

080683



Memorandum

TO: Transportation & Safety Committee
FROM: Carl S. Goldsmith, Director of Public Works *CJ*
DATE: October 24, 2008
SUBJECT: Residential Area Speed Limit Reduction

At the October 16, 2008 Board of Trustees meeting, staff was directed to present the attached three memos to the Transportation & Safety Committee to consider setting a speed area limit of 25 mph for all residential areas. The memos discuss the legal, technical and practical aspects.

Staff does not have a recommendation for this matter except to urge consideration of the points raised in the memos.

attachments: memos from Public Works, Police and the Village Attorney
CG:dg 25 mph - T&S



Memorandum

TO: David A. Hulseberg, Village Manager

FROM: David P. Gorman, PE, Assistant Director of Public Works *DPG*

DATE: October 2, 2008

SUBJECT: Residential Area Speed Limit Reduction

At the August 21, 2008 Board of Trustees meeting, staff was asked to provide information regarding the legal, technical and practical aspects of potentially reducing the speed limit to 25 mph in all residential areas. In addition to this memo, please refer to the Village Attorney's and Police Chief's memos.

Background:

The Illinois Vehicle Code 625 ILCS 5/11-604 (b) and IDOT Order No. 13-5 require that local authorities only alter a speed limit based on the prevailing speed, which is defined as the 85th percentile speed. However, the prevailing speed may be adjusted as shown in the attached worksheet based on the accident rate, access control, pedestrian activity and parking.

Public Works staff has conducted approximately a dozen speed studies in the past and most had concluded that a speed reduction to 25 mph was not warranted. Based on the graphs of those studies, the violation rate is predicted to be 60-90% if the speed limit were reduced to 25 mph.

Staff contacted a traffic engineering firm to determine the scope of work that would be required for a Village-wide speed study. Separate studies would be conducted in eleven zones in order to quantify the characteristics of all types of roadways and neighborhoods. This study would cost approximately \$20,000 and the new speed limit signs would cost \$70,000. Based on the prior studies in Lombard, staff believes that a Village-wide study would conclude that a speed reduction would not meet the technical warrants of Order No. 13-5.

According to a 1995 study by the European Transport Safety Council report entitled "Reducing Traffic Injuries Resulting from Excess and Inappropriate Speed", there is a dramatic increase in pedestrian fatality rates as vehicle speed increases. The rates are 5% at 20 mph, 45% at 30 mph and 85% at 40 mph. Therefore, there is a real safety benefit to reduced speeds.

Recommendation:

Staff believes that a Village-wide speed reduction to 25 mph would not meet the technical warrants of IDOT Order No. 13-5. Therefore, a decision to enact a Village-wide speed reduction to 25 mph would likely be based on perceived safety rather than technical warranting.

attachments: 625 ILCS 5/11-604 (b) and IDOT Order 13-5 Worksheet

DG:dg 25 mph

Notes of Decisions

Construction and application 1
Electronic speed-detecting devices 2

sign where motorist before being clocked had passed a similar speed limit sign three-quarters of a mile away and was obviously informed of speed limit. *People v. Johansen*, App.1970, 126 Ill.App.2d 31, 261 N.E.2d 551. Automobiles 331

1. Construction and application

Effect of former ch. 95½, § 146.02 was merely to suspend speed limit established in former § 146 and not to suspend application of former § 146 in its entirety. *Sphatt v. Tulley*, App. 1962, 38 Ill.App.2d 229, 186 N.E.2d 670.

2. Electronic speed-detecting devices

Notwithstanding provision of former ch. 95½, § 146.02 that electronic speed detecting devices should not be used within 500 feet beyond posted speed limit sign, motorist was not entitled to an acquittal because the radar device used to clock speed was within 500 feet of speed limit

Purpose of former ch. 95½, § 146.02, forbidding use of electronic speed detecting devices within 500 feet of speed limit sign was to give driver time in which to adjust to new speed limit before subjecting him to radar detection and said section did not require use of a radar device more than 500 feet beyond any sign regardless of how many similar signs had preceded it and had been passed by motorist. *People v. Johansen*, App.1970, 126 Ill.App.2d 31, 261 N.E.2d 551. Automobiles 331

5/11-604. Alteration of limits by local authorities

§ 11-604. Alteration of limits by local authorities.

(a) Subject to the limitations set forth in this Section, the county board of a county may establish absolute maximum speed limits on all county highways, township roads and district roads as defined in the Illinois Highway Code, except those under the jurisdiction of the Department or of the Illinois State Toll Highway Authority, as described in Sections 11-602 and 11-603 of this Chapter, and any park district, city, village, or incorporated town may establish absolute maximum speed limits on all streets which are within its corporate limits and which are not under the jurisdiction of the Department or of such Authority, and for which the county or a highway commissioner of such county does not have maintenance responsibility.

(b) Whenever any such park district, city, village, or incorporated town determines, upon the basis of an engineering or traffic investigation concerning a highway or street on which it is authorized by this Section to establish speed limits, that a maximum speed limit prescribed in Section 11-601 of this Chapter is greater or less than is reasonable or safe with respect to the conditions found to exist at any place or along any part or zone of such highway or street, the local authority or park district shall determine and declare by ordinance a reasonable and safe absolute maximum speed limit at such place or along such part or zone, which:

- (1) Decreases the limit within an urban district, but not to less than 20 miles per hour; or
- (2) Increases the limit within an urban district, but not to more than 55 miles per hour; or
- (3) Decreases the limit outside of an urban district, but not to less than 35 miles per hour, except as otherwise provided in subparagraph 4 of this

The park district, city, village, or incorporated town may make such limit applicable at all times or only during certain specified times. Not more than 6 such alterations shall be made per mile along a highway or street; and the difference in limit between adjacent altered speed zones shall not be more than 10 miles per hour.

A limit so determined and declared by a park district, city, village, or incorporated town becomes effective, and suspends the application of the limit prescribed in Section 11-601 of this Chapter, when appropriate signs giving notice of the limit are erected at the proper place or along the proper part or zone of the highway or street. Electronic speed-detecting devices shall not be used within 500 feet beyond any such sign in the direction of travel; if so used in violation of this Section evidence obtained thereby shall be inadmissible in any prosecution for speeding. However, nothing in this Section prohibits the use of such electronic speed-detecting devices within 500 feet of a sign within a special school speed zone indicating such zone, conforming to the requirements of Section 11-605 of this Act, nor shall evidence obtained thereby be inadmissible in any prosecution for speeding provided the use of such device shall apply only to the enforcement of the speed limit in such special school speed zone.

(c) A county engineer or superintendent of highways may submit to the Department for approval, a county policy for establishing altered speed zones on township and county highways based upon engineering and traffic investigations.

(d) Whenever the county board of a county determines that a maximum speed limit is greater or less than is reasonable or safe with respect to the conditions found to exist at any place or along any part or zone of the highway or road, the county board shall determine and declare by ordinance a reasonable and safe absolute maximum speed limit at that place or along that part or zone. However, the maximum speed limit shall not exceed 55 miles per hour. Upon receipt of an engineering study for the part or zone of highway in question from the county engineer, and notwithstanding any other provision of law, the county board of a county may determine and declare by ordinance a reduction in the maximum speed limit at any place or along any part or zone of a county highway whenever the county board, in its sole discretion, determines that the reduction in the maximum speed limit is reasonable and safe. The county board may post signs designating the new speed limit. The limit becomes effective, and suspends the application of the limit prescribed in Section 11-601 of this Chapter, when appropriate signs giving notice of the limit are erected at the proper place or along the proper part of the zone of the highway. Electronic speed-detecting devices shall not be used within 500 feet beyond any such sign in the direction of travel; if so used in violation of this Section, evidence obtained thereby shall be inadmissible in any prosecution for speeding. However, nothing in this Section prohibits the use of such electronic speed-detecting devices within 500 feet of a sign within a special school speed zone indicating such zone, conforming to the requirements of Section 11-605 of this Act, nor shall evidence obtained thereby be inadmissible in any prosecution for speeding provided the use of such device shall apply only to the

Departmental Orders



Illinois Department
of Transportation

ORDER 13-5
JANUARY 1, 1977

A POLICY ON ESTABLISHING AND POSTING SPEED LIMITS ON STREETS AND HIGHWAYS

1. ORDER:

When based upon an engineering and traffic investigation, the Department and local agencies may alter statutory speed limits upon any street or highway for which they have jurisdiction and maintenance responsibility.

2. GUIDELINES:

- a. The Bureau of Traffic manual entitled: Policy on Establishing and Posting Speed Limits (January 1, 1977), is designated as Appendix 1, Order 13-5.
- b. The manual discusses such topics as:
 - (1) Statutory Speed Limits
 - (2) Limits of Authority for Alteration of Statutory Limits
 - (3) Criteria for Selecting Speed Limits
 - (4) Procedures for Obtaining Prevailing Speed Data
 - (5) Supplemental Policies
 - (6) Posting of Altered Speed Limits on Nonaccess-Controlled Highways
 - (7) School Speed Limits
 - (8) Location of Statutory Speed Limit Signs on Rural State-Maintained Highways

3. RESPONSIBILITIES:

The responsibilities of the Bureau of Traffic for developing and implementing a policy on establishing and posting speed limits are outlined in Appendix 1 to this Order.

Apdx. 1

A Policy on Establishing and Posting Speed Limits (January 1, 1977)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYSESTABLISHMENT OF SPEED ZONES

ZONE NO. _____

ROUTE _____ FROM _____

TO _____ A DISTANCE OF _____ MILES

IN _____, _____ TOWNSHIP, _____ COUNTY

I SPOT SPEED STUDIES (ATTACHED)

CHECK NO.	85th %	10 MPH PACE UPPER LIMIT

V ACCESS CONFLICTS

RESIDENTIAL DRIVES _____ x 1.0 = _____

SMALL BUSINESS DRIVES _____ x 5.0 = _____

LARGE BUSINESS DRIVES _____ x 10.0 = _____

ACCESS CONFLICT NUMBER TOTAL _____

_____ (D.C.N) = _____

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 _____

ACCIDENT RATE RATIO:
STATEWIDE AVG. = _____
ROUTE

PARKING PERMITTED ☐ YES ☐ NO

III PREVAILING SPEED

85th PERCENTILE AVG. _____ MPH

PACE UPPER LIMIT AVG. _____ MPH

TEST RUN AVG. _____ MPH

PREVAILING SPEED: _____ MPH

VII PREVAILING SPEED ADJUSTMENT

DRIVEWAY ADJUSTMENT _____ %

PEDESTRIAN ADJUSTMENT _____ %

ACCIDENT ADJUSTMENT _____ %

PARKING ADJUSTMENT _____ %

TOTAL (MAX 20%) _____ %

_____ MPH X _____ % = _____ (Max. 9 MPH)

PREVAILING SPEED ADJUSTMENT

ADJUSTED PREVAILING SPEED: _____ MPH

IV EXISTING SPEED LIMITS

ZONE BEING STUDIED _____ MPH

VIOLATION RATE _____ %

ADJACENT ZONES N or W _____ MPH

LENGTH _____ MILES

S or E _____ MPH

LENGTH _____ MILES

VIII REVISED SPEED LIMIT

RECOMMENDED SPEED LIMIT _____ MPH

ANTICIPATED VIOLATION RATE _____ %

RECOMMENDED BY _____

ORGANIZATION _____

DATE _____

APPROVED BY _____

DATE _____

BT 1003

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MEMORANDUM

TO: William J. Mueller, Village President, Village of Lombard

FROM: Tom Bayer, Village Attorney

DATE: August 21, 2007

**Via e-mail
and U.S. Mail**

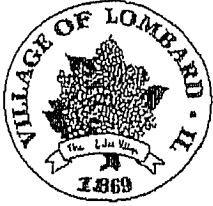
SUBJECT: Speed Limits - Residential Areas of the Village

Per our discussion on August 21, 2007, this memorandum is written in regard to the above-captioned matter. In relation thereto, please be advised as follows:

Pursuant to 625 ILCS 5/11-208, local authorities can alter the speed limits on streets and highways under their jurisdiction subject to the requirements of 625 ILCS 5/11-604, which provides in pertinent part as follows:

"Whenever any such park district, city, village or incorporated town determines, upon the basis of an engineering or traffic investigation concerning a highway or street on which it is authorized by this Section to establish speed limits, that a maximum speed limit prescribed in Section 11-601 of this Chapter is greater or less than is reasonable or safe with respect to the conditions found to exist at any place or along any part or zone of such highway or street, the local authority or park district shall determine and declare by ordinance a reasonable and safe absolute maximum speed limit at such place or along such part or zone, which:

1. Decreases the limit within an urban district, but not to less than 20 miles per hour; and



LOMBARD POLICE DEPARTMENT

Date: October 1, 2008

To: David A. Hulseberg, AICP, ICMA-CM
Village Manager

From: Raymond J. Byrne
Chief of Police

Re: **Residential Speed Enforcement**
Village Wide 25 Mile Per Hour Speed Limit

Introduction

The Police Department, along with the Village Attorney and the Public Works Department, have been asked to make recommendations to address the issue of speeding vehicles in the Village, particularly in residential areas. Closely related to this issue is the question of whether or not the Village should reduce the speed limit to 25 miles per hour on all streets. Not being a home rule community, Lombard is obligated to set the speed limit on residential streets at 30 miles per hour unless a traffic study is conducted to justify reducing the limit. As the Village Attorney has indicated, to reduce the speed limit village wide would require a comprehensive traffic study.

Background

This is not the first time that the police department has been asked to review this issue. In 2002, Dep. Chief Dane Cuny conducted research and made a presentation to the Transportation and Safety Committee about residential traffic speeding and enforcement. Included in this 2002 discussion was the concept of reducing speed limits. I am attaching Dep. Chief Cuny's materials as background reference to this memorandum. The study concluded with a recommendation not to reduce the speed limit unless justified by established engineering standards based upon accepted factors (referred to as warrants). Essentially, the recommendation was to follow what the state law required.

I have asked Bruce Longino, our Accreditation Manager, to conduct research to see if the data relied upon in 2002 was still valid. His analysis is also attached for your review. In essence, he has discovered that the principles utilized in 2002 are still valid today. Some of the key points from both analyses are:

- Complaints about speeding in residential areas is a common and chronic complaint for all communities and police departments;

An additional point to consider is the practical effect of any potential speed limit reduction. As mentioned earlier, lowering the speed limit by five miles per hour will effectively reduce the speed of vehicles by approximately 1.25 miles per hour. Speeding in residential areas is often influenced by perceptions that are not grounded in fact. As a result, even with a lowered speed limit village wide, complaints about speeding vehicles most likely will not be reduced for elected officials or the police department.

Recommendation

The police department, in agreement with the Public Works Department recommends that the Village conduct a village wide traffic analysis to determine if a lowered speed limit is justified. This would be in accordance with state law and the opinion of the Village Attorney. Further recommendations can be made based upon the results of the study. If you should have any questions, or would like additional information, please do not hesitate to contact me.

cc: Thomas P. Bayer, Village Attorney
Carl Goldsmith, Dir. Of Public Works
David Gorman, P.E., Asst. Dir. of Public Works
Dep. Chief Dane Cuny
Dep. Chief Patrick Rollins
Bruce Longino, Accreditation Manager

**LOMBARD POLICE DEPARTMENT
MEMORANDUM**

DATE: September 22, 2008

TO: Raymond Byrne
Chief of Police

FROM: Bruce Longino
Accreditation Manager

SUBJECT: Staff Report: 25 mph Residential Street Speed Limit

ACTION REQUESTED:

Recommend the Village Board updating the Master Transportation Plan based on a village wide engineering study. The plan should study the need for establishing uniform speed limits throughout the Village's residential, collector and arterial streets. If the engineering studies justify the establishment of a residential speed limit of 25 mph, urge the village to commit the enforcement and educational resources necessary to ensure the maximum impact of the speed reductions.

BACKGROUND:

A residential street is a place where children ride bicycles, cross the street to play with other children, joggers partake of healthful exercise activities, and neighbors visit neighbors. Vehicles perceived to be traveling too fast down a residential street adversely impact residential tranquility. It is difficult to prevent children from occasionally playing in the street or running into the street during the course of play. Parental concern over child safety has been the primary motivation for citizen's protests concerning speeding on residential streets and helps account for the political volatility of neighborhood traffic management issues.

National studies have confirmed that motorists drive at speeds that they feel are reasonable, comfortable and safe, regardless of the posted speed limits. Travel speeds along residential streets should reflect the actual conditions that exist within a neighborhood and not necessarily the speed that the motorist feels is appropriate. Concerns about speeding in residential areas are a natural result of the dual role that neighborhood streets play in carrying motor vehicles as well as pedestrians and bicyclists. Resident complaints are likely to occur where incoming residents did not anticipate traffic densities and where traffic volumes have increased substantially over time.

probability" independent of time and place, so that drivers are encouraged to drive more slowly no matter when or where they are driving.

Previous studies conducted by the Lombard Police Department discussed traffic calming measures, defined as a combination of non-physical and physical options that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users. Studies in 2002 and in 2004 correctly concluded that the use of countermeasures including road humps, traffic circles and roundabouts, other horizontal traffic deflections and increased use of stop signs were of questionable benefit, expensive to install and posed safety and response time issues for the police and fire departments. For these reasons, the department did not recommend the use of traffic calming devices on village streets. Few communities in the Chicagoland area have adopted traffic calming measures to address residential speed reduction except in instances where other countermeasures have proven unsuccessful. The department should continue to oppose these countermeasures as a viable option on residential streets.

Over the years, the Village Board has authorized speed limit adjustments on a piecemeal basis. Motorists become confused and angry when they drive down collector streets and observe posted speed limits of 25 mph while living on residential streets posted at 30 mph. Also, with more than 30 north and west suburbs establishing 25 mph residential speed limits, Lombard residents can become frustrated because this policy not been adopted by the Village.

An effective Master Transportation Plan is an opportunity for the community to anticipate travel needs for the next 20 years and to ensure that various modes of transportation are appropriately combined in a realistic plan. The plan should meet current and future transportation needs in ways that:

- Enable the safe, convenient, and efficient movement of people and goods
- Preserve the quality of life, area amenities, local neighborhoods and the natural environment
- Provide for a complete transportation system that allows for choices of travel by walking, bicycle, public transit and private vehicles
- Ensure the wise use of public and private investments in transportation facilities and services

The Plan takes into account road upgrades, changes in intersection design, parking requirements, pedestrian needs and other modes of transportation. An updated plan based on a comprehensive engineering study of roadways and speed limits will assure the community that established speed regulations are based on sound scientific data and reasonable traffic safety principles.

If, based on valid engineering studies, the Village Board establishes the 25 mph residential speed limit ordinance throughout the Village; the police department should develop a comprehensive program to ensure maximum compliance with the new regulation. Some of these measures to be considered include:

References

National Highway Traffic Safety Administration (1999). "Literature Review on Vehicle Travel Speeds and Pedestrian Injuries." Final report. Washington, D.C.: US. Department of Transportation. www.nhtsa.dot.gov

Deputy Chief Dane Cuny (2004). "Police Department Position on Traffic Calming Devices." Lombard Police Department

Deputy Chief Dane Cuny (2002). "Residential Traffic Speed and Enforcement." Lombard Police Department

Edwards, M.L., and Brackett, R.Q. (October 1978) The management of speed. Traffic Safety, pp. 18-22, 28-30.

Traffic Safety Unit, 2008 Workload Assessment, Lombard Police Department



Residential Traffic Speed and Enforcement



Presented by:
Deputy Chief Dane Cuny
Lombard Police Department

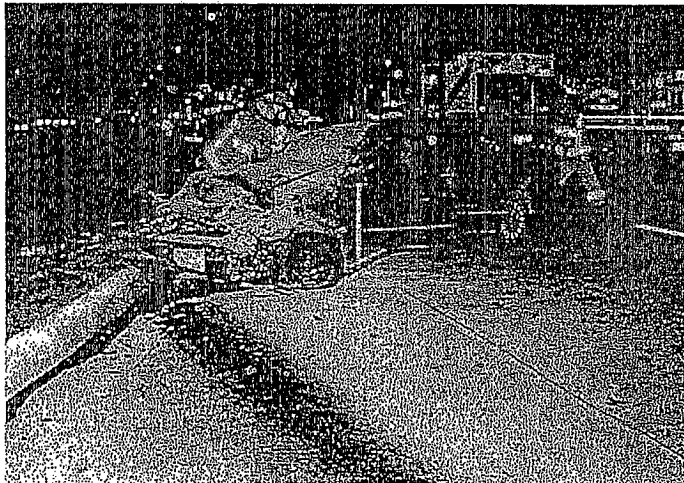
Overview of Issue

- Complaints of Speeding Autos Plague all Suburban Police Departments
- Efforts To reduce Complaints Include
 - Lower Speed Limits
 - Traffic Calming Devices
 - Public Awareness Campaigns
 - Intensive Enforcement
- None of These Efforts Have Stopped Complaints

What Are The Police Doing?

- Handled 59,321 Incidents in 2001 or 857 per Sworn Officer (70)
- Compare With Naperville's 84,500 incidents With 175 Officers for 480 per Sworn (half)
- Issued 9,700 Traffic Tickets and Made 330 DUI Arrests Last Year

Why is DUI So Important?



Setting Speed Limits

- 1999 NHTSA Study-Reducing Posted Limits Only Drops Actual Speed 25% of Reduction
- 5 MPH Lowering equals 1.25 MPH Change
- 1997 NHTSA Research- Inappropriate Speed Limits Cause Drivers to Ignore All Limits
- Improper Limits Makes Speeders Out of Most Drivers Leaving Officers Not Wanting to Ticket Reasonable Drivers & Feeling Overwhelmed by Task

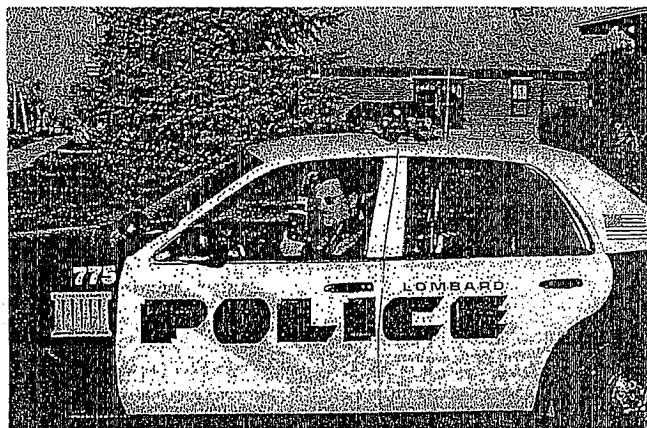
Options Available For Speeding Complaints



Enforcement



Enforcement



Speed Trailer



Anti-Speeding Public Awareness Campaign

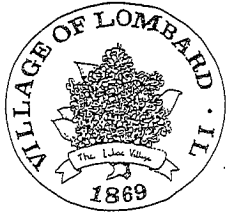
- Generates public awareness of speed enforcement
- Limited long-term effect
- Labor Intensive
- Proved unsuccessful in Lombard in 1999

Develop A Comprehensive Speed Reduction Program

- Order traffic speed study if not already done
- Visible enforcement activities- Lights/Action
- Speed trailer & Decoy Squad
- Educating the citizen using hand held radar, Ride-a-long with officer to enhance speed enforcement understanding, and informational tools like "The Truth About Speeding" brochure

What the Police Department Will Do

- Enhancing and refining current speeding auto complaint protocol
- Place more focus on traffic related issues including enforcement
- Provide the T & S Committee and Village Board with regular reports on complaints and results



Residential Traffic Speed and Enforcement

Deputy Chief Dane Cuny
Lombard Police Department

February, 2002

The point is that during the limited patrol time, there is minimal opportunity to even drive down a particular street, let alone conduct meaningful speed enforcement. The fact is that a speeding vehicle speeding in any jurisdiction has little chance of being detected by police. Furthermore, the speed at which traffic flows on any given roadway is predominately controlled by the drivers' self-judgement. Fortunately, studies have shown that over 85% of drivers will drive at a speed that is reasonable and safe regardless of a posted speed limit.

Lombard officers do a fair amount of traffic enforcement. The Lombard Police Department issued just under 10,000 traffic citations and made over 300 DUI arrests in 2001. Lombard is consistently in the top 10 of Illinois police agencies for DUI arrests. Lombard officers are also busier than many agencies, handling 59,321 activities in 2001. For comparison Lombard had a per sworn officer activity of 847. Naperville's 175 police officers had a per sworn officer activity of 480 for the 84,500 incidents generated in 2001.

Why Residential Speeding is an Important Issue

- Residents fear for children's safety
- It increases the risks of vehicle crashes
- It increases traffic noise levels- engine and tires
- Residents resent drivers speeding on "their" street

When speed limits are set artificially low, the violation rate is 85% plus. This is due to the fact that 85% of drivers will drive at a safe and reasonable speed and that speed is higher than the inappropriately posted speed. This places police officers in an uncomfortable position of giving citations to drivers who are driving at reasonable speeds but violating a posted speed sign. It also has the psychological effect of making the officers view their job of controlling speeding as insurmountable and unreasonable. To illustrate this: When was the last time someone got a ticket for driving 70 mph on the posted 55 mph Illinois Tollway?

In summary, reducing a speed limit outside the 85th percentile does not change the speed of traffic, causes drivers to want to disregard all speed limits, and diminishes the officers ability to do speed enforcement.

Citizen Perception

Experience has shown that the most common speeding auto complaint is based upon resident's perception of a speeding problem rather than an actual problem. These perceptions are centered on two scenarios. One being that a resident sees a few individual vehicles speeding and then comes to the conclusion that many vehicles are speeding on their street. The other scenario occurs when a resident incorrectly judges that vehicles are traveling too fast. The perception issue has been consistently identified when speed studies and/or enforcement efforts discover few or no speeding vehicles after a complaint is received.

The good news is that, although the perception problem is responsible for the majority of the speeding complaints, it is easier to change the resident's perception than the speed of vehicles upon a roadway.

Enforcement

- Can change drivers attitude when consistent and random
- Not always compatible with the Community policing philosophy
- Is not effective at maintaining speeds at artificially low posted limits (55 mph limit on Tollways as an example)

Changing Perception of Complainant

- ♦ Conducting a comprehensive speed reduction program that includes:
 - ~~1. Order traffic speed study if not previously done~~
 2. Visible enforcement activities
 3. Speed trailer & Decoy Squad
 4. Educating the citizen using hand held radar, Ride-a-long with officer to enhance speed enforcement understanding, and informational tools like "The Truth About Speeding" brochure

What the Police Department Will Do

- Enhancing and refining current speeding auto complaint protocol
- Place more focus on traffic related issues including enforcement
- Provide the T & S Committee and Village Board with regular reports on complaints and results

References

Illinois Department of Transportation, Bureau of Traffic (January 1977). "Policy on Establishing and Posting Speed Limits." Springfield, IL.

National Highway Traffic Safety Administration (February 1997). "Speeding and Highway Safety: The U.S. Department of Transportation's Policy and Implementation Strategy." Washington, D.C.: U.S. Department of Transportation.
<http://www.nhtsa.dot.gov/people/injury/enforce/shpolicy.htm>

National Highway Traffic Safety Administration. "Guidelines for Developing a Municipal Speed Enforcement Program." Washington, D.C.: U.S. Department of Transportation.
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National Highway Traffic Safety Administration (1998). "Nationwide Survey Regarding Speeding and Other Unsafe Driving Actions, Volumes I-III." Washington, D.C.: U.S. Department of Transportation. www.nhtsa.dot.gov

