010558

To: Stan Rickard, Public Works Director

From: John Johnson, Technical Services Supervisor

Date: July 17, 2001

Subject: Request for Traffic Control – Fairfield North of 22nd St.

Attached for your review is a May 24, 1996 traffic study for the Fairfield area north of 22nd St. The Transportation and Safety Committee reviewed this item in the summer of 1996 and recommended that it be put on hold until the Providence subdivision was completed. The committee wanted to see if the traffic volumes and patterns would change in this area.

**Update**

- Providence subdivision is now completed and owner occupied.
- Within the Providence subdivision stop signs were installed at LaLonde and 17th in May 2000 due to poor sight distance.
- 17th stopped at Fairfield when the intersection was under control of York Township and is still a stop intersection under the Village's control.
- St. Regis Condo has built a phase-1 building and is planning on building a phase-2 building in the near future. The Phase-1 building is not 100% occupied at this time.

New traffic counts were conducted on April 24, 2001 to compare traffic volumes and speeds on Fairfield. The ADT (Average Daily Total) for Fairfield rose to 2200 vehicles from 1600 vehicles in October 1995. This represents a 38% increase since 1995 or 6.33% average increase per year. The traffic volumes on Fairfield classifies it as a collector road. Compared to the 1995 speed analysis the vehicle speeds have decreased on Fairfield. The following is a comparison of a traffic speed analysis conducted in October 1995 and April 2001:

| NB Fairfield | 50% Range | Average Speed | Mode | 85th Percentile |
|---|---|---|---|---|
| October 1995 | 32.9 MPH | 33.81 MPH | 33 MPH | 39.2 MPH |
| April 2001 | 26-30 MPH | 28 MPH | 26 MPH | 32.78 MPH |
| | | | | |
| SB Fairfield | 50% Range | Average Speed | Mode | 85th Percentile |
| October 1995 | 28.8 MPH | 30.06 MPH | 28 MPH | 35 MPH |
| April 2001 | 26-30 MPH | 28 MPH | 26 MPH | 30.91 MPH |

On the basis of the attached information, I would recommend that all side streets intersecting with Fairfield stop. The following is a listing of those streets:

- Fairfield Ct. shall stop at Fairfield Ave.
- Rosebud Dr. South shall stop at Fairfield Ave.
- Rosebud Dr. North shall stop at Fairfield Ave.

- 18th St. shall stop at Fairfield Ave.
- Graywood Dr. shall stop at Fairfield Ave.

cc: Richard Soderstrom, Trustee - District 6
Steven Sebby, Trustee - District 4
Karen Koenig, Trustee - District 3
Transportation and Safety Committee

To: John Burg, Assistant Public Works Director

From John Johnson, Public Works Supervisor - Technical Services Division

Date: May 24, 1996

Subject: Request for Traffic Control - Fairfield North of 22 ND St.

The residents of Abbey Woods, Fairfield Ct. and the 1700-1730 block of Fairfield Ave. have concerns with the traffic in this area. Two sets of traffic counts were taken in this area, one was before the school year and the second was conducted after school was in session. On December 13, 1995, a neighborhood meeting was held to discuss some of the problems. The Village agreed to conduct intersection studies at all the intersections along Fairfield. Attached is a map of the area, traffic analysis reports and a spread sheet condensing the information.

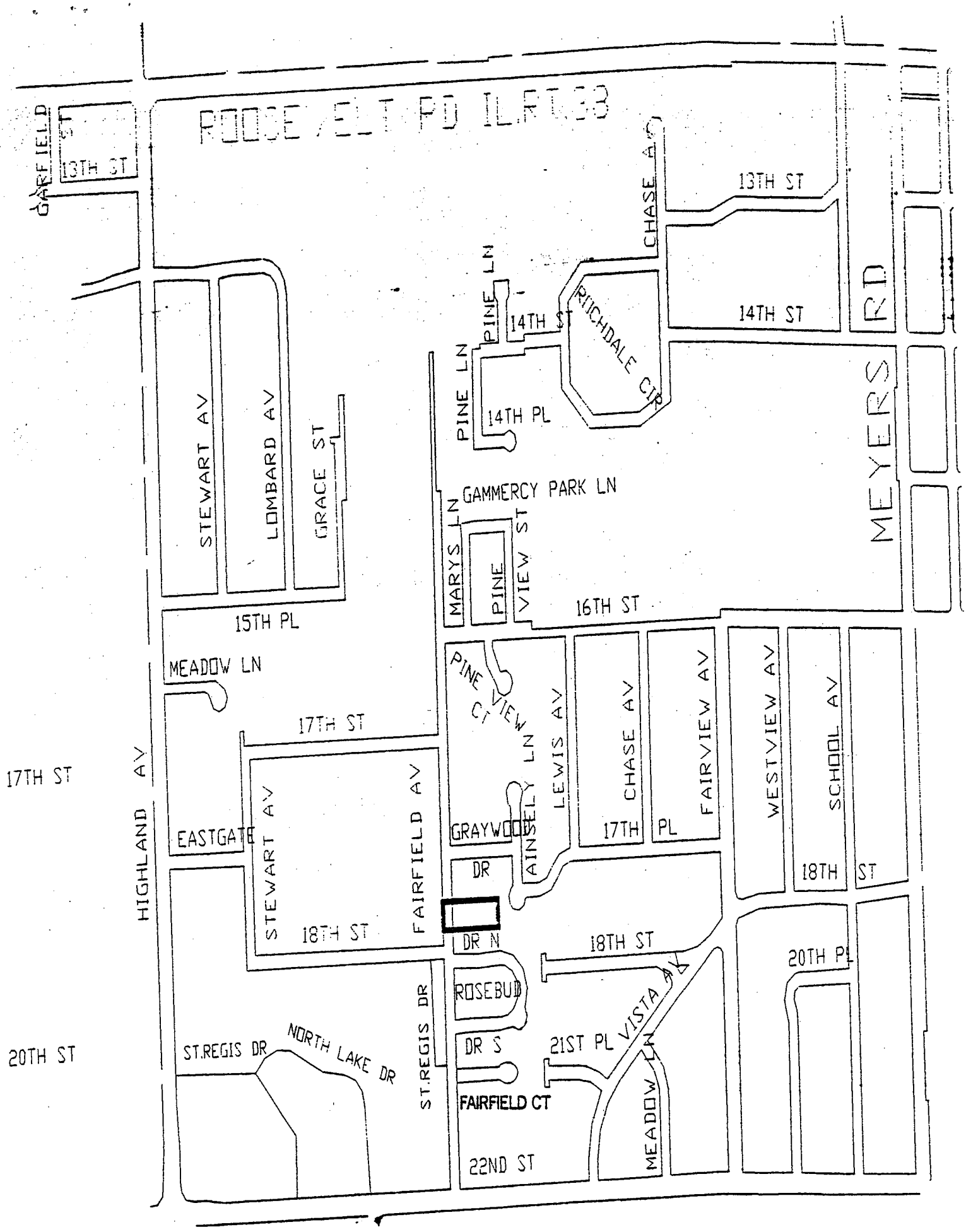
This area is comprised of single family homes, condominiums, business park, high school and a Target store south of 22 ND St. at Fairfield. The traffic volumes place Fairfield in a classification of a collector road. The intersecting streets of the new subdivisions and Fairfield have a low Critical Approach Speed (CAS) of about 6 - 15 mph. All the streets that intersect with Fairfield are "T" intersections. The only accidents reported occurred at 22 ND St. and Fairfield.

On the basis of the attached information, I would recommend that all side streets intersecting with Fairfield stop. The following is a listing of those streets:

- Fairfield Ct. shall stop at Fairfield Ave.
- Rosebud Dr. South shall stop at Fairfield Ave.
- Rosebud Dr. North shall stop at Fairfield Ave.
- 18 TH St. shall stop at Fairfield Ave.
- Graywood Dr. shall stop at Fairfield Ave.

JJ

cc: Frank Gatz, Trustee - District 5
John Jaugilas, Trustee - District 4
Karen Koenig, Trustee - District 3
Transportation and Safety Committee


ROOSEVELT RD ILRT 33
GARFIELD ST
13TH ST
CHASE AV
13TH ST
14TH ST
MEYERS RD
PINE LN
14TH ST
RICHDALE CIR
PINE LN
14TH PL
STEWART AV
LOMBARD AV
GRACE ST
GAMMERCY PARK LN
MARYS LN
PINE
VIEW ST
16TH ST
15TH PL
MEADOW LN
PINE VIEW CT
17TH ST
17TH ST
HIGHLAND AV
EASTGATE
STEWART AV
FAIRFIELD AV
AINSELY LN
LEWIS AV
CHASE AV
17TH PL
FAIRVIEW AV
WESTVIEW AV
SCHOOL AV
18TH ST
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18TH ST
18TH ST
STEWART AV
FAIRFIELD AV
ROSEBUD
20TH PL
VISTA AV
20TH ST
ST.REGIS DR
NORTH LAKE DR
ST.REGIS DR
DR S
21ST PL
MEADOW LN
FAIRFIELD CT
22ND ST

December 13, 1995

Notes for
Fairfield

- Traffic counts taken for two days.
- 1 count before school started, 1 count after school was in session.

**Facts**

| Street | 8-8-95 | 10-8-95 | 1/2 Vehicle Speeds | Average speed of all Vehicles | Mode | 85th Percentile |
|---|---|---|---|---|---|---|
| N/S Fairfield North of Graywood | 1586 | 1595 | 30.32 | 31.48 | 29.25 | 37.02 |
| N/S Fairfield South of Rosebud | 1666 | 1660 | 27.67 | 28.30 | 28 | 33.57 |
| E/W 18th St. West of Fairfield | 598 | 584 | | | | |
| WB Rosebud North East of Fairfield | 140 | 162 | | | | |
| WB Rosebud South East of Fairfield | 189 | 162 | | | | |
| E/W Graywood East of Fairfield | 500 | 541 | | | | |
| | | | | | | |

- Local road < 1000 ADT
- Collector 1000 - 5000 ADT
-

NU-METRICS Traffic Analyzer Study
Computer Generated Summary Report
Route: NB FAIRFIELD
Location: NORTH OF GRAYWOOD

STUDY
A survey of vehicle traffic was conducted with HISTAR unit number 430. The survey was done in the 1 lane on NB FAIRFIELD in Lombard, IL in DuPage county. The survey lasted for 48 hours and began on Wednesday,October 11, 1995 at 2:00pm and ended on Friday,October 13, 1995 at 2:00pm. Data were recorded in 60 minute time periods. The total recorded volume of traffic showed 1673 vehicles passed through the location with a peak volume of 121 on Thursday,October 12, 1995 at 7:00am and a minimum volume of 0 on Friday,October 13, 1995 at 1:00am.

SPEED
Chart 1 lists the values of the speed bins and the total volume for each bin.

Chart 1

Speed Bins (mph)

| 15 | 18 | 20 | 23 | 25 | 28 | 30 | 33 | 35 | 38 | 40 | 43 | 45 | 48 | 50 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 16 | | 13 | | 82 | | 161 | | 217 | | 110 | | 33 | | 35 |
| | 9 | | 64 | | 197 | | 362 | | 258 | | 91 | | 21 | |

Half of the vehicles were traveling at 32.9 mph or lower speed. The average speed for all classified vehicles was 33.81 mph with 67.53 percent exceeding the posted speed of 30 mph. The HI-STAR found 0.00 percent of the vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 33 mph and the 85th percentile was 39.2 mph.

CLASS
Chart 2 lists the values of the 8 class bins and the total volume for each bin.

Chart 2

Class Bins (feet)

| <19 | 30 | 40 | 50 | 60 | 70 | 0 | 0> |
|---|---|---|---|---|---|---|---|
| 1537 | 91 | 21 | 12 | 7 | 1 | 0 | 0 |

Most of the vehicles were passenger cars with a total count of 1537. This represents 97.54 percent of the classified vehicles. The truck percentage is 2.46 percent of the classified vehicles.

HEADWAY
During the peak time period, on Thursday,October 12, 1995 at 7:00am the average headway between the vehicles was 29.75 seconds. The slow period occurred on Friday,October 13, 1995 at 1:00am and the headway between the vehicles 0 seconds (No vehicles recorded).

WEATHER
The roadway surface temperature over the period of the study varied between 57 degrees Fahrenheit and 98 degrees Fahrenheit. The HI-STAR analyzer determined that the roadway surface was DRY 100.00 percent of the time.

NU-METRICS Traffic Analyzer Study
Computer Generated Summary Report
Route: SB FAIRFIELD
Location: NORTH OF GRAYWOOD

STUDY
A survey of vehicle traffic was conducted with HISTAR unit number 432. The survey was done in the 1 lane on SB FAIRFIELD in Lombard, IL in DuPage county. The survey lasted for 48 hours and began on Wednesday,October 11, 1995 at 2:00pm and ended on Friday,October 13, 1995 at 2:00pm. Data were recorded in 60 minute time periods. The total recorded volume of traffic showed 1517 vehicles passed through the location with a peak volume of 69 on Thursday,October 12, 1995 at 5:00pm and a minimum volume of 0 on Thursday,October 12, 1995 at 2:00am.

SPEED
Chart 1 lists the values of the speed bins and the total volume for each bin.

Chart 1

| Speed Bins (mph) | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 18 | 20 | 23 | 25 | 28 | 30 | 33 | 35 | 38 | 40 | 43 | 45 | 48 | 50 |
| 16 | | 38 | | 159 | | 224 | | 118 | | 30 | | 10 | | 14 |
| | 26 | | 144 | | 339 | | 252 | | 101 | | 30 | | 13 | |

Half of the vehicles were traveling at 28.8 mph or lower speed. The average speed for all classified vehicles was 30.06 mph with 37.52 percent exceeding the posted speed of 30 mph. The HI-STAR found 0.00 percent of the vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 28 mph and the 85th percentile was 35.0 mph.

CLASS
Chart 2 lists the values of the 8 class bins and the total volume for each bin.

Chart 2

| Class Bins (feet) | | | | | | | |
|---|---|---|---|---|---|---|---|
| <19 | 30 | 40 | 50 | 60 | 70 | 0 | 0> |
| 1446 | 47 | 13 | 5 | 3 | 0 | 0 | 0 |

Most of the vehicles were passenger cars with a total count of 1446. This represents 98.61 percent of the classified vehicles. The truck percentage is 1.39 percent of the classified vehicles.

HEADWAY
During the peak time period, on Thursday,October 12, 1995 at 5:00pm the average headway between the vehicles was 52.17 seconds. The slow period occurred on Thursday,October 12, 1995 at 2:00am and the headway between the vehicles 0 seconds (No vehicles recorded).

WEATHER
The roadway surface temperature over the period of the study varied between 55 degrees Fahrenheit and 94 degrees Fahrenheit. The HI-STAR analyzer determined that the roadway surface was DRY

# Nu-Metrics Traffic Analyzer Study
# Computer Generated Summary Report
# City: LOMBARD
# Street: N.B.Fairfield between 17th&18th

A study of vehicle traffic was conducted with HI-STAR unit number 2262. The study was done in the lane on N.B.Fairfield between 17th&18th in LOMBARD, IL in DUPAGE county. The study began on 04/24/2001 at 11:00 AM and concluded on 04/26/2001 at 11:00 AM, lasting a total of 48 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 2,007 vehicles passed through the location with a peak volume of 153 on 04/26/2001 at 07:00 AM and a minimum volume of 0 on 04/25/2001 at 04:00 AM. The AADT Count for this study was 1,004.

## SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

**Chart 1**

| 0 to 10 | 11 to 15 | 16 to 20 | 21 to 25 | 26 to 30 | 31 to 35 | 36 to 40 | 41 to 45 | 46 to 50 | 51 to 55 | 56 to 59 | 60 to 64 | 65 to 69 | 70 to 74 | 75 > |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 16 | 130 | 296 | 623 | 581 | 228 | 83 | 32 | 4 | 5 | 3 | 3 | 0 | 1 |

At least half of the vehicles were traveling in the 26 - 30 mph range or a lower speed. The average speed for all classified vehicles was 28 mph with 46.8 percent exceeding the posted speed of 30 mph. The HI-STAR found 0.60 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 26 mph and the 85th percentile was 32.78 mph.

## CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

**Chart 2**

| 0 to 20 | 21 to 27 | 28 to 39 | 40 to 49 | 50 to 59 | 60 to 68 | 69 to 80 | 81 > |
|---|---|---|---|---|---|---|---|
| 1892 | 71 | 34 | 7 | 1 | 0 | 0 | 0 |

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 1,963 which represents 97.90 percent of the total classified vehicles. The number of Small Trucks in the study was 34 which represents 1.70 percent of the total classified vehicles. The number of Trucks/Busses in the study was 7 which represents 0.30 percent of the total classified vehicles. The number of Tractor Trailers in the study was 1 which represents 0.00 percent of the total classified vehicles

## HEADWAY

During the peak time period, on 04/26/2001 at 07:00 AM the average headway between the vehicles was 23.38 seconds. The slowest traffic period was on 04/25/2001 at 04:00 AM. During this slowest period, the average headway was 3600.0 seconds.

## WEATHER

The roadway surface temperature over the period of the study varied between 52 and 95 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

# Nu-Metrics Traffic Analyzer Study
# Computer Generated Summary Report
# City: LOMBARD
# Street: S.B. Fairfield at 17th

A study of vehicle traffic was conducted with HI-STAR unit number 9136. The study was done in the lane on S.B. Fairfield at 17th in LOMBARD, IL in DUPAGE county. The study began on 04/24/2001 at 11:00 AM and concluded on 04/26/2001 at 11:00 AM, lasting a total of 48 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 2,370 vehicles passed through the location with a peak volume of 162 on 04/24/2001 at 05:00 PM and a minimum volume of 0 on 04/25/2001 at 03:00 AM. The AADT Count for this study was 1,185.

## SPEED

Chart 1 lists the values of the speed bins and the total traffic volume for each bin.

**Chart 1**

| 0 to 10 | 11 to 15 | 16 to 20 | 21 to 25 | 26 to 30 | 31 to 35 | 36 to 40 | 41 to 45 | 46 to 50 | 51 to 55 | 56 to 59 | 60 to 64 | 65 to 69 | 70 to 74 | 75 > |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8 | 5 | 61 | 231 | 770 | 658 | 173 | 32 | 4 | 4 | 1 | 1 | 0 | 0 | 0 |

At least half of the vehicles were traveling in the 26 - 30 mph range or a lower speed. The average speed for all classified vehicles was 28 mph with 44.8 percent exceeding the posted speed of 30 mph. The HI-STAR found 0.10 percent of the total vehicles were traveling in excess of 55 mph. The mode speed for this traffic study was 26 mph and the 85th percentile was 30.91 mph.

## CLASSIFICATION

Chart 2 lists the values of the eight classification bins and the total traffic volume accumulated for each bin.

**Chart 2**

| 0 to 20 | 21 to 27 | 28 to 39 | 40 to 49 | 50 to 59 | 60 to 68 | 69 to 80 | 81 > |
|---|---|---|---|---|---|---|---|
| 1892 | 3 | 29 | 20 | 4 | 0 | 0 | 0 |

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 1,895 which represents 97.30 percent of the total classified vehicles. The number of Small Trucks in the study was 29 which represents 1.50 percent of the total classified vehicles. The number of Trucks/Busses in the study was 20 which represents 1.00 percent of the total classified vehicles. The number of Tractor Trailers in the study was 4 which represents 0.20 percent of the total classified vehicles

## HEADWAY

During the peak time period, on 04/24/2001 at 05:00 PM the average headway between the vehicles was 22.09 seconds. The slowest traffic period was on 04/25/2001 at 03:00 AM. During this slowest period, the average headway was 3600.0 seconds.

## WEATHER

The roadway surface temperature over the period of the study varied between 52 and 95 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.