

September 23, 2002

Fred Ranck, Safety Engineer  
Midwestern Resource Center  
Federal Highway Administration  
119900 Governors Drive, Suite 301  
Olympia Fields, IL 60461

Re: MUTCD Multiway Stop  
Minimum Volume Criteria

Dear Mr. Ranck:

I am a Neighborhood representative in the largest age restricted (55+) developing community in the State of Illinois. While there are many different neighborhoods in this community, ours is adjacent to a central park which contains recreational facilities including a lake for fishing and for limited boating, a bike and walking trail, restroom facilities, a Post Office mail drop box etc.. The aforementioned trail is currently being expanded *to provide new access* to our baseball and volleyball fields, previously un-accessible areas of the park, etc.. We are also a golf car community.

The park is located at the T intersection of Del Webb Blvd. at Cold Springs Dr. (minor). The minimum volume for this T intersection is 350 for the former street and 150 for the latter. The latest traffic study revealed *the* minimum volumes per MUTCD Section 28.07 items 1 and 2 respectively to be 288,6 and 82.A. There was no average delay to minor street traffic conducted in this study, however, on one of six spot speed samples to determine the prevailing speed, there were 1.954 vehicles on the major street at the T intersection during a 4 hour period (almost 5430 vehicles per hour).

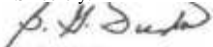
In regard to item 3, the 85<sup>th</sup>-percentile per one of the spot speed samples was 40.11 (exceeding 40mph ) reducing the aforementioned T intersection volumes by 70% to 245 and 105 thus satisfying the major street minimum volume.

While the 70% minimum minor street volume of 105 was not met in *this* study, request is made *for a* MUTCD *change* applicable to age *restricted* communities whereby the item 3 percentage value of 70% be reduced to 50%. We currently have one legally blind person and two in motorised wheelchairs that deserve easy access to our recreational facilities. While this is an active adult community, traversing Del Webb Blvd is difficult for even our most active seniors and is compounded when doing so *when* accompanied by our grandchildren etc.. Some drivers never golf and do not realize golf cars have a slower acceleration.

We are concerned that a pedestrian activated flashing yellow light will be largely ignored, and unless the activation is placed crab side at the crosswalk (a possible hazard) a pedestrian away from the curb may not be as easily seen. For those unfamiliar with the light, it would increase the time to return to the curb for repositioning *and* evaluating traffic from both directions to cross,

We love Illinois and have selected this mid western state in lieu of the sunbelt for our retirement. We are confident you will consider our safety request.

Sincerely,



B. G. Fiedor  
12423 Black Oak Trail  
Huntley IL. 60142