

To:

John Burg, Acting Director of Public Works

From:

Justine Gembala, PE, Civil Engineer

Date:

June 7, 2004

Subject:

Maple Street Speed Study between Vance Street and Addison Street

Trustee Florey received an e-mail from Ms. Julie Regimand, 412 E. Maple Street, requesting lowering the speed limit on Maple Street from 30 MPH to 25 MPH. Attached for your review are the results of the speed study on Maple Street between Vance Street and Addison Street. This speed study was conducted using the Illinois Department of Transportation "Policy on Establishing and Posting Speed Limits on the State Highway System".

Both spot and 48-hour speed surveys were conducted on Maple Street between the above limits. Maple Street was divided into three sample zones as follows: Vance to Main, Main to Grace and Grace to Addison. The purpose of the zones was to determine if sections of Maple Street operate differently due to amenities. For example, there are four churches (two of which have schools), a library, two commuter parking lots, a museum, and residences between Vance and Main. The remaining limits consist of residences with one church and one business between Main and Grace and two parks, one church, and one business between Grace and Addison. The adjusted prevailing speed on Maple Street based on the spot speed surveys is 31.02 MPH, except between Elizabeth and Main where the adjusted prevailing speed decreases to 28.00 MPH. The traffic analyzer 48-hour speed surveys revealed that most motorists are traveling at a speed between 30 and 34 MPH or lower. The average daily traffic volume on Maple Street is 6,400 vehicles per day.

Accident reports were run from January 2002 through December 2003 and are plotted on the attached map. It appears that Maple between Vance and Addison does not have an accident problem.

Based on the results of the speed study, it is recommended the speed limit on Maple between Vance and Addison remain posted at 30 MPH.

This item will be on the June 14, 2004 Transportation and Safety Committee agenda. The meeting is held at the Village Hall in the Community Room at 7:30 PM. This is a public meeting and public participation is encouraged.

JG/jj

cc:

Rick Soderstrom, Trustee, District 6
Joan DeStephano, Trustee, District 1
Steven Sebby, Trustee, District 4
Kenneth Florey, Trustee, District 5
David Dratnol, Village Engineer
Transportation and Safety Committee
Ms. Julie Regimand, 412 E. Maple Street

# ESTABLISHMENT OF SPEED ZONE DISTRICT

ROUTE: MAPLEST FROM: _/	MAINSTO
TO: NANCE ST.	LENGTH:_3637
	COUNTY:
I SPOT SPEED STUDIES (Attached)	V ACCESS CONFLICTS
CHECK NO. 85TH % UPPER LIMIT 10 MPH PACE 34 36	RESIDENTIAL DRIVES: $58 \times 1 = 58 \times 1 = $
	$\frac{10^{3}  (DCN)}{3637  MILES} = \frac{149}{CONFLICT NO./MILE}$
II TEST RUNS	VI MISCL. FACTORS
RUN NO. AVERAGE SPEED MPH	PEDESTRIAN VOLUME:
NB or WB   SB or EB	CRASH RATE RATIO:  STATEWIDE AVG. =  ROUTE  PARKING PERMITTED: X YES NO
III PREVAILING SPEED	VII PREVAILING SPEED ADJUSTMENT
85TH % AVG.: 3 4 MPH UPPÈR LIMIT OF 10 MPH PACE: 3 6 MPH TEST RUN AVG.: 4 MPH PREVAILING SPD: 35 MPH	DRIVEWAY ADJUSTMENT:  PEDESTRIAN ADJUSTMENT:  CRASH ADJUSTMENT:  TOTAL (Max. 20%):  35 MPH x 30 % = 38.00  (Prevailing Spd) (Adjust.)  (Max. 9 MPH)
	ADJUSTED PREVAILING SPEED: 38.00
IV EXISTING SPEED LIMIT	VIII REVISED SPEED LIMIT
ZONE BEING STUDIED:MPH VIOLATION RATE:% ADJACENT ZONE N or W:MPH LENGTH:MILES ADJACENT ZONE S or E:MPH LENGTH:MILES	RECOMMENDED SPEED LIMIT: 30 MPH ANTICIPATED VIOLATION RATE: 64 %  RECOMMENDED BY: DATE: DATE: DATE:

DATE: 2-12-08 DAY: SPOT SPEED STUDY

ROUTE: CITY/LOCATION: MAPLE -

UPPER LIMIT 10 MPH PACE 85TH PERCNTLE 34 TRAFFIC CHECKED: F EB WB NB SB METER ON E W N S C SIDE E OF N S OF WEATHER SURFACE AND WET BAND CLUMY ORNS HOURS FM: 9 23 A M TO: 10 32 A M

CHECK NO. RECORDER

DIST:

9,69

VIOLATION RATE

POSTED LIMIT MPH

MPH				õ				10	ļ			15			20	)			25	i 			30			35			40	)		, - ,	45	; :	
20								-															L				Ш	$\perp$	$\perp$	1	$\perp$		╛		
21			$\Box$	1	ļ	L	Ц	1	$\perp$	Ц	1	1	П	1			ļ	_	Ц		$\downarrow$	Н	1	Н	+		+	+	1-1	4	+	Н	4		
22	$\vdash$	1	4	-	+	+	Н	4	+	$\mathbb{H}$	+	+	11	+	+	+	+	+		- -	╀	H	╀	H	+	-	+	+	┼╂	+	+	Н	-		
23 24	╁	$\vdash$	-	-1	+	╁	Н	+	+	+	+	╁	++	+	H	$\dashv$	+	+	Н	+	十	╁	+	H	╁	$\Box$	╁	╁	+1	$\dashv$	+	Н	┪		
25	$\vdash$	T	T	1	+	T	Н	1	$\dagger$	H	$\top$	†	$\sqcap$	+		7	十	T	1	ij	T		1		$\perp$						T				
26	XX	ďΧ	V	1		T			Ι			I									I	П	I		I		$\prod$	$\perp$		_	$\perp$	Ш	_	4	
27	XŽ	N	Ø	]	Ţ	I			I		$\perp$	I		$\perp$	$\vdash$	П	Ţ	I		Ţ	L	Ш	1	Ц	4		44	_	1	4	+	Н	4	¥	
28	XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX	X	X	X	X.	4 .	- 7		2.			4	-	+	Н	Н	+	+	H	+	+	H	+	Н	+	H	+-	+	+1	+	┿	Н	┨	6779229	
29	X)	XX,	X,	X	₩	(X	X	₩	Ж	₩	Ų.	╀	₩	+	Н	Н	+	+	H	+	╁	++	+	$\vdash$	+	+1	+	+	+1	+	┪	Н	H	14	
30 31	XX	$\Leftrightarrow$	X	分	X	₩	A	Ж	₩	$\Rightarrow$	ð	d	V	7 N		Н	+	+	H	╁	+	++	+	Н	╁	+ 1	-	-		+	+		1	19	
32	X	₩	V	H	℀	冷	M	¥	<del>3</del> 7	X	Ŷ	Y		7	Н	H	+	T	1	+	+	11	1		+					$\top$				14	1
33 _	橪	χ̈́	Ŷ	Ϋ́Ì	Χ̈́>	X	X	Ż	ΧŽ	XX	X	X)	(X)	ZX	X			ľ				П	Ι	$\square$					Ш	$\perp$			Ц	فلي	76
34	XX	₹Ÿ	X	X	X.	(X	X	1	I		I	ľ	П	I				1	Ц	$\perp$	1	$\sqcup$	1	$\sqcup$	_ _	$\sqcup$	$\perp$	4	1	4	$\perp$	Ļ	4	9	
35	$X \Sigma$	(			1	1	L		1	$\perp$	4	1	11	4	4	Ц	4	+	1	+	+	Н	+	╀┦	+	11	+-	+	4	+	+	+	Н	2 4 4	
<del></del>	XX	$\langle \rangle$	X	-	┿	+	Н	H	+	+	$\dashv$	╁	╁┼	+		Н	+	+	1	+	+	++	1	Н	十	11	+		$\forall$		$\top$	T		Ž	
37	X	₩V	V	Н	+	+	H	1	+	Н	$\forall$	†	+	╅	Н	H	$\dagger$	┪	ı	+	十	$\sqcap$	1	$\sqcap$	$\top$	$\Box$			П	1	T	T		4	
_38 _39	1	7	1	1	十	+	T	1	$\dagger$	$\top$		1	Ħ	十			$\top$			I		П	1											Ø	
40	X	T										I		I			Ţ	I		Ц	1	П	1		$\perp$	П			4	Ц	_	1		i	
41	X	I			$\perp$	$\perp$	L					1	Ш	1	L	Ц	1	1	L	4	4	11	1	$\sqcup$	4	$\sqcup$	1	$\vdash$	4	Н	+	+			-
42	1	+	Ц	Ц	4	+	+		+	$\perp$	4	4	+	+	+	H	-	+	H	4	+	$\dashv$	+	H	+	┼- <b>┤</b>	+	$\vdash$	+	${}$	+	+	Н	118	
43	1	+	Н	Н	+	+	+	-	+	+	Н	+	┼┤	+	+	H	+	+	H	+	+	+	╁	+	+	+ 1	+	+	+	H	+	+	H		
_44 _45	╁	┿		Н	+	+	H	H	+	+	Н	+	+ 1	+	+		$\dagger$	$^{+}$	Н	+	Ť	11	+		$\top$	$\Box$	$\top$	$\vdash$			$\dashv$	T	П		
46	1	十	П	Н	1	$\top$	Ť	П	$\top$		П	1	$\sqcap$	1	T	П	$\top$				T		I									oxdot			
47		T			T	T			I			1						I			$\perp$	П	I	$\Box$	$\Box$		L	Ш	$\perp$	Ц		$\downarrow$	Ц		
48	Ш	I			Ţ	$\perp$			1	$\perp$	Ц	1	Ш	$\perp$	-		4	_	Ц	$\perp$	+	$\sqcup$	4	$\sqcup$	$\vdash \vdash$	$\downarrow \downarrow$		Н	4	Н	+	╀			
49	$\coprod$	1	L		4	+	Ļ	H	+	+	Н	1	+	4	+	Н	+	+	H	Н	+	+	╀	+	-		+	₩	+	Н	-	+	Н		
50	₩	+	╀		Н	+	┿	H	+	+	Н	1	+	+	+			+	Н	Н	+	╁┤	╁	+	$\vdash$	+1	+	$\vdash$	+	Н	十	$\dagger$	Н	İ	
51 52	╁	+	+		H	+	╁	Н	+	+	Н	1	+	+	+		+	+		H	+	++	+	$\dagger$	H	+1	$\top$	H	1	П	1	T	-		
53	1	十	T	Н	H	$\dagger$	+	H	$\top$	╅	Н	1			$\top$		$\sqcap$	$\top$	П			$\Box$	1	T			T.,	П						ĺ	
54		$\top$					1			T	П	T						1			Ι	$\square$			$\Box$			Ц			$\perp$	T	Ц	İ	
55	П	Τ	L		П	I	I	Ц		$\perp$	П	_			$\downarrow$			1			$\downarrow$	$\sqcup$	1	$\perp$	Н	$\bot$	4	Н	44	Ц	4	+	Н		
56	П	1	1	Ц	Ц	$\perp$	1	Ц	4	+	Н	4	4	Н	+	Ļ	Н	+	Н	Н	+	44	+	+	╀	+	+	Н	-	Н	+	+	Н	İ	
57	╀	+	╀	Н	Н	+	╀	H	H	+	Н	4	+	H	+	H	Н	+	+	Н	+	+	+	┿	H	+	+	╁┼	+	Н	+	+	Н		
58 59	╂┼	+	╁	Н	Н	+	╁	Н	+	╁	Н	+	╁	H	+	l	Н	╅	+	H	┿	+	1	十	$\vdash$	$\Box$	$\vdash$	H	$\top$	H	+	+	П	İ	
60		+	+	Н	H	$\dagger$	t	П	$\forall$	$^{+}$	Н	1	+	H	+	t		$^{\dagger}$	Н	H	+		1	1	$\sqcap$	$\Box$		П				Ť			
61		$\top$	T			Ť	Ι					1		П		L		I						Ι	П		Щ	П			Ц	$\perp$	Ц	ļ	
62		$\perp$	L			$\perp$			П	I		_		Ц	1	L	Ц	$\perp$		Ц	4	Ш	Ц	1	$\sqcup$	$\bot$	Ц-	11	$\bot$	L	4	+	${\mathbb H}$	•	
63	$\sqcup$	4	1	Н	Ц	+	+	Н	Н	+-	Н	4	+	Н	+	┞	Н	+	$\perp$	-	4	+	+	+-	₩	+	H	╁	+	Н	+	+	H		
64 65	₽	+	╁	Н	Н	+	┿	Н	H	+	Н	+	+-	╁	+	Ͱ	Н	+	+	H	+	+	Н	╁	++	+	$\vdash$	H	┿	Н	H	+	Н		
66	1+	$\dagger$	t	H	$\forall$	+	$\dagger$	Н	H	+	H	1	+	Н	+	t	Н	$\dagger$	$\dagger$	Н	+	$\top$	Н	+-	Ħ	$\forall$	Ħ	$\sqcap$	$\top$			T	П		
67	1	+	$\dagger$	Н	Н	T	+		H	_	П	1	+		$\top$	T	$\Box$	_	T		_†	T		I					I			I		l	
68	$\Box$	T	Ţ	П	П	ļ	Ţ	$\Box$	П	T	Г	耳	Ţ	П	7	L	П	7	T	П	1	Ţ	П	T	П	$\Box$	H	$\sqcup$	+	<b> </b> -	$\perp$	4	$\Box$	•	
69	1	4	+	$\vdash$	Н	4	+	Н	Н	+	$\vdash$	Ц	+	H	+	╀	H	+	+	H	+	+	1	+	╀	+	$\vdash$	╁┤	+	-	${\sf H}$	+	H		
70		+	+	$\vdash$	Н	+	╬	H	Н	+	Н	H	+	H	+	╀	$\vdash \vdash$	+	+	╟	+	+	H	+	╁	+I	$\vdash$	H	+	1	$\vdash$	+	+		
71 72	╁┼	+	+	+	H	+	+	Н	H	+	$\vdash$	H	+	H	+	t	H	+	+	┪	+	+	H	+	H	+		$\dagger \dagger$	+	T		1	T	· ·	
73	1	+	$^{\dagger}$	Т	H	$\dagger$	$\dagger$	Н	H	$\top$	T	П	+	П	1	T	П	$\top$	T	Ħ	7	1			П			П							
74	$\mathbf{I}$		Ι			$\Box$	1	$\square$					I		I	L			I		I	T		I	П	П	Щ	$\prod$	Γ	L		1	$\perp$	1	
75	П	I	Ţ	L		$\perp$	$\bot$	$\Box$	Ц	$\downarrow$	1	Ц	4	Ц	1	L	Ц	1	1	Ц	4	_	Ц	1	+	$\bot$	H	$\dashv$	+	┞	$\vdash$	$\downarrow$	+	ļ	
76	1	+	+	╀		+	+	+	$\sqcup$	+	╀	$  \cdot  $	+	H	+	╀	$\vdash$	+	+	Н	+	╫	Н	+	+	+	$\vdash$	+	+	╀	H	╁	+	i	
77	1	+	+	+	Н	+	+	+	┥	+	+	H	+	╁┤	+	╁	Н	+	+	H	+	+	+	+	H	+	+	+	+	t	H	+	+	1	
78 79	╂┼	+	+	十	Н	+	+	+	H	+	+	H	+	H	+	t	Н	+	+	H	$\dashv$	+	H	+	$\dagger\dagger$	$\dashv$	+	H	$\dagger$	t	П	$\top$	+	1	
80	1	+	t	۲	H	+	+	T	H	_	T		$\dagger$			T			$\pm$	H	I	I	Ⅱ	I						L	П	I	I	]	
81	1	1	Ī	Ι	Г		I			1	${\mathbb L}$		$ lap{1}$			I			I	$\Gamma$	$\Box$	I		I	$\prod$	$\perp$	$\coprod$	Ц	$\perp$	Ĺ	Ц	$\perp$	Ĺ	1	
82		I	I	I		$\Box$	I	I		I	I		Ţ	П	Ц		$\Box$	Ц	$\perp$		Ц	4	Ц	4	$\downarrow \downarrow$	_	$\perp$	$\sqcup$	1	1	$\sqcup$	$\perp$	+	1	
83		$\perp$	1	L		Ц	4	+	H	4	+	Ц	4	Н	$\sqcup$	1	$\perp$	$\sqcup$	+	L	$\sqcup$	+	H	+	+	+	╂╌┼	+	+	╀	H	+	+	1	
84	+	+	+	+	-	$\dashv$	+	+	H	+	+	$\dashv$	+	H	$\vdash \vdash$	╀	╀	╌┤	+	+	$\dashv$	+	H	+	$\dashv$	+		+	+	۱	$\forall$	+	+	1	
85	ı	$\perp$	1		1	Ц			Ш		1	Ш	Ш	L	Ш	1	1	Ц		L	Ц		L		Ш		1	لــــــــــــــــــــــــــــــــــــــ			Щ			1	
ABC	VE	8	5 1	Mi	> -	l, L	_18	ST.	IN	ום	VII	วบ	AL	L)	<b>:</b>	_	_	_												_			_		

# ESTABLISHMENT OF SPEED ZONE DISTRICT \_\_\_\_\_

ROUTE: MAPLE ST FROM:	
TO: VANCE ST EDSON	LENGTH: 3637 MT
CITY: LOMBARD	COUNTY:
I SPOT SPEED STUDIES (Attached)	V ACCESS CONFLICTS
CHECK NO. 85TH % UPPER LIMIT 10 MPH PACE 36 37	RESIDENTIAL DRIVES: 58 x 1 = 58 SMALL BUSINESS DRIVES: 7 x 5 = 35 LARGE BUSINESS DRIVES: 1 x 10 = 10 ACCESS CONFLICT NO. TOTAL:
	$\frac{103 \text{ (DCN)}}{3637 \text{ MILES}} = \frac{149}{\text{CONFLICT NO./MILE}}$
II TEST RUNS	VI MISCL. FACTORS
RUN NO. AVERAGE SPEED MPH	PEDESTRIAN VOLUME: N/A
NB or WB SB or EB  1 2 3 4 5	CRASH RATE RATIO:  STATEWIDE AVG. = ASA  ROUTE  PARKING PERMITTED: X YES NO
III PREVAILING SPEED	VII PREVAILING SPEED ADJUSTMENT
85TH % AVG.: 36 MPH UPPER LIMIT OF 10 MPH PACE: 37 MPH TEST RUN AVG.: MA MPH PREVAILING SPD: 36.5 MPH	PARK SI ASUSTMENT: 5 9%  DRIVEWAY ADJUSTMENT: 0  CRASH ADJUSTMENT: 0  TOTAL (Max. 20%): 15 %  (Prevailing Spd) (Adjust.) (Max. 9 MPH)
	ADJUSTED PREVAILING SPEED: 31-02
IV EXISTING SPEED LIMIT	VIII REVISED SPEED LIMIT
ZONE BEING STUDIED: 30 MPH VIOLATION RATE: 77 % ADJACENT ZONE N or W: MPH LENGTH: MILES ADJACENT ZONE S or E: MPH LENGTH: MILES	RECOMMENDED SPEED LIMIT:

25

30

35

20

5

MPH

DATE: 2-18-04 DAY:

SPOT SPEED STUDY

**ROUTE:** 

DIST

10

15

45

40

20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 VIOLATION RATE 7,7% 13227912 ÚPPER LIMIT POSTED LIMIT 10 MPH PACE MPH म्द्राधार्थात 123 85TH PERCNTLE 36 41 42 159 43 44 45 TRAFFIC CHECKED: I EB WB NB SB 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 METER ON E W N S C SIDE 3637 FT. MI. EWN S OF CITY/LOCATION: MAPLE E. OF Edson WEATHER SURFACE OF WET BE DAMP OF DAMP 63 64 65 66 67 68 69 70 71 72 73 74 FM: 4 45/2 M 75 76 77 78 79 CHECK NO. RECORDER 80 81 82 83 84 85 ABOVE 85 MPH, LIST INDIVIDUALLY:

# ESTABLISHMENT OF SPEED ZONE DISTRICT \_\_\_\_\_

ROUTE: MAPLE ST FROM: (	SRACE ST
TO: MAIN ST	LENGTH: 2721 FT
CITY: C	OUNTY:
I SPOT SPEED STUDIES (Attached)	V ACCESS CONFLICTS
CHECK NO. 85TH % UPPER LIMIT 10 MPH PACE 36 37	RESIDENTIAL DRIVES: $\frac{26}{7} \times 1 = \frac{26}{35}$ SMALL BUSINESS DRIVES: $\frac{7}{1} \times 5 = \frac{35}{10}$ LARGE BUSINESS DRIVES: $\frac{1}{10} \times 10 = \frac{10}{10}$ ACCESS CONFLICT NO. TOTAL:
	7/ (DCN) = 137 2721 MILES CONFLICT NO./MILE
II TEST RUNS	VI MISCL. FACTORS
RUN NO. AVERAGE SPEED MPH NB or WB   SB or EB  1 2 3 4 5  III PREVAILING SPEED  85TH % AVG.: 36 MPH UPPER LIMIT OF 10 MPH PACE: 37 MPH TEST RUN AVG.: MPH PREVAILING SPD: 36.50 MPH	PEDESTRIAN VOLUME:N/A  CRASH RATE RATIO:STATEWIDE AVG. =N/A  ROUTE PARKING PERMITTED:X YESNO  VII PREVAILING SPEED ADJUSTMENT  DRIVEWAY ADJUSTMENT:/O% PEDESTRIAN ADJUSTMENT:/O%  CRASH ADJUSTMENT:/O%  CRASH ADJUSTMENT:/O%
	$\frac{36.5 \text{ MPH x}}{\text{(Prevailing Spd)}} \times \frac{15}{\text{(Adjust.)}} = \frac{31.02}{\text{(Max. 9 MPH)}}$ ADJUSTED PREVAILING SPEED: $31.62$
IV EXISTING SPEED LIMIT	VIII REVISED SPEED LIMIT
ZONE BEING STUDIED:MPH VIOLATION RATE:% ADJACENT ZONE N or W:MPH LENGTH:MILES ADJACENT ZONE S or E:MPH LENGTH:MILES	RECOMMENDED SPEED LIMIT: 30 MPH ANTICIPATED VIOLATION RATE: 79 %  RECOMMENDED BY: DATE:

# SPOT SPEED STUDY

DIST:

POSTED LIMIT VIOLATION MPH RATE DAY: ROUTE: CHARLOTTH - MARTHA DATE: 2-25-04 85TH UPPER LIMIT
PERCNTLE 10 MPH PACE  $\mathcal{C}$ 36 CHECKED: F METER ON E W N S C SIDE FT. MI. WEATHER SURFACE SULLON WET I DAMP OR DAMP CITY/LOCATION: LOMBALD MAPLE HOURS FM: /30 P M TO: 230 P M CHECK NO. RECORDER

	-	40			VEHICLES	20	35	40	45 :
MPH	5 • • • • • • •	10	15	20	25	30	35   1	#0 	
_20_			+1+					+	44
21	<del>                                     </del>	<del>                                     </del>	+1++		<del>                                      </del>	<del>  <b> </b>         -</del>		+1++	+1
22	╂┼┼┼┼				<del>                                      </del>				᠋.
24	X XX XXXX								3 14 14 14 14 10 13
25	X	<del>                                     </del>	+				<del>                                     </del>	┤╂┤┼┼	+15
26 27	XXXX	<del>                                     </del>			<del>-                                      </del>	1 + + + +		┼╂┼┼┼	Ho
28	XXXXX	XXXXXXX	X						IJIY
29	3 7 7 7	1 - 4 - 4 - 4 - 4 - 4 - 4 - 4 - 4 - 4 -	1 4 1					<del>  <b>                                   </b></del>	110
30	XXXXX			WYY			╀┋┼┼┼	╌╂┤┼┼	22
31 32 -	KXXXX						<del>                                      </del>		1/8
33	XXXXX	XXXXXXX	XXXX						17 132
34	<b>HXXXX</b>	XXXXXXXX	XXXXX	XXXXX	X	1111	╀┼┼	<del>  <b>   </b>                                 </del>	lia
35 36			VXXX	<b>X</b>	<del>├</del> <del>╏</del> ┼┼┼				17
37									10
38	XXXXX	XXXX				<del>  <b> </b>                                   </del>	+1++	<del>                                     </del>	<u> </u>
39				┼╂┼┼	╟╂┼┼	<del>  <b> </b>                                   </del>	+1++	╅	<u> </u>
40 41	XXX		+     -						12
42	MILLI							11111	<b>∏</b> 1
43			1111	<del>                                     </del>		+1+++	<del>                                     </del>	++++	167
44		<del>                                      </del>				<del>             </del>		<del>-           </del>	
45 46	╂┼┼┼╂	<del>-                                      </del>							
47								11111	
48		<del></del>		<del>                                     </del>		╫╫┼		<del>             </del>	
_49 _50		<del> -  -  </del>			<del>                                     </del>			+1++	
51									
52						+1++	<del>  <b>   </b>        </del>	<del>-  <b>   </b>      </del>	
53	1 1 1 1 1	<del>- - - - - - - - - - - - - - - - - - - </del>	<del>                                      </del>	1111		╫	╀╂┼┼	<del>             </del>	+-1
54 55									
56									4
57						<del>  <b>   </b>                                 </del>	╀┼┼		+1
58 59	╂┼┼┼╂	<del></del>					<del>  <b>   </b>      </del>		
60									
61						<del>  <b>   </b>                                 </del>			
62		<del>                                      </del>	╀	╫┼		┼╂┼┼┼	┼╂┼┼╾		<del>     </del> .
64	╂┼┼┼			<del>                                     </del>	┼┼╂┼┼┼				
65									
66		<del>                                     </del>		++1+		┼╂┼┼┼	+ 1 + + +		<del>-    </del>
67 68	╂┼┼┼┨	<del>                                     </del>		╫	┼┼╂┼┼┼	┼╂┼┼	+1++		
69									
70		<del>                                     </del>	+	++1+		┵╉┼┼┼	╌╂┼┼╾		
71 72			╀┼╂┼┼	┼┼╏┼┼	┼┼╂┼┼┼	╫╫┼┼	┼╂┼┼	<del>    <b>   </b>                               </del>	
73			<del>    <b>   </b>      </del>	<del>    <b>   </b>                               </del>					
74									
75	$\blacksquare \blacksquare \blacksquare \blacksquare$		<del>╎</del> ╏┼	╀	┼┼╂┼┼	┵╂┼┵┼	+	<del>╎</del> ┋	
76 77			<del>                                     </del>	╅┼╂┼	<del>                                     </del>	<del>             </del>			
78									
79			1111	+	<del>                                     </del>	┵╂┼┼┼	╫┼	<del>┤┋</del> ┼┼	
80	╂┼┼┼┼	<del>┋┋</del>	╁╁╂┼┽	┼┼╂┼┼	┼┼╂┼┼┽	┼╂┼┼┼	╅	<del>                                     </del>	<del>     </del>
81 82	╂┼┼┼	<del>┠┆╏╏╏</del>	<del>                                     </del>	<del>++1++</del>					
83									
84			++1-1-1	<del>           </del>	┼┼╂┼┼┤	╫╫┼┼	+	┼╂┼┼	
85									
ABO	OVE 85 MF	PH, LIST INDI	VIDUALI	_Y:					

# ESTABLISHMENT OF SPEED ZONE DISTRICT \_\_\_\_

ROUTE: MAPLE FROM:	GRACE ST
TO: Addison ST	LENGTH: <u>5405 FT</u>
CITY: LOMBARD (	
•	V ACCESS CONFLICTS
CHECK NO. 85TH % UPPER LIMIT 10 MPH PACE	RESIDENTIAL DRIVES: 80 x 1 = 80 SMALL BUSINESS DRIVES: 1 x 5 = 65 LARGE BUSINESS DRIVES: 1 x 10 = 10 ACCESS CONFLICT NO. TOTAL:
	$\frac{/55}{5405} \frac{(DCN)}{MILES} = \frac{/55}{CONFLICT NO./MILE}$
II TEST RUNS	VI MISCL. FACTORS
RUN NO. AVERAGE SPEED MPH  NB or WB   SB or EB  1 2 3 4 5	PEDESTRIAN VOLUME:N/A  CRASH RATE RATIO:
III PREVAILING SPEED	VII PREVAILING SPEED ADJUSTMENT
85TH % AVG.: 36 MPH UPPER LIMIT OF 10 MPH PACE: 37 MPH TEST RUN AVG.: MPH PREVAILING SPD: 36.5 MPH	DRIVEWAY ADJUSTMENT:  PEDESTRIAN ADJUSTMENT:  CRASH ADJUSTMENT:  TOTAL (Max. 20%):  36.5 MPH x /5 % = 31.02  (Prevailing Spd) (Adjust.) (Max. 9 MPH)
	ADJUSTED PREVAILING SPEED: 31.02
IV EXISTING SPEED LIMIT	VIII REVISED SPEED LIMIT
ZONE BEING STUDIED: 30 MPH VIOLATION RATE: 49 % ADJACENT ZONE N or W: MPH LENGTH: MILES ADJACENT ZONE S or E: MPH LENGTH: MILES	RECOMMENDED SPEED LIMIT: 30 MPH ANTICIPATED VIOLATION RATE: 69 %  RECOMMENDED BY:

DAY:

DATE: 2-17-04

ROUTE: MAPLEST

DIST:

SPOT SPEED STUDY

Street: E.B.Maple near Brewster

A study of vehicle traffic was conducted with HI-STAR unit number 2964. The study was done in the lane on E.B.Maple near Brewster in Lombard, II in DuPage county. The study began on 02/17/2004 at 02:00 PM and concluded on 02/19/2004 at 02:00 PM, lasting a total of 48 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 4,804 vehicles passed through the location with a peak volume of 270 on 02/19/2004 at 07:00 AM and a minimum volume of 2 on 02/18/2004 at 02:00 AM. The AADT Count for this study was 2,402.

#### **SPEED**

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

						(	Char <u>t 1</u>							
0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to 9	to 14	to 19	to 24	to 29	to 34	to 39	to 44	to 49	to 54	to 59	to 64	to 69	to 74	>
0	50	74	292	1174	1996	829	216	83	24	22	13	11	10	6

At least half of the vehicles were traveling in the 30 - 34 mph range or a lower speed. The average speed for all classified vehicles was 30 mph with 25.2 percent exceeding the posted speed of 30 mph. The HI-STAR found 25.2 percent of the total vehicles were traveling in excess of 30 mph. The mode speed for this traffic study was 30 mph and the 85th percentile was 33.48 mph.

#### **CLASSIFICATION**

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

	1			Ch	art 2			
Γ	0	21	28	40	50	60	70	80
ı	to	to	to	to	to	to	to	>
1	20	27	39	49	59	69	79	
Ī	4704	68	23	4	1	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 4,772 which represents 99.40 percent of the total classified vehicles. The number of Small Trucks in the study was 23 which represents 0.50 percent of the total classified vehicles. The number of Trucks/Busses in the study was 4 which represents 0.10 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 02/19/2004 at 07:00 AM the average headway between the vehicles was 13.28 seconds. The slowest traffic period was on 02/18/2004 at 02:00 AM. During this slowest period, the average headway was 1200.0 seconds.

#### **WEATHER**

The roadway surface temperature over the period of the study varied between 17 and 50 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Street: W.B.Maple near Brewster

A study of vehicle traffic was conducted with HI-STAR unit number 883. The study was done in the lane on W.B.Maple near Brewster in Lombard, II in DuPage county. The study began on 02/17/2004 at 02:00 PM and concluded on 02/19/2004 at 02:00 PM, lasting a total of 48 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 4,854 vehicles passed through the location with a peak volume of 321 on 02/18/2004 at 05:00 PM and a minimum volume of 1 on 02/19/2004 at 03:00 AM. The AADT Count for this study was 2,427.

#### **SPEED**

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

							Chart 1							
Ô	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to 9	to 14	to 19	to 24	to 29	to 34	to 39	to 44	to 49	to 54	to 59	to 64	to 69	to 74	>
0	33	40	139	875	2201	1182	284	55	16	13	5	3	2	0

At least half of the vehicles were traveling in the 30 - 34 mph range or a lower speed. The average speed for all classified vehicles was 31 mph with 32.1 percent exceeding the posted speed of 30 mph. The HI-STAR found 32.1 percent of the total vehicles were traveling in excess of 30 mph. The mode speed for this traffic study was 30 mph and the 85th percentile was 34.02 mph.

#### **CLASSIFICATION**

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

				Ch	art 2			
Γ	0	21	28	40	50	60	70	80
	to 20	to 27	to 39	to 49	to 59	to 69	to 79	>
ŀ	4658	142	35	9	4	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 4,800 which represents 99.00 percent of the total classified vehicles. The number of Small Trucks in the study was 35 which represents 0.70 percent of the total classified vehicles. The number of Trucks/Busses in the study was 9 which represents 0.20 percent of the total classified vehicles. The number of Tractor Trailers in the study was 4 which represents 0.10 percent of the total classified vehicles.

#### **HEADWAY**

During the peak time period, on 02/18/2004 at 05:00 PM the average headway between the vehicles was 11.18 seconds. The slowest traffic period was on 02/19/2004 at 03:00 AM. During this slowest period, the average headway was 1800.0 seconds.

#### **WEATHER**

The roadway surface temperature over the period of the study varied between 19 and 52 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Street: E.B.Maple near Martha

A study of vehicle traffic was conducted with HI-STAR unit number 811. The study was done in the lane on E,B.Maple near Martha in Lombard, II in DuPage county. The study began on 02/17/2004 at 02:00 PM and concluded on 02/19/2004 at 02:00 PM, lasting a total of 48 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 7,845 vehicles passed through the location with a peak volume of 398 on 02/17/2004 at 05:00 PM and a minimum volume of 4 on 02/18/2004 at 02:00 AM. The AADT Count for this study was 3,923.

#### **SPEED**

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

							(	Chart 1							
1	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
I	to	to 14	to	to	to	to 34	to 39	to 44	to 49	to 54	to 59	to 64	to 69	to 74	>
	9	14	19	24	29	34	১৪	44	49	34	39	04	09	74	
	0	45	125	512	2966	3252	744	127	35	9	7	6	7	1	2

At least half of the vehicles were traveling in the 30 - 34 mph range or a lower speed. The average speed for all classified vehicles was 28 mph with 11.9 percent exceeding the posted speed of 30 mph. The HI-STAR found 11.9 percent of the total vehicles were traveling in excess of 30 mph. The mode speed for this traffic study was 30 mph and the 85th percentile was 30.13 mph.

#### **CLASSIFICATION**

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

			Cha	art 2			
0	21	28	40	50	60	70	80
to	to	to	to	to	to	to	>
20	27	39	49	59	69	79	
7590	179	54	11	4	0	0	0

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 7,769 which represents 99.10 percent of the total classified vehicles. The number of Small Trucks in the study was 54 which represents 0.70 percent of the total classified vehicles. The number of Trucks/Busses in the study was 11 which represents 0.10 percent of the total classified vehicles. The number of Tractor Trailers in the study was 4 which represents 0.10 percent of the total classified vehicles.

#### **HEADWAY**

During the peak time period, on 02/17/2004 at 05:00 PM the average headway between the vehicles was 9.02 seconds. The slowest traffic period was on 02/18/2004 at 02:00 AM. During this slowest period, the average headway was 720.0 seconds.

#### **WEATHER**

The roadway surface temperature over the period of the study varied between 19 and 58 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Street: W.B.Maple near Martha

A study of vehicle traffic was conducted with HI-STAR unit number 8230. The study was done in the lane on W.B.Maple near Martha in Lombard, II in DuPage county. The study began on 02/17/2004 at 02:00 PM and concluded on 02/19/2004 at 02:00 PM, lasting a total of 48 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 7,043 vehicles passed through the location with a peak volume of 387 on 02/17/2004 at 05:00 PM and a minimum volume of 2 on 02/19/2004 at 02:00 AM. The AADT Count for this study was 3,522.

#### **SPEED**

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

		Chart 1													
1	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
	to 9	to 14	to 19	to 24	to 29	to 34	to 39	to 44	to 49	to 54	to 59	to 64	to 69	to 74	>
	0	22	33	163	1040	3275	1942	432	78	25	12	10	4	4	3

At least half of the vehicles were traveling in the 30 - 34 mph range or a lower speed. The average speed for all classified vehicles was 31 mph with 35.6 percent exceeding the posted speed of 30 mph. The HI-STAR found 35.6 percent of the total vehicles were traveling in excess of 30 mph. The mode speed for this traffic study was 30 mph and the 85th percentile was 34.24 mph.

#### **CLASSIFICATION**

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

	Chart 2													
0	21	28	40	50	60	70	80							
to	to	to	to	to	to	to	>							
20	27	39	49	59	69	79								
6639	314	76	10	4	0	0	0							

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 6,953 which represents 98.70 percent of the total classified vehicles. The number of Small Trucks in the study was 76 which represents 1.10 percent of the total classified vehicles. The number of Trucks/Busses in the study was 10 which represents 0.10 percent of the total classified vehicles. The number of Tractor Trailers in the study was 4 which represents 0.10 percent of the total classified vehicles.

#### <u>HEADWAY</u>

During the peak time period, on 02/17/2004 at 05:00 PM the average headway between the vehicles was 9.28 seconds. The slowest traffic period was on 02/19/2004 at 02:00 AM. During this slowest period, the average headway was 1200.0 seconds.

#### **WEATHER**

The roadway surface temperature over the period of the study varied between 19 and 58 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Street: E.B.Maple near Lodge

A study of vehicle traffic was conducted with HI-STAR unit number 2963. The study was done in the lane on E.B.Maple near Lodge in Lombard, II in DuPage county. The study began on 02/17/2004 at 02:00 PM and concluded on 02/19/2004 at 02:00 PM, lasting a total of 48 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 7,251 vehicles passed through the location with a peak volume of 363 on 02/19/2004 at 07:00 AM and a minimum volume of 4 on 02/18/2004 at 02:00 AM. The AADT Count for this study was 3,626.

#### **SPEED**

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

	Chart 1														
Ī	0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
ا	to 9	to 14	to 19	to 24	to 29	to 34	to 39	to 44	to 49	to 54	to 59	to 64	to 69	to 74	>
l	0	61	115	355	1505	3543	. 1361	215	43	20	10	5	7	0	4

At least half of the vehicles were traveling in the 30 - 34 mph range or a lower speed. The average speed for all classified vehicles was 30 mph with 22.9 percent exceeding the posted speed of 30 mph. The HI-STAR found 22.9 percent of the total vehicles were traveling in excess of 30 mph. The mode speed for this traffic study was 30 mph and the 85th percentile was 32.62 mph.

#### **CLASSIFICATION**

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

	Chart 2												
1	0	21	28	40	50	60	70	80					
	to	to	to	to	to 59	to 69	to 79	>					
	20	21	39	49	39	09	19						
	7029	159	46	7	3	0	0	0					

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 7,188 which represents 99.20 percent of the total classified vehicles. The number of Small Trucks in the study was 46 which represents 0.60 percent of the total classified vehicles. The number of Trucks/Busses in the study was 7 which represents 0.10 percent of the total classified vehicles. The number of Tractor Trailers in the study was 3 which represents 0.00 percent of the total classified vehicles.

#### <u>HEADWAY</u>

During the peak time period, on 02/19/2004 at 07:00 AM the average headway between the vehicles was 9.89 seconds. The slowest traffic period was on 02/18/2004 at 02:00 AM. During this slowest period, the average headway was 720.0 seconds.

#### **WEATHER**

The roadway surface temperature over the period of the study varied between 19 and 50 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.

Street: W.B.Maple near Lodge

A study of vehicle traffic was conducted with HI-STAR unit number 6784. The study was done in the lane on W.B.Maple near Lodge in Lombard, II in DuPage county. The study began on 02/17/2004 at 02:00 PM and concluded on 02/19/2004 at 02:00 PM, lasting a total of 48 hours. Data was recorded in 60 minute time periods. The total recorded volume of traffic showed 6,624 vehicles passed through the location with a peak volume of 371 on 02/17/2004 at 05:00 PM and a minimum volume of 4 on 02/18/2004 at 02:00 AM. The AADT Count for this study was 3,312.

#### **SPEED**

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

	Chart 1													
0	10	15	20	25	30	35	40	45	50	55	60	65	70	75
to 9	to 14	to 19	to 24	to 29	to 34	to 39	to 44	to 49	to 54	to 59	to 64	to 69	to 74	>
0	38	107	314	1133	2890	1675	361	44	17	10	9	9	6	11

At least half of the vehicles were traveling in the 30 - 34 mph range or a lower speed. The average speed for all classified vehicles was 31 mph with 32.3 percent exceeding the posted speed of 30 mph. The HI-STAR found 32.3 percent of the total vehicles were traveling in excess of 30 mph. The mode speed for this traffic study was 30 mph and the 85th percentile was 33.93 mph.

#### **CLASSIFICATION**

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

	Chart 2												
Γ	0	21	28	40	50	60	70	80					
ļ	to	to	to	to	to	to	to	>					
L	20	27	39	49	59	69	79						
ſ	6342	202	61	6	9	4	0	0					

Most of the vehicles classified during the study were Passenger Cars. The number of Passenger Cars in the study was 6,544 which represents 98.80 percent of the total classified vehicles. The number of Small Trucks in the study was 61 which represents 0.90 percent of the total classified vehicles. The number of Trucks/Busses in the study was 6 which represents 0.10 percent of the total classified vehicles. The number of Tractor Trailers in the study was 13 which represents 0.20 percent of the total classified vehicles.

#### **HEADWAY**

During the peak time period, on 02/17/2004 at 05:00 PM the average headway between the vehicles was 9.68 seconds. The slowest traffic period was on 02/18/2004 at 02:00 AM. During this slowest period, the average headway was 720.0 seconds.

#### **WEATHER**

The roadway surface temperature over the period of the study varied between 21 and 50 degrees Fahrenheit. The HI-STAR determined that the roadway surface was Dry 100.00 percent of the time.