



Legislation Text

File #: 20-278B, Version: 2

TRANSPORTATION ADVISORY BOARD AGENDA ITEM

ACTION REQUESTED:

Recommend approval of the Traffic Calming Toolkit

DEPARTMENT: Transportation, Engineering and Development

SUBMITTED BY: Michael Prousa, TED Project Manager

BACKGROUND:

The city hired Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA) to develop a Traffic Calming Toolkit that can be used throughout Naperville for various traffic studies. In the past, the city has used a variety of sources for deciding on the best course of action for a traffic request response. With the development of the Traffic Calming Toolkit we will be able to be more responsive and follow a consistent, data-driven approach when addressing traffic requests throughout the community.

In March of 2020, City staff brought the Traffic Calming Toolkit to TAB for review. In August of 2020, City staff invited public review of the Traffic Calming Toolkit by publishing the draft document on the City of Naperville website. Notice of the public review period was made through the *Naperville Connected* resident newsletter and the City of Naperville social media channels. Most resident responses were in relation to specific concerns at specific locations. Some responses pertained to the current thresholds that the City uses for speeds and volumes, the need for transparency, and more information needed regarding city processes pertaining to speed and volume studies. These responses can be seen in Attachment 2.

DISCUSSION:

The traffic calming measures in the toolkit are grouped into four levels of complexity. Level 1 and Level 2 measures underscore the first two E's of traffic engineering (Education and Enforcement) and represent non-physical measures, including signage and pavement markings.

Level 3 and Level 4 measures underscore the third and fourth E's of traffic engineering (Engineering and Enhancement) and represent physical measures.

Different levels of measures will allow for a phased approach to addressing data-supported issues. Less impactful, and easier to implement, measures can be implemented first and monitored for their effect in addressing an issue. If proven ineffective, more extensive measures can then be implemented and monitored for effect.

When addressing a traffic concern, staff will use collected data and the toolkit to identify applicable measures. The use of all traffic calming measures in the toolkit may be reviewed by any or all of the City's departments, and these departments have the authority to approve or reject their

implementation at any particular location regardless of whether the criteria for their use is achieved. Once implemented, all measures will be evaluated for effectiveness (the fifth E of traffic engineering).