



Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO: DIRECTOR OF PUBLIC WORKS

FROM: PROJECT ENGINEER

DATE: July 24, 2025

SUBJECT: FNSP – HATLEN HEIGHTS – PRELIMINARY PLANS AND TEMPORARY MEASURES
PUBLIC OUTREACH SUMMARY

This memo summarizes the comments received as part of the second public outreach and the traffic calming trial. The second public outreach presented the preliminary plan to the public. Comments on that plan were used to develop the traffic calming trial. All comments will be used to revise the preliminary plan in order to develop the final traffic calming proposal.

Initial Public Outreach

The Village sent out an initial public outreach in November of 2024. This was to solicit input on existing traffic issues on the street and potential traffic calming measures. The results of that survey are presented in a separate memo. While Staff considered all survey responses as alternative designs were developed, below are themes that were mentioned in multiple comments that were focused on:

- Reducing vehicle speeds
- Reducing “cut-through” traffic
- Increasing pedestrian safety at intersections
- Increasing stop sign compliance

Preliminary Plan and Second Public Outreach

The results of the first survey were used to develop alternatives and ultimately the preliminary design. How this design was developed is highlighted in the Alternatives Analysis Memo. The preliminary alternative was then sent out to all residents in Hatlen Heights study area in February of 2025 as part of the second public outreach to solicit feedback on the initial design (attached). Residents were also invited to the Transportation Safety Commission Meeting (TSC) on March 10th to learn more about the project and provide comments. This TSC meeting was used as the “on-site” meeting as outlined in the Friendly Neighborhood Streets Program.

The second public outreach was sent out via mail on February 18th, 2025 and included the preliminary plan and a survey seeking feedback on the preliminary plan. The survey was open until Friday March 14th, 2025. The letter was sent to 147 addresses. Surveys from 24 addresses were returned, all of which were from within the study area. Addresses where multiple responses were received were combined and considered one response to the survey. This is a 16% return rate, slightly lower than the 20% return rate from the first public outreach. The number of surveys sent out was slightly increased due to Meier Road north of Lincoln Street being added to the study limits.

This survey included all open-ended questions, the below paragraphs will summarize the responses. Full responses are attached to this memo, addresses and other identifying information have been redacted to respect individual respondents’ privacy. The goal of this public outreach was to solicit feedback on the preliminary proposal in order to make revisions for the traffic calming trial. Therefore, yes or no votes on the study as a whole were not sought at this point. The next public outreach will include a ballot where the public can express their opinion on the revised design.

The first question on the survey was to submit an address so Staff could track comments. All responses were from within the study limits.

The second item stated, “Provide any comments regarding the preferred alternative as proposed”. Comments were varied on the preferred alternative and depended on the location of the commentor. In general, below are some of the responses to the first question:

- 7 residents did not think the proposed measures would be effective
- 5 residents were concerned over how measures would affect maintenance operations
- 5 residents were for the traffic calming measures as proposed
- 3 residents were concerned about the loss of parking
- 2 residents liked the mini traffic circles but not the median islands
- 1 resident requested traffic calming measures be as visible as possible
- 1 resident did not like the mini traffic circles

The third and fourth items in the survey were similar, therefore responses were combined. The third item stated, “Provide any suggestions for changes to the preferred alternative”, and the fourth item stated, “Provide other ideas for traffic calming”. Resident suggestions are below:

- 6 residents said road closures should be considered
- 6 residents requested stop signs
- 5 residents requested additional police enforcement
- 3 residents requested speed bumps
- 3 residents requested speed enforcement cameras

The fifth item allowed residents to provide additional comments regarding the study. A summary of comments that were unrelated to other questions on the survey are below:

- 3 residents indicated something needed to be done, but did not think the proposed plan would be effective
- 1 resident indicated nothing needed to be done
- 1 resident was concerned about changes impacting other streets in the neighborhood
- 1 resident was concerned over large vehicle access

Transportation Safety Commission Meeting 1

The comment period was open until the Friday after the Transportation Safety Commission meeting on March 10th. At the meeting, the project was presented to the Transportation Safety Commission, including a project background and next steps. Meeting minutes are attached to the memo. After the presentation residents had the opportunity to comment, below is a summary of comments during the meeting:

- There was concern raised by residents over how mini-traffic circles would function and how drivers would know how to navigate them.
- Parking concerns were raised over the impact the proposed traffic calming measures would have on street parking.
- It was mentioned the only way to remove cut-through traffic on the streets would be to dead end multiple streets in the neighborhood.
- There was a comment that parked cars on the street have a traffic calming effect.
- There was concern over the possibility of driver's hitting the traffic calming measures, causing damage to vehicles.
- A resident wanted to make sure traffic calming measures as proposed would not shift traffic to other streets in the neighborhood.
- The initial design would prohibit parking on Connie Lane between Meier Road and Audrey Lane. There was concern that there is not sidewalk access along the east side of Meier Road.

As a result of the second public outreach, the following changes were made prior to the temporary traffic calming measures being installed:

- The median island on Connie Lane between Meier Road and Audrey Lane was removed and replaced with pavement markings and a striped parking lane on the north side. No parking is allowed on the south side. This preserves parking access for homes fronting Connie Lane while still providing a traffic calming effect on the block.
- The size of the median islands were reduced to decrease impacts to residents while maintaining traffic calming effects.

Temporary Traffic Calming Measures

Staff sent out Resident Information Bulletin 3 on May 12, 2025 (attached to the memo). This bulletin informed residents that temporary traffic calming measures would be installed soon and solicited feedback on the traffic calming trial. The comment period was open until Friday June 6th and comments could be sent directly to Public Works, there was not a formal survey as part of the traffic calming trial.

The temporary measures consisted of cones, plastic bollards, rubber curbs, pavement markings and parking restrictions. They were installed on Monday May 19th and removed on Friday June 6th. Plans for the temporary traffic calming measures are attached to this memo.

This memo does not include an analysis of the effect of the traffic calming trial or observations by staff. This memo summarizes public feedback on the traffic calming trial. Results of the trial are included in the memo regarding the revised design.

A total of 36 comments were received on the traffic calming trial, most from residents within the study area. 4 of the comments were generally in favor or some of all of the proposed traffic calming measures, 29 were against the traffic calming measures and 3 were general comments.

Full text of the comments received are attached to the memo. In general, residents were concerned that the impact to residents living in the neighborhood was too great for the perceived impact the traffic calming trial was having on vehicle speed. Additionally, residents noted that traffic calming trial appeared to not be reducing the volume of traffic on the street. Suggestions were made that were consistent with the responses to the preliminary plan, including road closures, stop signs, speed enforcement signs and that the traffic issues in the neighborhood were not great enough to warrant the trialed traffic calming measures.

Summary

While Staff will consider all comments submitted, the general theme from comments received was that the impact the trialed traffic calming measures had on vehicle speed was not great enough to justify the impacts the traffic calming measures had on residents in the neighborhood.

The next step of the process is to develop the revised design based on resident input and the results of the traffic calming trial. Staff will consider resident comments when revising the design and will present the revised design to residents through a future mailing and Transportation Safety Commission meeting.

Luke Foresman, PE



Project Engineer

Attachments:

- Second Resident Information Bulletin
- Preliminary Design
- Survey Response Data (without addresses listed)
- March 10, 2025 Transportation Safety Commission Minutes
- Third Resident Information Bulletin
- Traffic Calming Trial Plan
- Traffic Calming Trial Responses (without addresses listed)

Resident Information Bulletin #2

Hatlen Heights Neighborhood Traffic Calming Study

Village of Mount Prospect
Public Works Department
FEBRUARY 2025

INTRODUCTION:

The Village is conducting a traffic calming study within the Hatlen Heights Neighborhood on Audrey Lane, Hatlen Avenue, Connie Lane and Bonita Avenue and is seeking your input on the preliminary preferred alternative that the Engineering Division developed based on resident surveys that were sent out late last year. Last year, the Village initiated a traffic calming study for the neighborhood based on a petition submitted by residents. Traffic calming is infrastructure designed to slow vehicle speeds or reduce the number of vehicles on a neighborhood street to increase safety for all users.

PRELIMINARY PREFERRED ALTERNATIVE:

The Engineering Division evaluated options and developed a preferred alternative for traffic calming measures within the neighborhood. The preferred alternative includes median islands and mini-traffic circles to slow drivers and increase safety for all users. A memo describing the preferred alternative and plans for the preferred alternative are available on the project website, see below. If you would like a hard copy of the memo and plans, please reach out to Public Works via phone at 847-870-5640 or via email at publicworksdept@mountprospect.org and we will be happy to provide the documents.

TRAFFIC CALMING PROCESS:

We are currently at step 8, Second Public Outreach, of the traffic calming process. See timeline to the right.

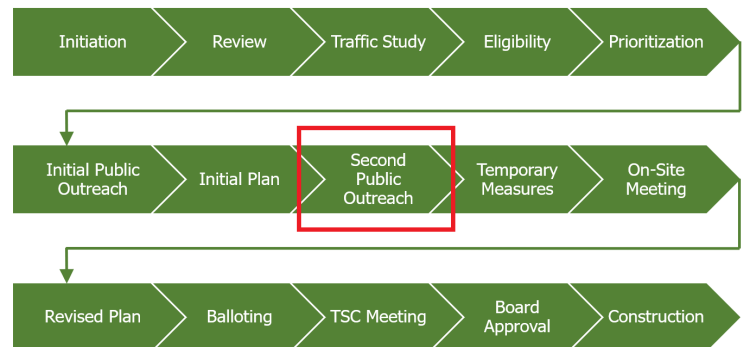
PUBLIC INPUT

A comment form is available on the study website to provide input on the initial preferred alternative. Please use the QR code below or search "Hatlen Heights" on the Village website to find the study website.

Additionally, public comments can be submitted to Public Works by using the enclosed comment form and mailing it to or dropping off at Public Works, Attn: Luke Foresman, 1700 West Central Road, Mount Prospect, IL 60056. Residents can also submit comments by phone at (847) 870-5640 or by email at publicworksdept@mountprospect.org. Please put "Hatlen Heights Traffic Calming" in the subject line of your email. **Comments need to be submitted by Friday March 14th for inclusion in this part of the study.**

The study will be presented to the Transportation Safety Commission at their meeting at 7:00 PM on March 10th, 2025 at the Emergency Operations Center at Public Works, 1720 W. Central Road. You are invited to attend and participate in the meeting. This will act as the "on-site" meeting as described in the timeline above.

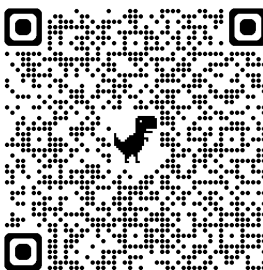
The Village may also trial some of the traffic calming measures using cones and temporary curbs to demonstrate potential improvements to the neighborhood. These will be installed for a few days sometime prior to the Transportation Safety Commission Meeting, weather permitting.



VILLAGE OF MOUNT PROSPECT PUBLIC WORKS DEPARTMENT

1700 W. Central Road
Mount Prospect, IL 60056
www.mountprospect.org

Phone: 847-870-5640
TDD: 847-392-1235



Comment Form

Hatlen Heights Neighborhood Traffic Calming Study

Village of Mount Prospect
Public Works Department
FEBRUARY 2025

Please answer the follow questions to help us as we work to develop a preferred alternative for traffic calming in the Hatlen Heights Neighborhood. Comments can also be submitted on the study website, see QR code below or search “Hatlen Heights” on the Village website.

Please view the preferred alternative and memo on the study website prior to answering these questions. A hard copy of the preferred alternative can be requested by contacting Public Works, info below.

Address: _____

Provide any comments regarding the preferred alternative as proposed:

Provide any suggestions for changes to the preferred alternative, or other ideas for traffic calming:

Provide any additional comments regarding the study:

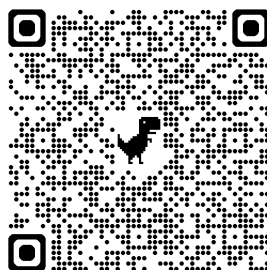
Submit form to Public Works, Attn: Luke Foresman, 1700 West Central Road, Mount Prospect, IL 60056.

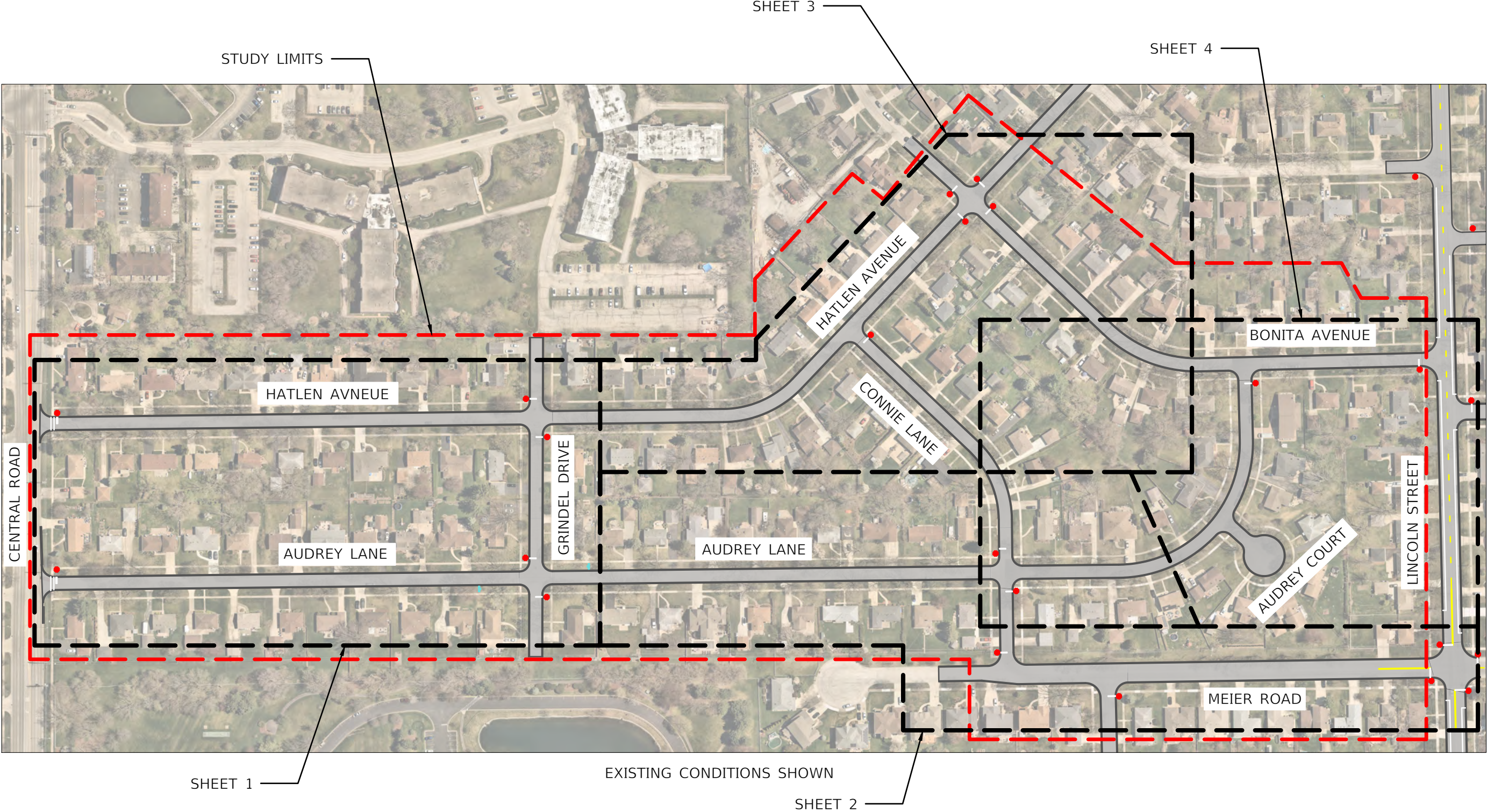
Or email the form to publicworksdept@mountprospect.org. Please put “Hatlen Heights Traffic Calming” in the subject line of your email. **Please submit by Friday, March 14th, 2025 for inclusion in the study.**

VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT

1700 W. Central Road
Mount Prospect, IL 60056
www.mountprospect.org

Phone: 847-870-5640
TDD: 847-392-1235





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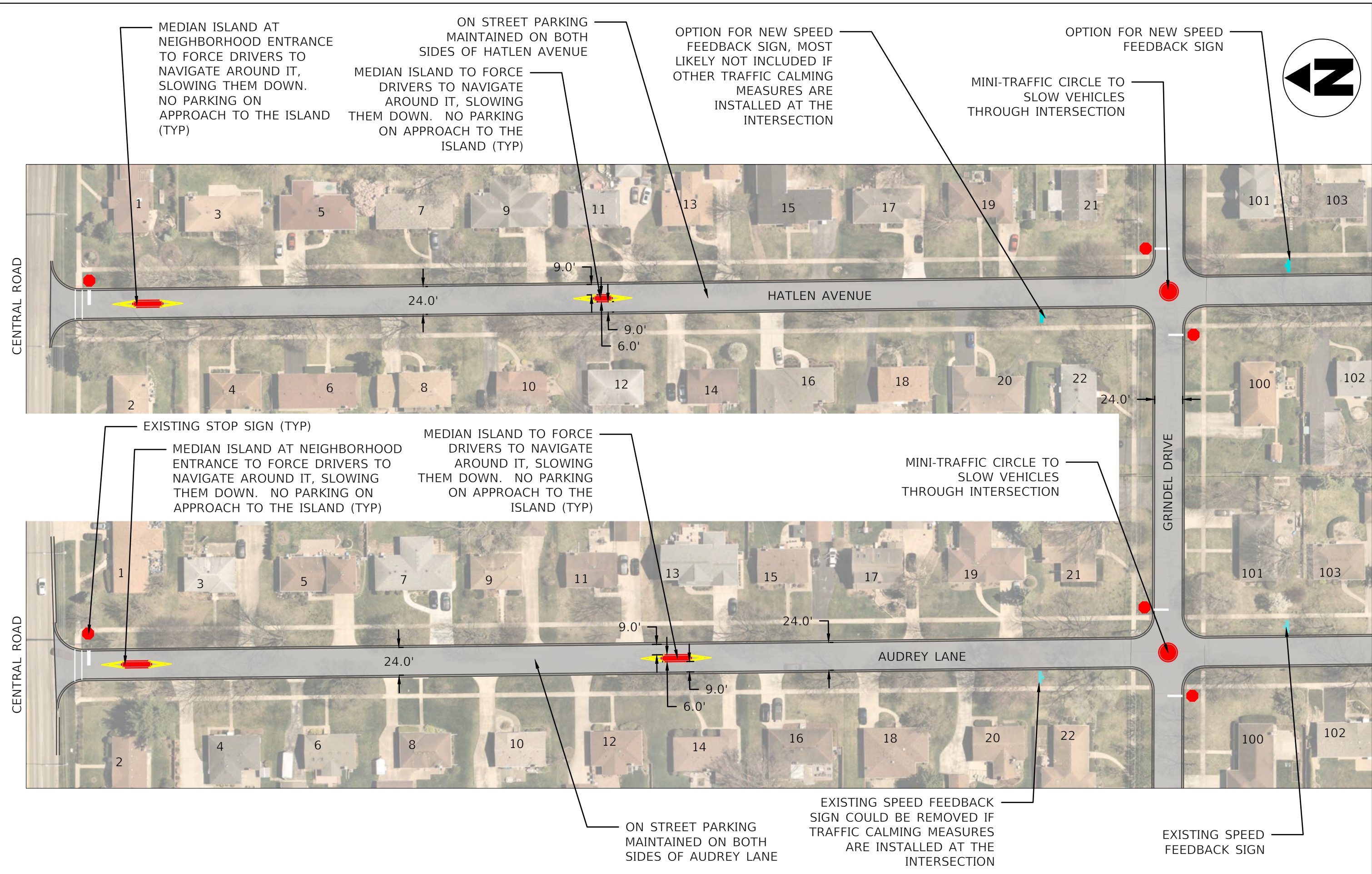
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PLOT SCALE	=	CHECKED - MPL	REVISED -
PLOT DATE	= 1/22/2025	DATE - 1/22/2025	REVISED -

VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - STUDY LIMITS

SCALE: 1:75 SHEET 1 OF 1 SHEETS HATLEN HEIGHTS NEIGHBORHOOD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
CONTRACT NO. N/A				
ILLINOIS				



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VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM		
HATLEN HEIGHTS - INITIAL DESIGN PREFERRED ALTERNATIVE		
SCALE: 1:75	SHEET 1 OF 4 SHEETS	CENTRAL RD - GRINDEL DR

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	4	1
CONTRACT NO. N/A				
ILLINOIS				

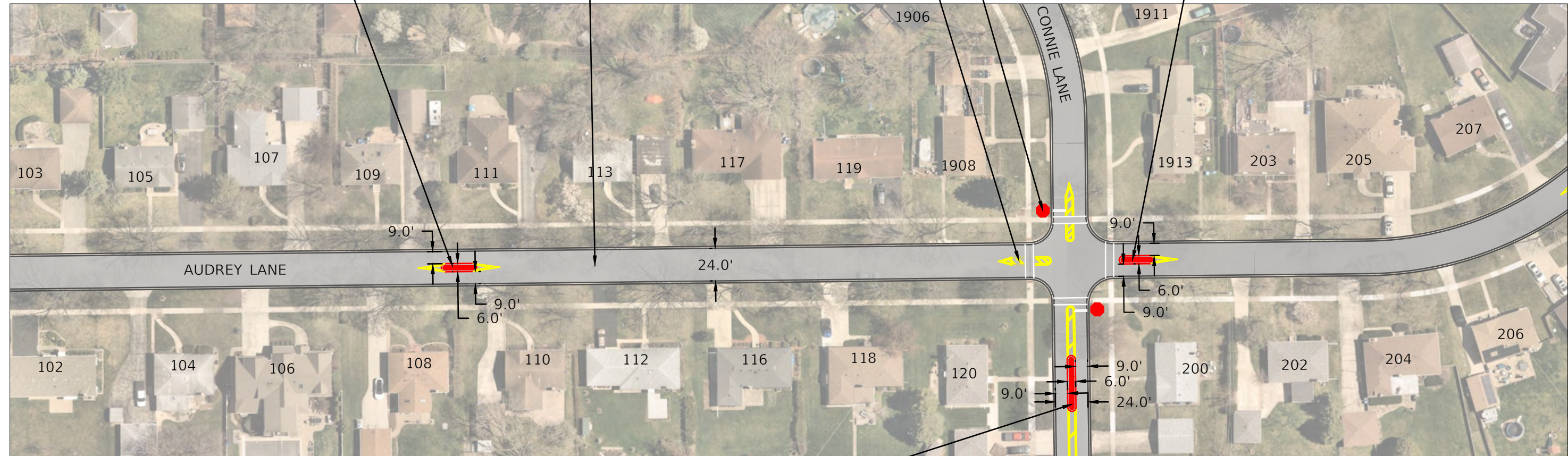


MEDIAN ISLAND TO FORCE DRIVERS TO NAVIGATE AROUND IT, SLOWING THEM DOWN. NO PARKING ON APPROACH TO THE ISLAND (TYP)

ON STREET PARKING ALLOWED ON BOTH SIDES OF AUDREY LANE

EXISTING STOP SIGN (TYP)
STRIPED MEDIAN TO ALIGN VEHICLES ON APPROACH TO THE INTERSECTION (TYP)

MEDIAN ISLAND TO SLOW DRIVERS TURNING OR TRAVELING THROUGH THE INTERSECTION WITH CONNIE LANE



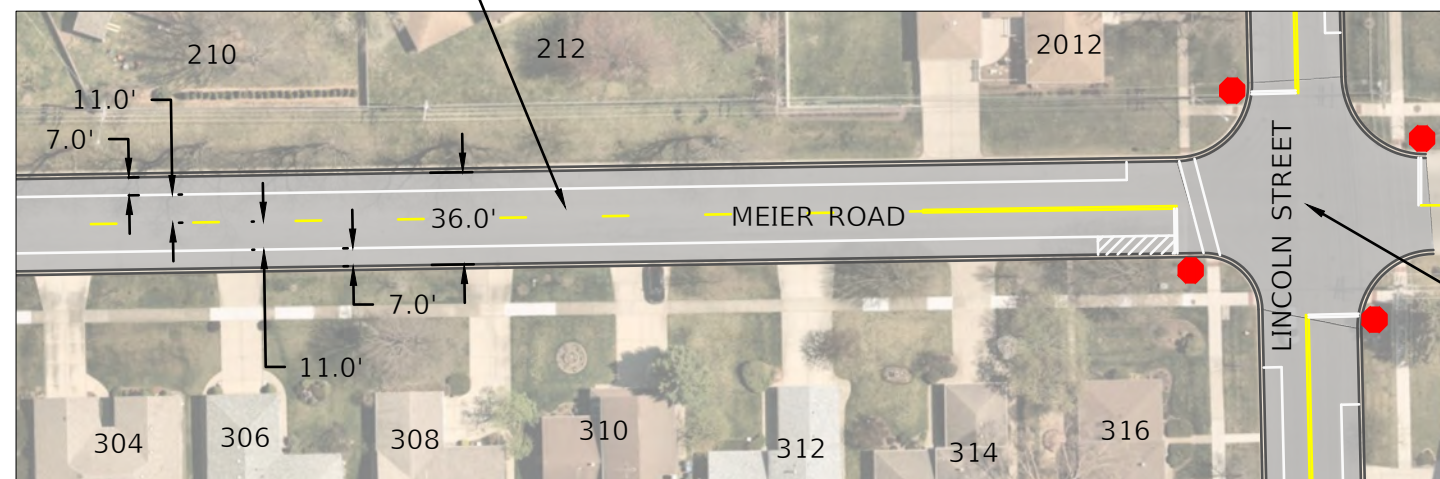
STRIPE ON STREET PARKING ON BOTH SIDES OF MEIER ROAD TO MATCH SOUTH OF LINCOLN STREET, VISUALLY NARROWS STREET TO SLOW DRIVES

MEDIAN ISLAND AND STRIPED MEDIANS TO SLOW DRIVERS ON CONNIE LANE AND TO INCREASE STOP SIGN COMPLIANCE, NO PARKING ALLOWED ON CONNIE LANE. DESIGNED TO ACCOMMODATE TURNING VEHICLES. ALTERS DRIVERS THEY ARE NO LONGER ON A COLLECTOR STREET LIKE MEIER LANE.

STOP CONTROL ON CONNIE LANE ONLY

ALL WAY STOP CONTROL

STRIPE ON STREET PARKING ON BOTH SIDES OF MEIER ROAD TO MATCH SOUTH OF LINCOLN STREET, VISUALLY NARROWS STREET TO SLOW DRIVES



MEIER ROAD

VILLAGE OF MOUNT PROSPECT

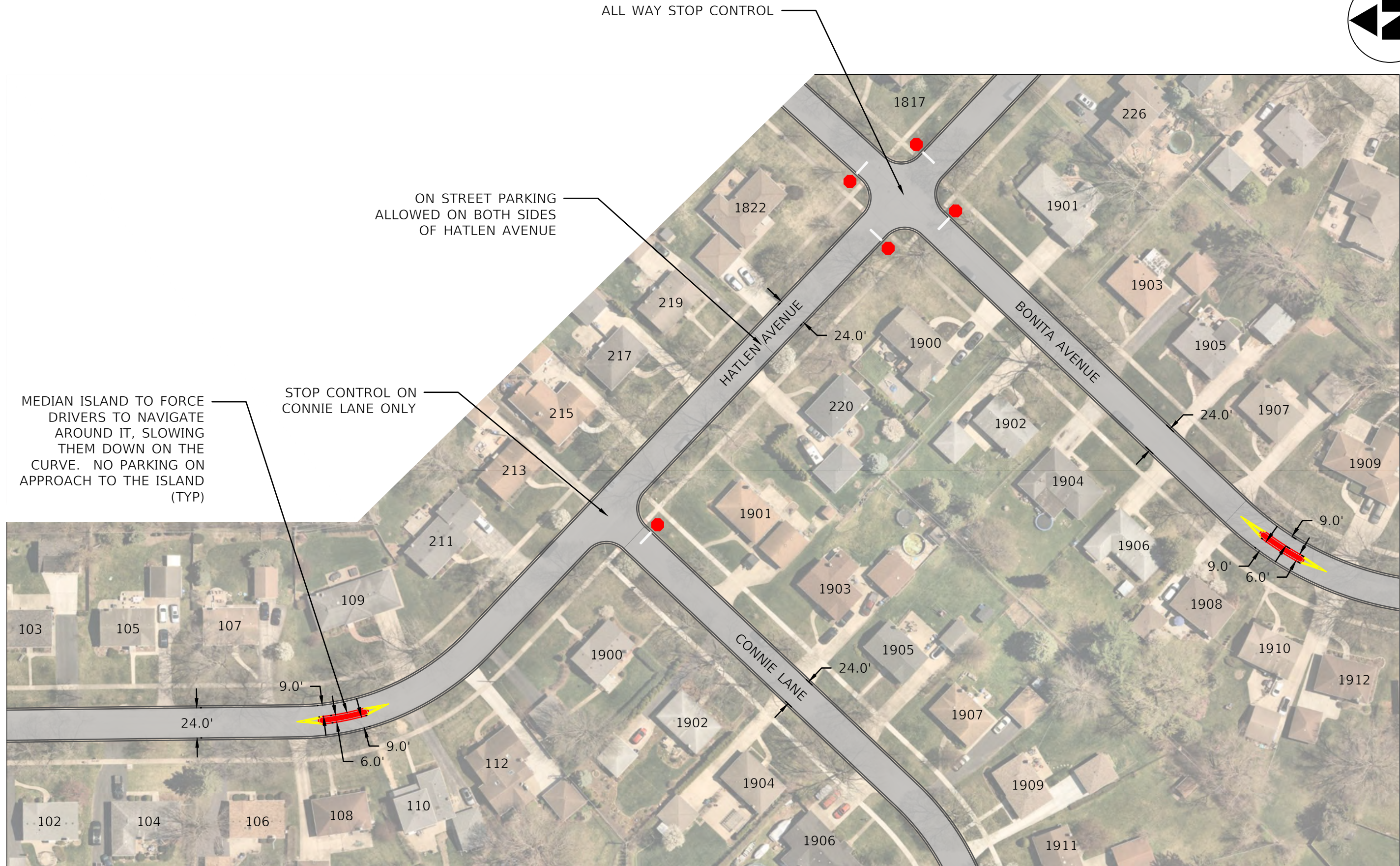
FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - INITIAL DESIGN PREFERRED ALTERNATIVE

SCALE: 1:75 SHEET 2 OF 4 SHEETS GRINDEL DR - WHITE OAK ST

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	4	2
CONTRACT NO. N/A				
ILLINOIS				



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		DATE - 1/22/2025	REVISED -



ALL WAY STOP CONTROL

ON STREET PARKING
ALLOWED ON BOTH SIDES
OF HATLEN AVENUE

MEDIAN ISLAND TO FORCE
DRIVERS TO NAVIGATE
AROUND IT, SLOWING
THEM DOWN ON THE
CURVE. NO PARKING ON
APPROACH TO THE ISLAND
(TYP)

STOP CONTROL ON
CONNIE LANE ONLY

VILLAGE OF MOUNT PROSPECT

**FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - INITIAL DESIGN PREFERRED ALTERNATIVE**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	4	3
		CONTRACT NO. N/A		
		ILLINOIS		

SCALE: 1:75 SHEET 3 OF 4 SHEETS GRINDEL DR - BONITA AVE

USER NAME	= LJF	DESIGNED	- LJF	REVISED	-
		DRAW	- LJF	REVISED	-
PLOT SCALE	=	CHECKED	- MPL	REVISED	-
PLOT DATE	= 1/22/2025	DATE	- 1/22/2025	REVISED	-



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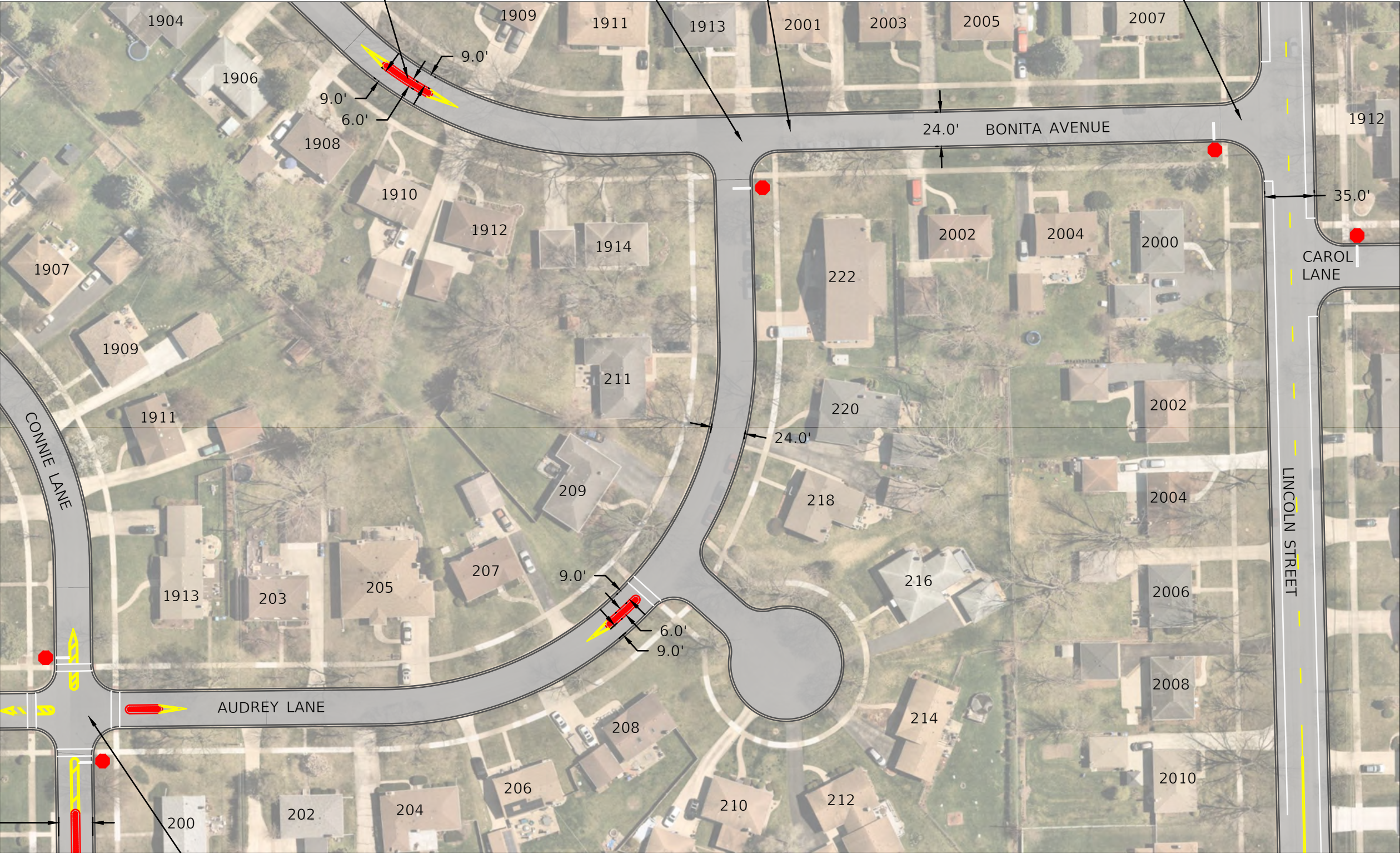


MEDIAN ISLAND TO FORCE DRIVERS TO NAVIGATE AROUND IT, SLOWING THEM DOWN ON THE CURVE. NO PARKING ON APPROACH TO THE ISLAND (TYP)

ON STREET PARKING ALLOWED ON BOTH SIDES OF ALL STREETS

STOP CONTROL ON BONITA AVENUE ONLY

STOP CONTROL ON AUDREY LANE ONLY



SEE SHEET 2 FOR INTERSECTION INFORMATION



USER NAME	= LJF	DESIGNED - LJF	REVISED -
		DRAW - LJF	REVISED -
PLOT SCALE	=	CHECKED - MPL	REVISED -
PLOT DATE	= 1/22/2025	DATE - 1/22/2025	REVISED -

VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - INITIAL DESIGN PREFERRED ALTERNATIVE

SCALE: 1:75 SHEET 4 OF 4 SHEETS CONNIE LN - LINCOLN ST

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	4	4
CONTRACT NO. N/A				
ILLINOIS				

#1

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

I do not believe that the "median islands" will have any affect on the speeding and car volume issues that we have today on Audrey Lane. In my opinion, this is a waste of time and a waste of money.

Q3

Provide any suggestions for changes to the preferred alternative

Since the village is unable to enforce the existing "no through traffic" law on Audrey Lane, I suggest closing both (1) the intersection of Connie Lane and Meier Road, and (2) the intersection of Bonita Avenue and Lincoln Street.

Q4

Provide other ideas for traffic calming

Make the streets of Hatlen Heights exclusive to the residents of Hatlen Heights, and the most effective way to accomplish this is to cut off the points of entrance into Hatlen Heights from the non-residents of Hatlen Heights. Truly make Hatlen Heights a "no through" neighborhood.

Q5

Provide additional comments regarding the study

This is long overdue. No more useless solutions that look good on paper but don't deliver results. Let's do this right, once and for all. Don't confuse activity for accomplishment. Make the streets of Hatlen Heights exclusive to the residents (and guests) of Hatlen Heights.

#2

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

Cameras with sensors for stop sign violations.

Q3

Provide any suggestions for changes to the preferred alternative

Speed bumps

Q4

Provide other ideas for traffic calming

Speed sensors/digital read out of speed.

Q5

Provide additional comments regarding the study

Bonita is a speedway to other sections of Halen Heights.

Parking on street over night is something not policed.

#3

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

Please simply add a stop sign at the Connie and Audrey intersection and the Connie and hatlen intersection. This will force vehicles to slow down and stop completely. I have seen cars driving over 40 mph on my street. I have a 3 year old and 1 year old. Someone is going to get hurt and hand the city a massive lawsuit. Add stop signs!!!

Q3

Provide any suggestions for changes to the preferred alternative

See response to question 2.

Q4

Provide other ideas for traffic calming

Speed bumps.

Q5

Respondent skipped this question

Provide additional comments regarding the study

#4

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

Recommend if not already included a reflective sign at each median to make drivers aware of the median and also can be a visible marker during heavy periods of rain and deep snow. Also if possible, consider rumble strips prior to the medians to make drivers aware of the median. Also recommend the median circles have a tree to provide blending of the street instead of just a piece of concrete.

Q3

Respondent skipped this question

Provide any suggestions for changes to the preferred alternative

Q4

Provide other ideas for traffic calming

Blocking off the south side of Hatlen Heights at Connie and Meier, Bonita and Lincoln, Beverly and Lincoln and Crestwood and Lincoln. This still allows for emergency response from the south at Hatlen and Lincoln, but will also significantly reduce the cut through traffic from Golf and vice versa from Central attempting to go to Golf.

Q5

Respondent skipped this question

Provide additional comments regarding the study

#5

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

My only concern is that the median islands proposed would be an issue in the snow -- people may not see them if they were covered and/or it will make it difficult for the plows.

Q3

Respondent skipped this question

Provide any suggestions for changes to the preferred alternative

Q4

Respondent skipped this question

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

Am sure you will find the best solution. Truly appreciate you looking into this.

#6

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

We have several concerns about the proposed medians to be installed on Hatlen Avenue. 1.) We don't want to lose on-street parking in our neighborhood! We are friendly people, who have company over on a steady basis. Some neighbors are older and have family visit regularly to provide care. 2.) On a regular day, we have had cars drive onto the curbs on both sides of our street. The proposed medians are just another obstacle that will create more opportunities for accidents. 3.) If medians are installed, what happens during the fall leaf pick-up, winter snow removal, weekly trash pick-up? Each of these events has the possibility of backing up traffic the length of the block, or worse, cars will drive down the on-coming lane to get around the back-up. 4.) What happens during events such as July 4th fireworks at Melas? Cars park on both sides of the street, for the entire length of our block? For these reasons, we OPPOSE the idea of installing traffic medians and traffic circles on our block.

Q3

Provide any suggestions for changes to the preferred alternative

- 1.) Can we re-visit closing off access to Meier from Connie? When we first moved here, I believe that the access was blocked by a guard rail at the end of Connie. This would prevent cut-through to/from Meier, and eventually, Golf Road.
- 2.) Please DO NOT add any more signs! No one reads them!
- 3.) Please DO NOT add any more street lights! We love our block just the way it is!

Q4

Provide other ideas for traffic calming

Please enforce the speed limits that are in place now. It would be very fruitful to have patrol cars at Grindel and Audrey and Grindel and Hatlen during morning rush hour and the 3 - 5 pm soccer mom rush hour in our neighborhood. Make an example out of a few people, and word will get out.

People are using apps like Waze to find these cut-throughs that they would otherwise not know about. We need to be sure that users are indicating that it is police patrolled, so they will slow down, or seek another alternative route.

Please do not install anything on Hatlen Avenue! It will wreck our street, break-up the paving, look cluttered and dumpy. We will spend three-quarters of the year making repairs to this pile of concrete in the middle of the street from the snowplows running into them.

Q5

Provide additional comments regarding the study

Please leave our street alone. We enjoy our street just the way it is. We deserve continued, unrestricted access to our property. We don't need any intervention. It's a street. We drive on it. Cars drive on it. If you don't want traffic, move to the country.

#7

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

I welcome support for calming drivers on Audrey and Meier cutting through from Central to Golf. The speed signals have seemed to help, but evening traffic on Connie and Audrey is still very high. We hear loud cars and motorcycles at Meier and White Oak all the time. Speeding through from Golf results in drivers rolling through the stop sign at Connie. It is dangerous for walkers, families, and young people who want to play in their yards.

Q3

Provide any suggestions for changes to the preferred alternative

I like the idea of traffic calming measures. I do wonder what the alternatives would be without disrupting the parkways or people's yards.

Q4

Provide other ideas for traffic calming

Are spread bumps an option? Are those proven to help?

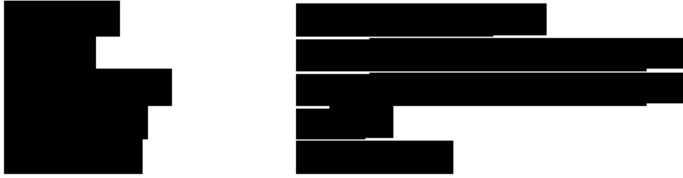
Q5

Provide additional comments regarding the study

Thank you for your attention to this. It is nice to know that Mt Prospect has a good process for dealing with unsafe drivers in our neighborhoods.

#8

COMPLETE



Page 1

Q1

Please list your Address

[Redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

I do not like the mini traffic circle to slow down traffic on the corner of Audrey Lane and Gridel or other streets.

Q3

Provide any suggestions for changes to the preferred alternative

I suggest stop signs on each corner. Also, putting signs along Audrey Lane and Hatlen Ave.

Q4

Respondent skipped this question

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

Signs like: "Slow Down" "Slow, Children Playing" "Speed Monitored", etc. Think out of the box!

#9

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

Median islands and/or mini traffic circles would be fine.

Q3

Provide any suggestions for changes to the preferred alternative

If a change is made on Audrey, then the same change should be done on Hatlen.

Q4

Respondent skipped this question

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

Do not allow this change to increase traffic on Hatlen or Connie!

#10

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

Median islands sound promising; however, we will lose our parkways and the trees that are on them. The streets are narrow on Audrey and the others included in this exchange.

Q3

Provide any suggestions for changes to the preferred alternative

It would be a big help if you could close off the west end of Connie Drive to Meier Rd. This would eliminate the non residents from short cutting to Golf Rd from Central Rd.

Q4

Respondent skipped this question

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

I'm thankful that you are going to this extent to help us who live here. This 40 to 50 mph short cut strip is too much already.

#11

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

It's nice to see measures finally being taken. I've lived at our address since 2016, and Hatlen Ave. has been a major through-street for Golf Rd. to Central Rd. With no north/south stops signs on Grindle, traffic often does not obey the posted 25 MPH signs and speed up and down the street. I don't like the idea of medians. I do think we should try stop signs first (less expensive and invasive) and conduct another study. If traffic speeds don't improve, then move to the traffic circles in the intersections.

Q3

Provide any suggestions for changes to the preferred alternative

Try stops signs first on north/south Grindle instead of the more expensive and permanent medians.

Q4

Provide other ideas for traffic calming

Try stop signs first on north/south Grindle instead of the more expensive and permanent medians. Conduct a new traffic study after the stops signs. If no improvement, move to the next step of traffic circles in the intersections.

Q5

Provide additional comments regarding the study

Thank you for finally conducting it and taking the residents seriously.

#12

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

Circles might be better- less damage to underside of car.

Q3

Provide any suggestions for changes to the preferred alternative

Stop sign or median on Bonita at Audrey. Cars are always racing through and dragging.

Q4

Respondent skipped this question

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

I recommend that you put another stop sign On Bonita at the corner of Audrey... Both ways on Bonita. Even though there is a stop sign on Bonita and Hatlen, there are frequent drag racing of single cars to the corner of Lincoln. There is also drag racing from Lincoln on Bonita, turning the corner onto Audrey. A Stop sign or something, might slow things down and make it more quiet.

#13

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

I've reviewed the plans and letters. I like the preferred alternative plan but would also like to see some examples of what these medians or traffic circles would look like. I would not just want a big concrete obstacle, if it's something that is aesthetically pleasing it would be great. I also still am of the opinion a few stop signs would be an easier way to accomplish these goals, but you are the experts at this so I will trust your judgement. I would have loved to be at the meeting Monday but I will be out of town.

Q3

Respondent skipped this question

Provide any suggestions for changes to the preferred alternative

Q4

Respondent skipped this question

Provide other ideas for traffic calming

Q5

Respondent skipped this question

Provide additional comments regarding the study

#14

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

Alternatives create problems for the elderly owners and relatives at this address. The effect would be minimal on traffic.

Q3

Provide any suggestions for changes to the preferred alternative

Put a stop sign on Meier "NO RIGHT TURN" onto Connie. Put a sign NO RIGHT TURN southbound on Audrey at Connie.

Q4

Provide other ideas for traffic calming

Close Connie at Meier period

Q5

Respondent skipped this question

Provide additional comments regarding the study

#15

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

The median suggestion suggested for Connie between Audrey and Meier is punitive to the residents who live there. Eliminating parking on this 1 block prevents elderly residents and guests from accessing the front doors of the homes without walking close to a block in either direction. This 24-hour- 7 days a week penalty for a problem that mainly exists during peak morning and evening "rush" hours seems excessive/costly and detrimental. The same "traffic calming" is accomplished by parking our vehicles in front of our homes, which also allows us to bring in groceries, and parcels and limit what would be a block to walk to the entrances of the houses. There are no sidewalks on Meier and the fire hydrant on the southwest corner of Audrey puts potential available parking almost 1 block away from our front doors.

Q3

Provide any suggestions for changes to the preferred alternative

1. Make Connie and Audrey a 4-way stop.
2. Add a stop sign on Meier & Connie.
3. Add no right turns during rush hours (7-9 and 4-6 weekdays).
4. Consider one of the circular intersection roundabouts at Connie and Audrey to force cars turning left onto Audrey to slow down.
5. Close off Meier at Connie. (when road construction a while back just a diamond shape signed saying roadwork ahead greatly reduced the traffic and speeding.
6. Explore ideas that address eliminating this as a shortcut to avoid Arlington Heights Road between Golf and Central. Further, reach out to the schools that use this as a shortcut (when buses are empty at 3:00). Just yesterday (3/10) in 8 minutes 7 empty buses made these turns.

By the way, when Connie was resurfaced this block wasn't done and road is crumbling.

Also about a year and a half ago this was made a bike route, which seems like potential safety issues exist for children being hit during peak traffic times while riding their bikes. I mentioned this to the gentleman when he was putting up the bike route signs.

Q4

Provide other ideas for traffic calming

Further, reach out to the schools that use this as a shortcut (when buses are empty at 3:00). Just yesterday (3/10) in 8 minutes 7 empty buses made these turns.

By the way, when Connie was resurfaced this block wasn't done and road is crumbling.

Also about a year and a half ago this was made a bike route, which seems like potential safety issues exist for children being hit during peak traffic times while riding their bikes. I mentioned this to the gentleman when he was putting up the bike route signs.

Q5

Provide additional comments regarding the study

Thank you for all the time and effort that has gone into solving this Hatlen Heights issue. It is my opinion that traffic calming ideas offered don't address the actual cause of the problem which is stopping the use as a shortcut to avoid busier roads. When we raised these questions I was hoping that traffic elimination in addition to traffic calming would have been taken into consideration. To see semi trucks driving this route on Saturdays and Sundays further proves this and adds distress to the road. Thank you again for all of Public Works and other departments for their efforts to address these concerns.

#16

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

We agree with the striping on street, parking on both sides of Meier Road to match South of Lincoln Street, which visually narrows the street to slow drivers, as we experience a lot of speeding at our location here on Meier Road.

Q3

Provide any suggestions for changes to the preferred alternative

We are ok with the preferred alternative, however, we think enforced stop signs would be less intrusive to residents and public service vehicles.

Q4

Provide other ideas for traffic calming

We know of auto sensing, unmanned speed cameras, but are not sure of the equipment devices and cost. If practical, this would be a major disincentive to speeding.

Q5

Provide additional comments regarding the study

We use Connie Lane, Audrey Lane, and Hatlen Avenue to access Central Road, but until becoming aware of this study, we did not know the traffic was such an issue to residents there, so we will be using Lincoln Street to Busse Road to access Central Road more now. We also thank the Village for creating the study and asking for feedback, rather than ignoring the problem or implementing counterproductive solutions.

#17

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

Concerned about potential islands impacting drainage, water regularly ponds on the street. Concerned over lost parking.

Q3

Respondent skipped this question

Provide any suggestions for changes to the preferred alternative

Q4

Provide other ideas for traffic calming

Convert Bonita Avenue into one way northbound between Audrey and Hatlen.

Q5

Provide additional comments regarding the study

Cars regularly navigate the curve too fast and sometimes leave the roadway.

#18

COMPLETE



Page 1

Q1

Please list your Address



Q2

Respondent skipped this question

Provide any comments regarding the preferred alternative as proposed

Q3

Respondent skipped this question

Provide any suggestions for changes to the preferred alternative

Q4

Provide other ideas for traffic calming

Police traffic enforcement! (stings)

Q5

Provide additional comments regarding the study

Will Moving Company Trucks (some are semi trailers) be able to service residents?

#19

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

Forgo Median islands and install mini-traffic circles at Audrey Lane and Grindel Drive and Hatlen Ave and Grindel. It could also help to make this a 4 way stop intersections.

Q3

Provide any suggestions for changes to the preferred alternative

Occasional random police speed watch is an effective measure. Regular cut-through traffic will be cautious.

Q4

Respondent skipped this question

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

What about technology that automatically send tickets to 10+mph speeders using cameras and license plate info??

#20

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

Think I will have a hard time navigating median island at night esp. with rain / snow and no street lighting except at corners. Hope reflectors and solar powered lights possible. Still not sure it will slow traffic.

Q3

Provide any suggestions for changes to the preferred alternative

Your Toolbox seems to take off the table, stop signs and speed humps. So all I got left is a cop writing speeding tickets, knowing most tickets will go to people in the neighborhood if it pans out like it did in the 1990's.

Q4

Respondent skipped this question

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

If men were angels there would be no need of {speeding} laws
James Madison

#21

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

We are Strictly OPPOSED to a median on Hatlen Ave.. we have not seen a need for it on our street. We will have a hard time navigating a trailer into our driveway having a median in front of our home

We also can't park in front of our home. How would plowing work? It's a huge waste of resources. People will still speed and navigate around it causing a greater

Q3

Respondent skipped this question

Provide any suggestions for changes to the preferred alternative

Q4

Provide other ideas for traffic calming

A speed indicator

Q5

Respondent skipped this question

Provide additional comments regarding the study

#22

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

My husband already submitted comments. Please also include the following comments in #4 below.

Q3

Respondent skipped this question

Provide any suggestions for changes to the preferred alternative

Q4

Provide other ideas for traffic calming

Instead of mini-medians, I suggest installing traffic cameras on each block to automatically issue speeding tickets (like the city of Chicago).

Q5

Respondent skipped this question

Provide additional comments regarding the study

#23

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

I am not in favor of the median islands. I am less opposed to the mini traffic circles.

Q3

Provide any suggestions for changes to the preferred alternative

Perhaps only traffic circles with no median islands.

Q4

Provide other ideas for traffic calming

I don't have any good suggestions. I am not in favor of limiting access to the neighborhood or closing streets

Q5

Provide additional comments regarding the study

I appreciate the Village taking time to address this issue

#24

COMPLETE



Page 1

Q1

Please list your Address



Q2

Provide any comments regarding the preferred alternative as proposed

Bottom line- up front: I am against the proposed plan. Enforcement of existing traffic control laws, speed limits and other signals is all that is needed.

1. Proposed islands will inhibit street cleaning, snow removal, and other maintenance activities.
2. Proposed islands will inhibit emergency vehicle access.
3. All proposed measures will increase traffic congestion, especially during rush hours for both residents and other drivers.
4. Medians obstruct stormwater drainage flow to a street that floods regularly (Audrey).
5. Parking restrictions will create a hazard as delivery trucks, landscape vehicles, and residents will block access by ignoring signs.
6. Connie Lane is already narrow and difficult to navigate. An island will create a hazard for traffic with its short length. Buses and trucks, as well as passenger vehicles will have difficulty making the turn.
7. No parking on Connie Ln will prevent the resident in 120 & 200 from parking in front of their homes. (They regularly park there).
8. Islands create a road hazard, increasing the number of collisions.
9. Proposed measures will increase driver stress, cognitive load, and lead to unsafe driver decision making. This is dangerous to other drivers and pedestrians (We walk outside regularly).
10. Space limitations will create inability to pass, creating more unsafe conditions.
11. Proposed measures impact residents more than other drivers, as we live here and use the street more frequently.
12. These measures, and this study, will be paid for by the taxpayers who are already paying too much!
13. Proposed measures are unsightly and make our homes look like we live on a highway.

Please make the right choices and do NOT implement these measures.

Regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Q3

Provide any suggestions for changes to the preferred alternative

Put Police patrol at the concerned area.

Q4 Respondent skipped this question

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

Enforcement of existing traffic control is sufficient. The costs outweigh the benefits of the proposed plan. I have lived here since 1991. This study proposal will create more problems in my neighborhood.

MAYOR
Paul Wm. Hoefert

TRUSTEES
Vincent J. Dante
Terri Gens
William A. Grossi
John 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

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, March 10, 2025.

ROLL CALL

Present upon roll call:	Justin Kuehlthau	Chairman
	Christopher Prosperi	Vice Chairman
	Tina DeAragon	Commissioner
	Jeffrey Nejd	Commissioner
	B-L Pellicore	Commissioner
	Charlie Lowry	Commissioner
	Aaron Grandgeorge	Fire Department Representative
	Luke Foresman	Project Engineer – Staff Liaison
Absent:	Scott Moe	Public Works Department Representative
	Nicholas Mavraganis	Police Department Representative – Arrived at 7:05 PM

Others in Attendance:	Mike Topolewski	Resident	515 S. William
	Susan Ostroluski	Resident	116 S. Audrey
	Carol Ceimo	Resident	100 S. Audrey
	Henry Lopez	Resident	605 S. William
	Vito LiRosi	Resident	17 S. Audrey
	Dennis Voss	Resident	700 S. William
	Jose DeChoudens	Resident	7 S. Audrey
	Eleanor Slesicki	Resident	814 S. William
	Brad Gates	Resident	18 S. Audrey
	Rick & Diane McNulty	Residents	1908 Connie
	Debbie Geavaras	Resident	200 S. Audrey
	Matt Lawrie	Village Engineer	

APPROVAL OF MINUTES

Staff Liaison Foresman presented the following to the Commission for inclusion as an addition to the draft minutes that were included in the agenda packet:

Under the discussion section for the Arterial Bike Network Study, add the following.

- “Commissioner DeAragon had two questions relating to trees. Could trees be transplanted if they are in the way of a shared use path? And can we plan ahead so when trees on future path routes are planted, they are planted so that they will not conflict with proposed paths? Staff Liaison Foresman indicated he would check with the Forestry Division and follow up with the Commission.
 - Post Meeting Note: The Forestry Division indicated they typically do not relocate trees due to Public Works not having the necessary equipment and the cost associated with tree relocation. But it could be looked at on a case-by-case basis. They were also open to referencing the Arterial Bike Network Study when planting trees in the future to avoid conflicts with proposed paths.
- Commissioner DeAragon asked if burying utilities was a possibility to avoid conflicts. Staff Liaison Foresman indicated the cost of burying utilities would have to be paid by the Village and would be prohibitively expensive. Additionally, underground separation requirements would have to be met which may not be possible in all locations.”

Commissioner Pellicore, seconded by Vice Chairman Prosperi, moved to approve the minutes of the regular meeting of the Transportation Safety Commission held on February 10, 2025. The minutes were approved by a vote of 7-0.

CITIZENS TO BE HEARD

None.

OLD BUSINESS

None.

NEW BUSINESS

A: Hatlen Heights – Friendly Neighborhood Streets Program

Staff Liaison Foresman presented the following on the Hatlen Heights Study:

Background:

The study limits include:

- Audrey Lane from Central Road to Bonita Avenue
- Hatlen Avenue from Central Road to Bonita Avenue
- Bonita Avenue from Hatlen Avenue to Lincoln Street
- Connie Lane from Meier Road to Hatlen Avenue
- Meier Road from Lincoln Street to Connie Lane

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.

Initial Public Outreach:

Staff sent a letter to all properties in the study area (excluding Meier Road at this time) to solicit input on existing traffic issues. 134 surveys were sent out and 27 were returned.

While Staff reviewed all responses, the below themes were the focus of the study:

- Reducing vehicle speeds
- Reducing “cut-through” traffic
- Increasing pedestrian safety at intersections
- Increasing stop sign compliance

Initial Plan:

Staff developed an initial traffic calming plan to address the perceived traffic issues in the neighborhood. This plan includes the following traffic calming measures:

- Median Islands
- Mini-Traffic Circles
- Pavement Markings
- Speed Feedback Signs – As an option

Plan exhibits were prepared and presented to the Commission showing the location and approximate size of the traffic calming measures. Liaison Foresman reiterated that this is the initial design developed by Staff and will be updated with input from the Commission and the public.

The following measures were not included in the initial plan:

- Bump Outs – Streets are too narrow to install bump outs and have the desired traffic calming effect
- Stop Signs – Stop signs cannot be used for speed control
- Speed Bumps – Speed bumps are not a part of the Village’s traffic calming toolbox
- Choke Points – Not preferred by Public Works due to maintenance concerns

Road closures were suggested by some residents but were not included for the following reasons:

- Would increase response time for Police and Fire
- Would limit access for Police and Fire
- Would increase maintenance for Public Works
- Could increase traffic on other streets in the neighborhood
- Was trialed in the 1990’s and it was decided not to keep the closure in place, we would expect similar issues if the roads were closed again

Second Public Outreach:

A resident information bulletin and survey were sent to all addresses within the expanded study area, including Meier Road from Lincoln Street to Connie Lane, introducing the initial preferred alternative and requesting feedback from residents on it. The public comment period is open until Friday March 15th.

Temporary Measures:

Temporary measures were unable to be installed prior to the meeting due to weather. Staff will work to install temporary measure this spring to trial the revised design.

On-Site Meeting:

This Transportation Safety Commission meeting is serving as the “on-site” meeting as outlined in the Friendly Neighborhood Streets Program due to the study taking place over the winter.

Next Steps:

Once the public comment period ends, Staff will review the comments and revise the design as appropriate.

When the final preferred alternative is ready, residents will be set a letter containing plans of the proposed traffic calming project and a ballot to express their desire for a project to move forward or not.

When the balloting period ends, there will be a Transportation Safety Commission meeting to discuss the final preferred alternative and results of the balloting. It will then be up to the Commission to recommend the project to the Village Board or not.

If the project is forwarded to the Village Board, the Village Board will have final approval of the project prior to construction.

Discussion:

The following is a summary of the discussion on the initial plan:

- There was concern raised by residents over how mini-traffic circles would function and how drivers would know how to navigate them.
- Parking concerns were raised over the impact the proposed traffic calming measures would have on street parking.
- It was mentioned the only way to remove cut-through traffic on the streets would be to dead end multiple streets in the neighborhood.
- There was a comment that parked cars on the street have a traffic calming effect.
- There was concern over the possibility of driver’s hitting the traffic calming measures, causing damage to vehicles.
- A resident wanted to make sure traffic calming measures as proposed would not shift traffic to other streets in the neighborhood.
- The initial design would prohibit parking on Connie Lane between Meier Road and Audrey Lane. There was concern that there is not sidewalk access along the east side of Meier Road.

Action:

There are no action items for this agenda item. The discussion from the meeting, along with comments received from the public, will guide Staff as they revise the initial plan to develop the preferred alternative.

B: William Street – Friendly Neighborhood Streets Program

Staff Liaison Foresman presented the following on the William Street Study:

Background: The study limits include William Street from Prospect Avenue to Golf Road.

A petition for the Friendly Neighborhood Streets Program for William Street was received on September 30, 2024. Staff found the street qualified for the program and determined the study area.

Initial Public Outreach: Staff sent a letter to all properties in the study to solicit input on existing traffic issues. 78 surveys were sent out and 25 were returned.

While Staff reviewed all responses, the below themes were the focus of the study:

- Reducing vehicle speeds
- Reducing the number of vehicles
- Addressing parking issues related to activities at Sunrise Park
- Addressing crosswalk safety concerns south of the bridge over Weller Creek
- Increasing pedestrian safety at intersections
- Increasing stop sign compliance

Initial Plan: Staff developed an initial traffic calming plan to address the perceived traffic issues in the neighborhood. This plan includes the following traffic calming measures:

- Median Islands
- Intersection Bump Outs
- Pavement Markings
- Speed Feedback Signs – As an Option

Plan exhibits were prepared and presented to the Commission showing the location and approximate size of the traffic calming measures. Liaison Foresman reiterated that this is the initial design developed by Staff and will be updated with input from the Commission and the public.

The following measures were not included in the initial plan:

- Stop Signs – Stop signs cannot be used for speed control
- Speed Bumps – Speed bumps are not a part of the Village's traffic calming toolbox
- Choke Points – Not preferred by Public Works due to maintenance concerns

Road closures were suggested by some residents but were not included for the following reasons:

- Would increase response time for Police and Fire
- Would limit access for Police and Fire
- Would increase maintenance for Public Works
- Could increase traffic on other streets in the neighborhood

Second Public Outreach:

A resident information bulletin and survey were sent to all addresses within the study area introducing the initial preferred alternative and requesting feedback from residents on it. The public comment period is open until Friday March 15th.

Temporary Measures:

Temporary measures were unable to be installed prior to the meeting due to weather. Staff will work to install temporary measure this spring to trial the revised design.

On-Site Meeting:

This Transportation Safety Commission meeting is serving as the “on-site” meeting as outlined in the Friendly Neighborhood Streets Program due to the study taking place over the winter.

Next Steps:

Once the public comment period ends, Staff will review the comments and revise the design as appropriate.

When the final preferred alternative is ready, residents will be set a letter containing plans of the proposed traffic calming project and a ballot to express their desire for a project to move forward or not.

When the balloting period ends, there will be a Transportation Safety Commission meeting to discuss the final preferred alternative and results of the balloting. It will then be up to the Commission to recommend the project to the Village Board or not.

If the project is forwarded to the Village Board, the Village Board will have final approval of the project prior to construction.

Discussion:

The following is a summary of the discussion on the initial plan:

- Soccer games at Sunrise Park are the primary cause of parking issues at the south end of William Street. Suggested staggering games to allow attendees from earlier games to leave before the next round of parents and players arrive.
- There were concerns about removing parking on the west side of William Street south of Weller Creek.
- Concerns over bump outs impacting traffic, the Commission confirmed that two-way traffic would be maintained at all times with all traffic calming measures.
- Comment against bump outs due to impact on parking and not seeing them as being necessary.
- Comment that alley traffic north of Sha Bonee Trail should be considered when reviewing the plan.
- Comment on how traffic calming measures would affect cyclists. Commissioner Lowry responded that slower vehicle speeds would be preferred for cyclists, even if traffic calming measures force them to share a lane.
- Comment on how traffic calming is needed due to the large amount of children on the street.
- Comment that residents do not feel a need for traffic calming.
- Comment that the stop signs at the intersection of William Street and Council Trail are regularly ignored.

- Concern over the proposed bump out at the intersection of Berkshire Lane and William Street being too large.
- The Commission would like to be informed when trial measures are installed.
- Comment over how balloting would work going forward.

Action: There are no action items for this agenda item. The discussion from the meeting, along with comments received from the public, will guide Staff as they revise the initial plan to develop the preferred alternative.

C: Arterial Bike Network Study

Staff Liaison Foresman presented the following on the Final Report of the Arterial Bike Network Study:

Background: The Village's existing Bike Plan was adopted in 2012. Since then, the Village has installed 28 miles of on-street bike routes, completing Phase I of the Bike Plan. Phases II and III are to install bike facilities along arterial roads, however more study was needed to determine how those could be built

The Village applied for and was awarded a planning grant from the State of Illinois in 2022 and was able to retain a consultant to develop the Arterial Bike Network Study in 2023 and 2024. The draft final report of the Arterial Bike Network Study was presented to the Transportation Safety Commission at the February 10th Meeting and the Village Board at the February 18th Committee of the Whole meeting for comment.

Changes from Draft Report:

Comments received at those meeting were incorporated into the final report. Below are changes made to the study between the draft and final document. The page numbers are the page of the PDF study document:

- Page 49 – Euclid Avenue – East Section Cost Estimate Updated
- Page 56 – Kensington Road – Corridor Routing Updated
- Page 57 – Kensington Road – Facility Type Corrected
- Page 79 – IL 83 (Main Street) – Corridor Routing Updated
- Page 84 – Golf Road – Corridor Routing Updated
- Page 90 – ComEd Trail – Cost Estimate Updated
- Page 106 – Cost Estimate Table – Updated

There was discussion at the February 10th Transportation Safety Commission about safe crossings of arterial roads to access the proposed shared-use paths. The design and location of the crossings will be included in future design engineering of a corridor and are not a part of this study.

Recommendation: Staff recommends the Transportation Safety Commission recommend the Village Board adopt the Arterial Bike Network Study and its appendixes.

Option: Action at the discretion of the Commission.

Discussion: None.

Motion: Commissioner Pellicore motioned for the Transportation Safety Commission recommend the Village Board adopt the Arterial Bike Network Study and its appendixes. Commissioner Lowry seconded the motion.

The motion was approved by a vote of 7-0.

Representative Mavraganis was not present for the vote.

COMMISSION ISSUES

Liaison Foresman informed the Commission that the Village's Human Services department was currently developing a Transit Study and provided information on the public survey for that study:

<https://www.mountprospect.org/departments/human-services/transit-study#!/>

ADJOURNMENT

With no further business to discuss, the Transportation Safety Commission voted 7-0 to adjourn at 9:40 p.m. upon the motion of Commissioner Pellicore. Commissioner NejdI seconded the motion.

Respectfully submitted,



Luke Foresman, P.E.
Project Engineer

Resident Information Bulletin #3

Hatlen Heights Traffic Calming Study

Village of Mount Prospect
Public Works Department
MAY 2025

INTRODUCTION:

The Village is conducting a traffic calming study within the Hatlen Heights Neighborhood on Audrey Lane, Hatlen Avenue, Connie Lane and Bonita Avenue. The next step of this study is to install temporary traffic calming measures to help refine the proposed design. Last year, the Village initiated a traffic calming study for the neighborhood based on a petition submitted by residents. Traffic calming is infrastructure designed to slow vehicle speeds or reduce the number of vehicles on a neighborhood street to increase safety for all users.

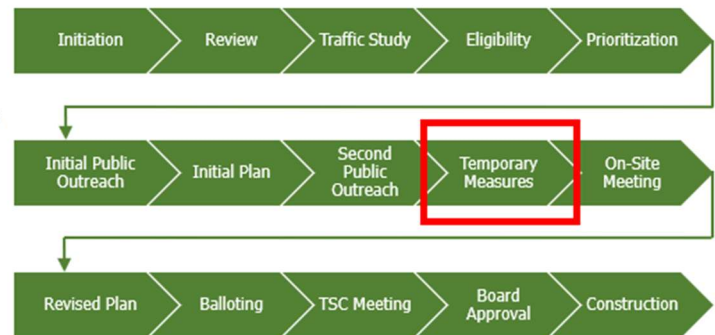
TEMPORARY MEASURES:

Public Works will be installing temporary median islands and mini-traffic circles in the neighborhood within the next few weeks to demonstrate the proposed traffic calming measures. Staff will use the demonstration as an opportunity to observe, revise the design as needed, and collect additional traffic counts to evaluate the effectiveness of the measures. Staff has revised the proposed design slightly based on comments received so far.

NOTE: THE TEMPORARY MEASURES ARE NOT THE FINAL DESIGN. STAFF WILL MAKE REVISIONS AND WILL SEND A FOLLOW-UP LETTER WITH THE FINAL DESIGN FOR RESIDENTS TO REVIEW AND COMMENT ON.

TRAFFIC CALMING PROCESS:

We are currently at step 9, Temporary Measures, of the traffic calming process. Note, the “On-Site Meeting” was held on March 14th as part of the Transportation Safety Commission Meeting. Temporary Measures were unable to be installed prior to the meeting due to weather.



PUBLIC INPUT

The Village is soliciting comments from residents on the temporary measures. There is not a formal survey. Comments can be submitted to Public Works by mail or in person at Public Works, Attn: Luke Foresman, 1700 West Central Road, Mount Prospect, IL 60056. Residents can also submit comments by phone at (847) 870-5640 or by email at publicworksdept@mountprospect.org. Please put “Hatlen Heights Traffic Calming” in the subject line of your email. **Comments need to be submitted by Friday June 6th for inclusion in this part of the study.**

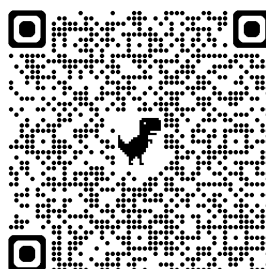
Once comments are received, Staff will finalize the proposed design, send out a ballot to residents and invite them to the Transportation Safety Commission meeting to discuss the project. This meeting will determine if the project is recommended to move forward to the Village Board for approval or not.

Further study information can be found on the project website. Search “Traffic Calming” on the Village’s website. The Hatlen Heights Traffic Calming Study website can be found under the “Current Traffic Calming Studies” section, or scanning the QR code below will take you directly to the website.

VILLAGE OF MOUNT PROSPECT PUBLIC WORKS DEPARTMENT

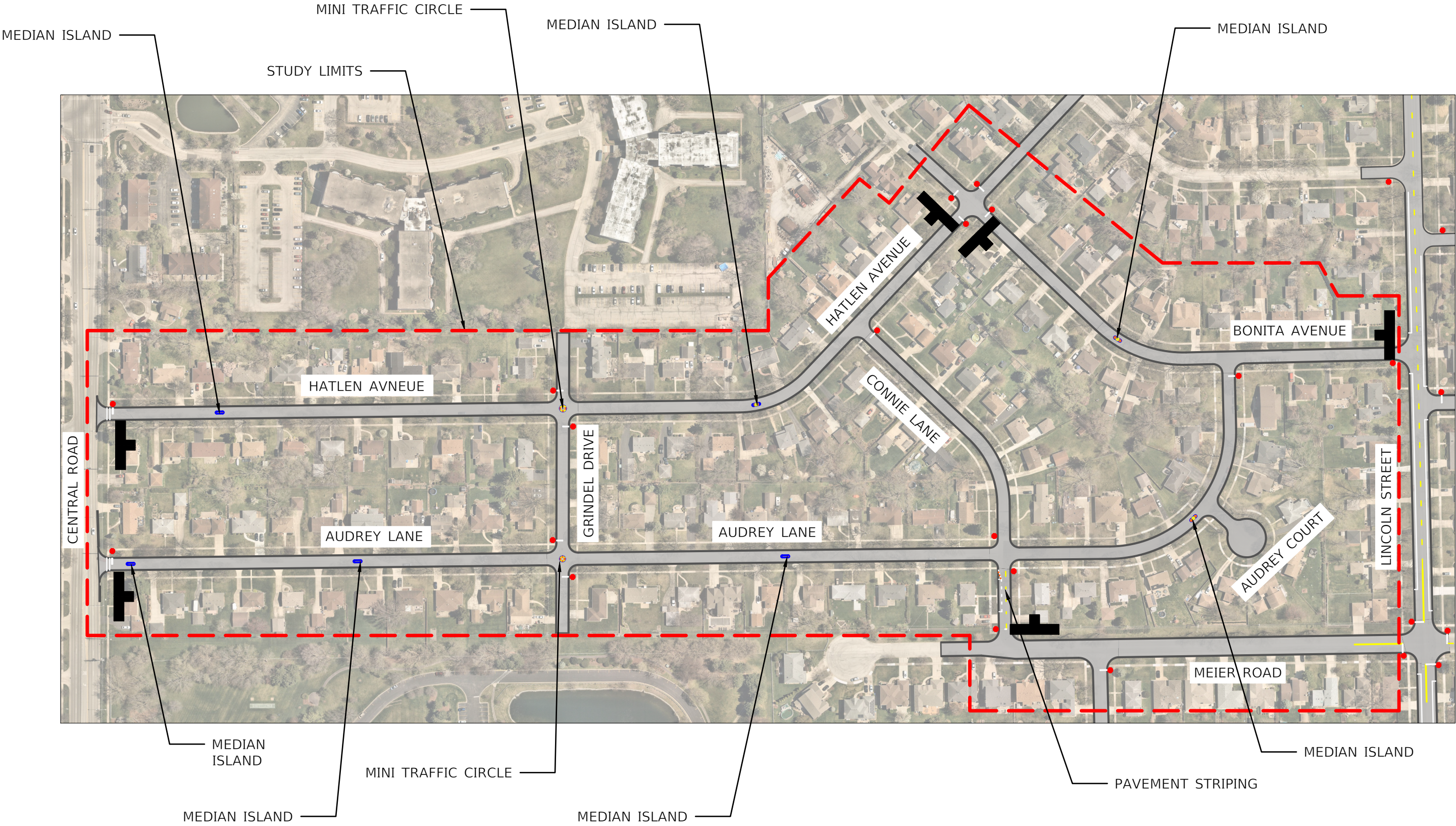
1700 W. Central Road
Mount Prospect, IL 60056
www.mountprospect.org

Phone: 847-870-5640
TDD: 847-392-1235





= INFORMATION SIGN LOCATIONS



H:\Engineering\Traffic\Camming\NPS Projects\2024 - Hatlen Heights\CAD\Hatlen Heights CAD - Temporary Measures.dwg



USER NAME	= LJF	DESIGNED - LJF	REVISED -
		DRAW - LJF	REVISED -
PLOT SCALE	=	CHECKED - MPL	REVISED -
PLOT DATE	= 4/23/2025	DATE - 4/23/2025	REVISED -

VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - TEMPORARY MEASURES OVERVIEW

SCALE: 1:200 SHEET 1 OF 1 SHEETS HATLEN HEIGHTS NEIGHBORHOOD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	1	1
CONTRACT NO. N/A				
ILLINOIS				

Hatlen Heights

Temporary Measures Comments

We received comments from 36 addresses, in general 4 were for the temporary measures (included comments that liked some of the traffic calming measures but not all), 29 were against and 3 were general comments.

5/14/2025

I live at [REDACTED]

I don't see a need to disrupt the way the traffic flows at this time. I don't think it is such a huge issue that the village would need to waste money on it.

Leave it the way it is, please.

[REDACTED]

5/14/2025

Resident at [REDACTED] requests their name be taken off the petition. [REDACTED]
[REDACTED]

5/15/2025

Regarding the traffic calming measures proposed, I previously submitted comments regarding the use of less expensive traffic calming measures before more expensive measures are implemented. The less expensive measure to be tested first should be to simply put stop signs for northbound and southbound traffic on Audrey Ln. and Hatlen Ave. at Grindel. This is a far quicker method to setup and far cheaper than installing concrete medians. Violations of the stop signs could also be better enforced by patrol officers than simple speed violations. Additional traffic studies could then be conducted after the stop signs to measure vehicle speeds, etc. Let's start small and logical before more permanent and expensive commitments are made.

Thank you,

[REDACTED]

Unknown Date: [REDACTED]

The proposed solution will be very unsightly, ie an eyesore and so I am very concerned that it will decrease the property values. More importantly, after driving on the street I don't believe the solution will result in decreased speeds. I am also very concerned that it causes

vehicles to swerve to avoid the islands which is more dangerous. If something is necessary (which is doubtful), speed bumps would be more effective and preferred.

Will there be signs, flashing lights reflective signs or barricades in the actual solution? This obstacle may encourage some to see it as a challenge and I even saw one vehicle do this.

5/15/2025

[REDACTED]

I just would like to note that we are not in favor of the proposed measures that are being spoken about in Hatlen Heights neighborhood. I am all for stop signs, but feel what you are suggesting is extreme. I feel tax payer dollars could be used in a better manner. I appreciate your consideration.

Thanks,

[REDACTED]

Traffic Calming Measures installed 5/19/2025

5/19/2025 - [REDACTED] – Called and asked about speed cameras to ticket drivers. Suggested stop signs. Indicated speed has not been bad. Does not want median islands or traffic circles. Thinks it will create more issues than they solve and they will not be effective.

5/19/2025 - [REDACTED] – Called and is concerned about the median island. Concerned about night visibility and vehicles leaving the roadway. Against the medians.

5/19/2025 - [REDACTED] – Staff met resident on site and resident was against the median on Bonita Avenue. Additionally, they were concerned about how leaf pickup would be handled.

5/19/2025 - To the attention of [REDACTED]

[REDACTED] I know there is a speeding problem on the streets of the Hatlen Heights neighborhood. I live at 1908 Bonita Avenue and have had the temporary blocks put up in front of my home. I do not want anything permanent put up in front of my home ever! No one can park in front of my home. I am very upset at this in front of my home.

I do not consent to any permanent traffic calming contraption being located in front of my home.

How about putting some of these blockades up on Lincoln Avenue where motorcycles race up and down the street

[REDACTED]
[REDACTED]
5/19/2025 - [REDACTED]

1 I want to know how long the cones and No Parking signs are going to be up in front of my home

#2 I want to know when the next open meeting will be for the Hatlen traffic study will be

#3. After living in Mt Prospect over 35 years, and paying property taxes, I should have seniority in say if I want the traffic slowing items in front of my home on a permanent basis

#4. I would consider having these traffic slowing items in front of my home if I received a \$1,000.00 deduction off my yearly property taxes!

Thank you,
[REDACTED]
[REDACTED]
[REDACTED]

5/20/2025 – [REDACTED]

Called and said the traffic calming is ridiculous, congestion, confusion, safety issues, parking and decrease in home value. Against the project.

5/20/2025 – [REDACTED]

Called and expressed they were against the median island in front of their home.

5/20/2025

[REDACTED] – Phone Call

Very against the traffic measures. Suggested stop signs or speed bumps. Thinks the island near Central is too close to Central Road. Suggested relocating the speed limit sign on Audrey at Central to increase visibility.

Does not think there is a big enough speeding problem to be addressed in this way.

5/20/2025

Good afternoon,

Thank you for keeping us up-to-date on the status of the Hatlen Heights Traffic Calming study.

We have lived on [REDACTED] for over 38 years. During that time, we noticed a fair amount of cut-through traffic as well as a few speeding cars and noisy motorcycles.

A 1/30/2023 internal memo on the project website shows that the intention of the study is to address the following: reducing vehicle speeds, reducing "cut-through" traffic, increasing pedestrian safety at intersections and increasing stop sign compliance.

Our suggestion to reduce the number of speeding vehicles is to install **automatic speed cameras** that result in a speeding ticket being mailed to the driver. We see this as a technological solution instead of the maintenance and upkeep of whatever physical structures are added to the street, which will be continually beat up by the leaf truck and snowplows.

The 1/30/2025 memo already addresses some of our concerns related to mini-traffic circles and medians: concerns related to snow and leaf removal and drainage. We also think that the proposed mini-traffic circles and medians will be difficult to see at night or after a snowfall. It is also undesirable to eliminate the parking in front of the houses and near the houses where the medians are placed.

In your next communication to residents, it would be helpful to see a summary of the types of comments received from residents.

Thank you.

[REDACTED]

[REDACTED]

5/21/2025 - [REDACTED]

Luke:

I just saw a series of photos of the proposed traffic calming devices. These devices are proposed to be installed in front of my Mother's house. If these get approved, the individual who started all of this can have them installed in front of their house.

In my experience, similar devices were installed on our streets in Algonquin, and they did nothing to slow down the traffic and became an eyesore. These devices are going to bring down the property values in the neighborhood. People drive around these devices; they are useless.

What can we do as homeowners to voice our opinions? When is this going to be voted upon?

[REDACTED]

[REDACTED]

[REDACTED]

A resident named Michael called and indicated the lanes were too narrow on Connie Lane. No address given.

Hi! I am a resident at [REDACTED]

To be honest I am not happy about what is going on with this traffic calming study. There is "no parking" sign front of my house in both sides, which create a lot of problems for us, since we have 3 cars. I know, there was talk about how people speed their cars in the area, but I was thinking there will be stop sign on Hatlen/ Grinder intersection, not some kind of island in the middle of the street. Also, our school bus driver is complaining about how tight it is for him to manage the bus.

I think the concrete speed bump would be better idea.

Thank You!

[REDACTED]

[REDACTED]

5/22/2025

Hi [REDACTED]

Here are comments on the temporary traffic calming measures that have been installed.

The traffic circles I think are a great idea, and I have noticed cars slowing down versus before. I would be interested in seeing some renderings of what these traffic circles/medians would look like as well to ensure they are aesthetically pleasing. The medians do reduce

some street parking which I know is a concern of those effected but it seems like a minimal inconvenience given everyone has driveways and the most someone has to walk additionally is minimal to the area which allows parking. I am also concerned about additional traffic on Audrey/Hatlen once the Moorings finishes their new building causing more cut through traffic. Overall you seem to be heading in the right direction. There is no way to keep everyone happy and the traffic circles at a minimum seem to start to solve the problem.

Thanks!

[REDACTED]

[REDACTED]

5/22/2025

Hi [REDACTED]

I am a resident of Hatlen Heights neighborhood. I am against the calming traffic cones you have in place on Hatlen. I have been driving through this neighborhood for years to get to my house and there has never been an issue with traffic in my opinion. Please do not place them on the streets permanently. If you must, I think the ONLY one to keep would be the one in place on the curve of Hatlen closer to Connie Lane.

Thanks for your time,

[REDACTED]

5/23/2025

[REDACTED] requested a mini traffic circle at the intersection of Connie and Audey.

5/23/2025

I am sure you have received a lot of responses already in regard to this study. I am not in favor of the proposed plan, but do understand the pressure you have received from Vito and the petition he started. There are many neighbors that are not in agreeance with him. We will be at the next meeting to state our opinions. Can you please send me the information on when and where the next village meeting will be? I appreciate it.

The two main issues I am really concerned about in regards to the study is how close the medium is to Central and the three parking spot near Connie. There is barely any room for two vehicle to pass each other on Connie. Both are an accident waiting to happen. Why can't there be "no parking" on that little strip of Connie. The people residing in those two homes both like to park on either side of the street so vehicles can barely get through. This is not good for public works vehicles as well as emergency vehicle. We have driveways for a reason.

Thanks,

[REDACTED]

[REDACTED]

5/24/2025

Hello,

I am writing in regards to feedback to the Hatlen Heights traffic calming experiment. I, and a lot of fellow neighbors, feel that the medians are more unsafe than before, especially the one placed on the turn on Hatlen inbetween Connie Ln and Grindel Ave. I see everyday school buses and garbage trucks struggle avoid hitting the medians and that turn makes it 10x worse as I see people using whatever lane they want. I don't think this solution will stop people from speeding, if anything it will cause more accidents in the future. I also think it's very unfair to certain neighbors that have the median places in front of their homes and they can no longer park in front of their houses and struggle to leave their driveway.

I grew up in this neighborhood and there's always been an issue of people speeding and there always will be, it's what some people do. But our solution was staying in our backyards or having our parents watch us as we played outside, and we never had any issues. This whole thing has created a divide in the community and it's very upsetting to see, so I hope at some point this will all resolve.

I offer the solution of adding a four way stop sign at each intersection (especially at Hatlen and Grindel). I think I've been told before that someone said it's too close to Central but I don't understand the logic. It's ok to put a median right away after you turn on Hatlen/Audrey after Central but not a stop sign a quarter of a mile away? There's certain streets (granted it's technically arlington heights) that there's a stop sign at an intersection even closer to central (ex, Burton Pl and Orchard St - near the intersection of arlington heights rd and central). I think this would keep everyone happy and partially solve the issue (i don't think anything will ever fully solve the issue). Also, I'm not sure where the idea that there's a lot of traffic coming from Golf rd and Busse rd drivers cutting through our neighborhood. I have never seen a truck drive through that wasn't for landscaping or moving. I highly doubt people want to drive through our neighborhood and endure all the turns it takes to finally get to arlington heights or central rd (people are pretty lazy haha).

Thank you for taking the time to read,

[REDACTED]

5/26/2025

Once you install the temporary cones for slowing traffic, I can see how well it would work.

I have two comments though.

1. In some cases you're traveling very close to the curb, scratching tires on the curb, and this could be an issue especially in winter.

2. The drag racing on Bonita from Lincoln turning left on Audrey is an issue that has not been addressed. Drivers get up speed from Lincoln on Bonita and tear through the corner causing loud noises especially at night. What is being done about that?

Thank you. [REDACTED]

5/27/2025

[REDACTED] called and is against the project, doesn't think there is a traffic issue on Bonita Avenue.

5/28/2025

[REDACTED] She called to say she loves the traffic calming plan at Hatlen and Bonita. Thinks it is a great idea!

5/28/2025

This is ridiculous. You're gonna make the roads smaller. They are already tight enough.

[REDACTED]

5/28/2025

Hello [REDACTED]

My name is [REDACTED] and live at [REDACTED] with my wife and son. Thanks for your efforts with this traffic study in my neighborhood.

Even though this traffic calming may have started with good intentions, none of the implementations are slowing traffic speeds or deterring traffic from Meier/Connie/Audrey route to cut through from Golf to Central.

Therefore, I am against any of these measures since they seem to be futile and inevitably wasted efforts.

Looking at the original study and survey results, the action currently seems to be "lets try a little of everything" which is understandable. There seemed to be enough interest from early

results to do something. If that were to be the case, here are some comments and observations on recent temporary measures.

1. The median on Audrey off of Central is way too close to Central. it is too abrupt and immediate when you turn left. Such a quick narrowing of the turn lane coming off a busy street like Central is dangerous and could jam up traffic on the main road. The median on Hatlen seems better situated.

2. All the medians take up too many parking spaces, and do nothing to slow traffic. I see cars speed past them consistently, which now has vehicles speeding closer to driveways where little kids would be playing defeating the purpose of the median.

3. The medians have blind spots for anyone backing out of their driveway, especially if they need to back out left to proceed rightward out of the driveway. There are too many single lane driveways for this to be effective. There is not much room for error without snow.

4. Why are there no deterrents coming in off of Lincoln through the neighborhood in relative proximity coming from Central?

5. Can we just try a few more traffic circles and eliminate these medians? HOWEVER, ample people do not circumvent the roundabout correctly, and I anticipate accidents with pedestrians or cyclists.

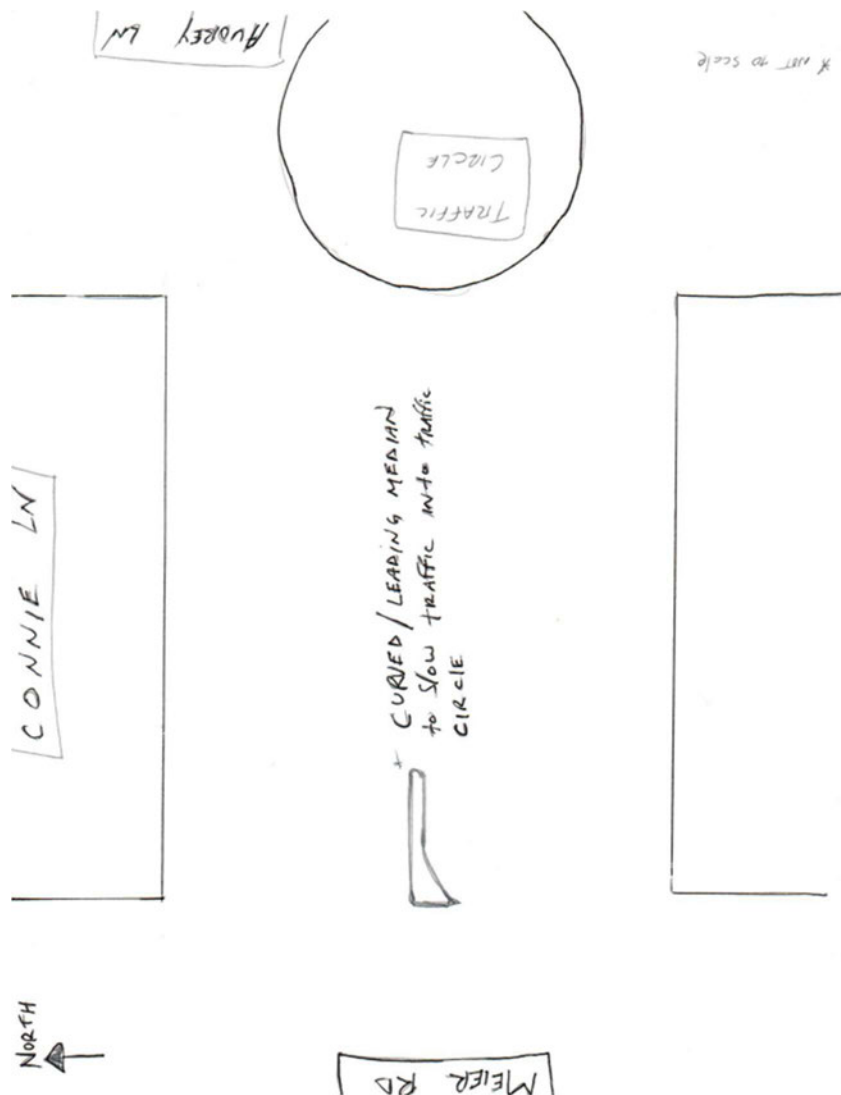
6. I attached a sketched idea regarding the Meier/Connie/Audrey thoroughfare. Basically, if you travel northbound on Meier, you would have a small crescent style shaped median, to slow the car down turning right before coming to a traffic circle. This may slow traffic to peoples liking.

7. The white lines surrounding the medians and circles are wider than what is currently there. Would the white lines indicate a truer size? The widths are tight enough.

Thanks for your efforts, and reading my comments. Again, my wife and I are opposed to any of these temporary measures as they seem wasteful and not accomplishing any goals. Feel free to contact me with any questions.

Regards,





5/28/2025



I live in the Hatlen Heights neighborhood on Audrey Lane. I'm very glad to see the village is testing out traffic calming measures as the speeding and cut through traffic on Audrey Lane has been a real problem for as long as I have lived here (25 years).

I really like the traffic circles at the intersections. I think that's helps with the speeding. But I'm not such a fan of the mid block "islands", mostly because it causes a real parking problem. Cars can't park in front of their own house and if visitors come by, they have to park down the street in front of someone else's house. I'm all for slowing traffic mid-block, but it seems like speed humps can be used and that would not limit street parking.

Please consider a different mid-block option.

Thanks,

[REDACTED]

Unknown Date

From the east side of Arlington Heights.

Concerned about bicycle safety and environmental costs. Suggested improving Busse and opening Grindel Drive.

I travel thru nearly every week. Never safety issues except crossing Central Road for the last 7 years. Choke point, traffic circle, median islands, curb extension, chicane, closed roads will make more dangerous. Putting obstacles in the road is not a safe response to more traffic. Less room for passing slow vehicles is more dangerous.

5/28/2025

I live at [REDACTED]

I have had cones and no parking signs in front of my home for three weeks.

I am against what is in front of my home for the following reasons.

1-The calming devices do not slow down the majority of cars.

2-Cars drive on the opposite side of the street.

3-Landscaping trucks park in the no parking zone. I have pictures of this.

4- I feel endangered cutting my parkway lawn, the street is so narrow, I have to stop at each turn to look for cars, otherwise I would get struck by a car.

5-Because the street is so narrow, children playing close to the curb when a car goes by their lives are endangered.

Please do not put in speed bumps or anything that would hinder the flow of rain water on Bonita Avenue as we have problems with flooded streets now, when it rains!

I have taken test runs down Audrey and Hatlen avenues. The calming devices used Do Not stop speeders. How about a few stop signs, especially where cross streets meet?

I am against any device placed in front of my home, as the street is Too narrow at the turn, and please, no widening of the street.

As I have observed for many years, Bonita Ave Does Not have the speeding problem Audrey and Hatlen Avenues have.

Thank you

Resident

[REDACTED]

[REDACTED]

[REDACTED]

5/29/2025

Hello,

I live at [REDACTED] (But it's also known as [REDACTED] depending on what department you talk to in MP). I drive up Hatlen Ave. multiple times a day every day. I don't think that the configuration works that well as it's placed now. Hatlen can get pretty congested with cars parked on both sides so adding something to the center just feels like a hassle. The one area you made as a circle in the intersection isn't a bad idea. What if you widened the corners there and made a center circle with landscaping there to at least slow things down but not block anyone on Hatlen from parking on the street? Seems like it could work.

Another idea would be maybe a speed bump or plateau. But I hate driving over them but at least it wouldn't be as ugly or intrusive and certainly slows people down. (Still much less desirable)

Thanks for trying to help. I don't notice a huge problem on Hatlen but i guess I live on the other end.

Best,

[REDACTED]

[REDACTED]

5/29/2025 – [REDACTED]

These streets are not wide to begin with, this is just making it more difficult to get by. It's a huge distraction. I think it's a terrible idea and a waste of money.

5/30/2025

Phone call from [REDACTED]

Driving on both sides in the wrong direction

Not slowing down too much

Challenge more than deterrent

Speed bump would be more effective – Chicago speed bumps are high

Drainage issues at corner due to lack of drainage

5/30/2025

Does not like the barriers and hope the project does not move forward.

6/1/2025

[REDACTED]

These parking spots over by Connie are a hazard. There is not enough room for passing vehicles if there is any parking on either side of that street. It should be no parking at any time. When somebody parks there and you're turning there are blind spots and you can easily hit a pedestrian or bike rider. In my opinion, it's a big liability and an accident waiting to happen. Why would the village allow something that could possibly be dangerous to our citizens? See attached pictures. I really hope you guys reconsider this before somebody gets really hurt.

Thanks,

[REDACTED]

6/2/2025

[REDACTED]

The traffic circles that are at an intersection help, the ones randomly placed through the street do not. I think speed bumps would be better. I also think that a left turn, west on central from Hatlen should be restricted at certain times. I also feel that turning left onto Hatlen from central going South should be restricted as well. Also, crossing central from Hatlen should not be allowed.

Thank you,

[REDACTED]

6/3/2025

Good afternoon,

The current calming measures did a significant job on the first day or two with slowing cars down. There was no difference with volume.

Since the initial few days, cars are still speeding and still have no effect on volume. Residents who live in the area are being punished and having the immediate design of the streets around them changed for individuals who do not live in the area. It makes no sense to allow those who do not live in the area to affect our neighborhood and our streets.

A study of blocking Connie and Meier, Bonita and Lincoln and Beverly and Lincoln should be conducted. This will solve the volume problem and with less travelers, avg speed will come down as the majority of the people speeding through the area do not live in Hatlen Heights. This has no effect on maintenance from public works and no effect for responding emergency vehicles.

[REDACTED]

[REDACTED]

[REDACTED]

6/3/2025

Good afternoon,

My name is [REDACTED] and I reside and [REDACTED] I am writing to formally express my concerns regarding the recent traffic calming project affecting Audrey Lane and the surrounding area. My initial concern stems from the fact that only 20% of surveyed residents responded to the initial study. Within that small group, some expressed that they saw no need for any changes and felt the proposed efforts would be a misuse of resources. A return rate this low suggests that the majority of affected residents, myself included, did not see the need for such a study or the implementation of traffic calming measures.

Despite this, the study proceeded, and I have recently observed the installation of a median island near my residence at [REDACTED]. Unfortunately, this installation has not yielded the intended results. Vehicles now simply veer to the right of the median and continue at the same speed, rendering the measure ineffective as a speed deterrent.

More importantly, the placement of this median has eliminated all street parking in front of my home. This is not only inconvenient but also creates significant accessibility issues. I

have a family member with a disability who relies on a large PACE bus for transportation. With no street parking available in front of my home, their access is now severely limited.

Additionally, it seems inequitable that only a few homes—such as mine—have lost street parking, while others remain unaffected. If such measures must be implemented, they should be placed in front of homes where residents explicitly supported the proposal, not those who did not express a concern or who were against it.

In closing, if the city truly intends to improve safety while maintaining quality of life and accessibility, I urge you to consider alternative solutions such as speed bumps or speed cameras. These options are far less disruptive to residents and more equitable.

Thank you for your time and consideration,

[REDACTED]

6/5/2025

To whom it may concern,

With the recent temporary measures installed on Audrey Lane and Hatlen Ave., we would like to comment.

The measures do not seem to slow traffic much. Traffic seems to get used to the obstacles and can easily speed around them.

Large trucks, trailers, semi-trucks could have an issue navigating the obstacles.

The measures push traffic more to the side of the street, which is a concern

The measures could get hit by traffic. This could even cause vehicles to leave the road.

Street parking is affected. Moreover, when there are vehicles parked on the street, the combination of the vehicles and obstacles create confusing situations that could cause accidents.

Suggestions for solutions remain to simply add stop signs at intersections; especially Audrey Lane and Grindel Drive, and Hatlen Ave. and Grindel Drive. This forces vehicles to slow.

Added stop signs, plus random but regular policing for traffic duty, along with the speed signs already installed could be more effective with less side effects, and much more inexpensive.

Regards,

[REDACTED]

[REDACTED]

6/6/2025

Good Afternoon.

Yes, definitely something needs to be done regarding folks speeding through this subdivision. I believe there were too many barriers in place and maybe some opportunities missed. Most nights, Lincoln St. is a speedway of autos, motorcycles, motor scooters (standing), etc.

The one barrier so close to the intersection of Central and Audrey could be dangerous, as someone turning in might not expect it and could hit someone waiting to turn out on Central. Will additional lights be added? I found it difficult to see the barriers at night even with all the reflectors, and I knew where they were located.

I saw many folks ignoring the "No Parking" signs, from an Amazon delivery truck to someone's lawn service. What would happen during the winter when the snow piles up? Does this impact refuse & recycling removal? Emergency services? The Fall leaf program?

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

6/6/2025 [REDACTED]

Following up on the most recent traffic study and the review of the documentation going all the way back to 1995. I have the following comments I'd like to add to my previous survey.

[REDACTED] thank you providing this very helpful information including the MUTCD Stop Sign Warrants published in December 2023 and the many years of documentation of this problem going back to 1995.

To the response to the previous survey (attached), I'd like to add the following additional comments:

STOP SIGNS

The stop signs used on Grendel at both Hatlen and Audrey require stops **for a grand total of 8 cars** not the hundreds of cars daily that travel down Audrey and I do not know how many travel on Hatlen on a daily basis. (Hand-drawn document attached.)

While doing research in Arlington Heights, on both Dryden between Central and Davis, and Waterman between Northwest Hwy and Kensington, I have observed 4 way stop signs every

two blocks. According to [REDACTED]; 4 way stop signs for Audrey or moving the signs from Grendel to Audrey and Hatlen don't meet the Stop Sign Warrants MUTCD (see doc included).

However, I note in the minutes of the August 17, 1995 Connie Lane closure information meeting, which included Mayor Skip Farley. The minutes reflect, "He(the mayor) pointed out that Mount Prospect is a Home Rule Community. As such, we have installed stop signs even if not warranted by state standards," and under Home Rule, we can make that decision (copy attached).

I propose that the stop signs be placed on Audrey both at Grendel and Connie and Hatlen somewhere appropriate and removed from Grendel. I have noted that there are stop signs with solar red lights that go around the stop signs to draw attention to them.

MOST RECENT TRAFFIC CALMING ATTEMPT

I do not believe the traffic circle at Grendel was any benefit, nor were the islands placed up and down Audrey and Hatlen particularly effective, **AND** would eliminate several parking spots. Also, pushing the traffic on Connie over to south side of the street between Meier and Audrey did not slow down or eliminate any traffic and several cars continued to ignore and not stop at the corner of Connie and Audrey.

WHAT'S THE NEXT STEP TO ADDRESS THIS PROBLEM THAT HAS BEEN GOING ON FOR MORE THAN 30 YEARS?

Also included is a picture taken at a Flamingo Friday (potluck event) on May 30th which shows a sampling of the number and ages of children on just 2 blocks of Audrey and 2 houses on Hatlen. There are several more children who were not in attendance.

I respectfully request the village work towards a safe solution and thank the efforts of Public Works and the village trustees and all who are or will be involved to eliminate a potential devastating situation.

[REDACTED]

[REDACTED]

[REDACTED]

4
Stop
signs
on Grendel
None on
Audrey or
Hatten



Wulbecker responded that the State of Illinois has warrants to justify stop signs at that intersection, and none of their warrants were met. Mayor Farley pointed out that Mount Prospect is a Home Rule Community. As such, we have installed stop signs even if not warranted by state standards. The Safety Commission submits suggestions to the Board and, under Home Rule, we can make that decision. The mayor pointed out that Deputy Police Chief Daley is also on that commission and suggested that this issue be addressed by the Safety Commission. One resident suggested that stop signs don't always get obeyed.

Dave Hines of 108 Hatlen suggested that between 4 and 7 a.m., turns on Connie and Audrey should be restricted for local traffic only. Mayor Farley asked Mr. Olesen about no left turns on Central Road. Mr. Olesen responded that it can't be done for local traffic only. Trustec Wilks commented that perhaps Mr. Hines' suggestion should be considered, which would be to eliminate outside traffic using Connie and Audrey as shortcuts.

Mr. Bloomquist of 1909 Connie Lane said that Audrey Lane should have been put through before The Moorings was built. He said he doesn't want Connie Lane blocked off, because this would create problems for the neighbors.

David Starenko of 7 Audrey Lane said he lives three houses down from Central. Traffic in front of his home is at 40 MPH. He suggested we should go on a trial period to test closing Connie and installing stop signs.

Patrick McCloskey of 14 Audrey Lane said he thought that the cars parked on Audrey Lane just south of Central belonged to technicians from the dental office on Central. These cars are parked on Audrey Lane on Mondays, Tuesdays, Thursdays, and Fridays. Mr. McCloskey is concerned about the high-speed (45-50 MPH) traffic on Audrey. He feels that a stop sign would slow the speeders down. He commented that Com Ed and IBT utility trucks are heavy users; it's their favorite route.

Al Pasternak of 1906 Connie Lane commented that the decision regarding extension of Meier Road would not solve the problem on a local level. Mr. Pasternak said that, as far as stop signs, "They don't stop at Connie; stop signs are not popular."

Mr. Monroe spoke again, this time addressing cut-throughs and speeding. On cut-throughs, he suggested enforcement of the stop signs for the first two weeks. Regarding speeding, he commented that violators were local. Also suggested to ask Com Ed to stay on Lincoln to Busse.

Ken Willms of 1900 Connie Lane said that closing access to Meier from Connie will increase traffic on Hatlen. Installing speed bumps would solve the speeding problem and reduce traffic from Lincoln or from Golf northbound.

6/6/2025

My name is [REDACTED] and I've resided at [REDACTED] Mount Prospect since September 1994. As you know, Audrey Lane is a very popular cut through with traffic volume and speed posing problems for residents in the community. I appreciate your efforts in trying to figure out a way to reduce volume and speed on Audrey Ln but I'm not in favor of the temporary measures as I don't feel they had much of an impact. I also doubt that 4 way stop signs at Connie/Grindell would have much of an effect as I see many people not coming to a complete stop with the current 2 way stop signs. Perhaps a trial of closing Connie at Meijer? I know that this will be very unpopular but would most definitely reduce the use of Audrey as a cut through. Maybe there are other options that can be trialed?

Thanks again for your efforts.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]
