

COUNCIL WORKSHOP ITEM

ITEM: Traffic Calming Program, Parking & Traffic Commission File #18-02
DATE: February 6, 2004
PREPARED BY: David H. Barber, P.E., Director of Public Works
Dorin Fera, AICP, Traffic Engineering Manager
PURPOSE: To Provide Information and Request Permission to Prepare a Resolution

DISCUSSION:

This proposed Traffic Calming Program was initiated to respond to the traffic speeding, congestion and neighborhood safety complaints. A comprehensive neighborhood-wide traffic calming program would address the issues more efficiently and appropriately.

The Public Works Department staff in conjunction with the Parking and Traffic (P&T) Commission has developed a proposed Traffic Calming Program. This process began in Summer of 2002, with the first P&T meeting on this topic held on August 14, 2002. Periodic meetings have been held, the last one being on January 14, 2004.

ATTACHMENT:

The following documents are attached to describe the proposed Traffic Calming program in greater detail.

- 1.) The Basic Traffic Calming Guidelines
- 2.) The Traffic Calming Handbook
- 3.) The PowerPoint slides from the last P&T meeting held on January 14, 2004
- 4.) The Frequently Asked Questions (FAQ's) handout, for attendees

RECOMMENDATION:

The Director of Public Works and Traffic Engineering Manager concur with this recommendation to present this Traffic Calming program and request permission to prepare a Resolution; Also, that this item be placed on a future Village Council agenda.



Village of Downers Grove Traffic Calming Guidelines

Basic Guidelines

General

The last two Village Citizen Surveys conducted in 2001 and again in 2003 have shown that traffic congestion, speeding, and pedestrian safety are the top concerns for our residents.

This proposed Traffic Calming Program was begun in Summer, 2002 to respond to the traffic speeding, congestion and neighborhood safety complaints. A comprehensive neighborhood-wide traffic calming program would address the issues more efficiently and appropriately.

What are Traffic Calming Devices

There are two types of designs. Street striping, signing, Police trailer enforcement, posters, banners, newsletters, and the like are considered non-structural design changes. Installation of median islands, speed tables, cul-de-sacs, midblock narrowings, and such are structural designs that require engineering plans to be drawn and result in physical changes be made to the roadway.

Traffic Calming devices are only one tool in the Engineering toolbox that can be applied. A comprehensive program should have the three E's, which include Education and Enforcement, as well. All traffic calming signing, striping, and all engineering practices will follow the Manual on Uniform Traffic Control Devices (MUTCD).

It is the intent of this program to begin with least intrusive, or non-structural, designs and determine their effectiveness. If they don't succeed, then the next higher level of design can be applied.

Who Can Initiate a Request

Any resident, homeowner, or homeowner association can submit a Neighborhood Traffic Calming Program Application (NTCPA) form.

This Traffic Calming program will be resident-driven. Staff will act in a supporting role, in providing expertise, including as the liaison to the Parking and Traffic Commission and Village Council. But, the measures or designs to be implemented will belong to the residents, and nothing will be implemented until the majority agree.

Where are Requests Sent

The NTCPA form should be sent to: Traffic Engineering Manager, Department of Public Works, 5101 Walnut Avenue, Downers Grove, 60515 via mail, or FAXed to the same person at 630-434-5495.

When Can this Program Be Initiated

After staff has received the initial Neighborhood Traffic Calming Program Application (NTCPA) form, from a specific resident, homeowner, or homeowner association, for a specific location in town.

Where Can the Traffic Calming Devices be Applied

On all local 2-lane neighborhood streets, with 24-hour volume greater than 500 vehicles and less than 3000 vehicles, with a speed limit of 25 mph or less, where the cu-through traffic is greater than 9% and 12% (AM and PM, respectively) of the streets 24-hour volume, and where the 85th percentile speed exceeds the statutory speed by 10 mph.

Although this program is designed for residential/local streets, certain components of the program may be applied to collector streets.

Who will pay for this Traffic Calming Program

The proposed Traffic Calming Program would be funded 100% by the Village of Downers Grove, within budgetary constraints.

What is the General Implementation Process

Basically, once a signed NTCPA form is received defining the problem, staff determines if this project meets warrants. If initial criteria are satisfied, the project proceeds. If criteria is not satisfied, other alternatives may be applied, otherwise this request is put on hold for one-year. Residents must then re-apply to begin the process again.

A Process Flow Chart has been developed, which describes the process in more detail and is available in the Traffic Calming Handbook.

How will Projects be Prioritized

Projects will be prioritized in Matrix format, and include typical criteria such as vehicular speeds, average daily volume, pedestrian generators, roadway or intersection geometry, residential density, and the presence of sidewalks. These elements are assigned a point value based on the Rating Chart. Each project will have a maximum of 100 points, with higher total point values showing greater need.



Village of Downers Grove, Illinois

Traffic Calming Program Handbook

Department of Public Works
February, 2004



Village of Downers Grove Traffic Calming Guidelines

Introduction

Neighborhood traffic issues, consisting of vehicular speeding, cut through traffic, and general congestion, have become issues of significant importance. The last several Citizen Surveys have indicated traffic issues to be the top Village concern.

The Village to date has taken action to resolve neighborhood traffic issues through the following:

- ☆ Implementation of traffic and parking solutions generally on a case-by-case basis, through the normal process, of staff review and Parking and Traffic Commission oversight.
- ☆ Installation of traffic calming initiatives, such as the use of pavement markings to reduce travel lane width, turn restrictions at several locations, converting through streets to dead-ends, and pedestrian improvements in the downtown area.

These experiences have shown the need for a comprehensive examination of neighborhood traffic issues, and the need to establish a process by which these issues can be resolved.

This handbook serves as a guide to address the need for traffic and engineering management on our local streets. It creates a toolbox of solutions from which to draw upon and sets the Village guidelines for their implementation.



Village of Downers Grove Traffic Calming Guidelines

Principles of Traffic Calming

The following principles support the Village of Downers Grove's effort to minimize the impact of traffic upon streets within residential neighborhoods.

- ☆ Identify the issues and concerns brought forth by citizens, home owners associations, and village staff.
- ☆ Field-measure existing conditions.
- ☆ Assess the operations of adjacent collector and arterial streets and consider improvements to the arterial street network first, thereby reducing or removing the desire for motorists to intrude onto local streets.
- ☆ Apply traffic calming measures on a neighborhood-wide basis.
- ☆ Traffic calming measures shall not intentionally divert traffic off of the project street to other adjacent neighborhood streets through the use of traffic diversion devices.
- ☆ Avoid restricting access and egress.
- ☆ Use self-enforcing measures where appropriate.
- ☆ Promote non-motorized transportation mode (walking, bicycling).
- ☆ Consider all services (school bus, transit, fire, snow plowing, garbage, etc.).
- ☆ Monitor and follow-up on a neighborhood-wide basis.



Village of Downers Grove Traffic Calming Guidelines

What is Traffic Calming

- ★ Traffic Calming involves physical strategic changes to local streets to reduce vehicle speeds and to decrease automobile dominance. Traffic control devices are designed to keep traffic on arterial roads. They do so by making the travel time on residential streets longer than the travel time on the adjacent arterial roads.
- ★ Traffic calming devices need to be part of a scheme extending along a street, several streets, or neighborhood to be effective. The objectives are to control traffic over an area, not an isolated location, and to be compatible with street activities and adjacent land uses.

Background

Residential streets serve many functions. They may provide for on-street parking, circulation, or access to properties for owners, visitors, service and emergency vehicles. Children play there; neighbors meet and socialize there. People use streets as an extension of their yards. Residential streets are not freeways.

Residents expect their streets to be:

- ◆ Safe for their children as well as themselves;
- ◆ A place where people have freedom of movement;
- ◆ A quiet place devoid of through traffic;
- ◆ A place where vehicles travel slowly, sharing the space with peds and bikes.



Village of Downers Grove Traffic Calming Guidelines

Traffic Calming Photos (Sample)



Median Island



Choker



Chicane



Forced Turn



Raised Intersection



Petition Poster sign



Village of Downers Grove Traffic Calming Guidelines

Traffic Calming Photos (Sample)



Bulb-Out and Median Barrier Combo



Diagonal Diverter



Pedestrian Refuge



Speed Table



Bulb-Out



Semi Diverter



Village of Downers Grove Traffic Calming Guidelines

Suggested Low Level Solutions (Non-Structural, Changing Driver Behavior)

- Neighborhood Speed Posters, Banners
- Flyers, Web Links, Cable Channel use
- Traffic Safety Newsletter
- Radar Trailer / Police Enforcement
- Signing / On-Street Parking / Narrow Lanes
- Pavement Markings/ Colored Pavement
- Textured Pavement
- “Walking” School bus program
- Brush Trims to Improve Sight Distance



Village of Downers Grove Traffic Calming Guidelines

Suggested High Level Solutions (Structural Changes)

- Chicanes
- Roadway Narrowing
- Median Islands
- Intersection Bulb-Outs / Chokers
- Semi-Diverter / Forced Turns
- Raised Crosswalks
- Right-In / Right-Out islands
- Raised Intersections
- Combinations of Two designs
- Speed Tables
- Full-Diverter / Cul-De-Sacs



Village of Downers Grove Traffic Calming Guidelines

General Criteria Review

Office File Code# _____

Date: _____

Street: _____ From / To: _____

- Identify Problem:**
- Cut-Through Traffic
 - Speeding
 - Pedestrian safety
 - Other

Petition Received & Complete?

If YES, Proceed with analysis
If NO, Send back to Petitioner(s)

Criteria Checklist:

- Local or Collector Street
- Residential = 85% residential block (min)
- Roadway = 2 lanes
- Neighborhood Petition Signed by:
55% on affected block
- Speed Limit Posted = 25 mph or less
- Traffic Volumes >500 ADT
- Roadway Grade <6%
- Vehicle Speeds (85% measured speed)
 - 35 mph min. General
 - 30 mph school zones
 - 33 mph adjacent to parks
- Not an Emergency Route (Fire Dept.)
- Not a Mass Transit Route (Pace)
- Not on Sharp Horizontal Curve

Criteria Satisfied?
 YES
 NO

**If YES, Proceed to Rating Chart
Then to Matrix**

**If NO, Send Letter to Petitioner
with explanation.**



Village of Downers Grove Traffic Calming Guidelines

Traffic Calming Toolbox

Speed Control Measures

- Variable Message Speed Limit Boards
- Speed Tables 32' deep (midblock)
- Raised Intersections/w Landscaping
- Road Narrowings/Chockers (intersections)
- Curb Bulb-Outs (intersections)
- Chicanes (midblock)
- Textured Pavement (intersections)
- Citizen Appeal Signs (various)
 - "We Care. Drive Slowly"
 - " Slow Down. Watch for Kids."
- Pavement Markings
- Median Islands

Volume Control Measures

- Turn Restrictions
- Half Closures
- Forced Turns
- Diagonal Diverters
- Medians/Center Islands
- One-Way Streets
- Right-in/Right-Out designs
- Chicanes
- Pavement Markings
- Cul-De-Sacs

Performance Indications:

Significant Positive Impacts are:

- 10% reduction in traffic volume
- 5 mph reduction in travel speed

Reasons for Removals:

- Maintenance Costs
- Residents Request (75% affected block)
- Change in Street Configuration
- Performance Not Satisfactory
- Adverse impacts to other area streets
- Village Policy change



Village of Downers Grove Traffic Calming Guidelines

Rating Chart

Criteria	Points	Basis For Point Assignments
Vehicular Speed	0 to 45	4 points assigned for every mph greater than 5 mph above the posted speed limit (using 85 th percentile speed)
Traffic Volume	0 to 15	1 point for every 200 vehicles per day.
Pedestrian Generators	0 to 15	4 points for each elementary or middle school within 500 feet of project area. 2 points for each other school, bus route, park, or community center within 500 feet of the project area. 2 points should be given for any (not each) retail, commercial, or other institutional (including churches) uses within 500 feet of project area.
Roadway/Intersection Geometry	0 to 10	Each street segment rated 0 to 8 points for potentially hazardous roadway geometry and other factors. Factors to be considered include horizontal and vertical geometry (< than 6% grade), horizontal curvature, street width, parkway widths, stopping and intersection sight distance, driveway sight distance, and driveway geometry.
Residential Density	0 to 8	1 point assigned for every 25 dwellings units per mile.
Sidewalks	0 to 7	5 points assigned if there is no continuous sidewalk on at least one side of street
Total Points Possible	100	



Village of Downers Grove Traffic Calming Guidelines

Matrix Rankings (Sample)

Street	From / To	Speed (85%)	Speed Points	Volume (ADT)	Pedestrian Generator	Geometry	Residential Density	Sidewalks	TOTAL POINTS *
61 st St		35.0							
68 th St		35.0							
Belle Aire Ln		35.0							
Burlington Ave		35.8							
Carpenter St		36.7							
Claremont Ave		35.0							
George St		37.1							
Hitchcock Ave		35.4							
Janes Ave		35.0							
Lee Ave		38.0							
Lyman Ave		35.7							
Palmer St		35.1							
Norfolk St		33.0							
Prince St		43.0							
Roslyn Rd		35.0							
Saratoga Ave		35.0							

* See Rating Chart

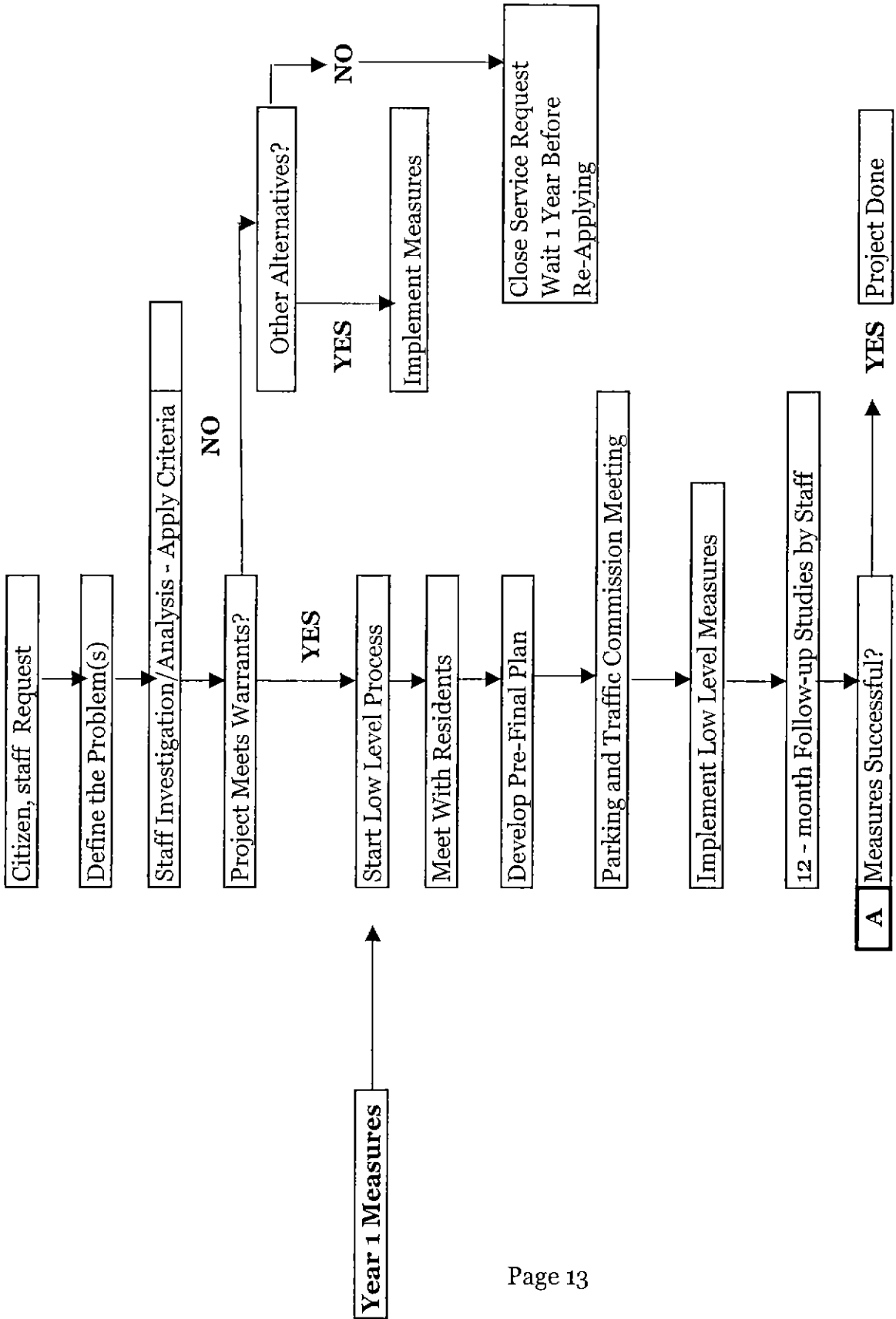


Village of Downers Grove Traffic Calming Guidelines

Citizen Petition Forms



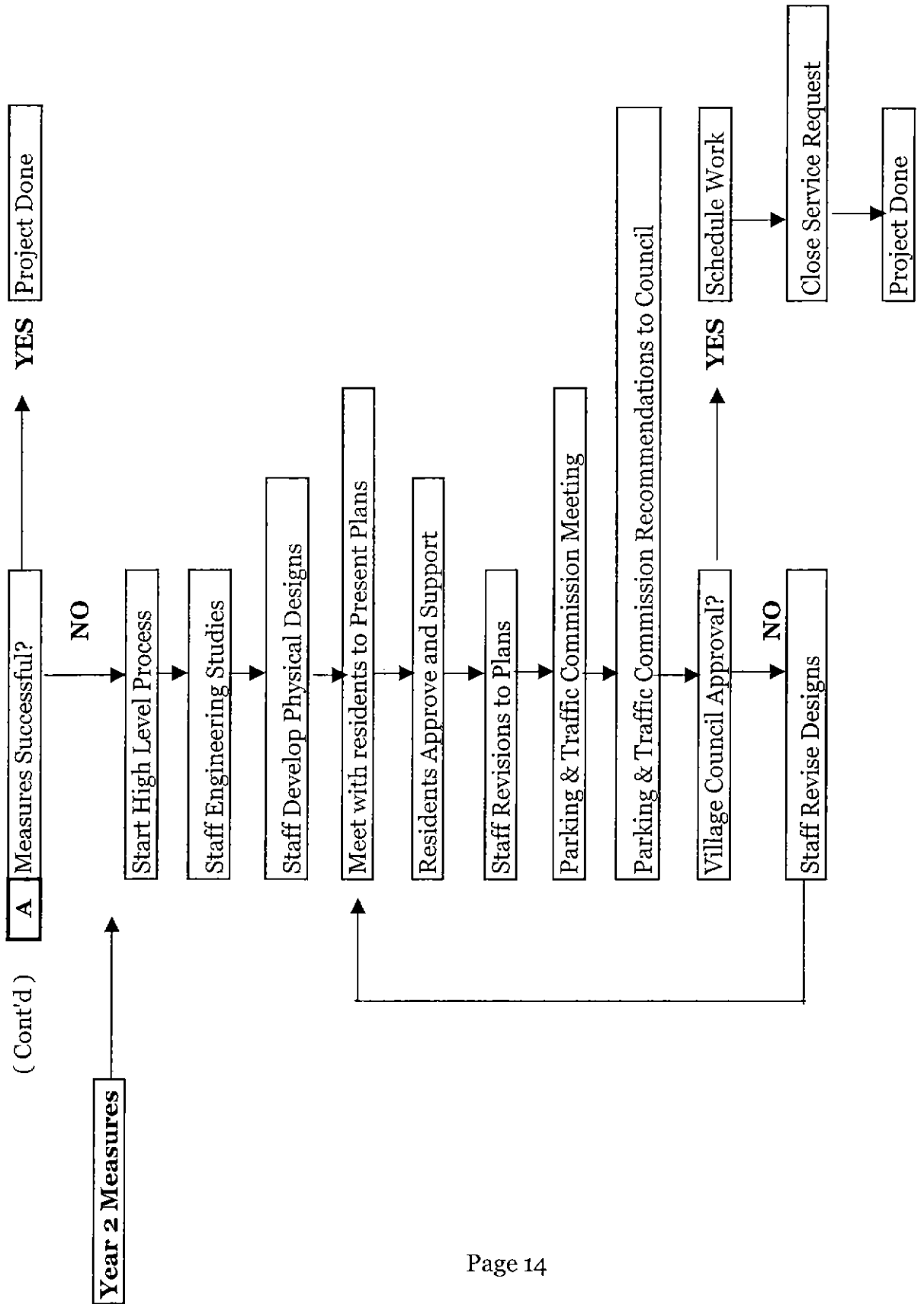
Village of Downers Grove Traffic Calming Guidelines PROCESS FLOWCHART





Village of Downers Grove Traffic Calming Guidelines

PROCESS FLOWCHART





Village of Downers Grove Traffic Calming Guidelines

Index of Drawings

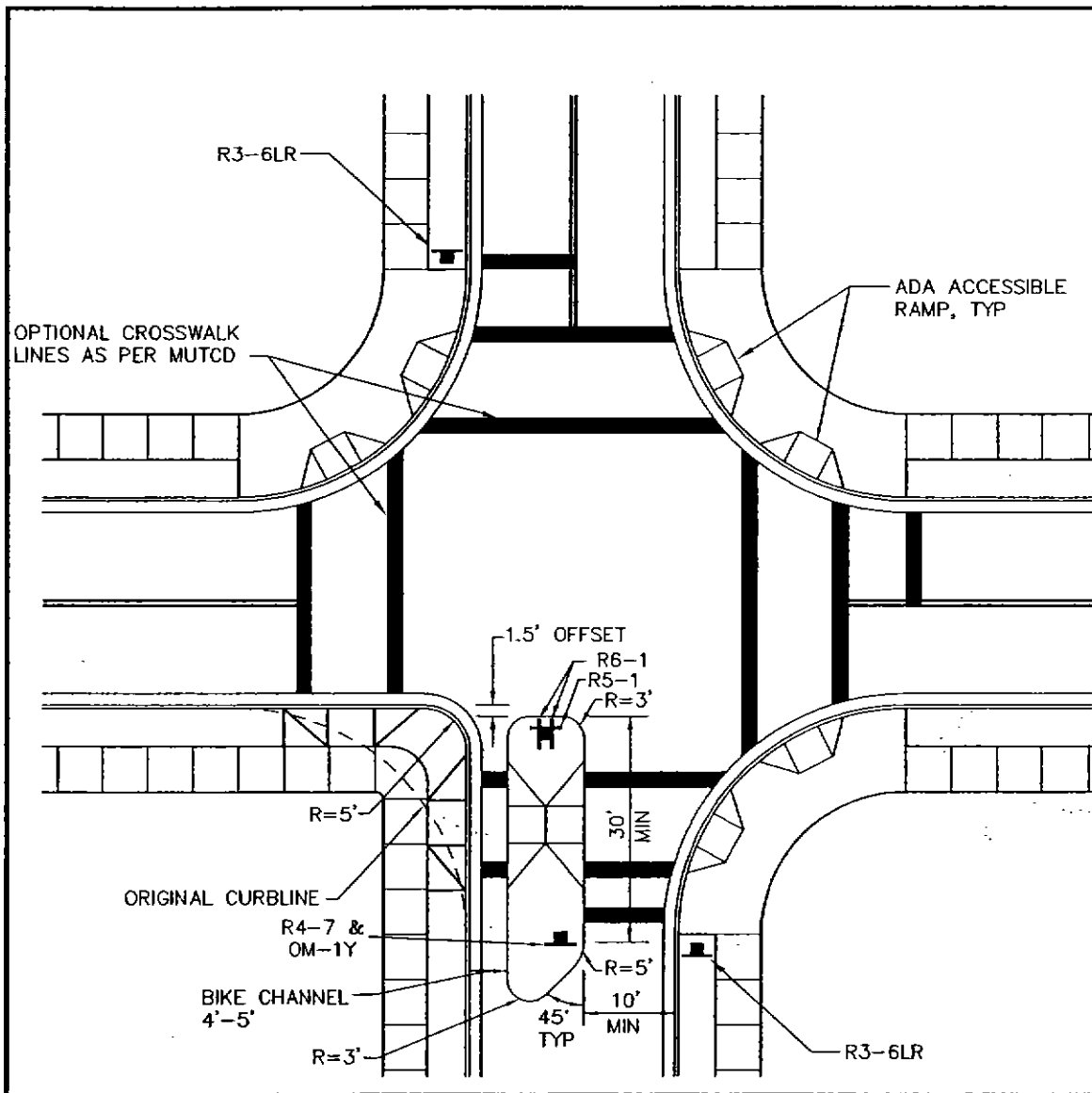
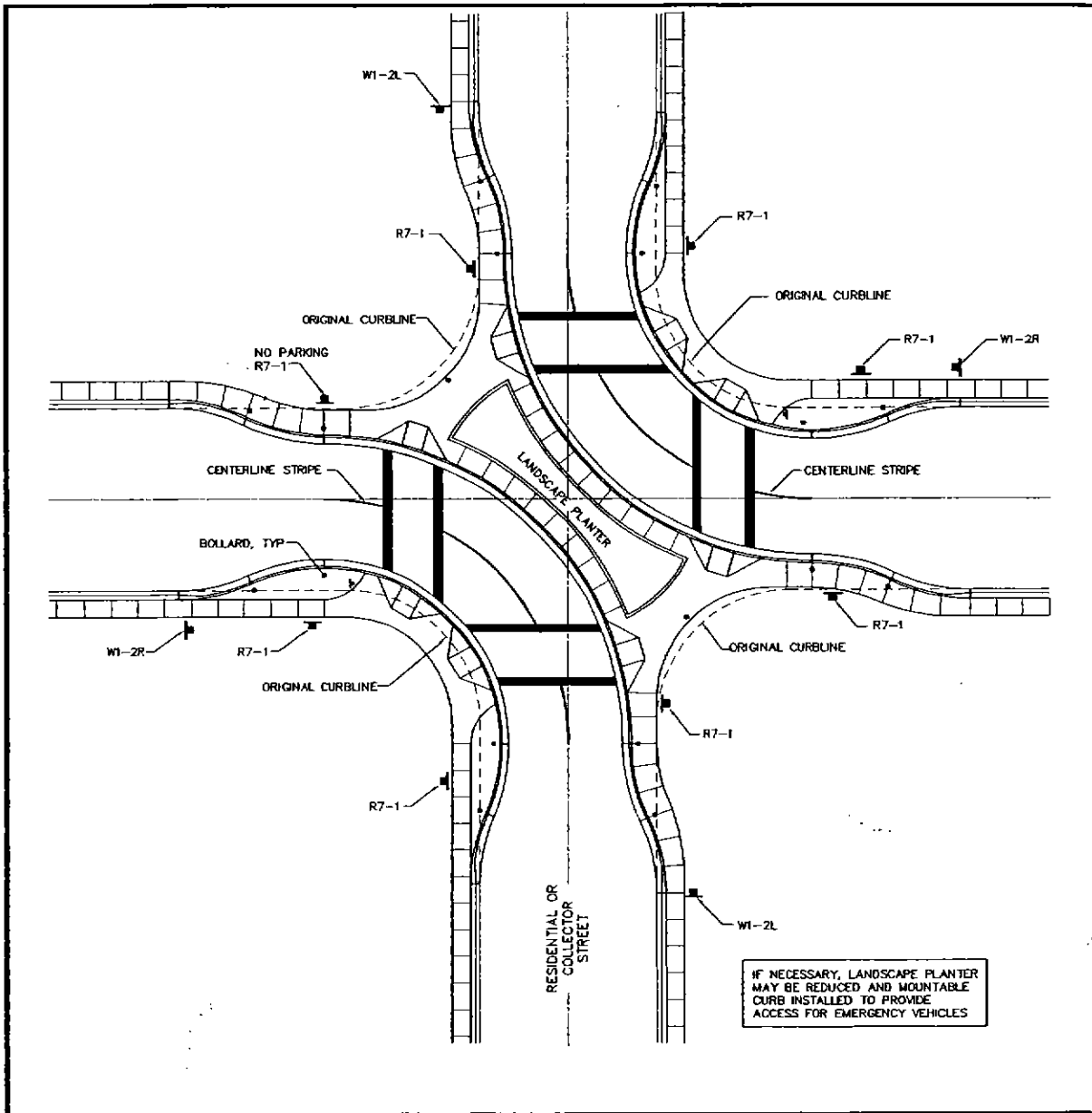


Figure 23: Typical Half Closure



Note: If driveways are located in close proximity to the diverter, stop signs (R1-1) may be required at the approach to the diverter as directed by the MOA Traffic Department

Figure 24: Typical Diagonal Diverter

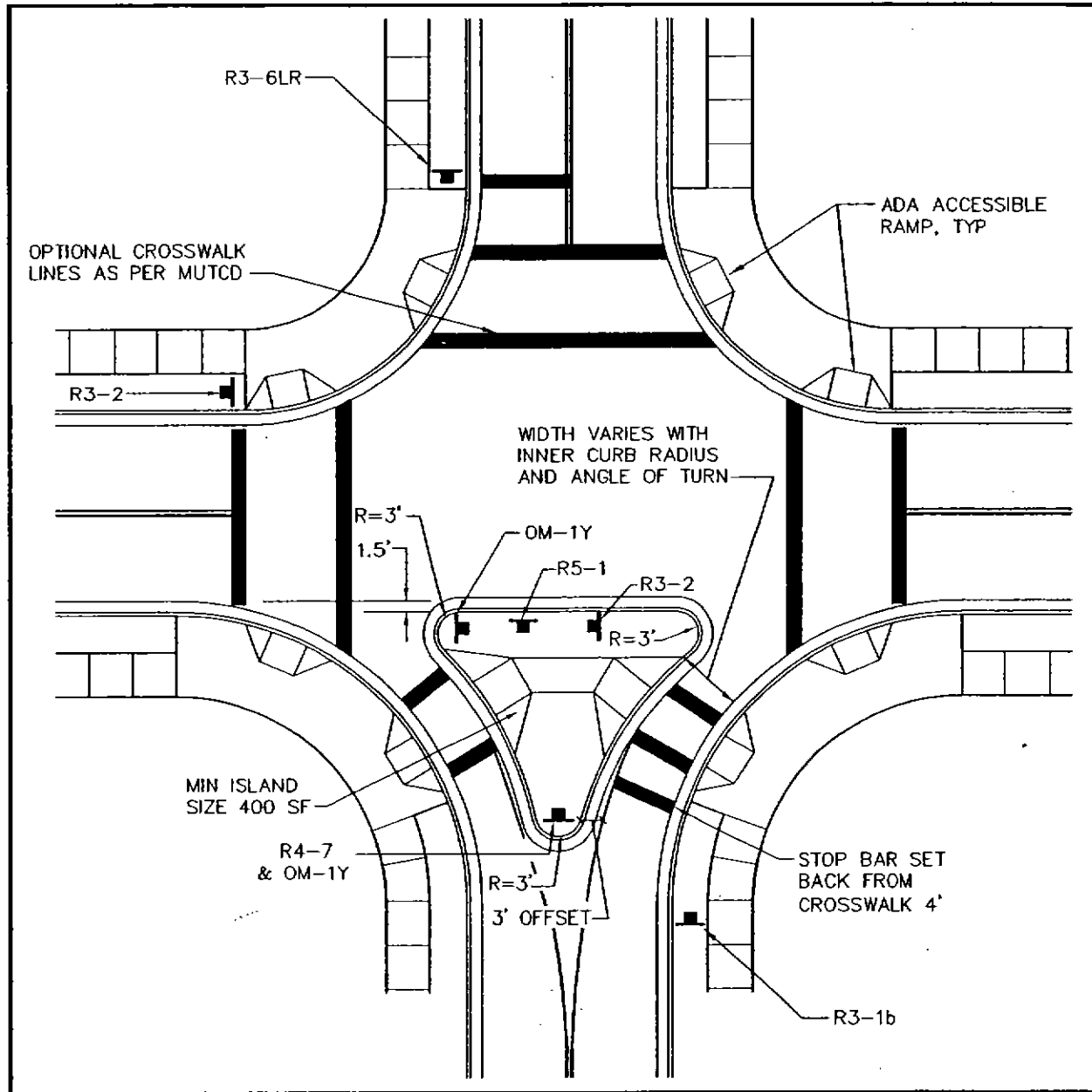


Figure 25: Typical Forced Turn Island

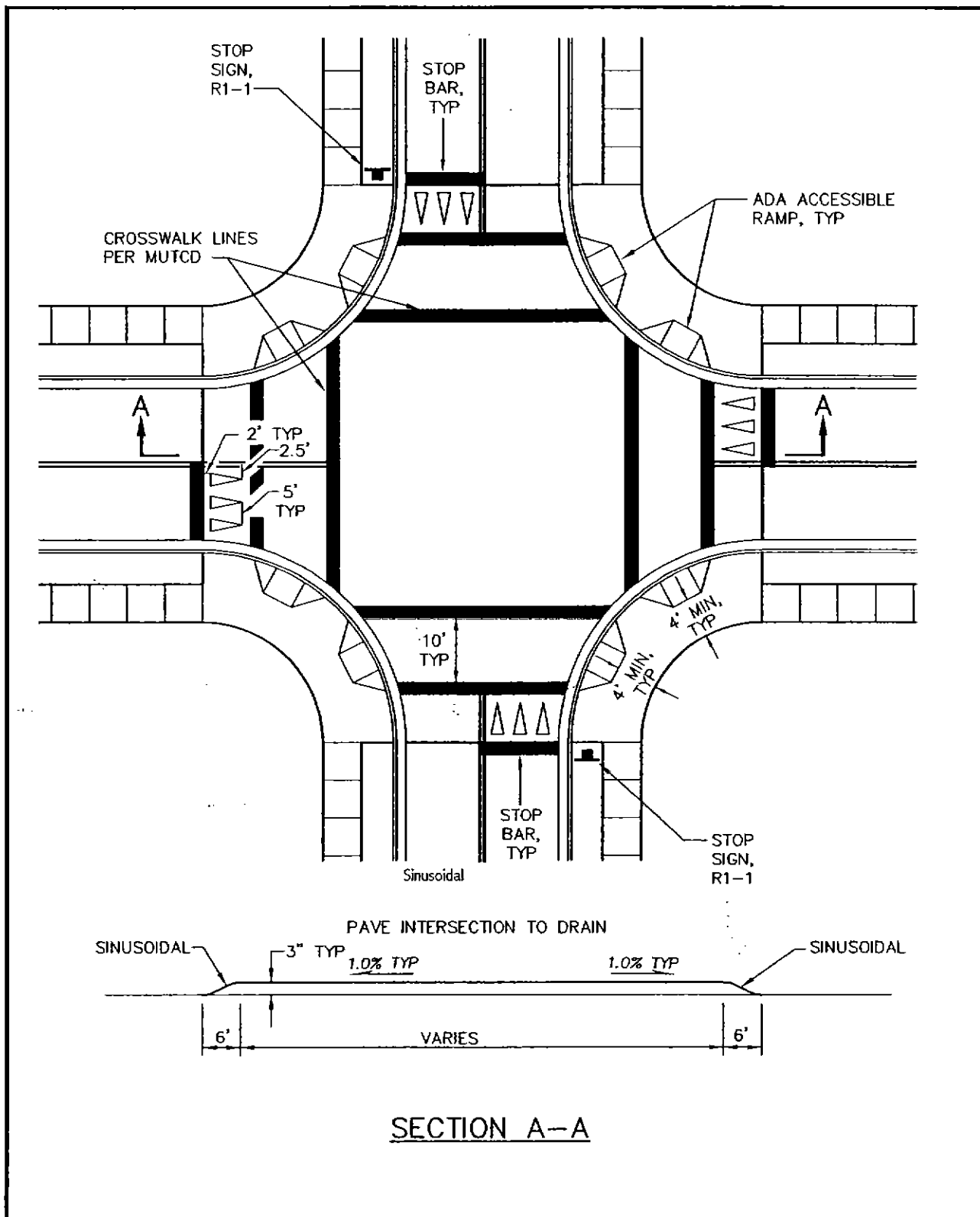


Figure 30: Typical Raised Intersection

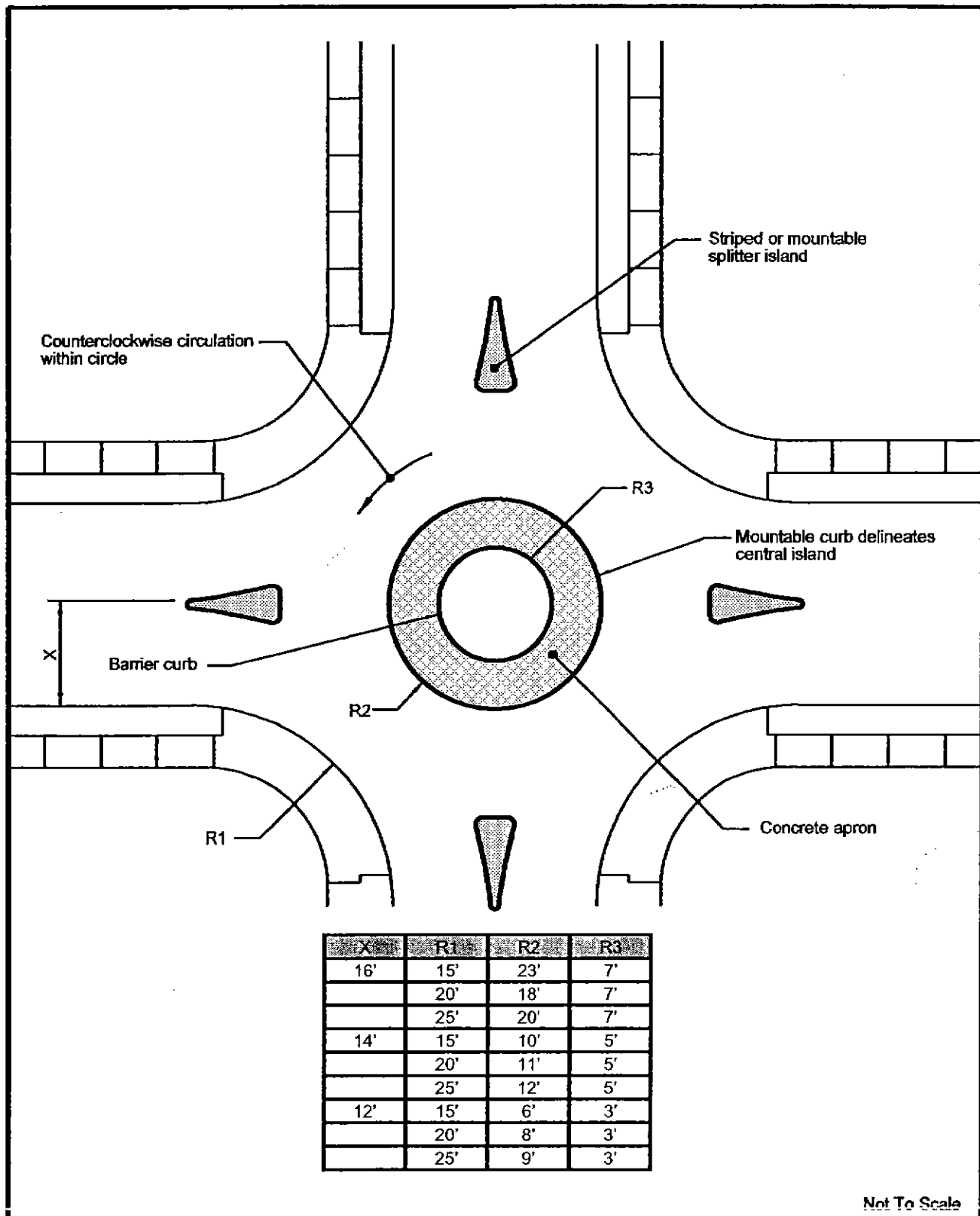


Figure 32: Traffic Circle

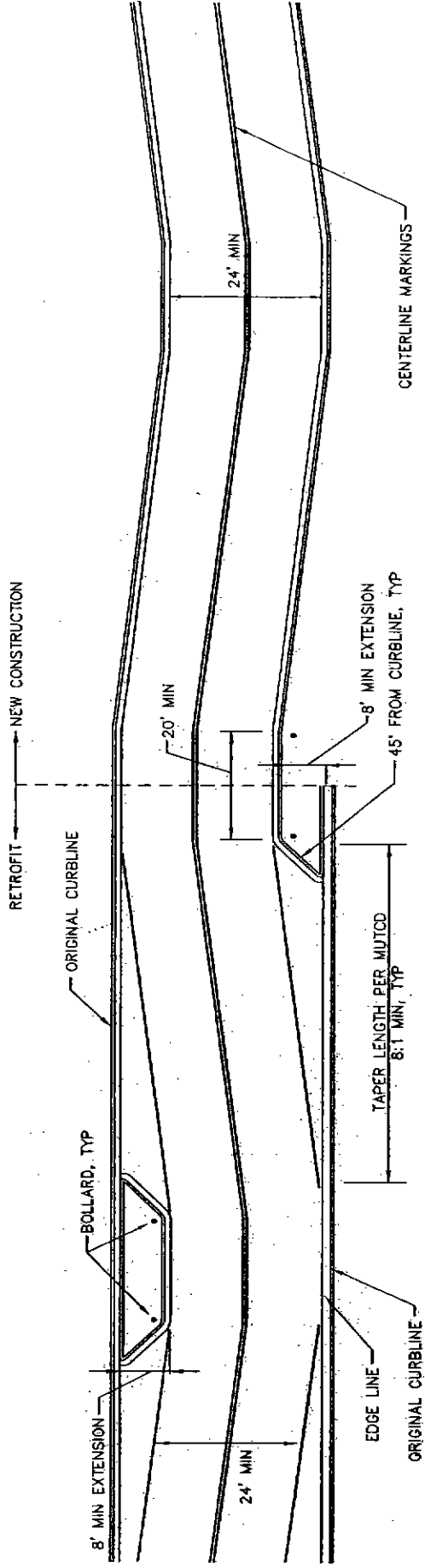


Figure 36: Typical Chicane

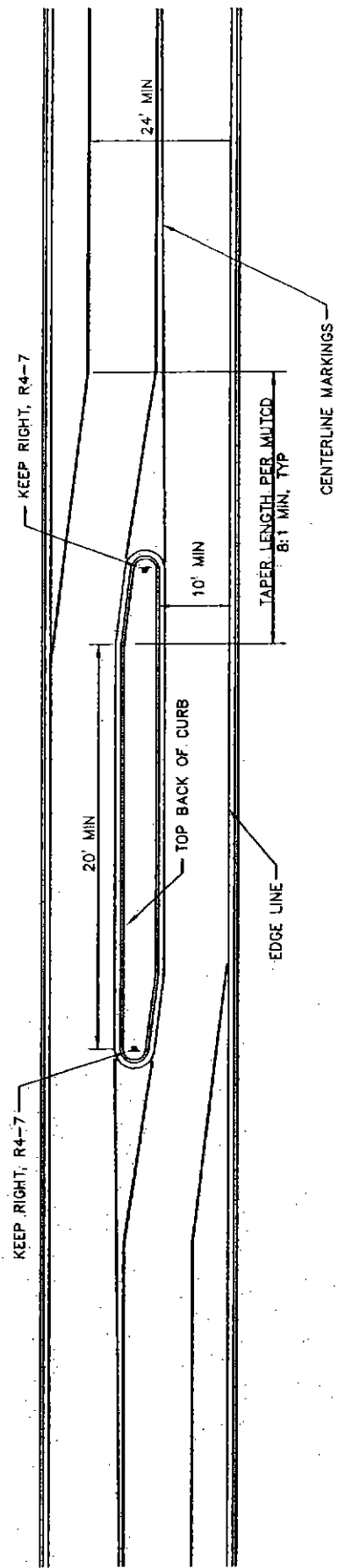


Figure 37: Typical Lateral Shift

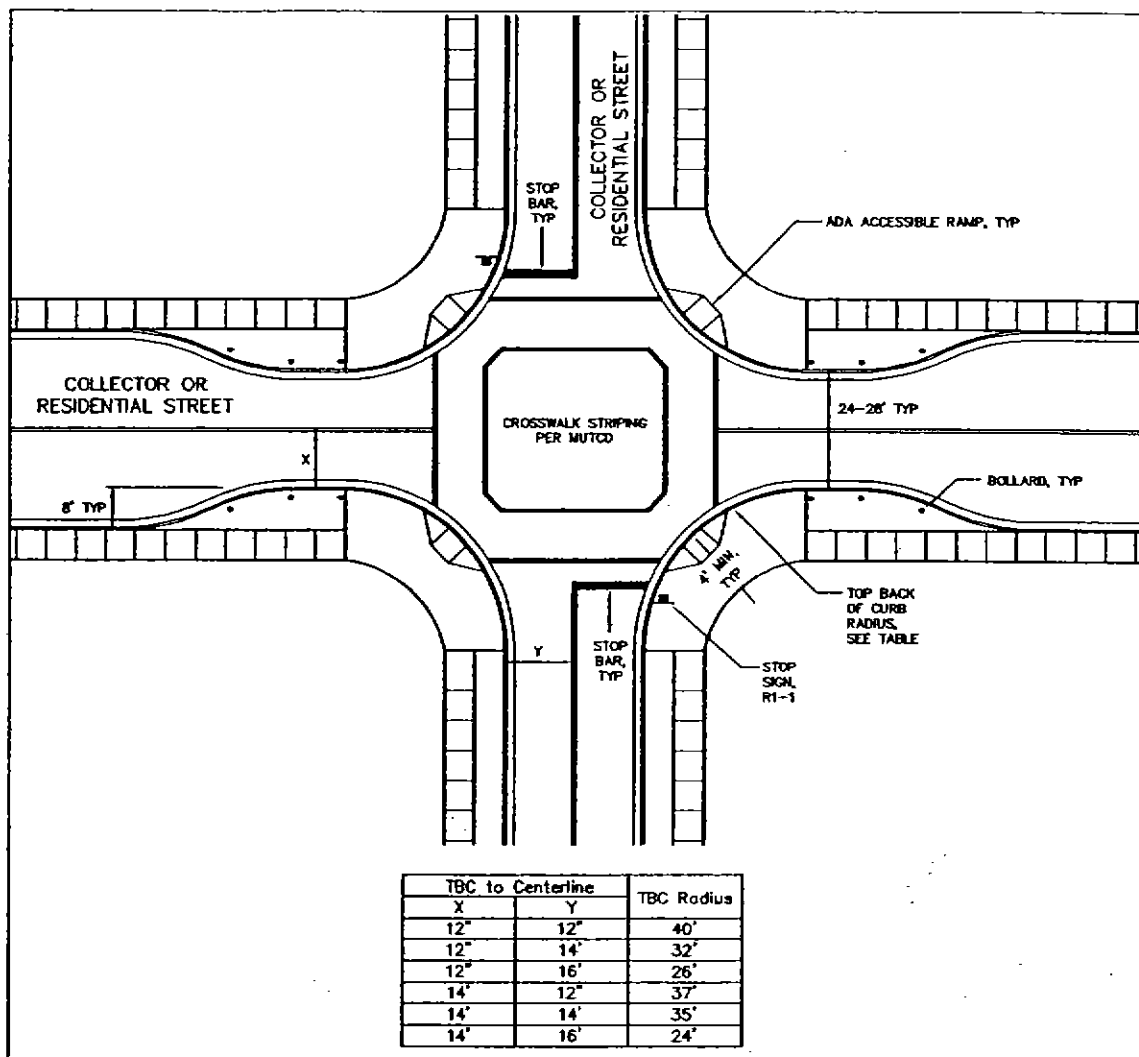


Figure 38: Typical Neckdown

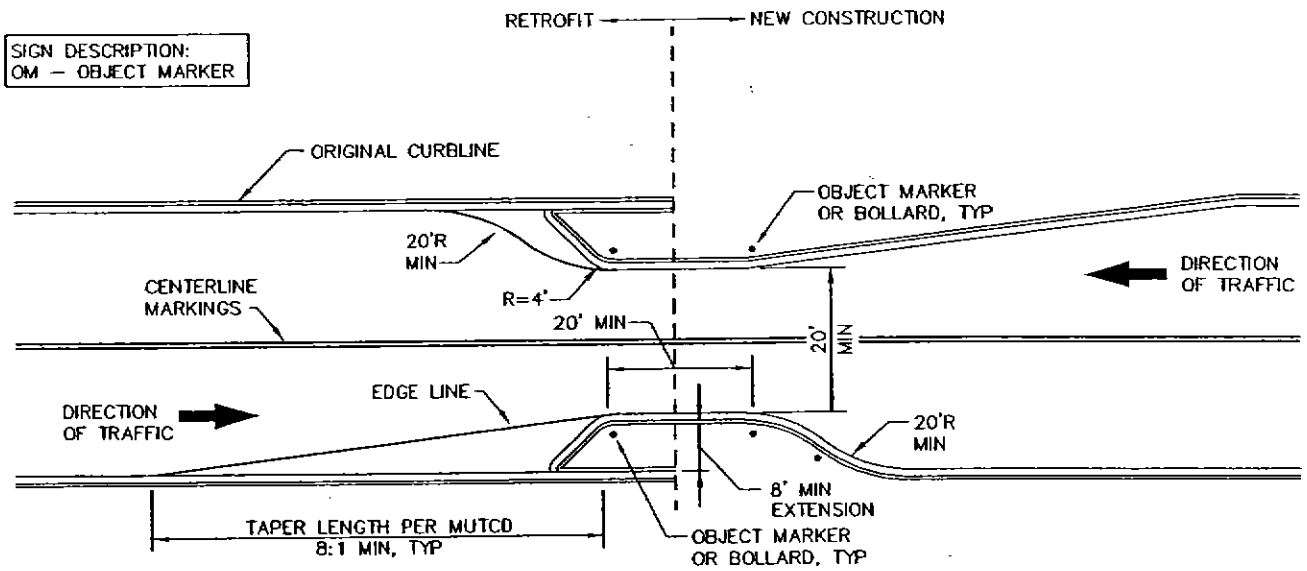


Figure 39: Typical Choker

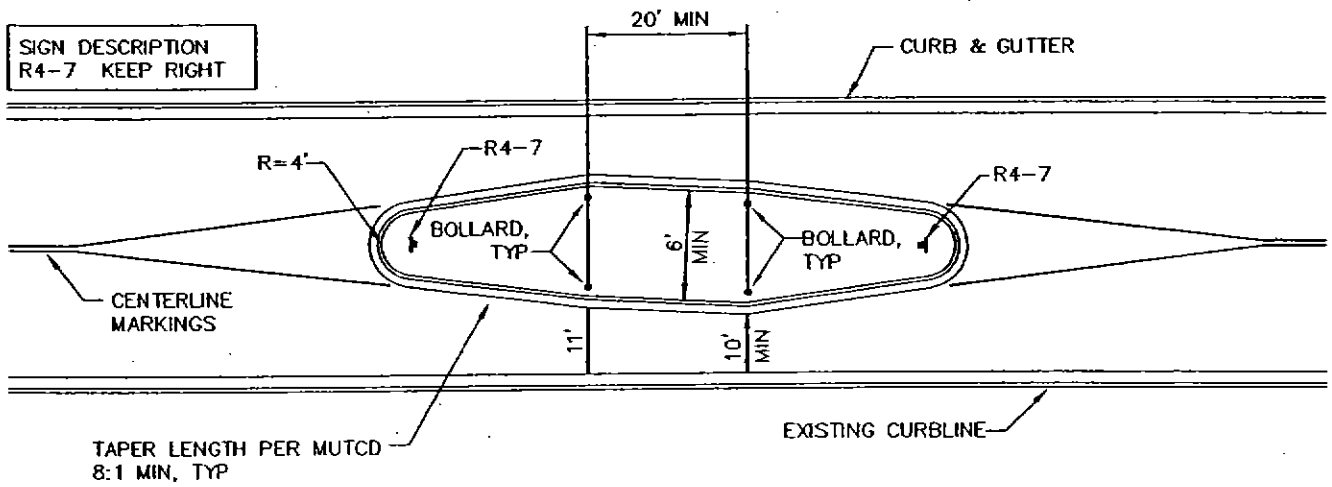


Figure 40: Typical Center Island Narrowing



**Village of Downers Grove
Proposed Traffic Calming Program
Frequently Asked Questions (FAQ's)**

Q. *Why is the Village pursuing a program of this type?*

A. The overwhelming Citizen Survey responses in the last several years have ranked traffic speeding and traffic congestion as the top concerns in the Village. We have begun developing this program in early 2002, and would utilize it in response to these concerns.

Q. *What exactly is Traffic Calming?*

A. Traffic Calming measures are engineering applications that cause physical or operational changes to a street, intersection, or midblock locations for the primary purposes of slowing vehicles, reducing their volumes, enhancing pedestrian safety, or a combination of all three.

Q. *Who would administer / maintain / monitor this Traffic Calming program?*

A. The Village's Public Works Dept. – Traffic Division staff

Q. *What is typical annual budget amount for the program?*

A. Many locations we checked do not have data for this. They incorporate traffic calming installation and maintenance services through their normal departmental budgets. For our Village, this amount would vary depending upon the extent of the program, the quantity and quality of the traffic calming measures contemplated.

Q. *Some places split the costs 50/50 or some other combination. How will the Downers Grove Traffic Calming program be funded now and in the future?*

A. The proposed Traffic Calming program will be funded with 100% Village funds.

Q. *When can this program get started?*

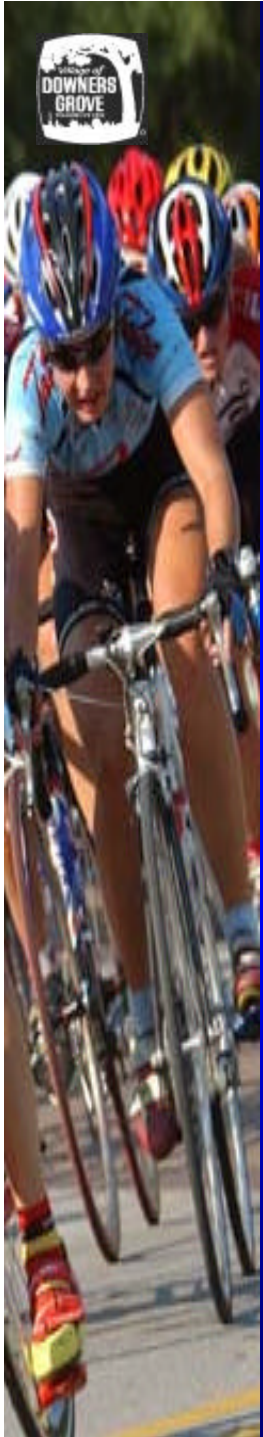
A. Unofficially, the Village already has traffic calming measures in place. Turn restrictions, mid block bulb-outs, and travel lane narrowing applications already exist. The Village Council could adopt this program at any time. But, implementing of actual traffic calming projects on Village streets would occur much later, and would depend upon staffing and funding levels, types measures and specific locations.

Q. *What if some of the neighborhood residents don't want any traffic calming device(s)?*

A. The Neighborhood Petition request Form requires at least 55% of the affected area residents submit signatures requesting a Traffic Calming intervention, and also agree on the proposed solution before a measure is installed. Once installed, and after sufficient time has passed allowing traffic parameters to stabilize, staff will consider a request to remove traffic calming devices if a new Neighborhood Petition Form signed by 75% of the affected area residents.

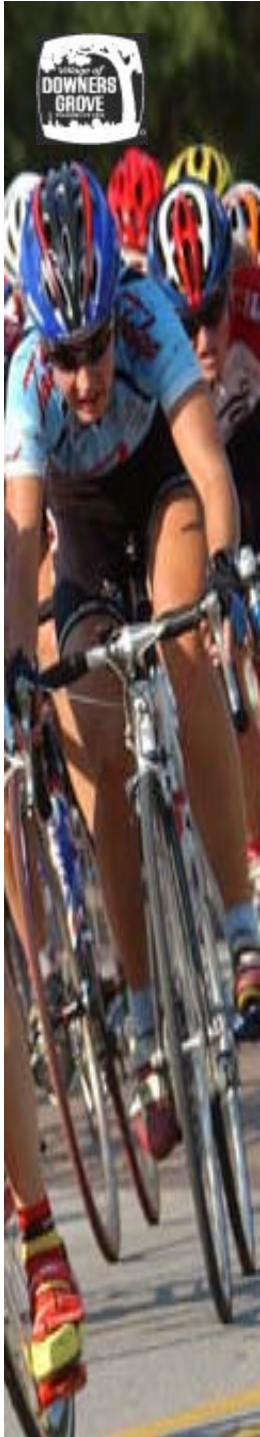
It is the intent of this program to proceed cautiously, analyze carefully, receive input collectively, to insure traffic calming installations are permanent, and to require the presence of quantifiable conditions / hardships that are extraordinary in nature before any requests for removals are considered.

- Q. How much will such a program cost yearly to maintain?**
A. Again, this dollar amount is not able to be determined at this time. In addition to materials and supplies, staff costs need to also be included.
- Q. How many projects can be done in a year's time?**
A. This number would vary considerably, and would depend upon the number of requests, the complexity of project, material and staff availability. An estimate is not determined at this time.
- Q. What if the traffic calming devices don't work?**
A. Staff has developed and will utilize specific speed and volume performance criteria to evaluate each project that is implemented.
- Q. Have the Fire, Police, and Public Works Departments expressed concerns or reservations about such a program?**
A. Yes, and staff has conducted discussions with each department. There is overall support from the various departments. But, as with any new and unknown program, there are obvious concerns regarding emergency response times, and potential damage to Village vehicles. Staff will work through each specific application with each respective department to reach concurrence and provide the best traffic service with the least adverse impact to Village services and equipment.
- Q. Who can initiate a request, and where should this request be sent?**
A. Village citizens, homeowners associations, or Village staff can initiate a request. It should be mailed (or faxed) to the Public Works Department – Traffic Division, 5101 Walnut Avenue.
- Q. Will the traffic calming devices be applied to any street in town?**
A. No. The traffic calming devices will only be applied to residential local streets.
- Q. By what criteria will the projects be ranked?**
A. The criteria was refined from several cities, adapted for our Village, and is based on a 100-point system. The rankings will be summarized in a spreadsheet format, similar to the Village's sidewalk matrix.
- Q. How will citizens know more about this Traffic Calming program, and be informed about project developments?**
A. A Traffic Calming Handbook will be prepared to quantify the program objectives, principles, forms, procedures, and methods for the citizens to get and stay involved. Additionally, it is anticipated that in the fall of each year, the status of the Village Traffic Calming program will be presented at a Parking and Traffic Commission meeting. Current projects as well as recommendations for future projects will be discussed.



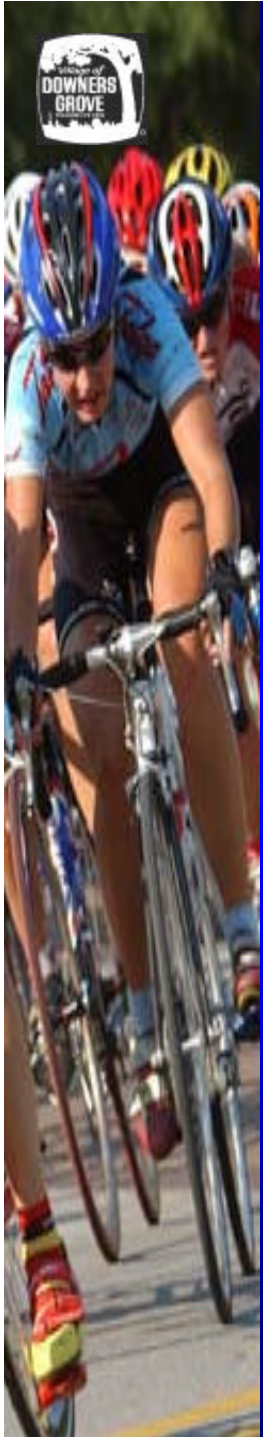
Traffic Calming Program Discussion

Presentation to Village Council
February 24, 2004



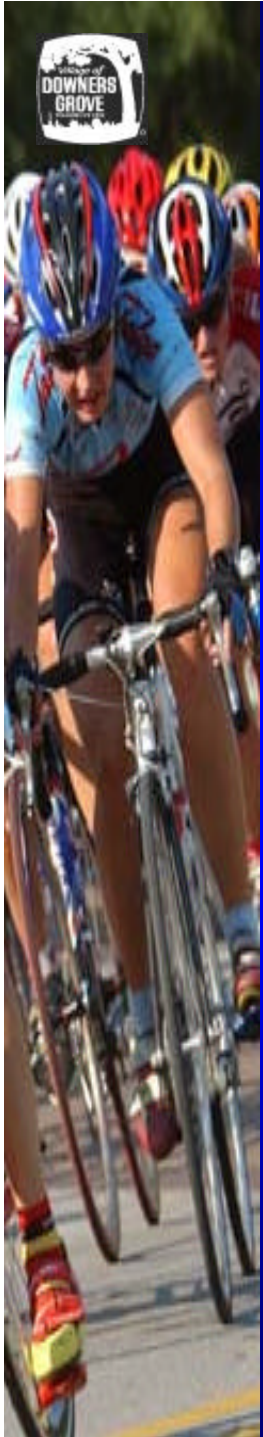
Traffic Calming Program Tonight's Goals

- Present Overview of Traffic Calming
- Identify Designs, Applications, Costs, Impacts
- Show Applicability in Village
- Raise Questions/Comments
- Receive Support for Adoption of Traffic Calming Program



Traffic Calming Program Outline

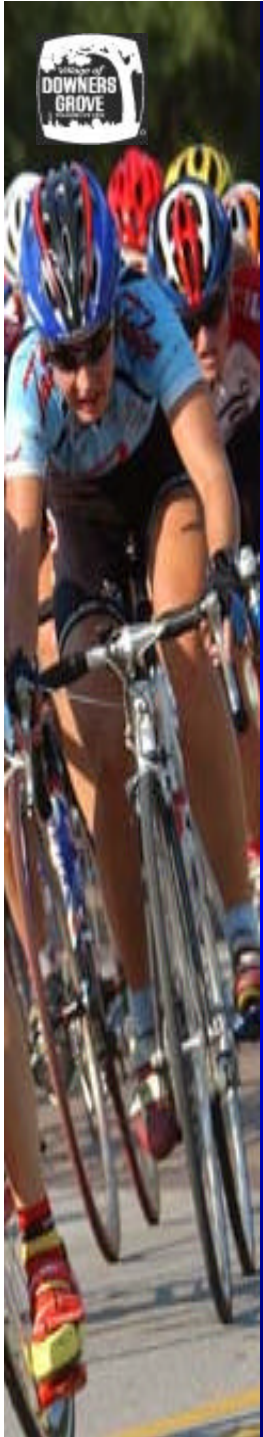
- Why a Traffic Calming Program?
- What is Traffic Calming?
- What Do Traffic Calming Devices Look Like?
- Where Are They Installed?
- How Well Do They Perform?
- How Much Do They Cost?
- How Will They Impact You?



Why a Traffic Calming Program?

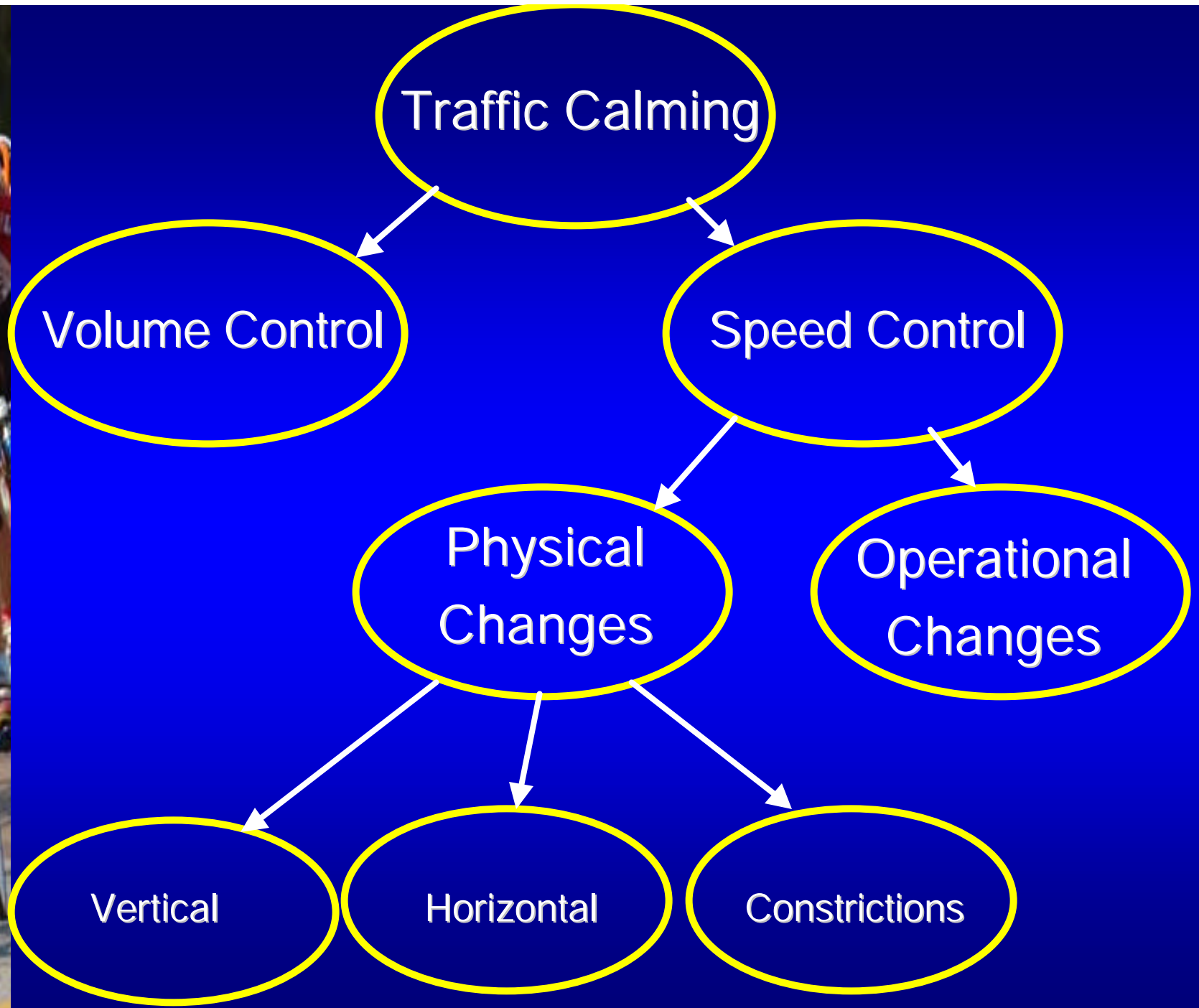
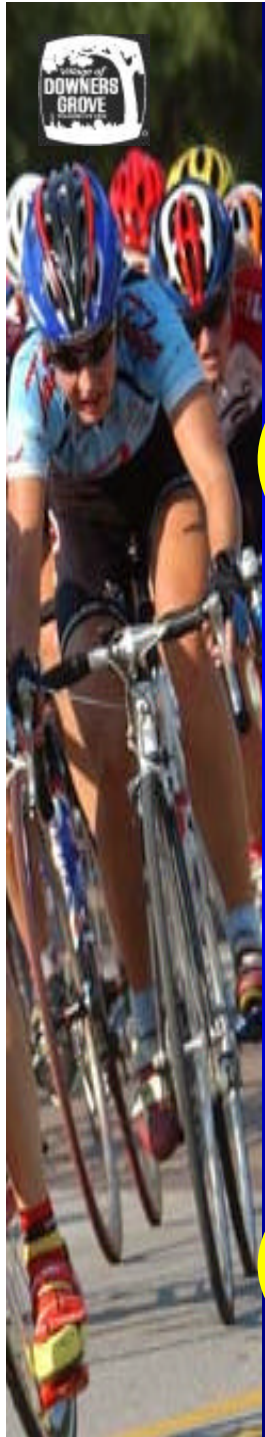
Top Village Complaints

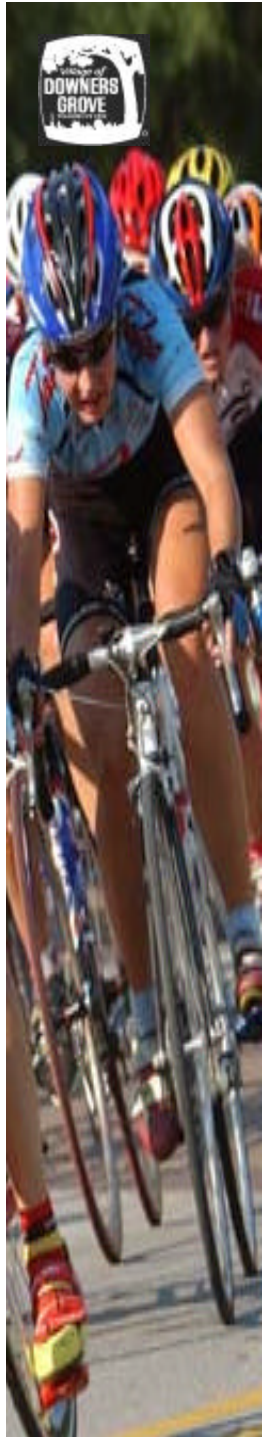
- Speeding
- Traffic Congestion
- Neighborhood Cut Through traffic



What is Traffic Calming?

Traffic Calming consists of physical devices or operational changes made upon a roadway to reduce travel speed, traffic volume, and enhance pedestrian safety.

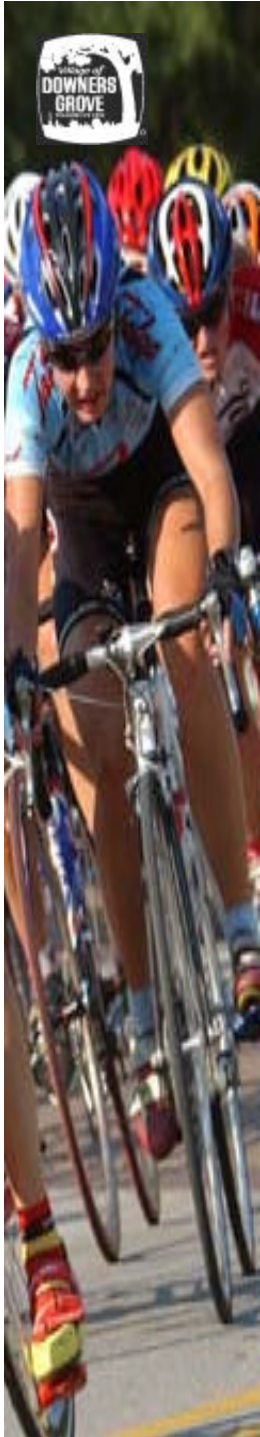




Traffic Calming

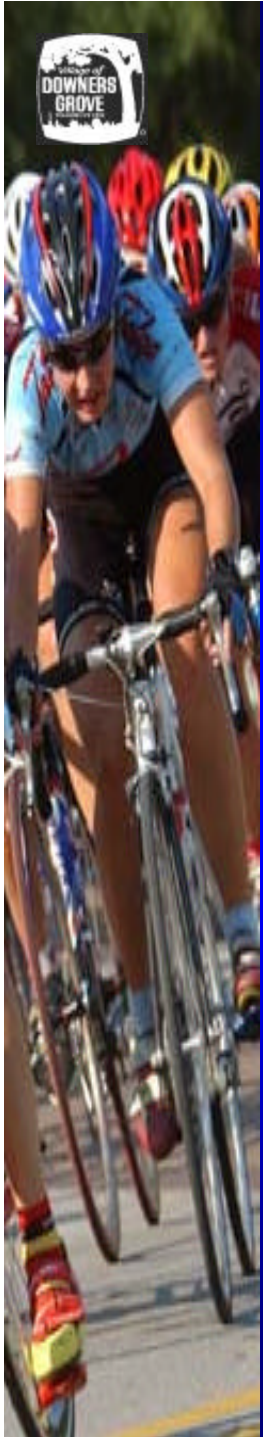
Countermeasures Can Be Applied To:

- The Pedestrian Environment
- Road Design
- Local and Adjacent Intersections
- Midblocks
- Traffic Management Operations
- Signs and Signals
- Education / Enforcement programs



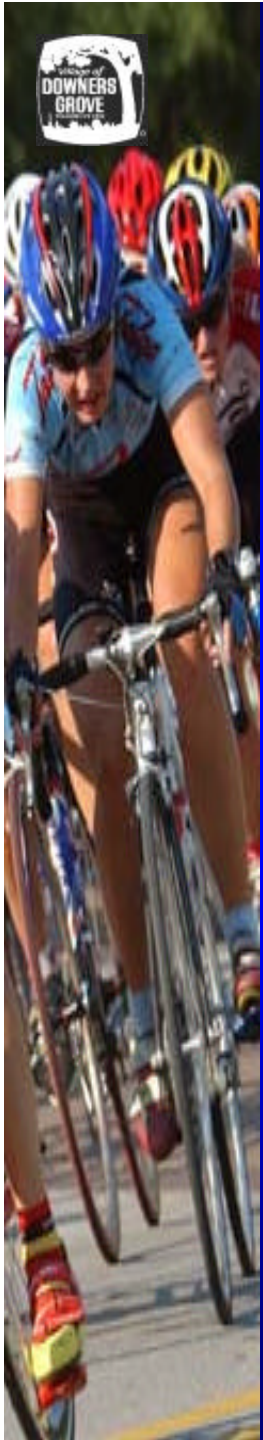
Traffic Calming Principles

- The simplest, most effective available
- The least costly possible
- Legally (MUTCD) permissible
- A contribution to overall Village beautification
- Consider all services (buses, fire, snow, etc.)
- Apply to neighborhood, 2-lane local streets
- Avoid restricting access and egress



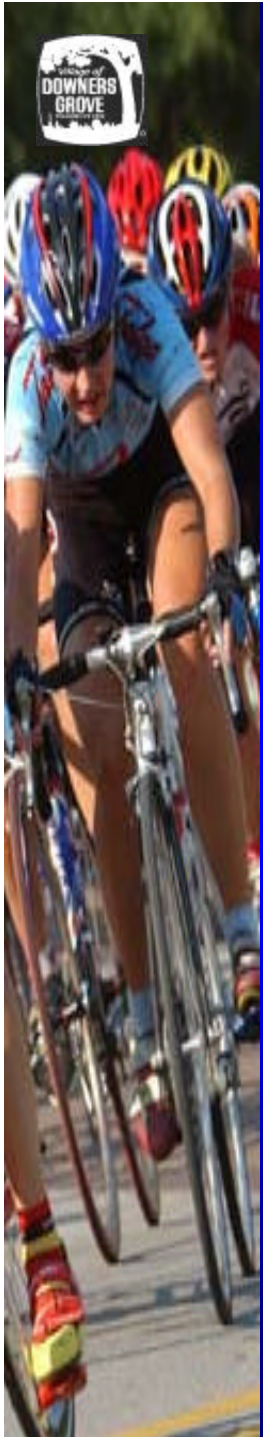
What Do Traffic Calming Devices Look Like?

Examples Following...



Chicanes

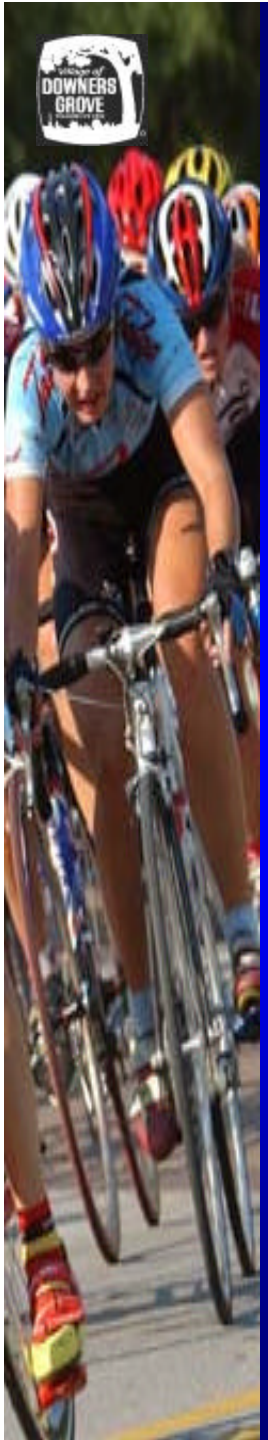




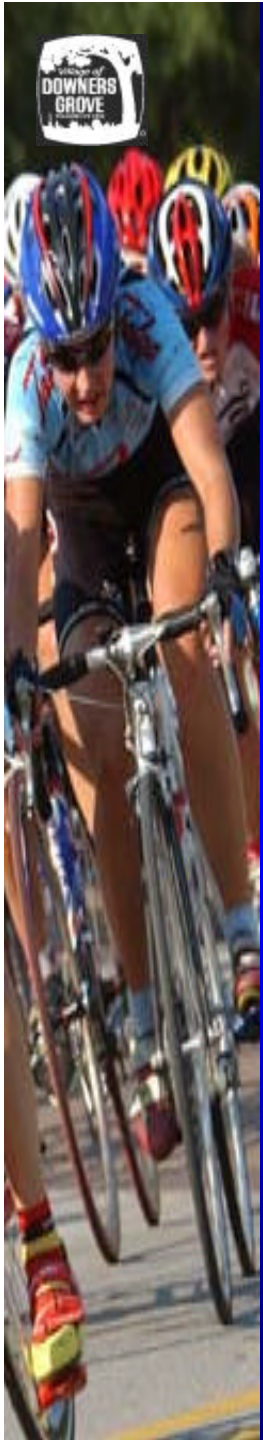
Narrowing



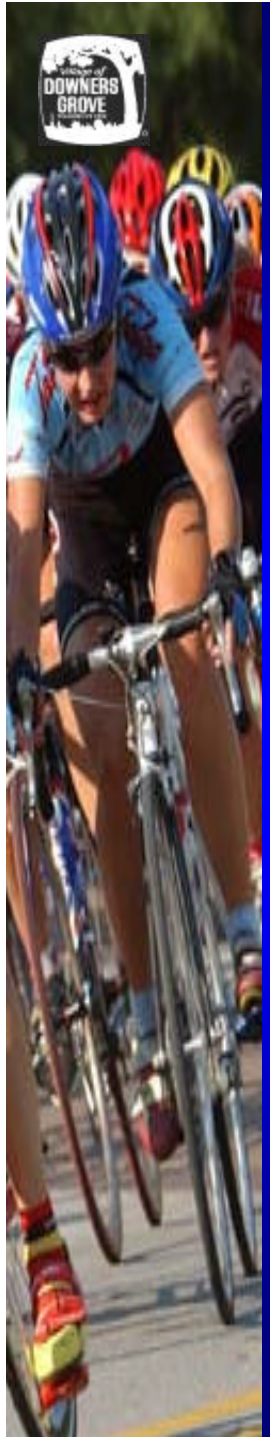
Narrowing +
Island Combo



Turn Restrictions



Semi-Diverter



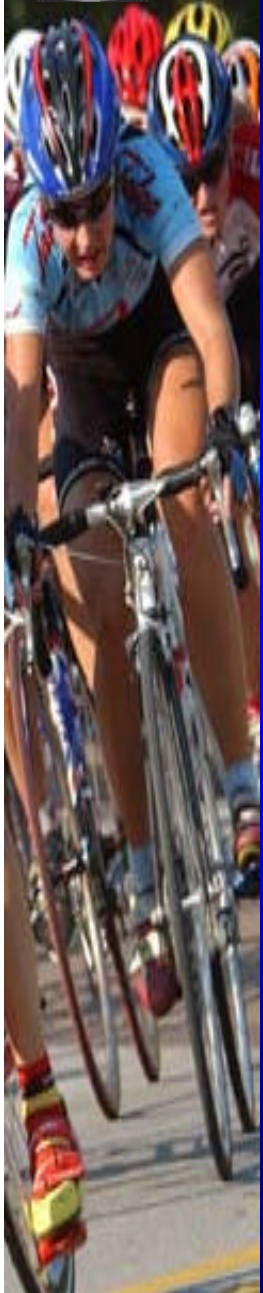
Forced Turn



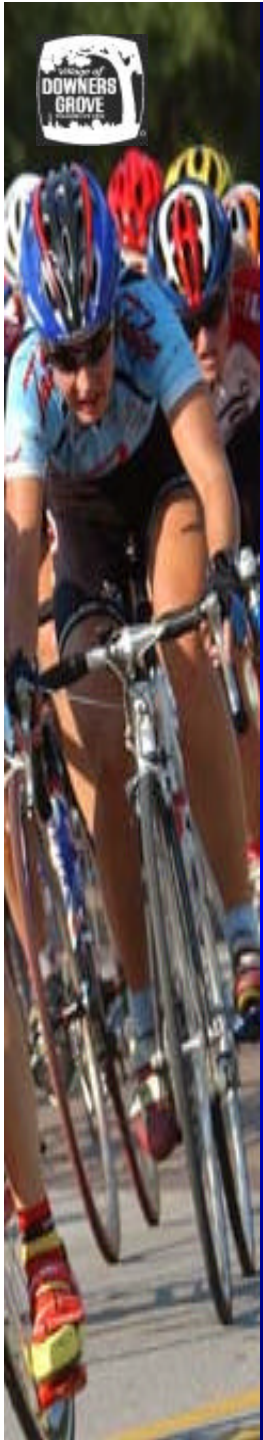
Textured Pavement



Traffic Calming Program



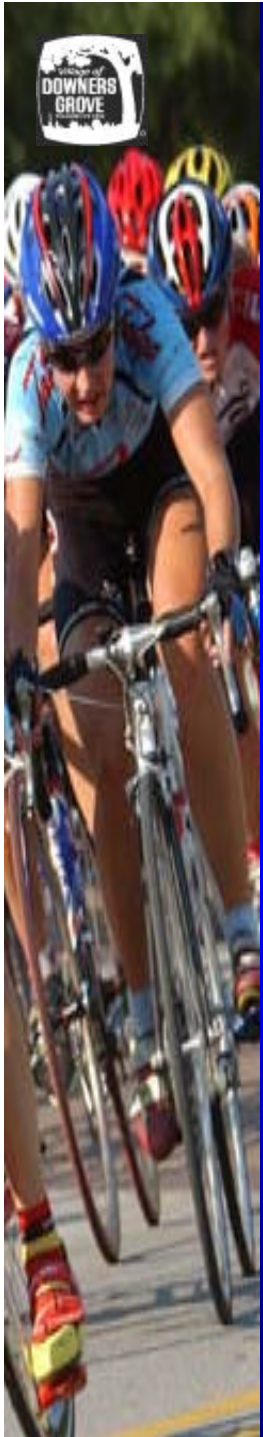
Raised
Crosswalk



Traffic Calming Program

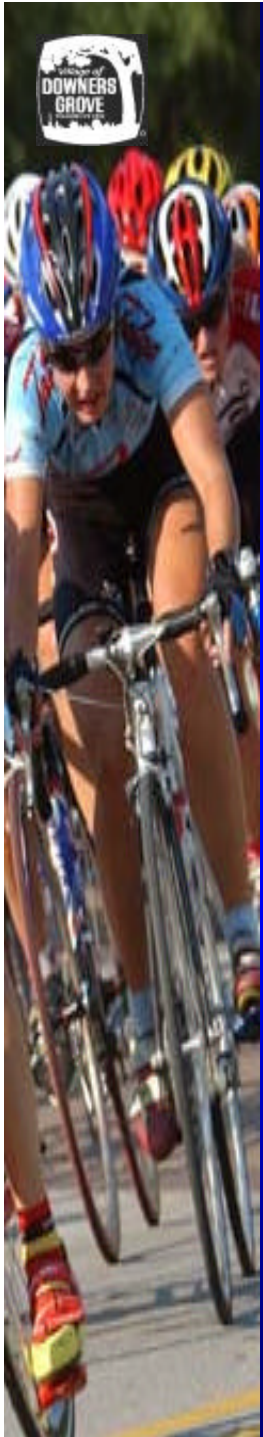


Midblock
Choker



Pavement Markings





Traffic Calming Program

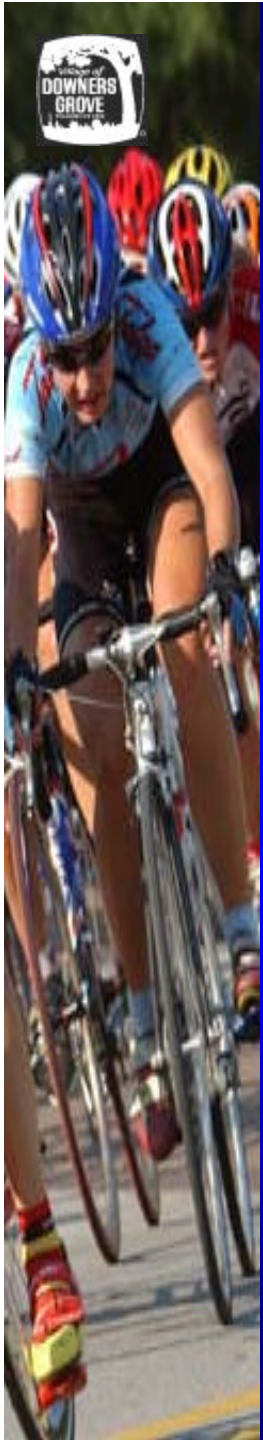
NSR Sign
Specifications



2'

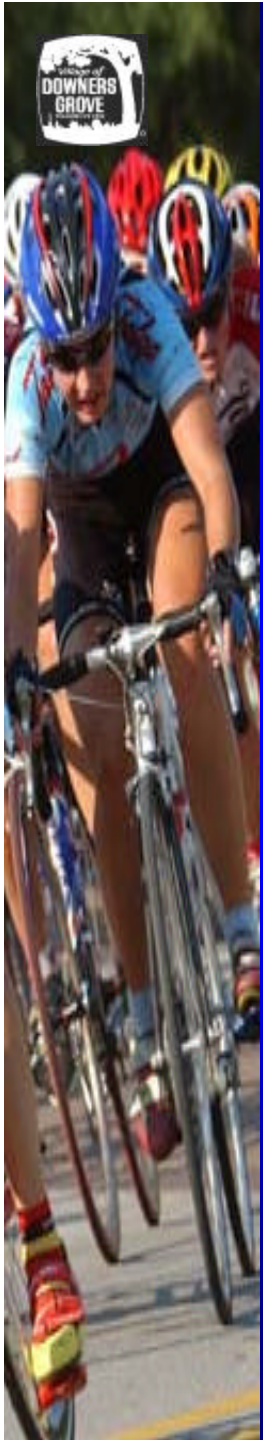
3'

Safety
Campaign



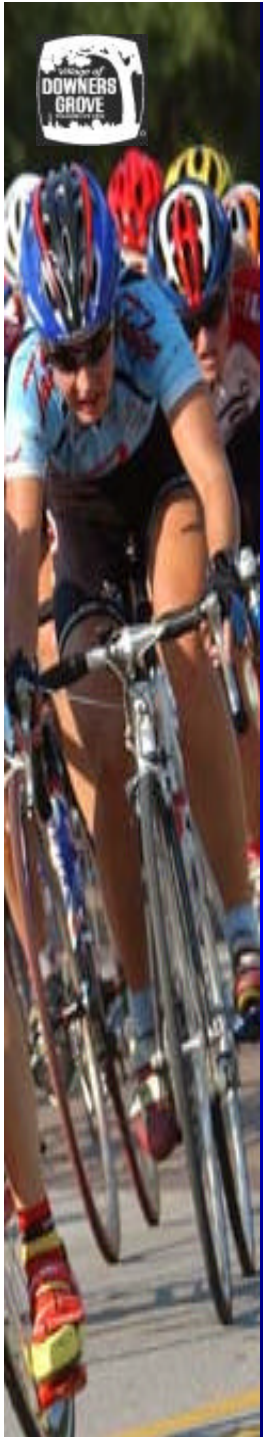
Combined





Speed Tables





Speed Humps



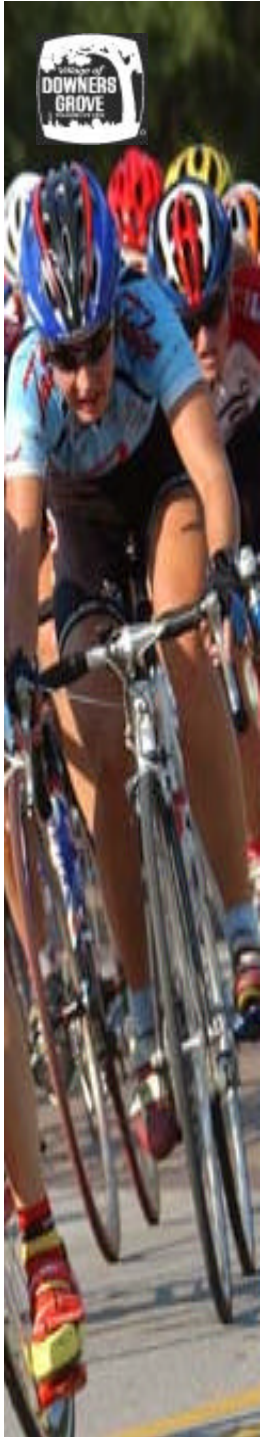
Example in Darien
(Cherokee Ln) EB

2003 5 7



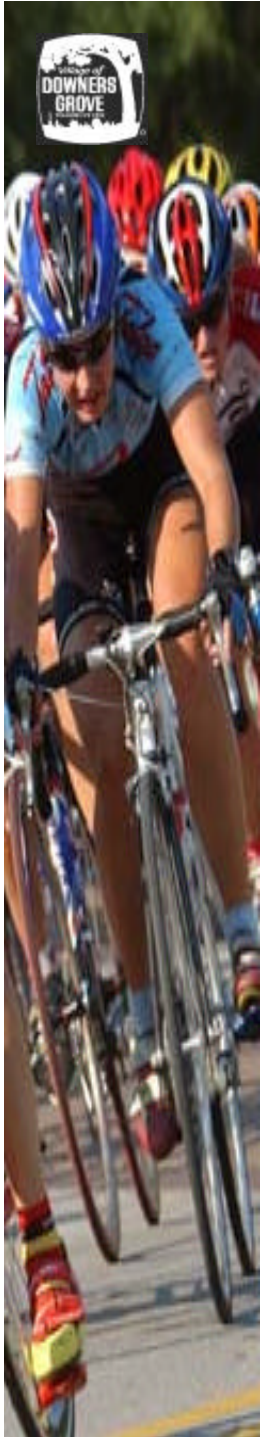
Example in Darien
(Cherokee Ln) EB

2003 5 7



Where Are They Installed?

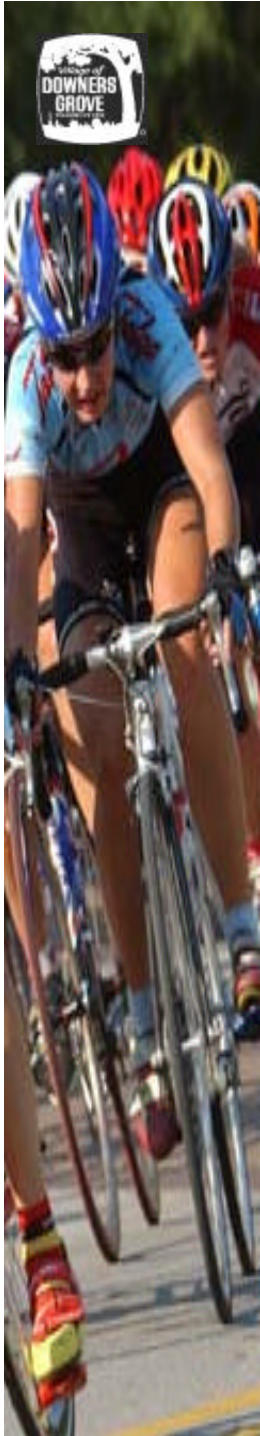
- Villages
 - Bolingbrook, Darien, Downers Grove
- Cities
 - Evanston, Naperville, Chicago, Anchorage, Portland (Or.)
- Counties
 - Gwinnett, GA, Montgomery , MD, Prince William, VA, Seminole, FL



How Well Do They Perform?

Speed Impacts

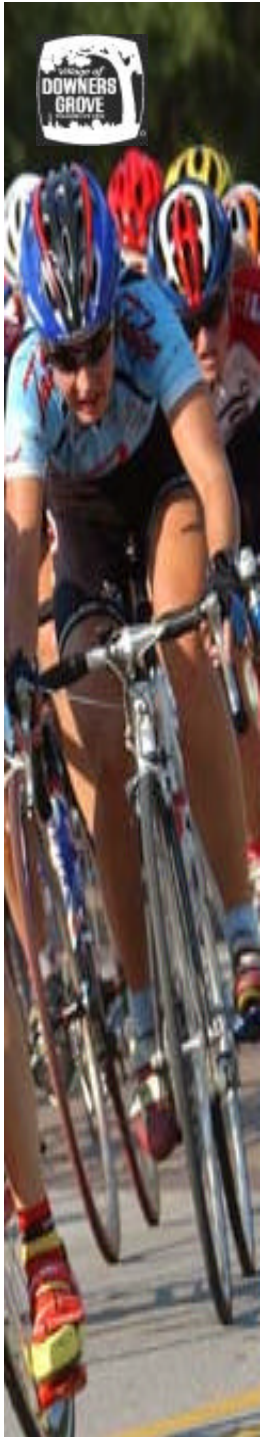
- Speed Tables
 - 8% Reduction
- Raised Intersections
 - 10% reduction
- Chokers / Narrowings
 - 22% Reduction
- Diagonal Diverters
 - 17% Reduction



How Well Do They Perform?

Volume Impacts

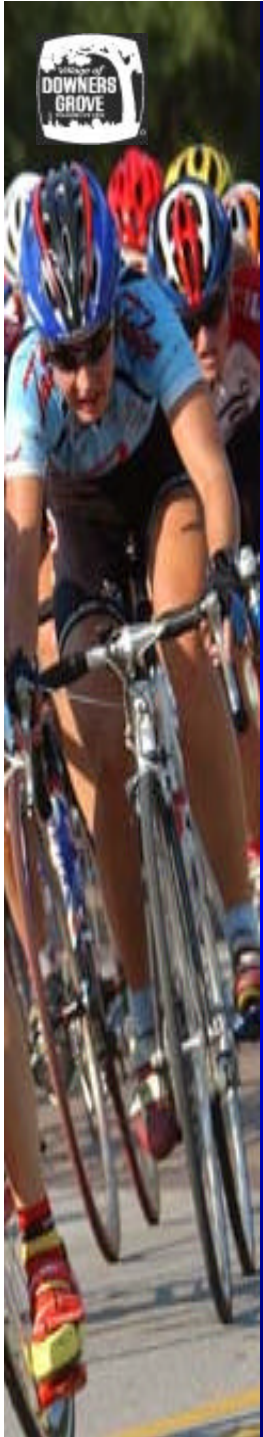
- Half Closures
 - 41% Reduction
- Full Closures
 - 36% reduction
- Other Volume Controls
 - 36% Reduction



How Well Do They Perform?

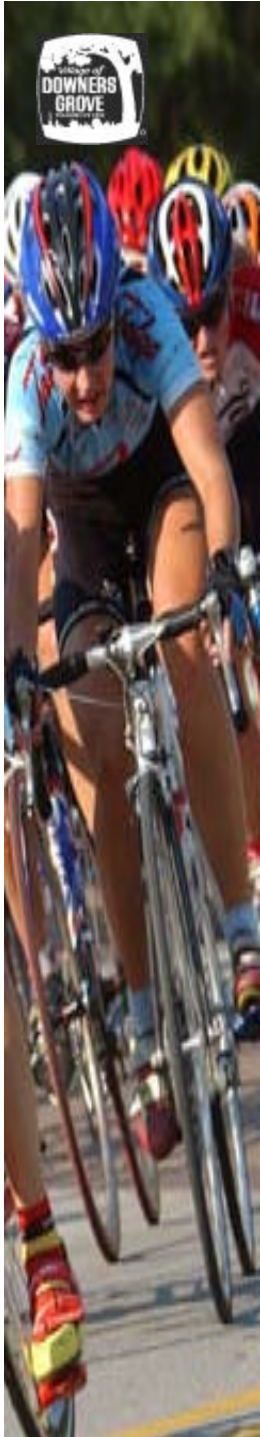
Emergency Response Times

- Austin, TX (*per Speed Hump*)
 - Ladder Truck 3.0 sec.
 - Ambulance w/ patient 9.7 sec.
- Berkeley, CA
 - Ladder truck 9.2 sec.
 - Fire Engine 10.7 sec.
- Boulder, CO
 - Fire Engine 2.8 sec.
- Montgomery Co., MD
 - Ladder Truck 2.8 sec.
 - Pumper truck 7.3 sec.



How Much Do They Cost?

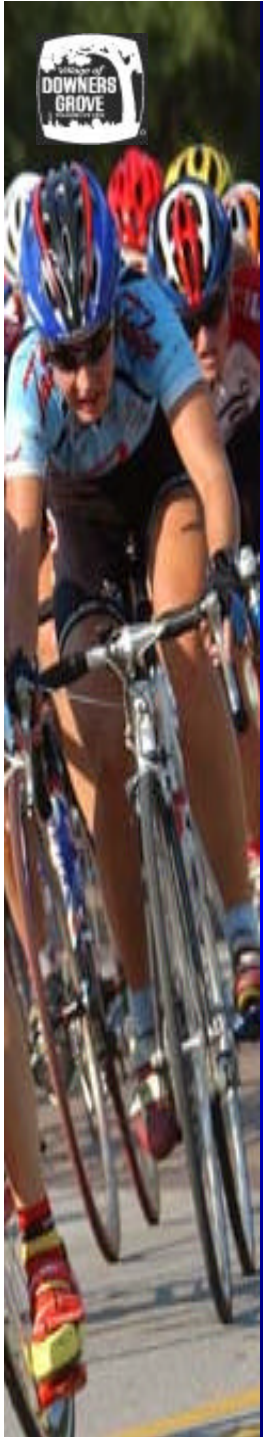
- Half Closure \$35 - \$40 K
- Diagonal Diverter \$85 K
- Median Barrier \$10 - \$20 K
- Speed Hump \$2 - \$5 K
- Raised Intersection \$3 K
- Chicane \$8 - \$14 K
- Center Island \$8 - \$15 K
- Choker \$7 - \$10 K



Traffic Calming Program

General Process Flowchart

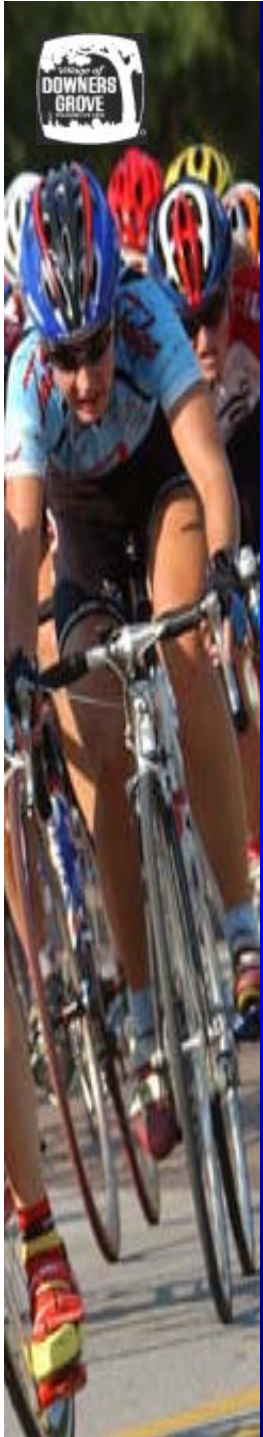
- Citizen / P& T/ Staff Can Initiate a Petition
- Staff Data Collection, Analysis, & Recommendation
- Neighborhood Plan Developed / Neighborhood meetings / Begin Traffic Calming Matrix
- Parking & Traffic Commission meeting(s)
- Prioritize Matrix/ Refine Neighborhood Plan
- Implement Low Level Measures
- Staff Review After 12-month period
- If Low Level projects Not Successful, Begin High Level Engineering Process



Low Level Suggestions

(Behavioral, Non-Structural)

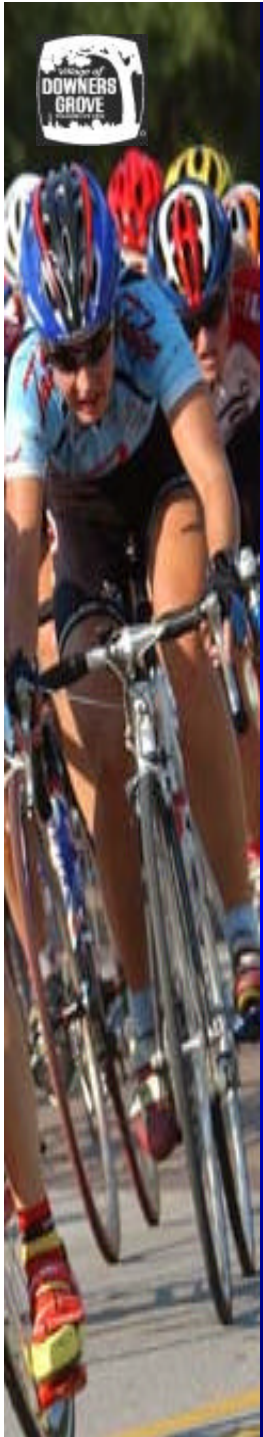
- Neighborhood Speed Posters, Banners
- Flyers, Web Links, Cable Channel
- Traffic Safety Newsletter
- Radar Trailer / Police Enforcement
- Signing / On-Street Parking/ Narrow Lanes / Textured and Color Pavement / Pavement Markings
- "Walking" School bus
- Project Review after 12 months



High Level Suggestions

(Structural Changes)

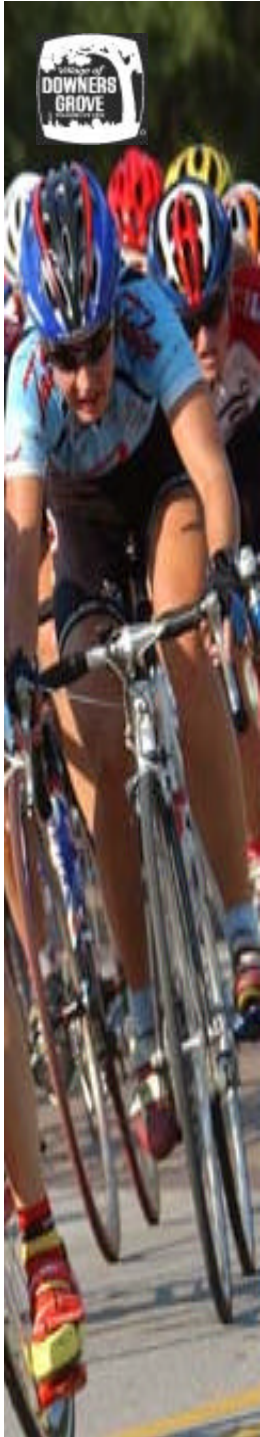
- Conduct Traffic Engineering Studies
- Obtain Neighborhood Approval Rating
- Prepare Neighborhood Plan
- Construct Engineering designs
- Review after 6 months



Village Traffic Calming Program

Staff Evaluation Criteria

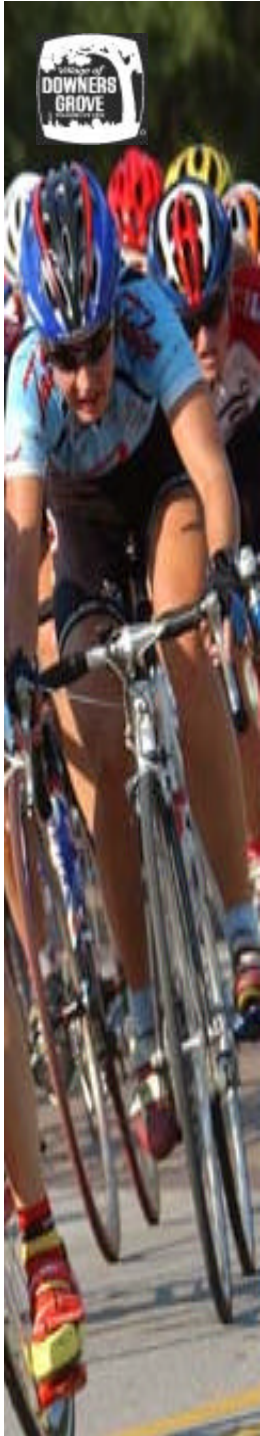
- NO Emergency Routes / Transit Routes
- On Residential Streets only
- Maximum Street Width 40 feet
- Minimum Traffic Volume 500 vpd
- Maximum Roadway Grade 6%
- Resident Approval by Petition 55%
- Exceed Speed Limit By 10 mph



Traffic Calming Program

How Does it Impact You?

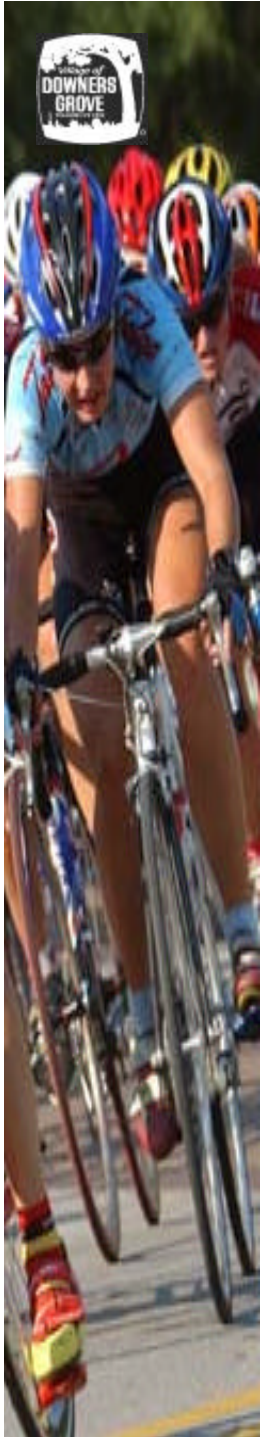
- Permanent 24/7 application
- Potential Parking Loss, Restricted access
- Change in Emergency Service
- Additional Construction, staff, and maintenance dollars needed
- Operational, Physical, and Behavioral changes in Village



Traffic Calming Program

Reasons for Removals

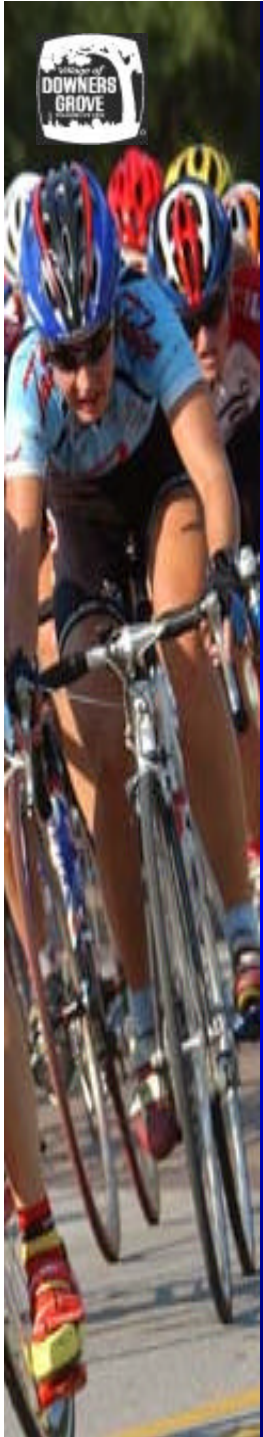
- Maintenance costs
- Affected residents petition (75%)
- Change in street configuration
- Performance Indicators not satisfactory
- Adverse Impacts to other area streets or Village vehicles
- Village policy change



Traffic Calming Program Presentation Goals

Summary

- Overview of Traffic Calming
- Show Need in Village
- Identify Example Designs, Applications, Costs, Impacts
- Raise Questions/Comments
- Receive Support for Adoption of Traffic Calming Program



Traffic Calming Program Discussion

Presentation to Village Council
February 24, 2004