

## **City of Aurora Traffic Calming Policy**

**Traffic Calming** is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users, as defined by the Institute of Transportation Engineers.

### Traffic Calming Goals:

1. Increasing the quality of life.
2. Incorporating the preferences and requirements of the people using the area along the street(s) or at intersection(s).
3. Creating safe and attractive streets.
4. Helping to reduce the negative effects of motor vehicles on the environment.
5. Promoting pedestrian, cycle and transit use.

### Traffic Calming Objectives:

1. Achieving appropriate speeds for motor vehicles.
2. Reducing collision frequency and severity.
3. Increasing the safety and the perception of safety for non-motorized users of the street(s).
4. Reducing the need for police enforcement.
5. Enhancing the street environment.
6. Increasing access for all modes of transportation.
7. Reducing cut-through motor vehicle traffic.

### Common Traffic Calming Measures

1. Choker or Neck-Down
2. Traffic Circle
3. Diverter
4. Chicane
5. Speed Hump
6. Raised Intersection or Sidewalk
7. Median widening
8. Textured Pavement

## City of Aurora's Traffic Calming Process

1. **Neighborhood Scope of Traffic Problem(s) and Request.**
2. **City Request Evaluation.**
3. **Neighborhood Traffic Calming Petition.**
4. **Traffic Calming Funding, Design and Construction.**
5. **Post Evaluation of Traffic Calming Implementation.**
6. **Removal Process (if necessary)**

The City of Aurora's Traffic Calming Process does not apply to temporary traffic calming measures, implemented by the City, to address changes in traffic volume and/or speed due to adjacent roadway construction.

### Neighborhood Scope of Traffic Problem(s) and Request

The Neighborhood Traffic Committee would define a scope of traffic related issues (traffic volume, speed, pedestrian safety, accidents) on specific City streets and identify problem time periods. Next, the Neighborhood Traffic Committee would formally present the defined scope of traffic issues and request for study to their Ward Alderman, who would review the request and determine if a traffic study is necessary. The Ward Alderman may inform the involved Homeowners Association(s) and other groups of the traffic issue request and defined scope if appropriate. If the Alderman supports the request and would like a traffic study conducted, the Alderman would forward the request to the Mayor's Office for review. The Mayor may direct the City Engineering Department to perform a traffic study.

Only residential streets and minor collector streets within a significant residential environment (abutting land use is at least 85% residential) may be considered for traffic calming improvements. Roadways classified as major collectors and arterials by the City of Aurora Transportation Plan are not eligible for traffic calming improvements.

### City Request Evaluation

Upon written request of a defined scope of traffic problem(s), street location(s), problem time period(s), and Mayor's Office approval, the City's Engineering Department and/or Traffic Engineering Consultant would initiate traffic data collection. Collected data would be evaluated by the City's Engineering Department to determine if traffic calming measures are warranted. The City's Engineering Department and/or Traffic Engineering Consultant would define the limits of the study area and participating street(s). An evaluation of all existing traffic control devices within the study area would be included in the review.

The following warrants are used for determining the need for traffic calming.  
**Study street(s) must meet A, B, and C, and at least one of D, E, F, G, H.**

- A. Must be a City of Aurora residential or minor collector street with a residential nature as classified by the City of Aurora Transportation Plan. Street must have at least 500 vehicles/day but less than 6000 vehicles/day ADT (average daily traffic) to be considered for traffic calming improvements.
- B. Street must be at least 1000 feet in length.
- C. The residential lots within the study region must have a 90% or greater occupancy level.
- D. The 85 % speed, from the collected data for the study segment, must be 5 MPH greater than the street's posted speed limit. Speed data sample should be at least 200 vehicles or 3 hours of data collection.
- E. Exhibit greater than a 50 % vehicle violation rate of the street's posted speed limit. Speed data sample should be at least 200 vehicles or 3 hours of data collection.
- F. Street has a vehicle cut-through level greater than 35 %. Cut-through vehicles are driven by motorist who do not live or work in the study area but are using the street(s) as a "short cut". Some examples of vehicle cut-through, which would apply, are vehicle avoidance of a near by traffic control device (traffic signal, all-way stop), lane-drop (merge) or railroad crossing. Cut-through level warrant does not apply to construction related events.
- G. Street with a higher than average accident rate, as compared to similar street accident rates maintained by the State, County or City accident record system, which may be correctable by traffic calming measure(s).
- H. Street with high pedestrian/bicyclist crossing volumes, greater than 50 crossing pedestrians/bicyclist per hour.

The City of Aurora Engineering Department would review the data to see if remedial strategies such as traffic control signage, regulation signage, on-street parking removal/addition, pavement marking, increased police presence, and radar reflective signage should be implemented before traffic calming strategies are considered.

If remedial measures fail to calm traffic and traffic calming warrants are met, the City's Engineering Department would recommend appropriate traffic calming strategies and the defined street(s) limits to the Mayor's Office. If the Mayor agrees with the Engineering Department's traffic calming recommendations, the Mayor's Office would forward the recommendations to the requesting Alderman.

The Alderman would then present the traffic calming options to the Neighborhood Traffic Committee and begin the Neighborhood Traffic Calming Petition Process.

### **Neighborhood Traffic Calming Petition Process**

The Alderman would present the City's recommended traffic calming measure(s) and defined street(s) limits to the Neighborhood Traffic Committee. The Neighborhood Traffic Committee representatives would solicit signatures from all residents within the defined street(s) limits as determined by the City's Engineering Department.

The following percentage level of resident approval signatures must be achieved to proceed in the traffic calming improvement process:

A minimum of 80% approval by signature (one signature vote per Tax Parcel ID Number) must be achieved within the defined limits on the street(s) where the traffic calming device(s) will be placed.

A minimum of 60% approval by signature (one signature vote per Tax Parcel ID Number) must be achieved within the defined limits on neighboring residential and/or minor collector streets and cross streets adjacent to the street(s) where traffic calming device(s) will be placed.

The approval signature petition clearly stating names, addresses and phone numbers, must be given to the Alderman within a **90 day period** from the Alderman initiation of the Petition Process. The Alderman will then have the responsibility to check and verify residential approval, by signature, for traffic calming measures.

The Alderman should verify with residents on nearby neighboring and/or cross streets that the consequences of "shifting traffic" and possibility of increased traffic volumes were properly explained. If the Neighborhood Traffic Committee did not properly inform residents of the consequences of traffic calming measure(s), the Alderman may stop the petition process.

Upon Alderman verification and acceptance of the Traffic Calming Petition, the Alderman would seek City Government Operations Committee approval and City Council approval. Finance Committee approval maybe necessary to secure funding at any stage of the process.

## **Traffic Calming Funding, Design and Construction**

All traffic calming improvements must have adequate funding and any necessary Right-of-Way secured before proceeding to the design phase. The City's Engineering Department or Traffic Engineering Consultant will design the traffic calming improvements.

## **Post Evaluation of Traffic Calming Implementation**

The City's Engineering Department or Traffic Engineering Consultant will collect post traffic calming implementation data to evaluate the effectiveness of the traffic calming measure(s), which will provide valuable experience to be applied to future requested locations. Traffic calming measure(s) must be in place at least 30 days prior to collection of post implementation data.

## **Removal Process**

The Neighborhood Traffic Committee may request removal of the traffic calming devices through a petition process. Traffic calming devices must be in place for at least one year prior to initiation of the petition process. A minimum of 90 % approval (one signature vote per Tax Parcel ID Number) for the original defined street(s) limits must be achieved and presented to the Ward Alderman for verification. Upon Alderman verification, support, and funding, the traffic calming devices will be scheduled for removal.

If the City's Engineering Department determine implemented traffic calming measures significantly decrease the efficiency of traffic flow in the surrounding street network or have become a significant safety hazard, the City can remove any and all traffic calming devices at any time.