



VILLAGE OF LOMBARD POLICE DEPARTMENT

Roy Newton
Chief of Police

Thomas Wirsing
Deputy Chief of Operations

Deputy Chief of Administrative Services



TO: Deputy Chief Wirsing
FROM: Sgt. Joe Grage #754
DATE: 01/18/2018
SUBJECT: Public Safety and Transportation Committee Agenda Item:
Speed Limit Reduction Request: Grace St
Legistar Item#170478

Sir,

On November 6th, 2017, the Public Safety and Transportation Committee (PSTC) approved the above listed speed limit reduction request. At that time PSTC comments included a desire to have Grace St. between Madison St. and Wilson Av. evaluated for a speed limit reduction as well. The Village Board returned this item to PSTC for further review.

As part of further review I conducted a speed study of Grace St. between Madison St. and Wilson Ave. This additional study included speed measurement devices deployed at Grace St. and Harding Av. as well as data collected from a previous (June 2017) speed study at Grace St. and Taylor Av.

I used IDOT's method outlined in their *Policy on Establishing and Posting Speed Limits on the State Highway System* to determine the appropriate speed of the expanded study area (see attached worksheet). The final result of these calculations found that the altered speed limit should be 27.7 miles per hour. Since IDOT's method rounds all

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calculations to the nearest 5 mph increment, the final result was that the speed limit for the expanded study area should be 30 miles per hour.

The expanded study area is already posted 30 miles per hour, so do not recommend altering the speed limit to 25 miles per hour per the resident's request.

LOMBARD POLICE DEPARTMENT SPEED LIMIT ALTERATION WORKSHEET

STREET NAME: GRACE ST.		TO: WILSON AV.	
FROM: MAPLE ST.			
STUDY LENGTH (MILES):	1.15		
CURRENT POSTED SPEED LIMIT (MPH):	30		
PREVAILING SPEED CALCULATIONS			
A. 85TH PERCENTILE SPEED:	33.5	B. UPPER LIMIT OF 10 MPH PACE SPEED:	35
C. TEST RUN OR AVERAGE SPEED:	29.3		
PREVAILING SPEED (AVERAGE OF A., B., AND C.):	32.6		
ACCESS CONFLICTS			
# OF SINGLE FAMILY RESIDENTIAL DRIVES*:	154	X	1 = 154
# OF MINOR STREET INTER./SMALL BUS. DRIVES*:	10	X	5 = 50
NUMBER OF LARGE BUS./MULTIFAM DRIVES**:	3	X	10 = 30
<small>*INCLUDES MINOR STREET INTERSECTIONS, SMALL BUSINESS DRIVES, AND DRIVEWAYS TO MULTIFAMILY RESIDENTIAL HOUSING. ** INCLUDES MAJOR COMMERCIAL ENTRANCES, DRIVEWAYS SERVING LARGE MULTIFAMILY DEVELOPMENTS, AND MAJOR STREET INTERSECTIONS.</small>			
# OF MILES IN STUDY:	1.15	NUMBER OF CONFLICTS PER MILE:	203.5
CONFLICT SCORING			
ACCESS CONFLICTS PER MILE	PERCENT IN SPEED REDUCTION		
40 OR LESS	0%		
41-60	5%		
61 OR MORE	10%		
RESULTING SPEED PERCENTAGE REDUCTION:	-10%		
MISCELLANEOUS FACTORS:			
NO SIDEWALKS PRESENT OR IMMEDIATELY BEHIND CURB? (SPEED -5% IF YES)			NO
PEDESTRIAN VOLUME >10 PER HOUR FOR ANY THREE HOURS? (SPEED -5% IF YES)			NO
PARKING PERMITTED ADJACENT TO TRAFFIC LANES? (SPEED -5% IF YES)			YES
TOTAL REDUCTION (IF ANY):			-5%
TOTAL PERCENTAGE OF REDUCTION FOR ACCESS CONFLICTS AND MISCELLANEOUS FACTORS:			-15%
FINAL ALTERED SPEED LIMIT CALCULATION (PREVAILING SPEED MINUS REDUCTIONS):			27.7
SPEED LIMIT ROUNDED TO NEAREST 5 MPH INCREMENT			30 MPH
IS FINAL CALCULATION DIFFERENT FROM PREVAILING SPEED BY 9 MPH OR 20% (WHICHEVER IS LOWER)?			N/A