

MEMORANDUM

To: Village President & Board of Trustees
c/o Art Osten, Interim Village Manager
Dana McCarthy, Assistant Village Manager
Village of Long Grove

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Fr: Geoffrey L. Perry, P.E., Village Engineer

Date: August 22, 2023

Re: Checker Road Traffic Calming
Recommendation Memorandum
Village of Long Grove

As previously discussed, the Village has not obtained the data from Buffalo Grove as to how many vehicles traveling on Checker Road are using this route as a “cut through.” Long Grove has been informed that this data will not be released until the Phase I Engineering (Feasibility) Study for the Lake-Cook Road Corridor Project, which includes the Arlington Heights Road intersection, is complete. There is no timetable on the completion of the Phase I Study, although the goal is completion by early 2024.

With this “cut through” data, the Village would be able to determine the percentage of vehicles using this route as a cut through and compare that to the volume decrease of 8% observed during the beta testing. We suspect that the 8% decrease is cut through traffic, as the local residents would have likely continued to use this route in lieu of using alternative routes. There are likely other contributing factors to fluctuations in vehicle volume, such as time of year, weather, fluctuating fuel prices, etc.

Checker Road is owned and maintained by Long Grove and, in accordance with the IDOT Bureau of Local Roads and Streets Manual, the Village has the right to reduce the speed limit by Ordinance. Our office recommends reducing the speed limit to 25 mph and increasing enforcement. Further investigation into electronic speed monitoring signs that display a blinking vehicle speed should also be considered. These electronic signs are eligible for various grant funding and the Village should get the final cost to the Village prior to pursuing purchase of them.

If the Village elects to implement any permanent traffic calming measures, our office recommends installing speed tables as they are a safer option for vehicle traffic due to the unlighted corridor. Speed tables are also less costly than a traffic choker and provided similar effectiveness during the beta testing. In addition, the beta testing showed that vehicle speeds increase once they travel through the traffic calming measure; therefore, multiple traffic calming measures would be needed along the corridor to effectively reduce speeds throughout.

We strongly encourage the Village to have a documented “cut through” volume prior to installing a permanent traffic calming measure. Installation of a permanent traffic calming measure will be precedent-setting and the documented “cut through” volume will be a good metric for installation at other locations.

Lastly, we note that Checker Road is a collector-type road and could be petitioned to be a Federal-Aid Route, making it eligible for federal road improvement funding, like N. Krueger Road. However, any installation of traffic calming measures would negate the ability to add Checker Road as a Federal-Aid Route and federal funding eligibility.