

Village of Hanover Park

Municipal Building
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Hanover Park, Illinois
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VILLAGE OF HANOVER PARK
VILLAGE BOARD
REGULAR WORKSHOP MEETING

Municipal Building: 2121 W. Lake Street
Hanover Park, IL 60133

Thursday, June 6, 2011
6:00 p.m.

AGENDA

- 1. CALL TO ORDER - ROLL CALL**
- 2. ACCEPTANCE OF AGENDA**
- 3. AGENDA ITEM REVIEW**
- 4. ELECTED OFFICIALS ORIENTATION**
 - a. Fire Department**
 - b. Community Development**
 - c. Human Resources**
- 5. BOARD MEMBER CONCERNS**
- 6. DISCUSSION TOPICS**
 - a. Speed Bump Policy**
- 7. STAFF UPDATES**
 - a. Proposed Monument Sign- Hanover Park Park District**
 - b. Phone System & Network Infrastructure RFP**
 - c. Information- Prevailing Wage Act**
- 8. ADJOURNMENT**

VILLAGE OF HANOVER PARK

CRITERIA FOR TEMPORARY SPEED HUMP USE

Traffic Speeds:

The residential speed limit is 20 mph. By strict definition, speeding is going faster than the speed limit.

If a database does not exist to provide comparison with city-wide vehicle speeds on local residential streets, speed humps should be considered when 60% of the motorists are traveling at greater than 20 mph and/or 30% of the motorists are traveling over 30 mph.

In any event, speed humps should not be considered when 85% of the motorists are traveling at less than 30 mph. This is consistent with the philosophy for establishing speed limits at the 85th percentile speed.

Street Width:

Must be less than 30 feet wide.

Number of Lanes:

No more than a total of two travel lanes.

Street Classification:

Install speed humps only on "local" streets. Do not install speed humps on collector streets or arterial streets.

Street Grades:

Do not install speed humps on streets with greater than 5% grade.

Horizontal and Vertical Alignment:

Do not install speed humps within horizontal curves of less than a 300 foot centerline radius. Do not install speed humps on a vertical curve with less than minimum stopping sight distance of 200 feet.

Sight Distance:

Install speed humps only where safe stopping sight distance of 200 feet can be provided.

Traffic Volumes:

Do not install speed humps on streets with less than 300 vehicles per day or more than 2,000 vehicles per day.

Trucks:

Do not install speed humps on truck routes.

Emergency Vehicles:

Do not install speed humps where the street is a primary emergency vehicle access route.

Transit:

Do not install speed humps on transit routes.

Placement:

Use minimum of two speed humps in a series at approximately 250 foot intervals.

Do not install more than two series per one-half mile.

Do not install speed humps closer than 250 feet to an existing stop sign or traffic signal controlling the proposed roadway.

Traffic Diversion:

A speed hump installation should not divert traffic to other local streets, such that the diversion would increase that street's traffic volumes by greater than 20% or to a total of greater than 1,500 vehicles per day.

Citizen Support:

Consider the installation or removal of the speed humps upon receipt of a petition signed by greater than 75% of all residents with addresses or access along the street on which the speed hump is proposed, and located between the two nearest traffic control devices, including one block in each direction of streets with alley access to the proposed controlled street segment.