naperville.
Jason Schoeleber	My name is Jason Schoenleber, a lifelong resident of Naperville and father of 2 living in 1525 N Columbia. I am writing to you because since my wife and I moved into our house several years ago, we have consistently had issues with speeders on our street. This has continued to be a real problem, regardless of the measures we and other neighbors have taken. 2 1/2 years ago, our dog and struck and killed by a speeder, who then drove off. While I am glad it was just our dog (though this was very traumatic for my wife and son), I am terrified to think about that happening to either of my children, or the other 23 children that live on N Columbia between Iroquois and Bauer. We have witnessed people driving as fast as 50+ mph on our road, and often the average speed is well above 25. All the neighbors have banded together and tried to park on the street often to try and slow down drivers, especially when our children are out playing, but this has done little. People are reckless on the street, mainly because it is a cut-through for anyone trying to get around the Washington and Ogden traffic, but also because there is a straight quarter mile of road with no stop signs. Our son, and many other children on the street, are at the age where we have to catch them before they run directly in the street. A speeder going 35+ mph will not have time to stop, and while someone going the speed limit might not either, they will have a much better chance of seeing and stopping. I am asking that you implement several measures to slow down traffic on the block. First, I would like the street to be painted with the speed limit and a notice to drivers to slow down. Second, I would like you to put two permanent driver feedback signs that flash at speeders facing either direction on the light poles on Columbia between Iroquois and Bauer. Even better would be to attach the feedback signs that will take pictures of speeding cars over 33 mph and give them tickets. While these two measures might not fix everything, I would hope they would get more people to slow down. These are inexpensive fixes and should be easy to install. The speeding problem has gone on long enough, and I will not abide sending a cop every 2-3 months to sit for an hour and check speeders as a solution. With Costco going in, this will only exacerbate the issue. This is a family neighborhood with lots of children, and since almost all are staying home because of virtual learning, it creates an even larger issue when we as parents are just trying to give them time to get outside and play and there are people carelessly speeding.
No Name	BUT will the appropriate department allow for necessary calming measures be implemented? As written, each department can oppose and stop implementation of a measure another department initiates. Why does this town NOT TAKE SPEED ENFORCEMENT SERIOUSLY? Arrogant and entitled drivers with poor driving habits are endemic throughout this city. Why doesn't this city RIGOROUSLY enforce current law(s)? 25 mph on Knoch Knolls Road, Gateshead Drive, Newport Drive, Seiler and Modaff Road from 95th street north to 87th street is laughable. You take your life in your hands if you observe the speed limit.
Anne Loomis	Hello, we live at 1303 Murdstone Drive. There are many children in our small neighborhood and I would like to see signs for 25 miles per hour posted. It can be very busy in the early morning and evening. Thank you.
Denise Wenig	Hello, I live at 611 Bakewell Lane with my husband and our five children. Everyday, we try and get outside and play in our front yard- specifically to play with our basketball hoop. And everyday we see cars speed down our street. The majority of the cars, are cars that are trying to skip the traffic light at Bailey and Naper. They whip around the curve and get a lot of speed while traveling downhill to the stop sign. We have witnessed time and time again very unsafe conditions for the children on our street. How do we petition for either a speed bump or at the very least spray painting 25 MPH and slow down in our street? This has gotten significantly worse over the past 2 years and we need to take action before someone gets hurt. Thank you, Denise Wenig

Andrew Kramski	I read the Naperville Connected leaflet and I am so glad to see that you are trying to do something about traffic flow by working on Traffic Calming Toolkit. I feel compelled to tell you my observations and ideas in this area. I travel Naperville roads on a daily basis and frequently marvel at the inefficiencies and potential areas for great improvement. 1. Please do NOT install any more traffic controls. We are over controlled already causing us to constantly wait for green light. I see so many times where traffic on busy roads is stopped just to let one or 2 cars go by. Would it not make sense that small number of vehicles wait their turn instead of many vehicles be backed up? 2. Please reduce the LEFT ON ARROW ONLY. While I realize that you do this for safety reasons and some intersections really require this control I often sit at a light staring into an empty street with no traffic in either direction but I have to obey the signal because I do not have the arrow. Maybe we could have TURN LEFT ON ARROW AFTER STOP? It seems that this kind of control is all we have anymore. It seems that we have very few places where we can turn left on green. I can't believe that this is necessary. 3. Please see if you can coordinate these traffic lights in such a way that a person driving the speed limit can make it through without having to stop for every light all the time. 75th street is a good example of this. Try driving on it sometimes without stopping at every light. 4. Please establish an algorithm for traffic control that is VOLUME BASED as opposed to TURNING VEHICLE BASED. What I mean by that is that it seems that when you come to an intersection turning vehicles have the priority. How many times do I see one or two vehicles turning while 50 or more vehicles just sit there. Wouldn't it make more sense that the turning vehicles would get the remaining time that is left over when the volume of vehicles going straight has passed? I realize that this is not possible at all intersections especially when most of the vehicles are turning. I believe that this is closely related to item 2 above. 5. Please improve traffic lights timing and efficiency. My best example of unbelievable inefficiency is the intersection of Stoney Brook Dr and Naper. High volume of traffic is stopped on Naper by a single car that pulls up on Stoney Brook. The light stays on for a long time with nobody moving. Then the left turn arrows come on. It doesn't matter that there are no turning vehicles, all wait with nobody moving. I travel through that intersection several times a day with great frustration. I hope that you drive our roadways as well and also have made the same observations. It seems like no matter where we go, we are constantly waiting on a traffic signal. I realize that there is a need for traffic control as our city expands. I also realize that strides have been made to improve things. I am hoping that some of my ideas can be implemented to help all of us.
Steve Jansen	Big Neighborhood issues on this street. Thinking of posting follow on Naperville Patch. Your thoughts appreciated. Thank you. FAST and FURIOUS in Naperville - Fast and Furious is alive and well in Naperville on Wolf's Crossing Road north of 95th street and south of 91st street. If you liked the street racing machines from the action film series that made Vin Diesel and Paul Walker stars - you'll enjoy Naperville's hometown version. Come on out and watch 'em zoom by, crashing the speed limit, the noise limits and the patience limits of neighbors. Unlike the movie, this version also includes motorcycles attempting to break the sound barrier - a decibel level at which humans cringe. The word on the street is southwestern Naperville is the place to run your rocket. Will developers build another "airpark" for small planes here? Will Elon Musk deploy another SpaceX Launchpad here? Even the wolves have stopped crossing Wolf's Crossing Road. What about us...
Brian Wojciechowski	I'd like to submit a traffic calming tool for consideration on Brookdale Road, where it intersects with Hinterlong Lane.
Shari Buma	Thank you for gathering input regarding neighborhood traffic experiences. We live on Columbia Street near Iroquois. The new Costco is highly anticipated on our block. We are delighted to have Ogden Mall revitalized. However, we are concerned about what that will do for our traffic. Thirty-one kids live on our street between Iroquois and Bauer. They play outside all day when school is not in session. With virtual schooling, children are out even during the school year. It is a throwback neighborhood where families are outdoors and in the street like when I was a child. Since COVID, some drivers are faster than before. Parents have tried to solve the problem by parking vehicles on both sides of the street. While that tends to slow the cars down, it introduces a new problem of visibility when children cross in front of a parked car. Over the past 30 years, concern about speed has gone in cycles depending on how many young children were living on the block. Once again, we have lots of young families. In years past, we have had electronic signs, police presence, etc. There was even talk of closing the north end of the street at the park or putting in a traffic circle. Those plans were discarded because fire trucks use Columbia. I do not have a solution, but appreciate your expertise in this area.
Sonya Radenkovic	I am a Naperville resident and live across the street from Arrowhead Park. I am sure you are aware of the concerns our neighborhood has with the flow of traffic who fail to properly stop at the marked stop sign on the corner of Iroquois/Columbia. My husband and I have called on numerous occasions to address our concern, and the local police department responds every time and has an officer patrol the area for about an hour. We greatly appreciate how prompt and courteous they have been. However, the issue is ongoing and we are concerned for the safety of our children and all the people who cross the street and head towards the park. This has been an issue for years and I believe there could be a quick and cost effective solution to the problem. I was reviewing the traffic calming toolkit and noticed the enhanced stop sign has not been utilized in our area, but could greatly benefit our area with a cost effective non-physical measure (Listed as level 1). It would raise awareness to the non-compliant drivers and provide safety to the area. This would limit the amount of non-emergency calls made and allow the police officers to address other issues where they are not being pulled away just to monitor a street. Please take this cost-effective measure into consideration and give our neighborhood the peace of mind we have been asking for. Costco is also in the process of being structured and the increased flow of traffic is going to pose more concerns throughout the area. Thank you for your time and reviewing the above potential solution to the barrier in our area.
Ryan Snow	Just reviewed the Traffic Calming Toolkit. How do we recommend a street to be a part of this? The excessive speeding occurring on Foxcroft Road, particularly between Clyde and Washington, is out of hand.
Kathy Benson	Comments are in folder.
Jennifer Taylor	I want to thank everyone who has worked to put together this Traffic Calming Toolkit. There are many interesting and creative "tools" listed, and with the various neighborhoods encompassing Naperville some will work better than others depending on the neighborhood. The below are my thoughts on certain aspects of this Toolkit: (1) There needs to be plain language definitions of what constitutes a "Collector," "Neighborhood Collector," and "Local Street." Currently there are no definitions listed, and, so a resident has no idea what category their street falls under. (2) The thresholds listed for when these "tools" are to be implemented is pretty high and need to be significantly lowered. This is especially true since we are not talking about installing traffic control devices such as stop signs or stop lights, but tools that include putting lights around a 25 mph sign or having police officers monitor to ticket speeding vehicles. Thresholds should vary depending on what tool to implement, not start off high just to have a simple sign installed. As currently written, on 25 mph streets, depending on the type of street, 85% of cars need to exceed 32-34 mph. That is an exceedingly high threshold to meet and a dangerous street for children to reside. It still is a dangerous street for pedestrians and children if the threshold was at 50% of excessive speeding for a "tool" to be implemented, but that is a more reasonable threshold. The threshold is also too high for the volume of traffic and cut through traffic necessary for a tool to be implemented. Also, it is concerning that one of the thresholds listed is if two or more pedestrians are hit within a 12 month period. One hit pedestrian should be enough. (3) There is an asterisk in the Toolkit that further states that even if these thresholds are met, it does not mean that the issue will be addressed. It is concerning that even if these exceedingly high thresholds are met for a particular street that nothing may be done to improve the traffic safety issues. (4) I understand the importance of collecting data and that could take time. Currently, in the Toolkit it states that for Level 1 or Level 2 measures, that staff will wait 6 months to 1 year to even evaluate the effectiveness of these measures. Remember Level 1 and Level 2 measures involve relatively inexpensive measures such as signs or street line painting. If a particular street is dealing with a dangerous traffic situation of speeding cars, increased volume, and/or disobeying traffic control signals, waiting 6 months to even start the evaluation process of tool is way too long and frankly uncalled for. If a street has met the high threshold to even receive one of these low level "tools," under this current evaluation plan it could take years to get the situation under control as each low level tool is tried for at least 6 months before it is evaluated for effectiveness. Remember, the Toolkit often lists the "Disadvantages" for the Level 1 and Level 2 "tools" as being that "Effectiveness may reduce over time as drivers become desensitized." Under this current plan, a family could move in and move away before the correct tool is found to effectively address unsafe drivers. (5) That speed cushions are excluded as "tools." The Federal Highway Administration lists both speed cushions and offset speed tables as appropriate traffic calming measures in their Toolbox. Perhaps this is because the Institute of Traffic Engineers found that speed cushions can cause speed reductions averaging between 20-25%, and collision rate reductions of 13%. The Institute also found that speed cushions cause less than a 1 second delay for most emergency vehicles, which disputes the reasoning the City of Naperville's website gives for not using speed cushions.
Ciara Mcneely	I live on Paxton Drive. The amount of people speeding (40 mph+) on this street is insane. Me and my neighbors have tried everything to get people to slow down (yard signs, yelling, etc). Nobody cares. We have many homes with small children on our street, including an in home daycare. What does it take to get proper reinforcement from the city? Additionally, cars are consistently blowing stop signs (meaning barely even hitting the brake) in front of Hill middle school on Brookdale Rd.
Melissa Buch	Please consider Tupelo Ave from Olympus drive to Clyde in the Maplebrook neighborhood. We experience people flying through a neighborhood full of kids daily to cut off traffic from 75th street. I cannot tell you how many kids and dogs I have almost seen hit by cars going over 40 mph carelessly. We also have the drag racers on weekend nights flying through.
Rebecca Skirvin	Thank you for the opportunity to provide feedback on the Traffic Calming Toolkit. It's well thought out and the options are clearly described. My one concern is for people who live on or immediately off of high traffic streets in neighborhoods that are not laid out in a grid pattern. I live on Prairie View Court, a cul de sac off of Fairway Drive in northwestern Naperville. Development of that area seems to have been piecemeal -- we have several apartment complexes, Longwood subdivision (which is in the township, not the city), and a recent residential development, Atwood, in addition to three cul de sacs off of Fairway (Prairie View, Mandalay, and Burke Cts.). I have noticed since Atwood's development that Fairway has become much more highly traveled than before, and that people are more likely to travel at high speeds. I have had multiple instances of people passing me when I slow down to turn onto Prairie View, for example. I also recently was part of a backup on North Aurora Road in the right turn lane to get onto Fairway because a fully loaded semi truck was trying to turn right and did not have enough space to complete the turn until the left hand turn lane from Fairway onto North Aurora was clear. (I do not know if the semi driver lives in the neighborhood or was trying to cut through to Diehl.) I have seen several low impact traffic calming measures implemented on Fairway, but nothing seems to be having an impact. Bike lanes are the only higher impact measure I could see in the toolkit that would possibly have an effect in my area. I would also suspect that mine is not the only neighborhood in Naperville where recent developments have turned a previously slow or moderately traveled side street into a throughway. Are there any higher impact traffic calming measures that can be implemented in areas like mine, where roads are not laid out on a grid pattern and there are not multiple ways to reroute traffic?

Marilyn Schweitzer	<p>The toolkit is fine. But the toolkit is worthless if nothing gets implemented even when there is a commitment to do so. Nor is there anyway (that I know of) to track problem areas, areas under study, approved solutions, and timeline for implementation, and actual implementation status. For example, the 2013 Zone 11 baseline study was approved on 11/5/2013, yet not all of it was ever implemented. My request last year to find out why not has gone nowhere. There might have been some opportunities to finally implement some of the recommendations this summer when Gartner was resurfaced, but unless I dig out the study and drive around there is no way of telling. I can look up individual traffic incidents, but to tell if the city is taking any particular area seriously is hard to tell. Typically, there will be a hullabaloo over some development, promises of studies, and then little way to find out the results. For some reason the only project related to traffic are the Westside Neighborhood Traffic Study and the toolkit listed on "project" (<a href="https://www.naperville.il.us/projects-in-naperville">https://www.naperville.il.us/projects-in-naperville</a>) rather than <a href="https://www.naperville.il.us/about-naperville/transportation-and-parking/">https://www.naperville.il.us/about-naperville/transportation-and-parking/</a> The toolkit says "Traffic calming measures shall be considered by staff when the traffic speeds, volumes or crash history on a neighborhood street have been documented and exceed the relevant thresholds in the table below for the respective street classification." I'm sure tucked away the data that drives is somewhere, but it would be great to get access to it other than trying to sort the incidents reports and continual complaining.</p>
Tim Connors	<p>Please install a traffic calming device at Emerald and Hemlock. Speed and traffic have been increasing in the last few years. It's a narrow street with sidewalk next to the curb.</p>
Riki Kauffman	<p>My husband and I have lived at 412 E Bauer Road for the past 21 years. I think Bauer Road is 1500 north of Benton Ave. It runs through several neighborhoods, Century Farm, Cress Creek, at the northern edges of Naperville Heights, Saybrook, ending at Vest Avenue near Discount Tire. There has been a gradual increase in the number of vehicles and their speed on Bauer Road throughout our time here. We live directly on Bauer Road, three houses east of the 4 way stop sign at Loomis Avenue which then dead ends at Jefferson Junior High School. This first block of homes where we live gets to experience the acceleration of vehicles leaving the Loomis 4 way stop sign. There are few drivers who adhere to the 25mph limit. There are a great number of people walking with small children, dogs, runners, families bicycling and small children in electric toy cars who use Bauer Rd for recreation. We have been concerned about the high speed and the failure of drivers to fully stop at the 4 way stop sign at Loomis and Bauer for awhile now. I recently had contact with Naperville Police Sergeant Rick Krakow about these concerns. He has been great and very responsive. He had placed a Radar Speed Trailer on Bauer Rd. approximately 4 houses east of ours from late August to the late middle of September. Sgt. Krakow said that the data collected would be reviewed and analyzed. We noticed that initially the speed trailer had an effect on the speed that drivers were driving but then the speed increased back to the 30 mph range. Interestingly I read in the "Traffic Calming Kit" (TCK) that the drivers become desensitized to the Radar Speed Trailer. This is what we observed here. I read the TCK several times but I'm in no way knowledgeable to suggest the best level to be used to get people to obey the speed limit and stop signs. I certainly understand the financial limitations to the Level 3 options. Instead I would like to describe Bauer Rd. from Washington Street to Columbia Avenue. It is a wide street with no markings on the pavement. There is no centerline striping, parking lane or bicycle lane markings. Two "T" intersections add a certain amount of traffic. On a pretty day motorcyclists use Bauer Rd. to race each other to Columbia Ave. Certain drivers speed up from Washington Street to Loomis Ave and then again to Columbia Ave. During the week many landscaping trucks with trailers as well as very heavy trucks travel well above 25mph on Bauer Rd. As I said to Sgt. Krakow I know the damage these heavy, speeding vehicles do to the pavement. Emergency vehicles also use this route instead of using Ogden Avenue. Before the changes in our lives there were a lot of people taking their children to school. This caused quite a backup of SUVs and impatient drivers. At the end of the day many vehicles would be parked along both sides of Bauer Rd and Loomis Ave for pick up of children. Both of these activities slowed traffic down. As I mentioned earlier I certainly have no real knowledge in these matters but it would seem that many options of Level 1 and Level 2 might have value for consideration due to their minor expenses. The two options of Level 3 that seem feasible as time passes and the speeding increases could be "Lateral Shift" and "Realigned Intersection". I have talked to many neighbors who agree with me but I don't know if anyone emailed you. I appreciate you reading this email and am interested in your conclusions. Thank you for your time.</p>

## Comments from Review of the Draft Traffic Calming Toolkit

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Thank you for the opportunity to provide input to the draft traffic calming toolkit. As discussed at the 2020 TAB meeting where the document was first introduced, it will be very helpful in providing residents with one place to obtain information on potential solutions to traffic issues in their neighborhoods. The document has utility for both city staff and residents, however to be responsive to residents, additional clarity on various topics is required, as discussed below.

1. Clarity on definitional terms
  - a. Definition of terms
    - i. Chicane
    - ii. Functional street classifications like collector, neighborhood connector, local street, along with a reference to where they can find out how their own street is defined
    - iii. Speed threshold warranting measures – additional discussion or an example of how the data is determined would be helpful since local streets typically have 25 mph limits, yet the indication of speed is 32 (local) or 34 mph (for neighborhood connectors) and it implies that speeding isn't considered a problem unless 85/100 cars are exceeding either 32 or 34 mph.
2. Clarity on why some signage measures are included and others are not. For example, enhanced stop or speed limit signs and turn prohibition signs are included, yet the addition of a stop sign where none exists is excluded. Because residents concerned with traffic also frequently have concerns with stop sign placement, I would recommend including procedures related to this – or at minimum a link to the procedures/process and clarification of why it is excluded.
3. Inclusion of traffic calming measures that are either present in the city or cited by professional sources as appropriate calming measures
  - a. Speed Cushions – the Institute of Traffic Engineers found that utilization of Speed Cushions can result in speed reductions averaging between 20 and 25 percent, and collision rate reductions of 13 percent with minimal impact on emergency response times – i.e. less than a one second delay experienced by most emergency vehicles. Further, Offset Speed Tables, which do require a greater roadway width than found on typical residential streets, can also be effective with minimal impact on emergency response times. The Federal Highway Administration lists both Speed Cushions and Offset Speed Tables in their Toolbox of Traffic Calming measures.
  - b. Utilization of mid-block pedestrian crossing signs – these have been deployed in the City for many years. If they are not included in the toolbox, does this mean that they will no longer be used in the City?
  - c. Traffic circles – The Federal Highway Administration indicates that traffic circles can successfully reduce speed in residential neighborhoods and they are included in the organization's toolbox of traffic calming measures. It appears that this was discarded as an option because the neighborhoods where they were installed "felt" they didn't reduce speed, rather than due to data indicating that speed did not decline. If our City didn't feel they were helpful – or were confusing to residents – why have they remained in certain places for 20 or so years?

## Comments from Review of the Draft Traffic Calming Toolkit

The table below is from the Federal Highway Administration's Toolbox of Traffic Calming measures.

A frequency distribution of 85th percentile vehicle speeds after installation of a traffic circle is presented in Figure 4.7. The plot represents data from 47 traffic circles. The most frequent speeds are shown to be 27 and 28 mph. The majority of sites with post-implementation speeds of 32 and above had pre-implementation speeds in the 36-to-42 mph range. The sites with post-implementation speeds that cluster around 27 and 28 mph had pre-implementation speeds in the 32-to-35 mph range.

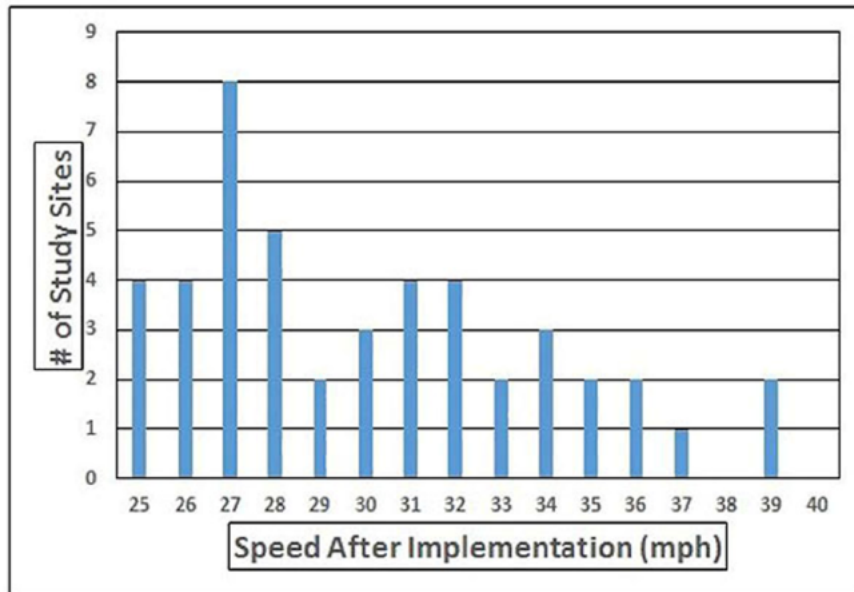


Figure 4.7. Frequency Distribution of 85<sup>th</sup> Percentile Vehicle Speeds After Installation of a Traffic Circle (All Sites)

4. Clarity on what the City considers as less desirable traffic calming measures, with language indicating why they are not considered desirable. These include things like speed bumps, road closures etc. Understanding the impact to emergency response vehicles can go a long way to increasing understanding of why some alternatives are not considered.
5. Discussion of when speed/traffic studies are utilized in the City and how they are typically done. This would provide baseline knowledge to residents and is a basic question that residents have when they are looking for traffic calming measures or relief from excessive speed in their neighborhoods.
6. The role of TAB and Council in recommending/approving staff recommendations for traffic calming measures following discussion of alternatives with residents, including residents' ability to speak on the topic and recommendations before both bodies.

Thank you,

Kathy Benson  
[REDACTED]  
Naperville, IL 60540

September 21, 2020