



To: Stan Rickard, Director of Public Works

From: John Johnson, Technical Services Supervisor *JJ*

Date: November 5, 2003

Subject: Request for a Speed Study on North Charlotte

At the October 6, 2003 Transportation and Safety Committee meeting the committee requested a speed study for Charlotte between Grove and Windsor. Attached for your review is the speed survey and results.

The speed study was conducted following the "2002 Policy on Establishing and Posting Speed Limits" published by the Illinois Department of Transportation.

The prevailing speed calculated to be 35 MPH. The policy allows for reductions to the prevailing speed due to access conflicts and on street parking. The total reduction applied to the prevailing speed was 15% or 5.25 MPH. The adjusted prevailing speed calculated to be 29.7 MPH.

Based on the above information I would not recommend altering the speed limit on North Charlotte.

- cc: Rick Stoderstrom, Trustee, District 6
- Steven Sebby, Trustee, District 4
- Katzbeck, 113 N. Charlotte St.
- Parrilli/Jeanquart, 131 N. Charlotte St.
- Cunningham, 121 N. Charlotte St.
- Lully, 134 N. Charlotte St.
- Mertz, 148 N. Charlotte St.
- Ciszewski, 107 N. Charlotte St.
- Bodenstab, 115 N. Charlotte St.
- O'Meara, 111 N. Charlotte St.
- DeWitt, 104 E. Grove St.
- Moreau, 116 N. Charlotte St.
- Bonafede, 127 N. Charlotte St.
- Symonns, 104 N. Charlotte St.
- Alairys, 122 N. Charlotte St.
- Transportation and Safety Committee

**ESTABLISHMENT OF SPEED ZONE
DISTRICT _____**

ROUTE: CHARLOTTE FROM: GROVE

TO: WINDSOR LENGTH: APPROX 1/8 MILE

CITY: LOMBARD COUNTY: DUPAGE

I SPOT SPEED STUDIES (Attached)

CHECK NO.	85TH %	UPPER LIMIT 10 MPH PACE
1	34	36

V ACCESS CONFLICTS

MINOR STREET	2 x 5 = 10
RESIDENTIAL DRIVES:	13 x 1 = 13
SMALL BUSINESS DRIVES:	___ x 5 = ___
LARGE BUSINESS DRIVES:	___ x 10 = ___
ACCESS CONFLICT NO. TOTAL:	23
23 (DCN)	= 181
660 FT MILES	CONFLICT NO./MILE

II TEST RUNS

RUN NO.	AVERAGE SPEED MPH	
	NB or WB	SB or EB
1		
2		
3		
4		
5		

VI MISCL. FACTORS

PEDESTRIAN VOLUME:	<u>N/A</u>
CRASH RATE RATIO:	
STATEWIDE AVG. =	<u>N/A</u>
ROUTE	
PARKING PERMITTED:	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO

III PREVAILING SPEED

85TH % AVG.:	<u>34</u> MPH
UPPER LIMIT OF 10 MPH PACE:	<u>36</u> MPH
TEST RUN AVG.:	<u>NA</u> MPH
PREVAILING SPD:	<u>35</u> MPH

VII PREVAILING SPEED ADJUSTMENT

PARKING ADJUSTMENT	<u>5</u> %
DRIVEWAY ADJUSTMENT:	<u>10</u> %
PEDESTRIAN ADJUSTMENT:	
CRASH ADJUSTMENT:	
TOTAL (Max. 20%):	<u>15</u> %
<u>35</u> MPH x <u>15</u> % = <u>29.7</u>	(Max. 9 MPH)
(Prevailing Spd) (Adjust.)	
ADJUSTED PREVAILING SPEED:	<u>29.7</u>

IV EXISTING SPEED LIMIT

ZONE BEING STUDIED:	<u>30</u> MPH
VIOLATION RATE:	<u>53</u> %
ADJACENT ZONE (N or W):	<u>30</u> MPH
LENGTH:	MILES
ADJACENT ZONE (S or E):	<u>30</u> MPH
LENGTH:	MILES

VIII REVISED SPEED LIMIT

RECOMMENDED SPEED LIMIT:	<u>30</u> MPH
ANTICIPATED VIOLATION RATE:	<u>53</u> %
RECOMMENDED BY:	<u>John Johnson</u>
DATE:	<u>11-5-03</u>
APPROVED BY:	
DATE:	

