

## RESIDENTIAL SPEED LIMITS

The Neighborhood Traffic Study involves gathering speed data as a basis for determining the appropriate speed limit for each street. Studies have shown that most motorists will drive at a speed which they deem to be safe and reasonable, and that setting speed limits at this level actually results in the lowest accident experience. Artificially lower speed limits have been found to have little effect on the speed at which motorists actually drive, making even the most careful driver a traffic law violator.

Factors including the number of driveways, locations of sidewalk, pedestrians and parking restrictions are taken into account before making a speed limit recommendation for a street. Special attention is given to streets around schools in determining a school speed limit zone.

### Possible Recommendations

In most cases, the speed limit on a street will remain unchanged. However, on some streets the speed limit may increase or decrease. A speed limit set too high can foster unreasonable speeds for a neighborhood and a speed limit set too low can lead to tailgating, improper passing, and reckless driving. Using a consistent set of standards, the Village hopes to see an increase in obedience to the speed limits.



## GENERAL TRAFFIC ISSUES

While the Village believes that a neighborhood traffic study is the most comprehensive approach to addressing an area's traffic concerns, there is no one solution that will satisfy every condition.

For those streets that continue to experience traffic issues such as parking problems, speeding concerns and school safety, the Village will continue to handle those on a case-by-case basis. The Public Works and Police Departments will continue to work together to tackle these issues and will also explore new education, enforcement and engineering solutions.

If you have specific concerns, please contact:

Mr. Dorin Fera  
Traffic Engineering Manager  
Village of Downers Grove  
Public Works Department  
5101 Walnut Avenue  
Downers Grove, IL 60515  
Phone: 630.434.5460  
Email: [dfera@downers.us](mailto:dfera@downers.us)

## WHERE CAN I GET MORE TRAFFIC STUDY INFORMATION?

Visit the Village website at  
[www.downers.us](http://www.downers.us)

Click on:  
Parking/Transportation;  
*Neighborhood Traffic Study #2*

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## Neighborhood Traffic Study Area #2

# NEIGHBORHOOD MEETING

February 13, 2013

6:30 p.m. - 8:00 p.m.

Herrick Middle School

Village of Downers Grove  
801 Burlington Avenue  
Downers Grove, IL 60515



## RESIDENTIAL MEETING

An informational meeting will be held February 13, 2013, at Herrick Middle School, 4435 Middaugh Avenue. The meeting will start at 6:30 p.m. and end at 8:00 p.m. The Village's consultant, KLOA, Inc., will present the summary of their findings for this neighborhood and offer preliminary recommendations to address the various traffic, parking, access, school, and safety issues they have identified.

The purpose of this meeting is to present information from the Neighborhood Traffic Study Area #2, collected in October 2012 and to receive your comments and suggestions before recommendations are presented to the Village Council later in 2013.

## ABOUT THE TRAFFIC STUDY

The purpose of a Neighborhood Traffic Study is to thoroughly examine a neighborhood with the goal of mitigating issues of travel speed, cut-through traffic, pedestrian/traffic conflicts, intersection controls, street network performance, and overall neighborhood safety issues. The study consists of data collection and data analysis, neighborhood input, and final recommendations to be presented and approved by the Village Council before any permanent changes are implemented.

In the past, decisions about stop signs, yield signs, and speed limits have been made according to the needs of an individual intersection or street. This has led to a variety of traffic controls and speed limits throughout the Village and concerns from residents about speeding and cut-through traffic. By creating a higher level of traffic consistency through the Village, the expected result is an increased level of compliance to traffic laws.

## Study Background

At the direction of the Village Council, traffic consultant KLOA, Inc. was retained to conduct the Village's second comprehensive Neighborhood Traffic Study. Data collection was undertaken in October 2012 and final recommendations are expected to be presented to the Village Council by May 2013.



Study area #2 is bounded by Ogden Avenue to the north, Main Street to the east, Warren Avenue to the south, and Lee Avenue to the west. Special features within this neighborhood include Pierce Downers School, Herrick Middle School, and North High School. This area also includes commercial properties along Ogden Avenue and a park district property along Lee Avenue.

Analysis of the data gathered from this study will result in a set of recommendations that will improve intersection controls, address parking and access needs, and reduce the accident potential.

## RESIDENTIAL INTERSECTION TRAFFIC CONTROL

The basic purpose of a Stop or Yield sign is to define who has the right-of-way at an intersection. These signs have not been found to be effective when used as a speed control device. Studies have shown unwarranted signs lead to a high rate of disobedience and can actually cause higher speeds as motorists look to make up for "lost time."

During the data collection phase, traffic and pedestrian data is gathered, accident records are reviewed, and measurements are taken at each intersection in the study area and evaluated against engineering criteria.

The following guidelines are proposed for the data review process:

- All 4-way intersections and most T-intersections will be controlled with signs.
- Stop signs or Yield signs will be considered as a form of traffic control.
- Stop signs will typically be recommended only on one of the two intersecting streets, unless the traffic data supports the need to stop both streets.
- Intersections will be reviewed on both an individual basis and neighborhood-wide basis to create a deliberate pattern of traffic control.

### Possible Recommendations

At some locations, traffic control at an intersection will remain unchanged. In others, stop signs may be used at uncontrolled intersections or those directed by a yield sign. Working with the neighborhood, the Village will strive to implement measures and traffic control devices that provide the highest level of safety and motorist compliance.