

MAYOR
Paul Wm. Hoefert

TRUSTEES
Vincent J. Dante
Elizabeth B. DiPrima
Terri Gens
William A. Grossi
John J. Matuszak
Colleen E. Saccotelli



VILLAGE MANAGER
Michael J. Cassady

DIRECTOR OF PUBLIC WORKS
Sean Dorsey

Phone: 847/870-5640
Fax: 847/253-9377
www.mountprospect.org

Village of Mount Prospect Public Works

1700 W. Central Road, Mount Prospect, Illinois 60056

DRAFT MINUTES OF THE MOUNT PROSPECT TRANSPORTATION SAFETY COMMISSION

CALL TO ORDER

The meeting of the Mount Prospect Transportation Safety Commission was called to order at 7:00 p.m. on Monday, September 8, 2025.

ROLL CALL

Present upon roll call:	Justin Kuehlthau	Chairman
	B-L Pellicore	Commissioner
	Tina DeAragon	Commissioner
	Todd Novak	Fire Department Representative
	Nicholas Mavraganis	Police Department Representative
	Scott Moe	Public Works Department Representative
	Luke Foresman	Project Engineer – Staff Liaison

Absent:	Christopher Prosperi	Vice Chairman
	Jeffrey Nejd	Commissioner
	Charlie Lowry	Commissioner

Others in Attendance:	George and Roula Chartouni	Resident	205 Audrey Lane
	Vito LiRosi	Resident	17 S. Audrey Lane
	Carol A. Cimo	Resident	100 Audrey Lane
	Mary McCloskey	Resident	14 Audrey Lane
	Rick McNulty	Resident	1908 Connie Lane
	Debbie Geavaras	Resident	200 S. Audrey Lane
	Matt Lawrie	Village Engineer	

APPROVAL OF MINUTES

Commissioner Pellicore, seconded by Commissioner DeAragon, moved to approve the minutes of the regular meeting of the Transportation Safety Commission held on August 11, 2025. The minutes were approved by a vote of 6-0.

CITIZENS TO BE HEARD

None.

OLD BUSINESS

None.

NEW BUSINESS

Hatlen Heights – Audrey Lane, Hatlen Avenue, Bonita Avenue, Connie Lane and Meier Road north of Lincoln Street – Friendly Neighborhood Streets Program Project

Staff Liaison Foresman presented the following on the Hatlen Heights Friendly Neighborhood Streets Program Project:

Overview: Staff presents their recommendation for a traffic calming project in the Hatlen Heights Neighborhood, including Audrey Lane, Hatlen Avenue, Connie Lane, Bonita Avenue and Meier Road, in accordance with the Friendly Neighborhood Streets Program. The Commission will then vote on whether the project should move forward to the Village Board for approval or not.

Project Status: Below are the steps of the Friendly Neighborhood Streets Program, we are currently at the bolded steps:

1. Initiation
2. Petition Review
3. Traffic Study
4. Eligibility
5. Prioritization
6. Initial Public Outreach
7. Initial Plan
8. Second Public Outreach
9. Temporary Measures
10. On-Site Meeting (hosted at TSC meeting)
11. Revised Plan
- 12. Balloting**
- 13. TSC Meeting**
14. Board Approval
15. Construction

Background: Detailed project information can be found on the project website including the initial petition, traffic counts, public outreach summaries, alternative analysis memos and previous versions of the plan.

<https://www.mountprospect.org/departments/public-works/engineering/traffic/traffic-calming/hatlen-heights-neighborhood-traffic-calming-study>

This memo will give a brief overview of the history of the project that was covered at the previous meeting. Refer to the above mentioned documents for more information.

Initial
Outreach and
Plan

A petition for the Friendly Neighborhood Streets Program for Audrey Lane was received on October 2, 2024. Staff found the street qualified for the program and determined the study area. In addition to Audrey Lane, the study area was expanded to include Hatlen Avenue, Bonita Avenue, Connie Lane and Meier Road north of Lincoln Street.

Staff sent a letter to all properties within the study area soliciting feedback on existing traffic issues, 134 surveys were sent out and 27 were returned. Primary concerns included vehicle volume and speed, reducing cut through traffic, stop sign compliance and pedestrian safety.

An initial plan was developed to address traffic issues on the street. The initial plan included median islands, mini-traffic circles, parking changes, pavement markings and speed feedback signs. The initial plan was mailed to residents within the study area soliciting input. As the initial plan was developed, the study area was expanded to include Meier Road north of Lincoln Street. Additionally, the plan was presented to the Transportation Safety Commission for feedback.

In general, residents were concerned over the impact the traffic calming measures would have on the street and were unsure how effective they would be.

Staff then developed a traffic calming trial to demonstrate the proposed traffic calming measures to the public and to conduct additional traffic counts to determine their effectiveness.

Traffic
Calming Trial

A traffic calming trial was implemented on the street for three weeks from May 19th to June 6th. This trial consisted of cones, rubber curbs and temporary pavement markings to demonstrate median islands, mini-traffic circles and parking changes. Full details of the trial are included in the attached memos. The results showed the trial measures reduced the number of drivers exceeding 35 MPH on the street by about 70% without an adverse impact on traffic operations. This shows how the traffic calming measures were designed to make it difficult for vehicles to reach excessive speeds but still allow vehicles to travel at appropriate speeds down the street. There was a relatively small change in average speed showing the measures have a limited impact on vehicles that previously were traveling close to the speed limit. However, the traffic calming measures would require parking changes on the street.

Residents were sent a letter prior to the trial requesting feedback on the trial measures. A total of 36 comments were received. 4 were generally in favor of some or all of the proposed measures, 29 were against them and 3 were general comments. The general theme from comments received was that the impact the traffic calming measures have on vehicle speed and pedestrian safety needs to be greater than any negative impact to residents in the neighborhood.

Revised
Design

Based on comments received, traffic count results and staff observations, the following changes were made to the initial plan:

- Remove mid-block medians as the impact to residents was deemed too great for the traffic calming benefit they provided.
- Remove the striped parking lane on Connie Lane, replace it with centerline markings near the stop signs.
- Install all-way stop control at the intersection of Connie Lane and Audrey Lane. Traffic counts confirmed similar operating conditions on both streets, warranting all-way stop control.

The revised design is described in detail in the attached Revised Design Memo. Overall, there are four items that were included for residents to vote on:

- Item 1: Raised median islands at the entrance to the neighborhood off Central Road.
- Item 2: Mini-traffic circles (Option 1), speed feedback signs (Option 2) or both (Option 3) at the intersections of Audrey Lane and Hatlen Avenue with Grindel Drive.
- Item 3: All-way stop control at the intersection of Audrey Lane and Connie Lane.
- Item 4: Pavement markings on Meier Road for parking lanes and a centerline.

Balloting

The revised design plans and a ballot were sent to all residents within the study area. A detailed breakdown of the balloting is included in the attachments. The below table provides a brief summary:

Hatlen Heights Balloting Summary							
Item 1			Item 2				
For	Neither For or Against	Against	For Option 1	For Option 2	For Option 3	Neither For or Against	Against Both Options
16	4	46	5	21	25	0	18
Item 3			Item 4				
For	Neither For or Against	Against	For	Neither For or Against	Against		
47	6	14	38	15	16		

Staff also looked at how residents who live on the block where the traffic calming measures were proposed voted, the result of that analysis is shown below.

The results of balloting are non-binding and were used to inform Staff's recommendation. Comments that were submitted with the ballots are included as an attachment to this memo.

Hatlen Heights Balloting Summary Responses from the Block the Traffic Calming Measure is Proposed							
Item 1			Item 2				
For	Neither For or Against	Against	For Option 1	For Option 2	For Either Option	Neither For or Against	Against Both Options
6	0	17	3	10	16	0	10
Item 3			Item 4				
For	Neither For or Against	Against	For	Neither For or Against	Against		
21	1	2	7	1	0		

Staff
Recommend-
ation:

Staff's recommendation is shown on the Final Design Plans. This includes:

- No changes at the entrances to the neighborhood off Central Road
- Mini-traffic circles and speed feedback signs on Audrey Lane and Hatlen Avenue at their intersections with Grindel Drive
- All-way stop control at the intersections of Audrey Lane and Connie Lane
- Pavement markings on Meier Road.

This combination of traffic calming measures are expected to meet the projects goals of improving safety on the street while not greatly impacting residents. The total cost for these improvements is \$20,000 to \$30,000. Funding is included in the Village Budget for general traffic calming. Construction would take place next year, either as part of the resurfacing program or as a stand alone project.

Options:

The Transportation Safety Commission can vote to:

- Advance the project to the Village Board in accordance with Staff's recommendation
- Advance the project to the Village Board with changes to Staff's recommendation
- Send the project back to Staff for changes and to bring it to a future Transportation Safety Commission Meeting
- Reject the proposed changes, effectively terminating the project

Or action at the discretion of the Commission.

Discussion:

Commissioner Pellicore asked for a clarification on speed feedback signs and their lead time. Liaison Foresman described them and indicated the lead time would likely be a few months based on past procurement.

There was general discussion from the audience and the Commission on the following topics:

- How the Village collects traffic data – pneumatic tube counters
- How decisions are being made in the program – Staff use traffic data and proven traffic calming measures to develop a traffic calming plan then present that to residents to ensure the traffic calming plan meets resident expectations, allowing for public input throughout the process
- Comments that the originally proposed median islands at the neighborhood entrances were too close to Central Road and could be a safety issue if installed
- Comments that speeding and traffic issues are only present during rush hour and therefor a large intervention is not needed
- Suggestion to add stop signs to Audrey Lane and Hatlen Avenue at Grindel Drive – Staff investigated this and found that stop signs were not warranted due to low traffic volumes on Grindel Drive compared to Audrey Lane and Hatlen Avenue. Stop signs are used to assign right-of-way at an intersection and not for speed control. When traffic volumes are drastically different and one street has very low volume, there often becomes a high rate of disobedience at an all-way stop. Motorists on the major road soon realize there is little opposing traffic and they will roll through and even not stop at the STOP sign. This can become a safety concern if a motorist on the minor street pulls out thinking the opposing vehicle is going to stop.
- Comments that traffic enforcement works

Motion: The Commission elected to do separate motions for each of the items included on the ballot. The results of the motions are described below.

Ballot Item #1: Median islands on Audrey Lane and Hatlen Avenue near Central Road.

Motion by Chairman Kuehlthau, seconded by Commissioner Pellicore: Approve Staff's recommendation to make no changes to the entrances to the neighborhood.

Motion passed by a vote of 6-0.

Ballot Item #2: Intersection treatment at the intersections of Audrey Lane and Hatlen Avenue with Grindel Drive.

Motion by Commissioner Pellicore, seconded by Representative Moe: Approve Staff's recommendation (Option 3) including mini-traffic circles and speed feedback signs at the intersections with Grindel Drive.

Motion passed by a vote of 6-0.

Ballot Item #3: All-way stop control at the intersection of Connie Lane and Audrey Lane.

Motion by Representative Moe, seconded by Commissioner DeAragon: Approve Staff's recommendation to install all-way stop control and centerline pavement markings at the intersection of Connie Lane and Audrey Lane.

Motion passed by a vote of 6-0.

Ballot Item #4: Pavement marking on Meier Road between Connie Lane and Lincoln Street.

Motion by Representative Moe, seconded by Commissioner Pellicore: Approve Staff's recommendation to add pavement markings to Meier Road north of Lincoln Street to match the pavement markings on Meier Road south of Lincoln Street.

Motion passed by a vote of 6-0.

Overall, the Commissions recommends the following:

- No changes on Audrey Lane and Hatlen Avenue at the entrances to the neighborhood off Central Road
- Install mini-traffic circles and speed feedback signs at the intersection of Audrey Lane and Gindel Drive and Hatlen Avenue and Grindel Drive
- Install all-way stop control at the intersection of Audrey Lane and Connie Lane with centerline pavement markings on approach to the intersection
- Install pavement markings on Meier Road north of Lincoln Street to match the pavement markings on Meier Road south of Lincoln Street

COMMISSION ISSUES

Liaison Foreman updated the Commission on golf cart regulations as requested by the Commission at the August meeting.

The Village has no regulations regarding golf carts. According to state law (625 ILCS 5/11-1426.1), golf carts are considered a “non-highway vehicle”. They are not allowed on any street in the state unless a municipality authorizes them. Since Mount Prospect has not authorized them, they are not allowed on any streets in the Village. Since they are not allowed in Mount Prospect, Staff does not recommend pursuing safety regulations at this time, should the Village Board desire to allow golf carts or other non-highway vehicles on Village Streets, then, at that time, safety regulations for golf carts can be evaluated, including seat belts.

Chairman Kuehlthau announced that Commissioner NejdI had resigned from the Commission.

ADJOURNMENT

With no further business to discuss, the Transportation Safety Commission voted 6-0 to adjourn at 8:40 p.m. upon the motion of Chairman Kuehlthau NejdI. Commissioner Pellicore seconded the motion.

Respectfully submitted,



Luke Foresman, P.E.
Project Engineer