Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO: VILLAGE MANAGER

FROM: PROJECT ENGINEER

DATE: SEPTEMBER 26, 2024

SUBJECT: AUDREY LANE TRAFFIC

Request: Residents on Audrey Lane spoke to the Village Board at the August 13, 2024 Committee of the Whole meeting about traffic issues on Audrey Lane. The Board requested the Engineering Division investigate the issues. The Engineering Division prepared this memo to provide a history of traffic issues on Audrey Lane and next steps for the residents to pursue.

Requested By: Village Board

Overview: Over the past couple of years the Engineering Division has conducted traffic studies on Audrey Lane at the request of a resident to quantify perceived traffic issues and to determine if the street was eligible for traffic calming measures. The studies determined the street was not eligible based on the criteria of the original Traffic Calming Program (adopted in 2011) but the Transportation Safety Commission charged the Engineering Division in the summer of 2023 with reviewing and updating the traffic calming program as appropriate. While the program was being updated, Public Works installed radar speed feedback signs as an interim measure to address the resident's concerns on the street. The update was completed and the new program, the Friendly Neighborhood Streets Program, was adopted by the Village Board in May of 2024. The residents of Audrey Lane now can petition the Village to initiate a traffic calming project on their street using the new program's guidelines should they wish to pursue additional traffic calming measures.

Current Complaint: A resident reached out to Public Works in the summer of 2022 with a complaint about speed and traffic volume on Audrey Lane. Specifically calling out cut-through traffic that utilizes Audrey Lane, Connie Lane and Meier Road to cut through from Central Road to Golf Road or the opposite direction.

Study Limits: The study limits were expanded beyond Audrey Lane due to the street network in the area. Any changes to Audrey Lane would potentially impact traffic on Hatlen Avenue and Connie Lane as well.
Audrey Lane: Central Road to Connie Lane
Hatlen Avenue: Central Road to Connie Lane
Connie Lane: Meier Road to Hatlen Avenue

Neighborhood Development History:

Historical aerial images and USGS maps were referenced to put together a history of Hatlen Heights neighborhood and the surrounding area to understand the current traffic patterns in the area. These are included in Attachment 1 – Photo Log. Below is a timeline of development in the area:

- 1953: Arterial Roads are present (Central Road, Arlington Heights Road, Golf Road and Busse Road). Lincoln Street connects Arlington Heights Road to Busse Road. Meier Road extends from Golf Road to White Oak Street. Audrey Lane, Hatlen Avenue and Connie Lane are all farmland.
- 1963 – 1972: Audrey Lane, Hatlen Avenue and Connie Lane are built and fully developed with single family homes. Meier Road is not continuous north of Lincoln Street. Holmes Junior High School and Forest View Elementary school are built. There is limited development south of Golf Road.
- 1980: Meier Road is now continuous between Golf Road and Connie Lane. There is additional development south of Lincoln Street in the neighborhood and condos/apartments begin to be built south of Golf Road.
- 1990: The area is now fully developed, including the Moorings of Arlington Heights, the multi-family buildings south of Golf Road and commercial buildings along the north side of Golf Road.

This timeline shows that while Audrey Lane, Hatlen Avenue and Connie Lane were some of the first neighborhood streets developed in the area, ongoing development through 1990's changed the neighborhood and traffic patterns. Once development was finished in the 90's residents on Audrey Lane noticed much higher traffic volumes than were previously on the street. This prompted traffic studies that will be discussed on the next pages.

Major infrastructure projects on arterial streets over the years has helped to reduce traffic volume within the neighborhood. The first one was the reconstruction of the intersection of Arlington Heights Road and Central Road which added dual left turn lanes on all legs of the intersection. This reduced backups at the intersection thus reducing the likelihood of drivers cutting through the neighborhood. This project was completed in 1997, after the conclusion of the studies listed below. Additionally, dual left turn lanes were added to northbound Busse Road at Central Road in 1999, along with widening Central Road from 4 lanes to 5. This reduced backups on Busse Road reducing the likelihood of drivers cutting through the neighborhood. In the included study documents from the 1990's, there are multiple references to how congestion on the arterial roads may be contributing to cut through traffic. Since these projects were completed after the studies, their impact is not discussed, but subsequent traffic counts have shown a decrease in traffic in the neighborhood.

Meier Road Extension:

When a single-family development was being considered on Meier Road north of Connie Lane, in the summer of 1994, there were discussions at the Planning Commission Meeting to design the development to allow for Meier Road to continue north to Central Road in the future. There was adamant opposition from residents indicating that connecting Meier Road to Central Road would greatly increase traffic on Meier Road. The Plan Commission and Village Board approved the development with a design that would prevent Meier Road from being extended in the future. Drivers who desire to access Central Road use Audrey Lane or Hatlen Avenue since Meier Road was not extended. As shown in the 1995 Connie Lane Closure Study, closing Connie Lane will just redistribute traffic in the neighborhood and will not lead to a meaningful reduction in traffic overall.

Excerpts relating to the Meier Road Extension are included in Attachment 2.

1990's Traffic Studies:

In the mid 1990's numerous studies, public meetings and traffic calming trials were conducted in response to speeding and traffic volume complaints along Audrey Lane. This is around the time the area became fully built out. Summaries and supporting documents of the two major items investigated are below.

1994 Stop Sign Study:
Residents requested stop signs at the intersection of Audrey Lane and Grindle Drive to slow drivers and control cut through traffic. Staff reviewed the request and did not recommend stop signs be installed. "The proposed stop signs at Audrey and Grindel may not reduce the speed of traffic, the volume of the traffic, and the accident risk. Additionally, the proposed stop signs on Audrey do not meet warrants. Therefore, the stop signs on Audrey Lane are not recommended."

Warrants were not met due to the low volume of traffic on Grindle Drive which could lead to drivers disregarding the stop signs since they don't expect cross traffic.

A copy of this study is included in Attachment 3.

1995 Connie Lane Closure Study:
This is a continuation of the stop sign study described above. After stop signs were ruled out the Village investigated further options to reduce cut through traffic on Audrey Lane and in the Hatlen Heights neighborhood in general. This included looking into:

- Turn restrictions
- Conversion to one-way streets
- Closing Connie Lane at Meier Road

Closing Connie Lane was chosen to trial as it would be most impactful, and least confusing to drivers. Connie Lane was closed just east of Meier Road for a trial period in 1995. Traffic counts were taken before and after the closure that showed an almost halving of traffic on Audrey Lane (1,420 vehicles per day to 775 vehicles per day), but more than doubling of traffic on Bonita Avenue just north of Lincoln Street (509 vehicles per day to 1,206 vehicles per day). This showed that the road closure did not meaningfully reduce traffic in the neighborhood, but instead just redistributed it.

The road closure of Connie Lane was removed and results were presented to the public.

The final recommendations of the study (dated August 30th, 1995) included:

- Removing the barricade at Connie Lane
- Add "No Thru Traffic Signs"
- Selective Police enforcement
- Work with Cook County to upgrade Busse Road
- Work with ComEd and Ameritech to prevent use of Audrey Lane.
- Maintain "No Trucks" signs on Audrey Lane.

As mentioned elsewhere in this document, improvements were made at the intersections of Central Road and Arlington Heights Road and at Central Road and Busse Road after this study concluded. Subsequent traffic counts have shown these improvements have reduced traffic on Audrey Lane by at least a third (1427 vehicles per day in 1996 after the closure was removed to 904 vehicles per day in the latest study in 2024).

A copy of documents relating to this study are included in Attachment 4.

Neighborhood Traffic Studies

In the 2000's, the Village conducted neighborhood traffic studies looking at speed limits and traffic control (stop signs) on all local streets in the Village. The Residential Speed Limit Program was conducted in 2004. The Hatlen Heights neighborhood was evaluated from 2007 – 2009 as part of the Intersection Traffic Control Study.

Residential Speed Limit Program – 2004

The Residential Speed Limit Program had the goal to review the speed limits on all residential streets in the Village. This was due to the Village having a variety of speed limits on residential streets resulting in a lack of standardization. The study had the below 5 objectives:

1. Gather vehicle speed data along collector and representative residential streets
2. Gather optional characteristics for each street
3. Evaluate each street based on the established criteria
4. Make a determination of the appropriate speed limit for each street
5. Develop a plan for implementation

Standard practice at the time was to use the 85th Percentile Speed to set speed limits. However, the Village added additional factors to adjust the speeds for neighborhood streets, including the number of driveways per block and the presence of sidewalk.

The result of the study was to recommend a 25 MPH speed limit for all residential streets within the Hatlen Heights neighborhood. The previous speed limit on Audrey Lane and Hatlen Avenue had been 20 MPH and the speed limit on Grindle Drive, Connie Lane and Meier Road had been 30 MPH (per Illinois Law). Post-studies after the changes resulted in more consistent speeds and not a significant increase or decrease.

Intersection Traffic Control Study – 2007-2009

The Intersection Traffic Control Study is similar to the Residential Speed Limit Program as its goal was to standardize traffic control at intersections throughout the Village to increase safety of the streets. All intersections were evaluated for traffic control warrants to determine the appropriate traffic control for the intersection.

Details on the study can be found in the attachments. The results of the study as it relates to Audrey Lane, Hatlen Avenue and Connie Lane are as follows:

- Add two-way stop control to Grindle Drive at the intersection with Audrey Lane
- Add two-way stop control to Grindle Drive at the intersection with Hatlen Avenue
- Convert the intersection of Connie Lane and Audrey Lane to two-way stop control (from one-way stop control – Connie Lane eastbound only).
- Add one-way stop control to Connie Lane at Hatlen Avenue.

Post studies were conducted to evaluate the effectiveness of the changes, and no further changes were recommended to Audrey Lane, Connie Lane and Hatlen Avenue. Post-studies after the changes resulted in consistent intersection traffic control and a low crash rate.

The full Residential Speed Limit Program for the Hatlen Heights neighborhood and excerpts from the Intersection Traffic Control Studies relating to Audrey Lane, Connie Lane and Hatlen Avenue are included in Attachment 5.

2020's Traffic Studies

From 2022 onward, Public Works has worked with a concerned resident about traffic issues on Audrey Lane. This included conducting multiple traffic studies, working with the Police Department for selective enforcement, updating our traffic calming program and installing speed feedback signs. A timeline of these items is below:

- 7/29/2022 – Public Works is first contacted by a resident concerned about cut through traffic on Audrey Lane and requesting a stop sign. The resident indicated he had previously been in contact with the Police.

- Public Works is unable to make contact with the resident when reaching back out in early August.
- 12/6/2022-12/8/2022 – Traffic counts are conducted on Audrey Lane. Speeds and vehicle volumes are similar to previous studies and the street does not qualify for traffic calming measures based on the current (2011) program.
- 12/20/2022 – Public Works reaches out to Police with results of the traffic study and requests targeted enforcement during the times with the highest vehicle speeds.
- 1/23/2023 – Public Works sends the traffic study results to the concerned resident.
- 2/4/2023 – 2/21/2023 – Police conduct 14 separate occasions of traffic enforcement on Audrey Lane. 3 speeding violations issued.
- 2/27/2023 – Public Works follows up with concerned resident indicating that Audrey Lane does not qualify for traffic calming. The Police Department will continue to monitor the street and staff can do a follow up traffic study in the fall if requested.
- 3/20/2023 – Public Works invites the concerned resident to discuss the issue at the next Transportation Safety Commission meeting (4/10/2023). The resident did not attend this meeting.
- 6/12/2023 – The resident attends the Transportation Safety Commission meeting and talks about his concerns on Audrey Lane during the Citizens to be Heard agenda item. Public Works explains that the street does not qualify for the existing traffic calming program. The Transportation Safety Commission charges staff with reviewing and updating the traffic calming program, if appropriate, by the end of the year. The Commission also asks Staff to conduct an additional traffic study.
- 6/2023 – The concerned resident reaches out to the Police with complaints of speeding drivers and the Police conduct additional traffic enforcement on Audrey Lane from 6/6/2023 – 6/17/2023. There is one citation issued.
- 8/2023 – Public Works continues conversations with the concerned resident over timing of the future traffic study, the traffic calming update and any specific plans for Audrey Lane.
- 9/12/2023 – 9/18/2023 – Traffic studies are conducted on Audrey Lane and Hatlen Avenue. Results are similar to the studies conducted in 2022.
- 9/19/2023-9/30/2023 – The Police Department conducts an additional round of traffic enforcement, 2 speeding citations issued.
- 10/31/2023 – Full study results are shared with the resident when requested.
- 12/2023 – Resident Information Bulletin is sent out to residents on Audrey Lane informing them Public Works will be installing speed feedback signs on a trial basis to address speeding concerns on the street. The signs were chosen in recognition of the higher than average speeds and volumes on the street even though they didn't quite meet the threshold for traffic calming.

- 12/11/2023 – Transportation Safety Commission discusses the updated traffic calming program, the draft Friendly Neighborhood Streets Program, at their meeting. The Commission's comments are incorporated into the draft program and then the program is published on the Village's website for public comment.
- 12/18/2023 – The new speed feedback signs are installed.
- 12/27/2023 – 1/12/2024 Comment period is open for the Friendly Neighborhood Streets Program.
- 2/12/2024 – The Transportation Safety Commission approves the final draft of the Friendly Neighborhood Streets Program for submittal to the Village Board for adoption.
- 3/19/2024 – The Friendly Neighborhood Streets Program is presented to the Village Board at their meeting for comment.
- 4/1/2024 – Public Works drafts a memo in response to Trustees' questions on the Program.
- 5/15/2024 – 5/16/2024 – Traffic study is conducted on Audrey Lane to review effectiveness of the speed feedback signs. Results show a drop in both average speed (27.1 MPH to 25.5 MPH) and 85th percentile speed (32.4 MPH to 30.6 MPH) on the street. There are a slightly higher number of vehicles on the street compared to previous studies (904 vehicles per day compared to 796 vehicles per day). This is within typical cyclical traffic volume changes throughout the year.
- 5/21/2024 – The Friendly Neighborhood Streets Program is adopted by the Village Board.
- 5/31/2024 – Results of the traffic study are shared with the concerned resident.
- 6/18/2024 – The traffic calming page on the Village's website is updated with the Friendly Neighborhood Streets Program. Residents can now view the final approved program and petition materials to submit projects for consideration.
- 8/13/2024 – Residents from Audrey Lane spoke at the Committee of the Whole meeting on issues relating to speeding and cut through traffic on their street.
- 8/20/2024 – Staff contacts the street navigation company Waze and requests they remove Audrey Lane as a suggested route. Waze declines citing Audrey Lane is a public street. In addition, they currently do not have the capability to include weight limits on streets.
- 8/27/2024 – The resident is invited to the September 9th Transportation Safety Commission meeting if he would like to discuss issues on Audrey Lane further.

Traffic data from the above-mentioned studies is shown below. Full traffic study reports, meeting minutes, and the resident information bulletin are included in Attachment 6.

Traffic Data Comparison:

The below table provides a summary of traffic counts, in vehicles per day, throughout the neighborhood over time. The barricade in question is a guardrail that was installed across Connie Lane just east of Meier Road closing access to Meier Road. Speed feedback signs were installed on Audrey Lane prior to the study in 2024.

Traffic Count Comparison Table

Time	Date	Audrey North of Connie	Hatlen North of Connie	Meier Road South of White Oak	Bonita North of Lincoln
Before Barricade	1/12/95	1420	608	1430	509
With Barricade in Place	9/7/95	764	797	537	1367
After Barricade Removal	3/96	1427	892	1652	573
Neighborhood Traffic Studies	2007	887	600	909	440
	2008	822	609	868	433
	2009	876	637	895	N/A
Audrey Study	12/2022	776	N/A	N/A	N/A
Audrey Study	9/2023	796	651	N/A	N/A
Audrey Post Speed Feedback Sign Study	5/2024	904	N/A	N/A	N/A

This shows how the barricade redistributed traffic throughout the neighborhood but didn't have a major impact on reducing traffic overall. Individual streets may have benefited from closing Connie Lane, but other streets were negatively impacted. Counts in the 2000's and 2020's are lower than they were in the mid 90's. This can be attributed to improvements along arterial streets bordering the neighborhood, including the intersections of Arlington Heights Road and Central Road and Busse Road and Central Road. These improvements reduced delays on the arterial roads, prompting less drivers to cut through the neighborhood. Traffic counts have been consistent since the improvements were constructed.

The studies in the 90's were primarily focused on reducing cut through traffic, as such, staff doesn't have speed data from those counts. However, the table on the next page shows average speeds for the counts staff does have data for:

Average Speed Comparison Table (MPH)

Time	Date	Audrey North of Connie	Hatlen North of Connie	Meier Road South of White Oak	Bonita North of Lincoln
Neighborhood Traffic Studies	2007	26.0	27.5	28.5	22.0
	2008	26.5	27.5	28.5	21.0
	2009	27.0	24	28.5	N/A
Audrey Study	12/2022	27.4	N/A	N/A	N/A
Audrey Study	9/2023	27.1	27.8	N/A	N/A
Audrey Post Speed Feedback Sign Study	5/2024	25.5	N/A	N/A	N/A

Below is the 85th Percentile Comparison Table. This is the speed that 85% of the vehicles are going at or slower. 15% of drivers are exceeding this speed on the street.

85th Percentile Speed Comparison Table (MPH)

Time	Date	Audrey North of Connie	Hatlen North of Connie	Meier Road South of White Oak	Bonita North of Lincoln
Neighborhood Traffic Studies	2007	N/A	N/A	N/A	N/A
	2008	31.5	33.5	32.5	26.0
	2009	32.5	32.5	33.5	N/A
Audrey Study	12/2022	32.6	N/A	N/A	N/A
Audrey Study	9/2023	32.4	33.2	N/A	N/A
Audrey Post Speed Feedback Sign Study	5/2024	30.6	N/A	N/A	N/A

Speeds on these streets have remained consistent over time, except for a noticeable drop on Audrey Lane in the most recent study due to the speed feedback signs being installed. Speed feedback signs on other streets such as See Gwun Avenue, Louis Street and Forest Avenue have also shown positive results of lowering average speeds by 2 – 5 MPH.

The Village conducts traffic studies on neighborhood streets using pneumatic road tubes and counters. This consists of two rubber tubes laid across the road. When a vehicle crosses the tube a burst of air is recoded in the counter. The tubes are installed at a known distance apart allowing the counter to determine the number of vehicles, vehicle direction and vehicle speed over the tubes. These counters are standard practice for counts on residential roads and have been used in the Village for over 30 years.

Other traffic counting technology exists such as video or radar detection. Video detection does a great job collecting vehicle volumes and turn movement counts at intersections but does not yet accurately capture speed data and requires a rigid support to attach to which are not present on most residential streets. Radar detectors are required to be placed in the center of a travel lane to accurately capture data. This works well on arterial roads, but most of our residential streets do not have dedicated lanes. Vehicles navigating around parked cars and other obstructions would not yield accurate results. One additional benefit of using the pneumatic tubes for so long in the Village is that staff can accurately compare counts on different streets to each other and over time, any minor errors or other impacts the tubes have on the counts are repeated in all the traffic studies allowing for accurate comparisons.

Detailed traffic counts have been included in various study documents.

Crash History:

Crash reports were reviewed for the last 10 years from IDOT's database for Audrey Lane, Hatlen Avenue and Connie Lane within the study area. There was only one crash within the neighborhood. This was at the intersection of Audrey Lane and Connie Lane in 2019 and was caused by a vehicle on WB Connie Lane ignoring the stop sign.

There were 6 crashes in the last 10 years at or near the intersection of Audrey Lane and Central Road of which 3 were related to motorists turning onto or from Audrey Lane.

There were 26 crashes in the last 10 years at or near the intersection of Hatlen Avenue and Central Road. A higher number of crashes at this location is partially due to the slightly offset intersection to Cleveland Avenue on the north side of Central Road. Of the 26 crashes, 9 were related to motorists turning onto or from Hatlen Avenue.

Overall, there is a low crash rate in the neighborhood.

Crash tables and a crash map are included in Attachment 7.

Next Steps for Residents on Audrey Lane

The traffic data from 2022 and 2023 meet the minimum criteria for the Friendly Neighborhood Streets Program, but not the previous traffic calming program. The speed feedback signs have lowered the average and 85th percentile speeds below the minimum criteria, as shown in the 2024 traffic study. Public Works is open to considering other traffic calming measures if there is resident support. Staff, however, will be reluctant to consider and support changes that will dramatically shift traffic to other streets in the neighborhood.

If residents on Audrey Lane wish to pursue different traffic calming measures on their street, staff recommends they pursue them using the process outlined in the Friendly Neighborhood Streets Program. This will include submitting a petition showing neighborhood support for traffic calming measures.

Once a petition is received, Public Works will follow the process in the program, including reaching out to all residents in the area. The initial process can be expedited slightly, as staff already has recent traffic studies completed. This process will include a neighborhood meeting as mentioned at the Village Board meeting. However, should a potential project move forward, additional analysis may be required on a broader scale to ensure any proposed changes will not dramatically affect traffic volumes and speeds on other streets.

The petition form and instructions are included in Attachment 8.

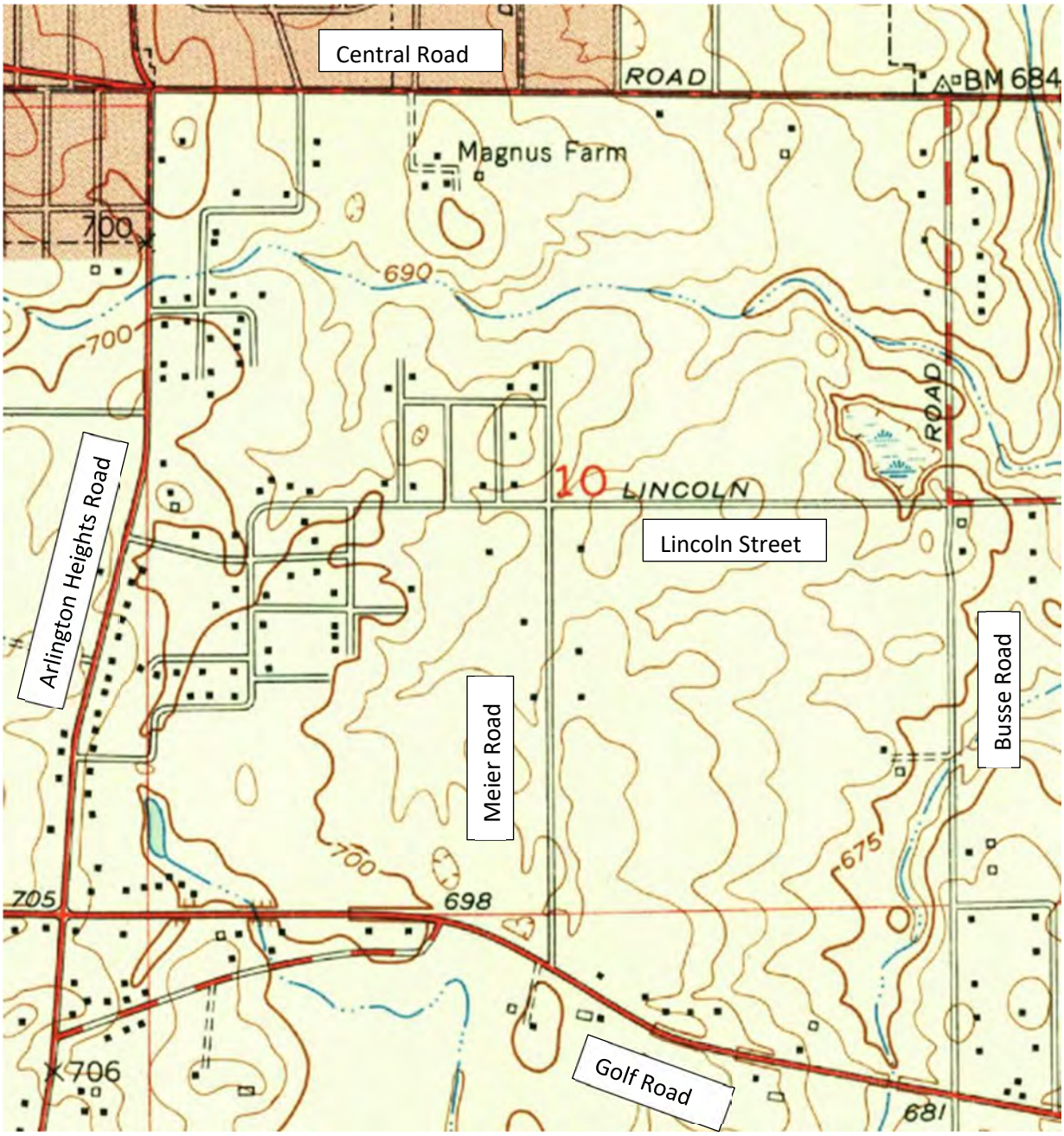
Attachments:

1. Historical Aerial Photos
2. Meier Road Extension Documentation
3. 1994 Stop Sign Study
4. 1995 Connie Lane Closure Study
5. Neighborhood Traffic Studies
6. 2020's Traffic Studies
7. Crash Studies
8. Friendly Neighborhood Streets Program Petition Form

Attachment 1
Historical Aerial Photos

Village of Mount Prospect
Audrey Lane Traffic Issues
September 3, 2024

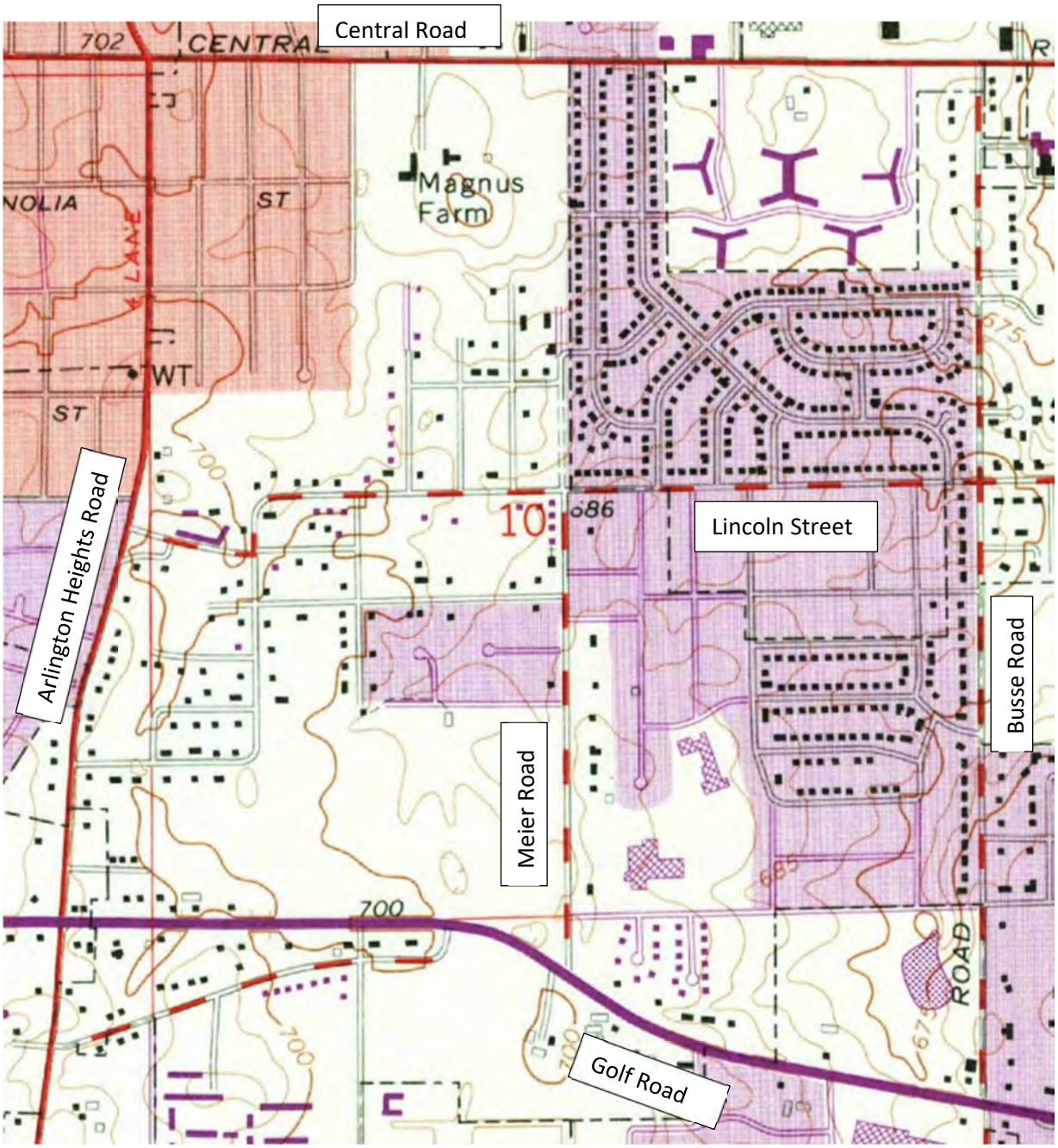
Audrey Lane, Hatlen Avenue and Connie Lane
Neighborhood Development



USGS Topographical Map – 1953

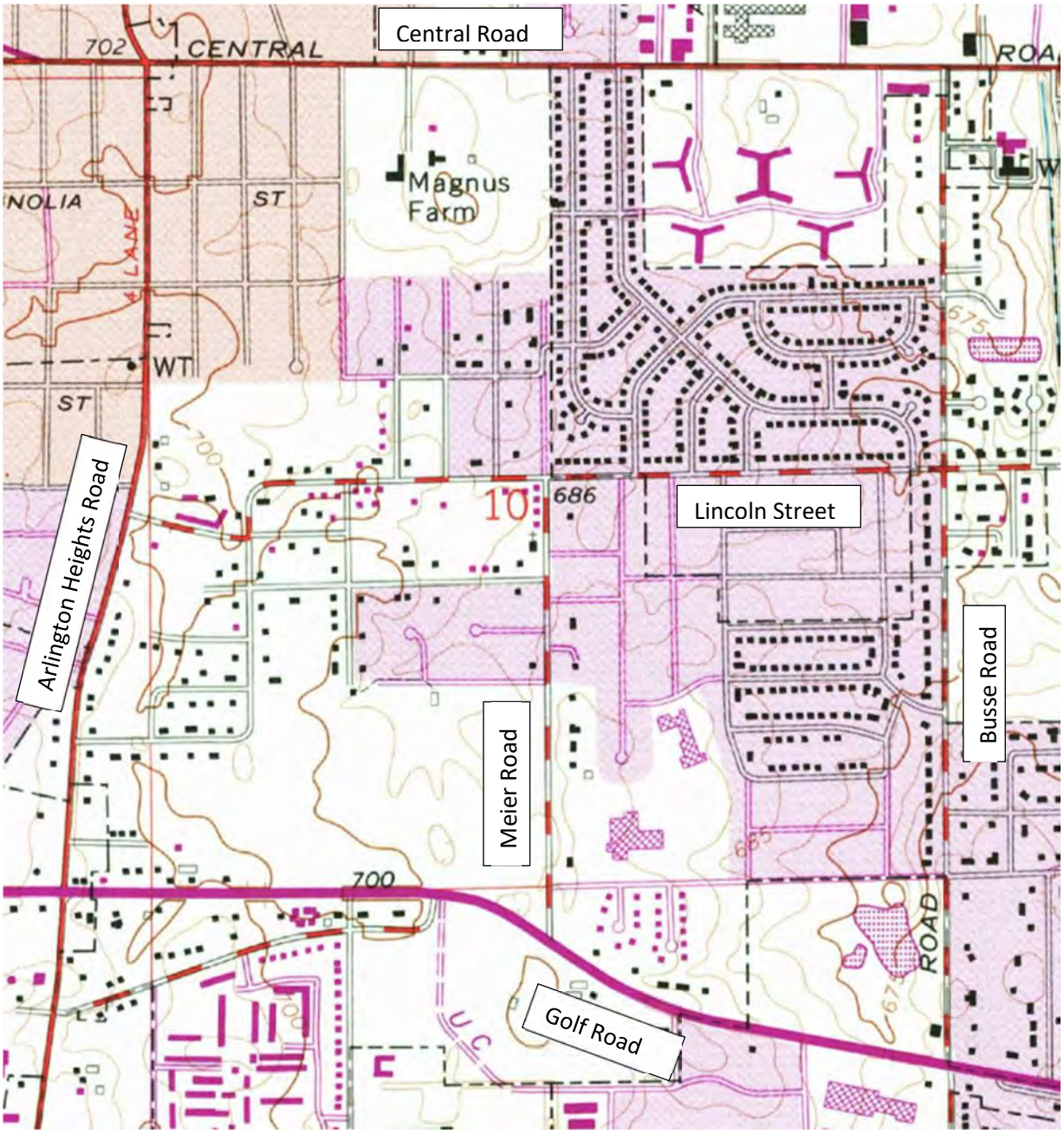
- Lincoln Street is listed as a Light Duty Road
- Meier Road is listed as a light duty road from Golf Road to just north of White Oak Street
- Audrey Lane, Hatlen Avenue and Connie Lane are not present

Audrey Lane, Hatlen Avenue and Connie Lane
Neighborhood Development



USGS Topographical Map – 1972 – Purple Highlights Represent Changes Between 1963 and 1972

- Audrey Lane, Hatlen Avenue and Connie Lane have been constructed and are fully developed
- Meier Road between Lincoln Street and White Oak Street is shown as an unimproved dirt road
- Lincoln Street and Meier Road south of Lincoln Street are listed as medium duty roads
- Middle school and elementary school were constructed between 1963 and 1972



USGS Topographical Map – 1980 – Light Purple Highlights Represent Changes Between 1972 and 1980

- Meier Road is now shown as improved between Lincoln Street and White Oak Street

Northeastern Illinois Planning Commission – 1970 – Aerial Image

- Audrey Lane, Hatlen Avenue and Connie Lane have been constructed and are fully developed
- Meier Road between Lincoln Street and White Oak Street is shown as an unimproved dirt road
- Apartments/Condos not present along south side of Golf Road

Northeastern Illinois Planning Commission – 1975 – Aerial Image

- Meier Road has been constructed between Lincoln Street and Connie Lane
- Apartments/Condos are being developed south of Golf Road

Audrey Lane, Hatlen Avenue and Connie Lane
Neighborhood Development

Northeastern Illinois Planning Commission – 1980 – Aerial Image

- Continued development south of Golf Road.
- Neighborhoods bounded by Arlington Heights Road, Central Road, Busse Road and Golf Road are almost fully built out.

Northeastern Illinois Planning Commission – 1985 – Aerial Image

- Continued minor development in the area

Northeastern Illinois Planning Commission – 1990 – Aerial Image

- Commercial development on the north side of Golf Road is complete
- The Moorings of Arlington Heights is built
- Neighborhoods match present day

Audrey Lane, Hatlen Avenue and Connie Lane
Neighborhood Development

Nearmap – July 15 2024 – Aerial Image

- Matches development in 1990

Attachment 2
Meier Road Extension Documentation

Village of Mount Prospect
Audrey Lane Traffic Issues
September 3, 2024

June 3, 1994

Re: Audrey Ln./Meier Rd. Extention
Cut-through Traffic and Speeding

Dear Mayor Farley,

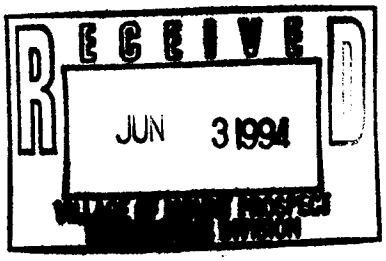
As you may have heard by now, there is some opposition to the Meier Rd. extention. There is such strong opposition because of the amount of traffic and speeding it currently receives and by extending it officially, it would become just like Busse Rd. an arterial. This past week at the Planning Board meeting, a description of a local and collector street was given. A local street was classified as follows: to serve the homes along that street. With Audrey Lane, that is not the case. An average of 1842 cars cut-through daily, where there are only 65 homes along this street.

I have written to you last September and have met with Mike Janonis. I have met with the Village Engineers almost every two weeks since May, 1993. As you can see the problem has not been resolved. This neighborhood is outraged and feed-up with this problem. The Village has been aware of it for the last 10 years. Small children are again returning to the neighborhoods. On Audrey there are at least 15 children from a few months old to 10 years old, playing by a street where an average of 1842 cars go by at 35-45 mph. please remember again this is a LOCAL street with a posted 20 mph speed limit.

Please be aware of this problem and we all hope for the sake of the children that something will be done.

Robert Kron

Robert Kron
17 Audrey Lane



NAME	READ	INITIAL
JEFF	✓	
FRED	✓	
CHRIS	✓	C.V.
ROD	✓	
BILL	✓	
MARIE	✓	

AUDREY LN. / MEIER RD. CUT-THRU TRAFFIC UPDATE

ROUND ONE : RESIDENTS WON
WITH PLANNING COMMISSION

ROUND TWO : JUNE 7TH VILLAGE BOARD MEETING

THE VILLAGE BOARD MEETS IN CONCERNS TO MEIER RD. T
RESIDENTS OF AUDREY & MEIER NEED YOUR SUPPORT TO K
THE MEIER EXTENSION BUT ALSO TO REDUCE THE AMOUNT
TRAFFIC ON AUDREY. AUDREY IS CURRENTLY BEING USED A
COLLECTOR STREET EVEN THOUGH IT IS A LOCAL STREET. TH
PROBLEM NEEDS TO BE ADDRESSED WHILE THE ISSUE OF MEI
IS HOT. AUDREY'S TRAFFIC PROBLEM WILL ONLY GET WOR
INCREASING TRAFFIC ON BOTH MEIER AND AUDREY.

AFTER MANY, MANY YEARS, LET'S DRIVE THE NAIL THROU
THE COFFIN BY FINALLY RESOLVING THE TRAFFIC FLOW (CU
THROUGH'S/SPEEDING) ON AUDREY. PLEASE ATTEND TH
MEETING. IF YOU WERE AT THE JUNE 1ST MEETING, YOU SA
WHAT NEIGHBORS CAN DO, IF WE STAND TOGETHER.

ROBERT KRON
17 AUDREY LANE

P. S. IF YOU CAN'T ATTEND. PLEASE DROP THE MAYOR/VILLA
BOARD A NOTE AND IT WILL BE ON THE RECORDS.

MAYOR FARLEY
100 S EMERSON
392-6000

Daily Herald
Saturday, May 14, 1994

Neighbor

Mount Prospect
Prospect Heights

SECTION

Meier Road extension draws opposition from residents

BY JEANETTE LACH
Daily Herald Correspondent

Plans to extend Meier Road from Lincoln Street to Central Road met with strong opposition at a recent Mount Prospect Plan Commission meeting from 25 property owners who live in single-family homes near Meier Road, just south of Central Road.

While a public hearing on the matter is scheduled for 8 p.m. June 1, the residents wasted no time in voicing their concern over the possible negative impacts of an extension.

The Meier Road extension has been included in the village's comprehensive plan for the past 19 years, plan commission chairman Donald Weibel said.

It has come up now because of a proposal to construct nine single-family homes on Meier Road near White Oak Street. Larry McKone, president of Arlington Heights-based Gettysburg Development Corp., will build houses ranging in size from 3,000 to 3,200 square feet with an average price of $389,900.

Because an extension of Meier Road had always been an objective, McKone was asked by the village to submit a plan including an eventual extension of Meier Road, McKone said.

McKone's plan, which calls for a temporary 100-foot diameter cul-de-sac at the north end of the site, was approved unanimously.

Meier Road is intended to function as a collector street, distributing neighborhood traffic to and from Golf and Central roads, according to the village's comprehensive plan.

Traffic on Meier Road now goes north, cuts east across Connie Lane and then continues north on Audrey Lane to Central Road, the residents said.

"A lot of people use Meier Road already. It's already a raceway," said Luke Praxmarer, a Jody Court resident.

William J. Cooney, director of planning, said the extension makes sense from an overall planning and traffic-control perspective bec it would provide access to all streets and disperses (traffi Golf and Central roads.

"On paper it's perfect, but t are impacts on residents," Coo said.

While preliminary discussi with Arlington Heights indic both villages agree Meier R should be extended, there is agreement on funding.

NOTICE TO RESIDENTS ON

- AUDREY LANE, MT. PROSPECT
- DRYDEN PLACE, ARLINGTON HEIGHTS

The above article highlights pending action on the part of both The Village of Mt. Prospect and Arlington Heights. **These actions can have a profound impact on your property values and your families well being!** Meier road if extended would be termed as a "collector street" which would be 40 feet wide and capable of handling two way traffic even if cars are parked on both sides of the street.

You can express your views on this proposal if you attend the public hearing at:

The Mt. Prospect Senior Center & Human Services
50 S. Emerson Street, Mt. Prospect
Phn: (708) 870-5680
Wednesday, June 1st at 8:00 p.m.

Attached is a map provided by The Village of Mt. Prospect Planning Division which shows how the road "could connect". During the "Initial Planning" steps, is the best time to convey your thoughts to the respective Village Boards. They should be responsive the the voice of the residents. Please share this information with others that you feel may be impacted by this proposal. Please arrange your schedules to attend this meeting.

NOTE: SHARE WITH YOUR NEIGHBORS PLEASE

Patrick S. Mc Closkey
14 S. Audrey Lane, Mt. Prospect

STOP Audrey
THE MEIER ROAD RACEWAY!!!

Do you want Meier Road to be extended to Central Road?

YES Stay at home and watch T.V.

NO Come to the Mt. Prospect Plan Commission meeting on Wed., June 1st, 8:00 p.m. at the Senior Center, 50 S. Emerson, Mt. Prospect

The Plan Commission meeting is intended to discuss and review a (9 home) proposed subdivision at the north (dead) end of Meier Road. Your attendance is needed to encourage the Plan Commission to recommend to the Village Board that the subdivision be built in such a way as to end Meier Road at the south end of The Moorings. We don't want it built to allow future extension of Meier Road through to Central Road. The Village of Mt. Prospect currently has plans to extend Meier Road through to Central Road.

Any Questions??

CALL:

Luke Praxmarer	Frank Cimo	Lou Petrone
228-1633	640-8552	439-1155
2104 W. Jody Court	100 Audrey Lane	118 Audrey Lane
Mt. Prospect	Mt. Prospect	Mt. Prospect

Attachment 3
1994 Stop Sign Study

Village of Mount Prospect
Audrey Lane Traffic Issues
September 3, 2024

STOP SIGN STUDY

AUDREY LANE

AT

GRINDEL DRIVE

MOUNT PROSPECT, ILLINOIS

December, 1994

Prepared by
Village of Mount Prospect Public Works
Engineering Department

STOP SIGN STUDY
PROPOSED STOP SIGN STUDY AT INTERSECTION OF AUDREY LANE AND GRINDEL DRIVE MOUNT PROSPECT, ILLINOIS

1.0 PURPOSE and SCOPE

The purpose of this report is to perform a stop sign study to evaluate the need and effectiveness of requested stop signs to control north-south Audrey Lane traffic at Grindel Drive. Audrey is a north-south street that ends at Bonita Avenue and is connected to Meier Avenue by Connie Lane. East Grindel is dead-ended and west Grindel is connected to Hatlen Avenue. The proposed signs will be located on Audrey Lane at Grindel Drive in the Village of Mount Prospect.

Home owners along Audrey have complained about the large amount of traffic using Audrey as a "cut through" from Central Road to Golf Road and the excessive speed of the traffic. Due to home owner's complaints, a public meeting was held on Monday, November 14, 1994, to discuss various options to limit the through traffic on Audrey. Options considered were installing a barricade at Connie Avenue and stop signs on Audrey at Grindel at least as a trial. At present time, no barricade was installed at Connie. A time frame for the barricade is early part of 1995.

Previously, the survey was conducted during the month of January 1994 with regard to restrictive traffic flow proposals (DO-NOT-ENTER and NO-LEFT-TURN Signs) in Hatlen Heights area to reduce the traffic volume. The result indicated a three-to-one vote (174 against and 64 for) against this proposal.

2.0 DISCUSSION

To evaluate the traffic pattern and speed on Audrey, three investigations were conducted: 1) hourly vehicle counts, 2) spot speed study, and 3) accident report at the intersection.

HOURLY VEHICLE COUNTS

Hourly vehicle counts were performed from 09:00 am of Tuesday, November 30, 1994, through 03:00 am of Thursday, December 2, 1994. The vehicle counts are tabulated in Exhibit 1.

As shown in Exhibit 1, morning rush hour traffic peaked at 142 cars between 07:00 am and 08:00 am. Evening rush hour traffic peaked at 172 cars between 05:00 pm and 06:00 pm. The maximum 24 hour traffic was approximately 1500 cars between 12:00 am of Wednesday, December 1, 1994, and 12:00 am of Thursday, December 2, 1994.

The volume of traffic suggests that the majority of vehicles on Audrey are through traffic and Audrey indeed is serving as a "collector route" as residents experienced. Note that Audrey-Connie-Meier is the only cut through route between Arlington Heights Road and Busse Road. Therefore, the effort to reduce the traffic volume on Audrey should be concentrated on interrupting the role as a collector route. Barricading Connie may be one of the practical options to interrupt through traffic and should be tried as discussed before.

Stop signs at intersections are generally intended to provide safe and adequate gaps for vehicles to enter an intersection, not to control the traffic volume. The proposed stop signs may not reduce the traffic volume because the stop signs are not intended to reduce the traffic volume.

SPOT SPEED STUDY

The spot speed study was performed on Wednesday, November 30, 1994, from 07:10 am to 08:15 am during morning rush hour for approximately an hour. The total number of vehicles during this time period was 107.

The 85th percentile speed was 26 mph as shown in Exhibit 2. The 85th percentile speed is the speed at or below which 85% of the traffic is moving. This is the generally recommended speed limit. The speed limit of Audrey is 20 mph. The majority (about 65%) of the drivers did not obey the speed limit during the spot speed study.

Studies across the country and Illinois have concluded that artificially lowering speed limits has generally no effect on the speed at which motorists will actually drive, while making traffic law violators out of even the most careful drivers. The majority of the motorists adjust their speeds based upon the traffic and roadway conditions and, therefore, tends to drive at the speed they consider safe. When speed limit signs are not in accord with this, the majority of motorists ignore the speed limits.

Most motorists violated the speed limit on Audrey. This may mean that motorists do not consider the speed limit of 20 mph reasonable. The only way to enforce the speed limit is *constant* and *strict* police patrol which may not be practical. Note that police will generally target speed violator at minimum of 5 mph above the posted speed limit that is 25 mph. Only 15% of motorist fall into this category.

As shown in the above spot speed study, stop and speed limit signs may not be obeyed if motorists considered them unreasonable. Local and national data shows that motorists often increase speed beyond a 150-200 ft radius from a stop sign to make up for the lost time. If unwarranted, more drivers will deliberately ignore stop signs or perform rolling stops. The proposed stop signs on Audrey do not meet warrants set by State of Illinois and are not expected to be obeyed by the motorists as demonstrated in the speed study. The proposed stop signs will give false sense of security to residents and could increase the risk of accident rather than decrease it.

ACCIDENTS

Accident reports in the Hatlen Heights area were investigated. Police do not have any accident reports at Audrey and Grindel. Since January of 1991, three accidents were reported at Central and Audrey, and one at Audrey and Connie. No accidents were reported at Audrey/Grindel even though Audrey experienced large volume of traffic as a local route. Contributing factor to this no accident record is virtually there are no turning vehicles at this intersection except the local traffic. There are only four houses between Audrey/Grindel and Hatlen/Grindel. Therefore, the proposed stop signs will not and can not reduce the accident risk. It may increase the accident risk due to the reasons explained before.

Generally pedestrian counts are performed to investigate the stop sign warrants. The pedestrian counts were not performed because of negligible number of pedestrian at Audrey and Grindel.

3.0 CONCLUSION

The concerns (a “cut through” from Central Road to Golf Road and the excessive speed of the traffic) raised by residents are genuine and should be resolved. As Mayor Farley mentioned in the public meeting held on Monday, November 14, 1994, heavy traffic flows are not limited to the Hatlen Heights area but are characteristic of a maturing community.

As explained in section 2.0, the proposed stop signs at Audrey and Grindel may not reduce the speed of traffic, the volume of the traffic, and the accident risk. Additionally the proposed stop signs on Audrey do not meet warrants based on the traffic pattern and speed. Therefore, the stop signs on Audrey Lane are not recommended.

4.0 RECOMMENDATION

Because traffic problems in Hatlen Heights areas are largely due to a cut through traffic using Audrey-Connie-Meier route, the effort should be concentrated on interrupting a collector route. Installing stop signs on Audrey at Grindel may not be effective. The following options are recommended instead of stop sign on Audrey:

1) Closing Connie at Meier.

2) Restrictive traffic flow signs, such as Local-Traffic-Only, Do-Not-Enter, No-Truck, and No-Left-Turn. The changes would affect not only cut-through traffic but also the residents so that this proposal was voted against previously. This option needs to be considered again.

Attachment 4
1994 Stop Sign Study

Village of Mount Prospect
Audrey Lane Traffic Issues
September 3, 2024

Village of Mount Prospect

OFFICE OF THE MAYOR

100 S. Emerson Mount Prospect, Illinois 60056

Gerald L. Farley
Mayor

Phone: 708 / 392-6000

September 20, 1993

Mr. Robert Kron
17 Audrey Lane
Mount Prospect, Illinois 60056

Re: Hatlen Heights Subdivision
Cut-through Traffic and Speeding

Dear Mr. Kron:

I am in receipt of your September 7 letter regarding the above-referenced problems. Please be advised that I have asked the Village Manager to pursue this matter with appropriate staff persons. Unfortunately, your problem is not unique. There are many other neighborhoods in Mount Prospect which, at the very least, perceive an over-abundance of cut-through traffic in their neighborhoods.

Short of creating cul-de-sacs on all residential streets and/or posting a Police Officer on every corner, Mount Prospect residents will continue to experience problems. As you know, such a solution is not practicable. Nevertheless, we are committed to looking for reasonable ways to control this type of situation.

Your comments regarding the apparent slow turn-around time in reacting to your requests probably do have some merit. During last year's budget hearings, the Village Board was faced with the task of bridging a $1 million gap in revenues versus expenditures. At that time, the position of Traffic Technician was vacant and the decision was made to delete that position from the budget. The responsibilities of that deleted position were transferred to other existing personnel. As you might expect, the increased workload has resulted in a longer turn-around time on some issues.

I recognize that the concerns of your neighbors and yourself are important to you and that short-staffing is not an excuse for trying to find a solution to the problem. As I stated above, I have asked the Village Manager to pursue this matter and hope to have some response to you in the very near future. If you have any questions or comments, please do not hesitate to contact me.

Sincerely yours,

GERALD L. "SKIP" FARLEY
Mayor

GLF/rcc
c: Village Manager Michael E. Janonis

Dear Mayor [illegible]

I am writing to you on behalf of the residents that live on Audrey Ln. in Hatlen Heights. We hope you take the time to read our letter.

We have a big problem with cut-thru traffic and speeding. The Village has been aware of this problem for years. Again in May of this year, I and many other residents contacted the Village and were suggested to report this problem to the Police. The Police and Mr. Tennyson said the best way to stop this problem is by setting up a patrol car with radar to slow the cars down. This was done for a four week period and was effective in slowing the cars down, but not in reducing the amount of traffic. After the special assignment peroid, the problem continued. The Police we then notified again and we were told that they had other priorities and would send an officer for patrol whenever time permits. We never did see anyone, so we went back to Mr. Tennyson.

On July 13, 1993 we met with the Village Saftey Commission and explained our problem. I did some counting in May and again in July and counted an average of 38 cars in a 30 minute rush hour period. Mr. Tennyson acnowleged that this street is a problem and should not have this much traffic flow since it is a secondary residential street. The Commission requested that traffic counts be obtained and that a questionare be sent to residents with various solutions. In trying to help the Village, I went door to door to set up an impromtu neighborhood meeting. 23 of the 45 homeowners mainly affected showed up with 1 nights notice. Several other residents who were unable to attend called me to express their concerns. Up to this day neither of the recommendations that the Commission requested have been done. Mr. Tennyson was contacted by me on August 14th as to the status, and I was told he did not have any time to do anything due to his heavy work load on the Village Street Construction Project. I asked, if he is the only one that can lay down the traffic counters?

Many new families have moved into this neighborhood with small children and again I stress this is a secondary residential street. There are main/primary streets that can be taken instead of going down Audrey Ln. at 35+MPH. We believe that the Village should be given the opportunity to do something about a problem it is aware of, before any kids get killed. We want to know what will be done as another year is almost over or do we need to pursue other measures. If you have any questions or would like to stop by for a first hand look, I can be contacted at the number below. Thank you for your time in pursuing this matter.

Robert Knox

Robert Knox and the residents of Hatlen Heights
17 Audrey Ln.
[illegible]-2373

MINUTES OF THE MOUNT PROSPECT

SAFETY COMMISSION

I. CALL TO ORDER

The Regular Meeting of the Mount Prospect Safety Commission was called to order at 7:32 P.M. on Monday, December 13,1993.

II. ROLL CALL

Upon Roll Call each Safety Member indicated to the audience their number of years of service, how long they have been a resident of Mount Prospect, or what Village Department they work in.

Present upon Roll Call	Lee Beening	Chairman
	Joan Bjork	Member
	Andy Mitchell	Member
	Art Coy	Member
	Del Ulreich	Fire Dept
	Tom Daley	Police Dept
	Arlene Juracek	Member
	Chris Lenz	Member
	Fred Tennyson	Engineering
Absent:	Mel Both	Public Works

Others in Attendance: See Attached List

III. APPROVAL OF MINUTES

Andy Mitchell, seconded by Chris Lenz, moved to approve the Minutes of the Regular Meeting of the Safety Commission held on October 11, 1993.

IV. CITIZENS TO BE HEARD

No citizens came forth at this time to discuss any topics that wee not on the current agenda.

V. OLD BUSINESS

A. Parking on 200 block of North Louis Street

Fred Tennyson passed out a letter from Mr. Louis Tenuta's lawyer (Mr. Nudo) which was received by the Engineering Department on Monday Morning. December 13, 1993. The letter indicated the ongoing discussions with the property owner of the adjacent land parcel to 705 Rand Road (See attached). Fred Tennyson

also handed out a map showing the dimensions of the existing roadway throughout the 200 block of N. Louis Street.

Mr. Nudo (Mr. Tenuta's Lawyer) discussed the new letter and reiterated this concern about not allowing employee or customer parking along Louis Street. Louis Vadesco, homeowner at 202 N. Louis Street expressed the homeowner's concern about using Louis Street as a parking lot. He also advocated for permit parking for residents only. Fred Tennyson discussed the street width dimensions and indicated that based on Village and State criteria, parking should not be allowed on either side of the street within the narrow (15' back of curb to edge of pavement width) portion of Louis Street. The area of Louis Street along the beauty salon is wide enough to allow parking on one side of the street only (18' back of curb to back of curb). Several of the homeowners discussed their concerns about the safety of the current parking situation on Louis Street. Items such as fire trucks being able to access the area were discussed.

Chairman Lee Beening, motioned to postpone a decision on the Louis Street parking problem for one month so as to allow the Tenuta's more time to seek alternate parking. Arlene Juracek, Seconded the motion. Safety Commission Members who voted for this motion include: Lee Beening, Andy Mitchell, Art Coy, Del Ulreich, Tom Daley, and Arlene Juracek.

Safety Commission members who voted against this motion included - Fred Tennyson.

Chris Lenz abstained from voting.

B. Traffic Flow on Audrey Lane

Mr. Robert Kron (17 S. Audrey Lane) discussed the history of the traffic flow problem on Audrey Lane. He described the concerns of the homeowners about the large amount of traffic that uses Audrey Lane as a "cut-through" and about the excessive speed of the traffic. Several other homeowners who live on Audrey Lane expressed their concerns about the excessive traffic on Audrey Lane. Tom Daley (Police Department) mentioned about the last time the police did selective enforcement on Audrey Lane, 50% of the speeding tickets that were issued to local residents. At the last Safety Commission Meeting, Mr. Kron requested that Connie Lane be closed at Meier Road. He indicated that the closing of Connie Lane would encourage traffic to use Lincoln Street to Busse Road. At this Safety Commission Meeting, Fred Tennyson discussed the problems with closing Connie Lane. Mr. Tennyson concluded that the closing of Connie Lane would cause traffic to use alternate ways to get to Audrey Lane or Hatlen Lane. Such as Bonita Avenue Beverly Lane, or Crestwood Lane.

Mr. Kron presented to the Safety Commission a proposed signing plan that he felt would discourage "cut through" traffic. This plan included signing.

1. Hatlen Avenue one way south from Central road to Grindle Drive.
2. Hatlen Avenue one way north from Connie Lane to Grindle Drive.
3. Audrey Lane one way north from Grindle Dr. to Central Road.
4. Audrey Lane one way south from Grindle Drive to Connie Lane.
5. Closing Connie Lane.

The Safety Commission discussed the proposed solution. Fred Tennyson mentioned the possibility of extending Meier Road from Connie Lane north to Central Road. A homeowner who lives on the west side of Audrey Lane described the history of this proposal and expressed his continue dissatisfaction with this idea.

Lee Beening suggested contracting all the residents within the Hatlen Heights are (Meier Road to the west and Busse Road to the East with a questionnaire about proposed new signage. The sign proposal shown above was rejected by the Safety Commission at this time. Arlene Juracek motioned, seconded by Chris Lenz, to send a questionnaire to the Hatlen Heights residents about installing:

1. Do No Enter signs on Meier Road at Lincoln Street.
2. No Left Turn signs on Lincoln Street at Bonita Avenue, Beverly Lane, Crestwood Lane, and Hatlen Avenue.
3. No Left Turn signs on Central road at Audrey Lane and Hatlen Avenue.

The questionnaire would ask for the residents approval or disapproval of this proposal. The questionnaire would also ask the residents opinion as to whether these signs should be enforced at all times of the day (24 hours) or during morning and evening rush hours (7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M.)

The Safety Commission voted 9 - 0 to approve this recommendation. The Engineering Department will send out these questionnaires before the next scheduled Safety Commission Meeting.

C. Stop Sign Request on Emerson Street at Milburn Avenue

At the previous Safety Commission Meeting Cheryl and Bill Axley (222 S. Emerson Street) discussed their concerns about the traffic speeding down Emerson Street. They requested that a stop sign be posted on Emerson Street at the intersection with Milburn Avenue. The Safety Commission explained the reasons why stop signs are posted and based on traffic counts taken by the Engineering Department, a stop sign was not warranted for Emerson Street at Milburn Avenue. The Safety Commission asked that the Police Department conduct a speed survey to determine if speeding was a problem at Emerson Street.

The results of the speed survey presented to the Safety Commission at this Meeting, indicated that speeding was not a problem. Therefore, the stop sign request was rejected by the Safety Commission. Chris Lenz, Seconded by Tom Daley, motioned to install a Caution, Children At Play sign on Emerson Street for southbound traffic. This sign would be posted just south of Prospect Avenue where the Emerson Street pavement width narrows. The motion was approved 9 - 0. Mr. and Mrs. Axley did not attend this meeting, therefore, the Safety Commission requested that a notice be sent to Mr. and Mrs. Axley indicating their decision.

VI NEW BUSINESS

Parking Restriction on West Side of Main Street between Lincoln Street and Route 83 (Elmhurst Road)

Chairman Lee Beening discussed the request from the homeowner at 317 S. Main Street for no parking to be installed along the west side of Main Street at the north 34' of the park dedicated to Mr. Klehm. Mr. Beening also indicated that even though there are 2-hour parking signs along the west side of Main Street, the Village Ordinance does not allow for parking in this area.

Mr. David Quinton (313 S. Main Street) requested that parking be allowed along the park except within the north 34' as proposed. Mr. Ben Todesco. 319 S. Main Street requested that the current ordinance be enforced and that no parking be allowed along the entire length of the park. He stated several concerns about vehicles not being able to turn from Lincoln Street north onto Main Street without going over the curb and into the parkway. This problem occurs whenever cars are parked along the west side of Main Street and a truck or School bus tries to make a right turn from Lincoln Street to Main Street.

Arlene Juracek indicated that a sight problem exists for vehicles trying to exit onto Elmhurst Road from Main Street when cars are parked along Main Street.

Art Coy, Seconded by Chris Lenz, motioned to have the current ordinance of no parking be enforced. The Safety Commission approved this motion by a vote of 9 - 0.

Deferred Items

Before the election of a Chairperson for 1994, Lee Beening responded to the two deferred items shown on the Agenda. He expressed his misgivings about installing a one way sign on Milburn Avenue at the St. Raymond's school Fred Tennyson indicated that a questionnaire will be sent to the neighbors in the area to obtain their opinions about a one-way sign on Milburn Avenue.

Mr. Beening also stated that the turning restrictions on Cathy Lane will be reviewed when the Kimball Hill Subdivision is completed.

VII ELECTION OF CHAIRPERSON FOR 1994

Art Coy, Seconded by Arlene Juracek nominated Lee Beening for Chairperson for 1994.

Fred Tennyson, Seconded by Andy Mitchell nominated Chris Lenz for Chairperson for 1994.

The Safety Commission voted 5 - 2 to elect Lee Beening Chairperson of the Safety Commission for 1994. The Safety Commission also voted 7 - 0 to elect Chris Lenz as Vice-Chairperson of the Safety Commission for 1994.

Lee Beening and Chris Lenz did not vote.

Fred Tennyson extended the Village's appreciation to the Safety Commission and presented each member with a gift. A Christmas card signed by the mayor and Board of Trustees was also presented to the Safety Commission.

Tom Daley reviewed the Louis Street parking problem once again with the Safety Commission. He agreed that Mr. Tenuto (705 Rand Road) should be given more time to pursue alternate parking solutions. However, Deputy Chief Daley asked that the Safety Commission try to determine another possible solution to the parking problem on Louis Street before the next meeting. Deputy Chief Daley agreed with Fred Tennyson's initial statement (see earlier comments) that the 200 block of Louis Street is not wide enough to accommodate parking on either side of the street south of the beauty salon. People who do park along the east side of Louis Street do so on private property. Deputy Chief Daley felt that the Village can not and should not condone such parking.

Chris Lenz (speaking as a resident of the area) stated that if parking is not allowed on the street then parking should not be allowed on the vacant lot. The Safety Commission determined that the restriction of parking on the vacant lot is a zoning issue and should be enforced by the Building Department.

Art Coy questioned how the property at 705 Rand Road was required to install the roadway improvements along their property. Fred Tennyson indicated that these improvements were installed by the developer as required by the Village Development Code. Art Coy requested that the Engineering Department research the history of the development at 705 Rand Road to determine if on street parking was granted to the developer when the street improvements were made. He also suggested that the Village Attorney be contacted about whether parking can be

restricted or disallowed along the development (705 Rand Road).

Del Ulreich, discussed the fire safety issue with regards to the 200 block of Louis Street. He indicated that as long as a 9 or 10 foot driving lane was open, he would be able to get a fire truck through this area. He did comment about the fact that the requirements for a fire lane is that the pavement width should be a minimum of 20'. He reiterated that the 200 block of Louis Street does not meet this criteria. The Safety Commission requested again that the Engineering Department review the minutes of the Zoning Board Meeting which required the development at 705 Rand Road to install the road improvements. The Commission is interested in finding out if the development was granted any parking variances both on street and off street.

VIII ADJOURNMENT

With no further business to discuss Art Coy, Seconded by Tom Daley motioned to adjourn the Safety Commission at 10:35 P.M. - December 13, 1993.

The Commission unanimously approved this motion.

Respectfully Submitted,

Fred Tennyson, Traffic Engineer

VILLAGE OF MOUNT PROSPECT

ENGINEERING DEPARTMENT
MOUNT PROSPECT, ILLINOIS 60056

INTEROFFICE MEMORANDUM

TO: Chuck Bencic, Director of Inspector Services

FROM: Fred Tennyson, Project Engineer

DATE: June 3, 1994

SUBJECT: Audrey Lane Traffic Problem

Attached are copies of the Safety Commission documents for the above project. These documents include traffic counts and turning movement counts taken during morning and evening rush hours.

Also, included is a sampling of a resident poll taken during the month of January, 1994 with regards to restrictive traffic flow proposals in the Hatlen Heights area. Approximately 300 questionnaires were sent to the residents in Hatlen Heights. I received comments from 238 households. Sixty-four homeowners approved the proposed traffic restrictions, 174 homeowners disapproved.

64 yes

174 no

Village of Mount Prospect

100 South Emerson Street Mount Prospect, Illinois 60056

Phone: 708 / 392-6000
Fax: 708 / 392-6022
TDD: 708 / 392-6064

January 18, 1994

Dear Resident:

The Village of Mount Prospect has been requested to review the traffic problems occurring on Audrey Lane between Connie Lane and Central Road (see attached map). Several homeowners along Audrey Lane have complained about the excessive amount of traffic using Audrey Lane as a "cut through" from Central Road to Golf Road.

The Village is considering installing Do Not Enter or No Left Turn signs at strategic locations throughout your neighborhood (as shown on the attached map). The Village would appreciate your opinion on the proposed traffic flow changes. Please note that these changes would affect not only cut-through traffic but also the residents that live within your neighborhood.

1. I **approve** of the proposed sign changes shown on the attached map. _____

2. I **disapprove** of the proposed sign changes shown on the attached map. _____

3. If you approve of the proposed sign changes would you prefer (please choose only one).
   a) The proposed restrictions be enforced 24 hrs per day ____
   b) The proposed restrictions be enforced during 7:00 A.M. to 9:00 A.M. and 4:00 P.M. to 6:00 P.M. ____

Comments_____

_____

_____

Address (Optional)_____

Please return this questionnaire to the Engineering Division, no later than February 11, 1994.
Thank you for your cooperation.

Very truly yours,

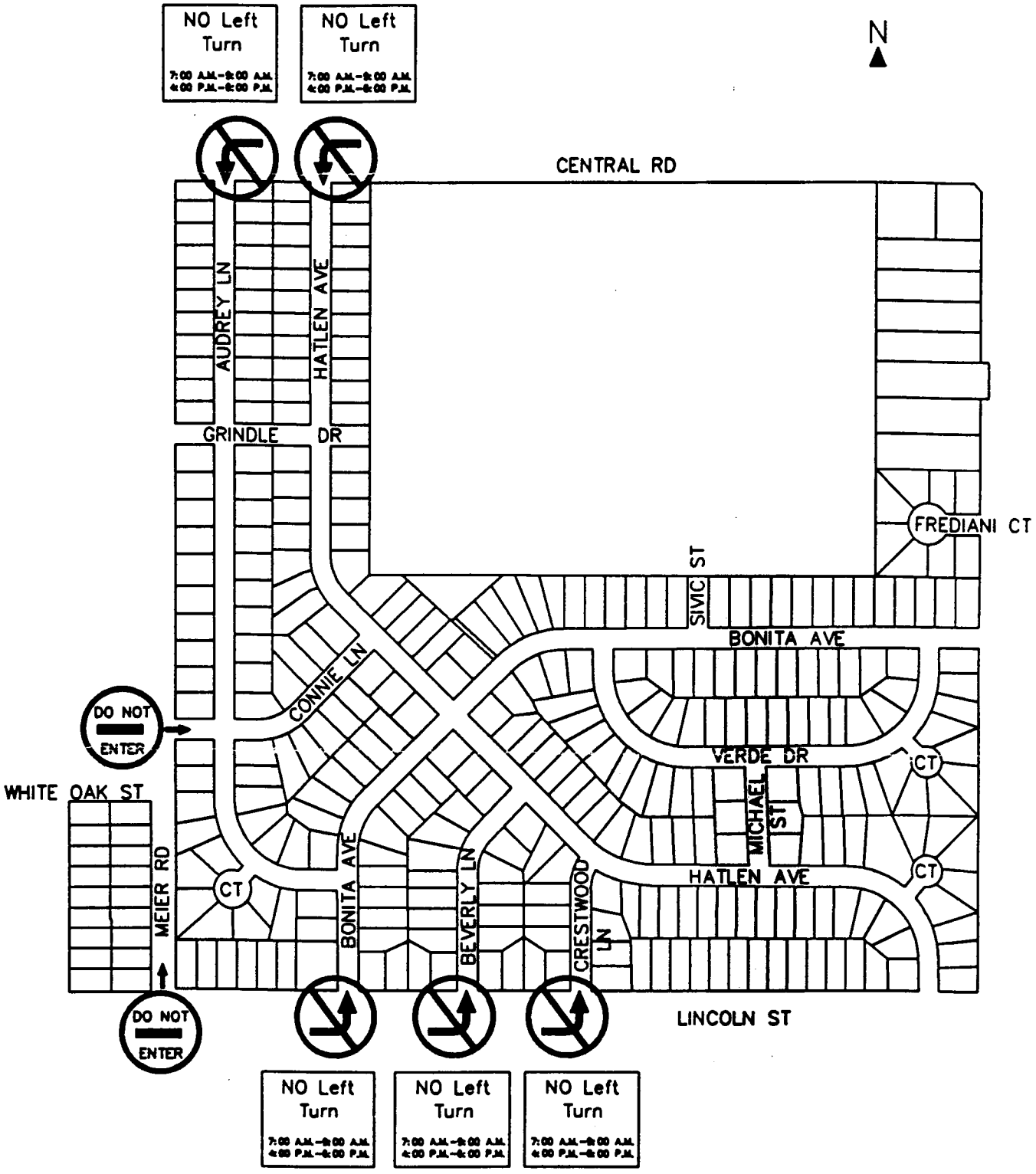
VILLAGE OF MOUNT PROSPECT

Fred Tennyson

Fred Tennyson, P.E.
Project Engineer

FT/m

PROPOSED TRAFFIC FLOW RESTRICTIONS FOR AUDREY LANE AND NEIGHBORING STREETS



VILLAGE OF MOUNT PROSPECT

ENGINEERING DEPARTMENT
MOUNT PROSPECT, ILLINOIS 60056

FILE

INTEROFFICE MEMORANDUM

TO: Michael Janonis, Village Manager

FROM: Chuck Bencic, Director of Inspection Services

DATE: August 29, 1994

SUBJECT: Audrey Lane Traffic Counts

A meeting was held with Tom Daley, Jeff Wulbecker, Fred Tennyson and myself on Friday, August 26, 1994, to discuss the traffic counts for Audrey Lane.

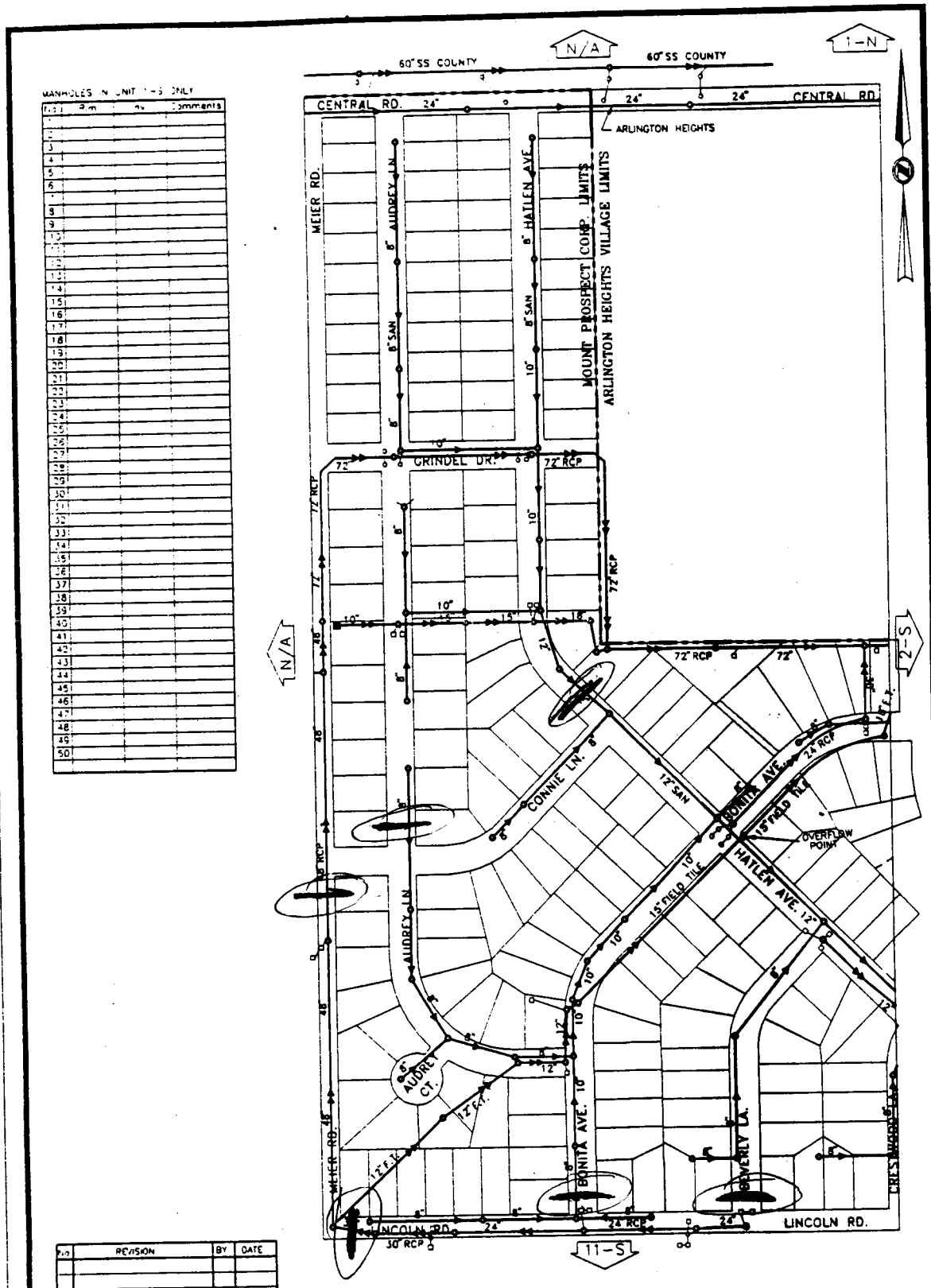
With 6 counters available we decided on the layout shown on the attached plan. Tentative schedule is to put the counters out Tuesday, Wednesday and Thursday - August 30, 31 and September 1. The barricade on Connie Lane can go up anytime after that. Do you want any type of signage put up at Meier and Lincoln; White Oak and Meier, and Audrey and Connie, warning drivers that Connie is closed? Do you want a notice sent to neighborhood residents that Connie will be closed at Meier? As for counts after the barricade goes up, one idea is to wait for a week or two, and let traffic find its new course before doing counts.

Any comments or suggestions on our plan?

Chuck

Chuck

CB/m



VILLAGE OF MOUNT PROSPECT

100 S. EMERSON STREET 392-6000

AUSTIN McDANIEL CORPORATION

ENGINEERING SERVICES AND SOFTWARE

W.1/2 N.E.1/4 Sec. 10-41-11
ELK GROVE TWP

1-S
SEWER

REV 1

DATE 07/06/89

SCALE: None

Dear Fellow Neighbors,

Finally some long awaited news on our traffic problem. In June, after many months of beurocratic run-arounds, a letter was written to the Mayor and Village Board on behalf of residents. "Address the [redacted] volume on [redacted] at the same time meetings are in progress with the Meir Rd. extention." However, this was never done. After weeks of pressuring, I finally was able to meet with the Mayor, Village Manager and Village Engineer. Now that Meier will NOT be extended, we could focus on coming up with a solution for Audrey. We all agreed that Audrey is being used as a cut-through and collector street. The hard part was in coming up with a solution. We talked about many things including signage, police enforcements, street closures, widening and classifying Audrey as a collector street. To start with, we agreed to conduct thorough traffic counts on several key streets for comparisons.

OVERVIEW OF TRAFFIC COUNTS (I have detailed hourly counts)

	Rush Hrs.		Daytime
24 hrs.	6am-9am	4pm-7pm	9am-4pm
Lincoln - 1667	323	403	640
Meier - 1430	270	383	519
Audrey - 1420	262	353	545
Hatlen - 608	128	130	215
Bonita-509	100	125	175
Beverly-237	34	53	82

As you can see traffic counts on Audrey reflect that of collector streets, Lincoln & Meier. Our counts should be similar to Hatlen & Bonita. Description of streets. ***Collector:*** Feed traffic from arterials (main streets) and distribute to locals. ***Local:*** Provide access to homes in the immediate area.

As we continued our meeting we ageed that more signage as the Village proposed last year would not work, nor are the police patrols working to reduce the volume or speed of the traffic. It was agreed that the easiest solution was to block access to Audrey on Connie, along with some signage. For all residents living in Hatlen Heights there are still plenty of ways to get to our homes with not much more driving. For people cutting through, it may be enough of a hinderence to go a different way, especially if we the residents show we don't want our street to be used as a collector. We proposed to close Connie temporarily while continuing to take traffic counts to see the results. If this does not work something else has to be tried. We know we will not stop all the traffic, but a reduction would be great. The Village will be holding a neighborhood meeting for further explination and you will be notified.

Right or wrong Meier Rd. is not being extended, that's not the issue. The issue is that Audrey is NOT, and should NOT be used as an extention of Meier. It is a LOCAL street. If the traffic counts are high now, wait till construction starts on Arlington Heights Rd. and more cars come down Meier looking for a way through. Traffic counts are already 300 cars more than last years count. Our SAFTEY and PROPERTY VALUES will be greatly jepordized. It will continue to take over our neighborhood unless we the residents get together to do something about it. We may have to sacifice some things of our own, but is not the safety and property values of our neighborhood worth it? ? ? ? ?

Robert Kron

17 Audry Ln.

Director
Herbert L. Weeks
Deputy Director
Glen R. Andler
Administrative Aide
Dawn L. Rivera
Solid Waste Coordinator
M. Lisa Angell

Water/Sewer Superintendent
Sean P. Dorsey
Street/Building Superintendent
Melvyn L. Both
Forestry/Grounds Superintendent
Sandra M. Clark
Vehicle/Equipment Superintendent
James E. Guenther

Mount Prospect Public Works Department
1700 W. Central Road, Mount Prospect, Illinois 60056-2229
Phone 708/870-5640 Fax 708/253-9377 TDD 708/392-1235

MINUTES

INFORMATIONAL MEETING

November 14, 1994

The purpose of the meeting was to discuss the problem of excessive traffic off Meier Road onto Audrey Lane at Connie Lane.

Mayor Gerald Farley opened the meeting at 7:35 PM. He introduced himself, Trustee Irvana Wilks, Engineering Consultant Peter Olesen, Deputy Police Chief Tom Daley, Fire Chief Edward Cavello, Public Works Director Herbert Weeks, Public Works Deputy Director Glen Andler, Village Engineer Jeff Wulbecker, and Inspection Services Director Chuck Bencic.

Mayor Farley commented that heavy traffic flows are not limited to the Hatlen Heights area but are characteristic of a maturing community. The consulting engineering firm of Peter Oleson was hired by the Village to recommend options for reducing traffic flow on Audrey Lane. Previous traffic counts and observations indicated that a considerable amount of the traffic on Audrey Lane was generated by nonlocal vehicles.

The consulting traffic engineer, Peter Oleson, made his presentation and commented that the heavy traffic in the Hatlen Heights area from Lincoln to Central is caused mainly by nonlocal vehicles using the neighborhood streets as bypass routes of Busse Road on the east and Arlington Heights Road on the west. He also stated that there are no options available for north-south collector streets between Arlington Heights Road and Busse Road, and the County has no plans for widening Busse Road in the foreseeable future. One option is to close Connie Lane at Meier Road to interrupt the "collector route." Mr. Oleson stated that another option that was considered involved no left turns into this area along Lincoln and Central during peak hours. (A prior survey among residents indicated a three-to-one vote against this option; 174 against and 64 for.) Mr. Oleson suggested other steps that could be taken to reduce flows include prohibiting truck traffic, add more stop signs, make one-way traffic on

Audrey and Hatlen during peak hours, and barricades at Meier and Lincoln and at the corner of Audrey and Connie to indicate that the road is closed, with proper signage.

At Mayor Farley's request, Deputy Police Chief Daley answered that response time would not be impacted in any measurable way by implementing the proposed options, and their staff would be able to get to the locations just as they do now. Fire Chief Cavello commented that the options, including closing of Connie, would not affect response time.

One resident pointed out that Hatlen and Lincoln was opened today (following a sanitary sewer improvement project), which relieves a bottleneck in that area.

Public Works Director Herb Weeks stated that his department would be able to plow the snow to clear the streets.

Mayor Farley then yielded the floor to the audience:

Denise Netzel of 312 S. Meier suggested the possibility that the increase in traffic is due to the fact that the intersection of Lincoln and Busse has been blocked due to construction; perhaps the problem will be alleviated with completion of this project.

Mayor Farley asked Village Engineer Jeff Wulbecker when the traffic counts were taken. Jeff responded, "...in August, during construction."

Richard Monroe of Bonita & Hatlen pointed out that traffic on Hatlen has been a problem for a long time. He said he was very surprised by traffic counts that indicated higher volumes on Audrey Lane than on Hatlen Avenue. Mr. Monroe also voiced his objection to taking traffic from one street and placing it on another. He suggested that a solution would have been to extend Meier Road.

Mayor Farley added that Arlington Heights did not want us to extend Audrey Lane because of The Moorings.

Pat Ciardella from Lincoln & Meier brought up the subject of heavy traffic on Golf between 4 and 7 each day. She felt that this congestion is caused by the timing of the lights at Loehman's Plaza; perhaps this issue should be addressed.

One resident suggested that a temporary barricade be placed at Connie now, then take another traffic count to see if traffic was reduced.

Mr. Olesen commented that temporary Class 3 wooden barricades will not survive weather conditions and vandalism.

Mayor Farley reminded the residents that a full tollway interchange is planned for Arlington Heights Road and Golf Road, which will result in more traffic from Arlington Heights Road.

Glenn Schirmer of 240 Hatlen voiced his opposition to left-turn prohibition from Lincoln Street and from Central. He felt this option would not do anyone any good.

One resident suggested that any plans for alleviating traffic congestion in this area should also take into consideration the planned future tollway interchange. He suggested that Com Ed should be encouraged to use Arlington Heights Road or Busse Road; closing Connie may or may not end up with results we want.

It was pointed out that, ten years ago, the County wanted to widen Busse because a four-lane road is easier to manage than a two-lane road, but the residents were against it.

One resident from Hatlen & Lincoln said he's watched traffic cut through on Meier to Lincoln for 30 years. He suggested either extending the timing of the lights at Loehman's Plaza on Golf Road or placing a limit on truck loads.

Audrey Burian of 204 Audrey Lane said the back of her home is on Meier Road; sees traffic from Arlington Heights Road over to Central, also from Golf to Central, one car after the other. She wondered if anything can be done about her situation.

One resident said that there are two cars parking on Audrey Lane at Central and asked if they could be made to move elsewhere. It was noted by Mayor Farley that there are no parking restrictions on Audrey at Central. Trustee Wilks commented that we could at least ask the car owners from the dentist office across Central Road to park in their own lots.

Ray Nawrocki of 571 S. Meier stated that, regarding traffic on Meier Road going north, if Connie Lane were blocked off, traffic should be advised that it is for local traffic only; right turning traffic going north is not going anywhere.

Steve Kurka of 107 S. Audrey, said that the stop sign issue should go before the Board. Traffic is non-stop, high-speed, and extremely dangerous, especially at night (45 to 50 MPH). His solution to slow the traffic down is to put stop signs on Grindel and at Connie and Audrey. He stated that stop signs are more cost-effective than issuing citations.

Steve D'Amico of 203 Audrey Lane questioned Mr. Olesen about the impact closure of Connie would have on other streets. Mr. Olesen said that he can't guarantee that closing of Connie won't shift the traffic from Audrey to Hatlen.

Thomas C. Smith of 117 Audrey questioned if, considering the traffic speed on Audrey, stop signs could be installed. Jeff

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. Trustee 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.

Carl Heldmaler of 16 Audrey stated there was a similar problem at Milwaukee and Lake Street where they erected local traffic only signs. This cut down traffic by one-third to one-half, but not certain if these signs are enforceable or not.

Barb Fryzel of 322 Beverly voiced her preference for a local traffic only solution.

Mayor Farley stated that the local traffic only issue and local traffic signage should be addressed, and speed bumps could be researched. He suggested that the Northwest Municipal Conference could be contacted for data regarding these issues.

Mayor Farley said to have staff evaluate and make recommendations to the Village Board after the Safety Commission has reviewed all issues; said these issues would probably come up first at a Committee of the Whole meeting.

One resident reacted to the suggestion of speed bumps, saying that they may present a problem for snow plows. Mayor Farley stated that Police and Fire input is needed with regard to emergency vehicles.

One resident said that the safety of children, not residents' convenience, should be a priority.

Trustee Wilks asked for a show of hands on the option of closing off Connie Lane. Well over half of those present indicated they were in favor of it.

One resident stated that there are 65 homes on Audrey with many small children whose safety must be considered. She commented that we don't want to see Hatlen suffer, but something has to be done.

Mayor Farley commented that this concern is not unique to this neighborhood and said it is extremely difficult to solve the problems to the satisfaction of everyone, but this concern is most legitimate and we should allow the staff to explore the variables. He said that, in his opinion, a trial should be done.

One resident asked when they could see the feedback on the barricade issue. Mayor Farley answered, at the Board meetings; also via the attendance sheet they signed before this meeting.

One resident asked about a time frame for the barricades. Mayor Farley said, after the holidays and early part of 1995.

The meeting adjourned at 9:00 p.m.

PETER F. OLESEN AND ASSOCIATES, INC.

CONSULTING ENGINEERS

October 21, 1994

Mr. Herbert Weeks
Director of Public Works
Mount Prospect Department of Public Works
1700 West Central Road
Mount Prospect, Illinois 60056

Subject: Reduction of Thru Traffic
Audrey Lane and Connie Lane Corridor

Dear Mr. Weeks:

Based on the information developed by the Village's Engineering staff in response to the concerns expressed by the residents of the subject corridor with respect to excess traffic through their neighborhood.

The suggestion offered by the Village staff concerning closure of Connie Lane appears to be the most realist initial approach to take. It in effect reduces the direct flow of traffic through the neighborhood.

What cannot be determined prior to actually closing Connie Lane, is the possibility that alternate routes through the neighborhood will be attempted by the drivers that use the Audrey/Connie corridor as a by-pass of Busse Road.

Nothing done at this location can reduce the congestion on Busse Road, which is one of the main causes of this flow of traffic.

We propose that the following sequence be followed in the closing of Connie Lane at Meier Road.

1. Meet with representatives of the residents along Audrey Lane and Connie Lane, as well as other interested resident of the neighborhood, to make them aware of this proposal and to discuss its potential impact.

2. Erect a fixed barrier across Connie Lane east of Meier Road closing the street to any traffic. This can be done as an initial placement of a Class III Barricade across the pavement. (We suggest this approach only if the Village has any doubts about the permanency of the closure). This would be replaced by a Steel Plate Beam Guard Rail Barrier to permanently close the street.

3. The closure should be accompanied by Class III barricades being placed on Meier Road north of Lincoln and on Connie Lane west of Audrey Lane. These shall be placed to permit local traffic to pass by them. No outlet signs should also be erected on Meier Road and a dead end sign placed on Connie Lane west of Audrey Lane.

500 WEST CENTRAL ROAD, SUITE 205 ▲ MOUNT PROSPECT, ILLINOIS 60056 ▲ TELEPHONE (708) 253-1515

4. The above Class III barricades should be left in position a minimum of 30 days to make certain that all of the drivers using the Connie/Audrey corridor as a short cut become aware of the closure.

5. Two weeks after the closure of Connie we suggest that continuous traffic counts be taken for at least a 24 hour period to determine the new traffic patterns that have developed.

6. A comparison of the initial counts taken by the Village and the new counts will be made to determine:

    a. Has there been an appreciable decrease in the Audrey Lane traffic flow.

    b. Has traffic on Hatlen Avenue increased.

    c. Has traffic on Lincoln Street decreased.

7. If significant traffic reductions through the Hatlen Heights neighborhood have occured, it can be assumed that the closure of Connie Lane has been effective and no more steps would be required at that time.

8. Should no significant changes be noted, additional steps would then be required. These could include the following:

    a. Installation of stop signs at each intersection on the routes incurring increased traffic flow.

    b. Provision of one-way traffic control during the peak hours of traffic usage to discourage the outside traffic.

9. Each of the solutions mentioned in item 8, should be considered carefully in terms of neighborhood acceptance and in terms of the initial enforcement that would be required.

We feel optimistic that the initial change in closing Connie Lane will have positive results and that further measures may not be needed.

Respectfully submitted,

Peter F. Olesen P.E.
President

Encl.

Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TREE CITY USA

To: Village Manager, Michael E. Janonis
Public Works Director, Herbert L. Weeks
Public Works Deputy Director, Glen R. Andler

From: Traffic Engineer, Sean S.M. Won

Date: April 18, 1995

Subject Interim Report on the Impact of the Connie Lane Closure to the Hatlen Heights Traffic

Please find the attached Interim Report on the Impact of the Connie Lane Closure to the Hatlen Heights Traffic.

As expected, the traffic on Audrey Lane was reduced from 1420 vehicle per day (vpd) to 683-774 vpd. The reduction on Audrey Lane was 650 - 740 vpd. Most of the reduced traffic simply switched to the next street. The traffic on Bonita Avenue was increased from 509 vpd to 1206-1496 vpd. The increase on Bonita was 700-1000 vpd. The closure of Connie Lane did not affect the overall traffic in Hatlen Heights subdivision.

It generally takes more than a few month to establish new traffic patterns after the new traffic information is given to the motorists. Therefore, as planned, an additional set of traffic counts in June/July are recommended.

If you have any questions, please let me know.

INTERIM REPORT ON

THE IMPACT OF

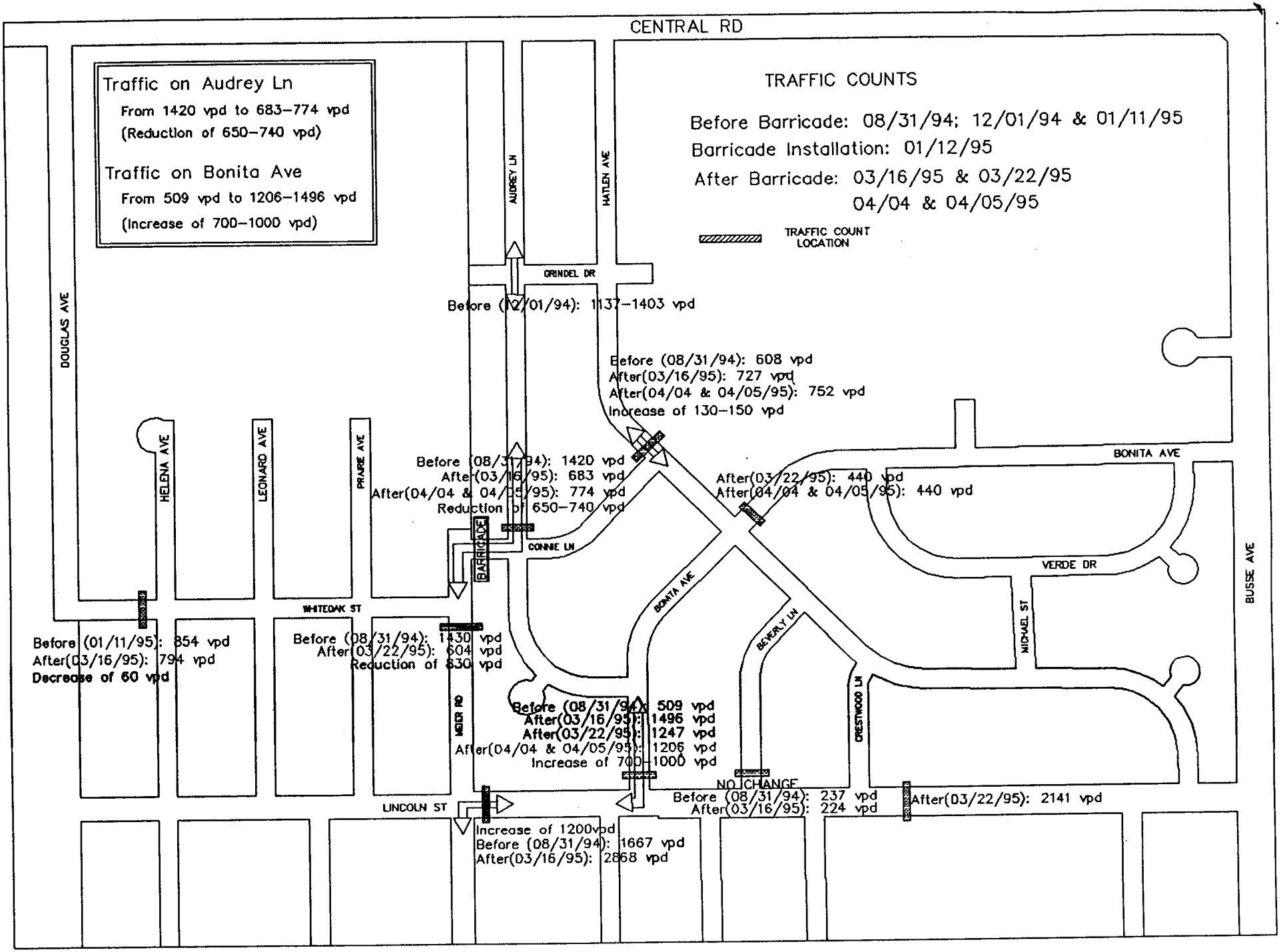
THE CONNIE LANE CLOSURE

TO THE HATLEN HEIGHTS TRAFFIC

MOUNT PROSPECT, ILLINOIS

April 18, 1995

Prepared by
Engineering Division Traffric Engineer
Village of Mount Prospect Public Works Department


CENTRAL RD
Traffic on Audrey Ln
From 1420 vpd to 683–774 vpd
(Reduction of 650–740 vpd)
Traffic on Bonita Ave
From 509 vpd to 1206–1496 vpd
(Increase of 700–1000 vpd)
TRAFFIC COUNTS
Before Barricade: 08/31/94; 12/01/94 & 01/11/95
Barricade Installation: 01/12/95
After Barricade: 03/16/95 & 03/22/95
04/04 & 04/05/95
TRAFFIC COUNT LOCATION
DOUGLAS AVE
AUDREY LN
HATLEN AVE
GRINDEL DR
Before (12/01/94): 1137–1403 vpd
Before (08/31/94): 608 vpd
After(03/16/95): 727 vpd
After(04/04 & 04/05/95): 752 vpd
Increase of 130–150 vpd
HELENA AVE
LEONARD AVE
PRAIRIE AVE
Before (08/31/94): 1420 vpd
After(03/16/95): 683 vpd
After(04/04 & 04/05/95): 774 vpd
Reduction of 650–740 vpd
BARRICADE
CONNIE LN
BONITA AVE
After(03/22/95): 440 vpd
After(04/04 & 04/05/95): 440 vpd
VERDE DR
BUSSE AVE
WHITEOAK ST
Before (01/11/95): 854 vpd
After(03/16/95): 794 vpd
Decrease of 60 vpd
Before (08/31/94): 1430 vpd
After(03/22/95): 604 vpd
Reduction of 830 vpd
MEIER RD
BONITA AVE
BEVERLY LN
MICHAEL ST
CRESTWOOD LN
Before (08/31/94): 509 vpd
After(03/16/95): 1496 vpd
After(03/22/95): 1247 vpd
After(04/04 & 04/05/95): 1206 vpd
Increase of 700–1000 vpd
NO CHANGE
Before (08/31/94): 237 vpd
After(03/16/95): 224 vpd
After(03/22/95): 2141 vpd
LINCOLN ST
Increase of 1200vpd
Before (08/31/94): 1667 vpd
After(03/16/95): 2868 vpd

INTERIM REPORT
THE IMPACT OF THE CONNIE LANE CLOSURE
TO THE HATLEN HEIGHTS TRAFFIC

1.0 PURPOSE

The purpose of this report is to analyze the impact of closing Connie Lane to the Hatlen Heights traffic. Due to a large number of cut-through traffic using Audrey-Connie-Meier route, closing Connie Lane was proposed as one of the options to reduce the traffic on Audrey Lane during a public meeting held on Monday, November 14, 1994.

Connie Lane at Meier Road was closed on Thursday, January 12, 1995 for a six-month trial basis. During this trial period, the traffic volumes and patterns on Audrey Lane and other streets in the subdivision were planned to be evaluated by the Village Engineering Staff. Based on the traffic patterns, volumes and a poll taken among area residents, a recommendation concerning the Connie Lane closure will be made.

To evaluate the impact of the closure to the traffic volume on Audrey Lane and other streets in Hatlen Heights, two traffic counts were planned. The first traffic count was three months after the closure to give motorists enough time to establish new traffic pattern. The second traffic count will be six months after the closure.

2.0 DISCUSSION

To establish traffic patterns and volumes before the closure, traffic counts were performed from Tuesday, August 30 to Thursday, September 1, 1994 at six Hatlen Heights locations. The results of traffic counts and locations are shown in Exhibit A. The daily traffic volume using Audrey-Connie-Meier route was more than 1400 vehicles per day (vpd).

Additional traffic counts before the closure were taken from Tuesday, November 30 to Thursday, December 2, 1994 at Audrey Lane and Grindel Drive. Traffic volumes on Audrey Lane at Grindel Drive (north-south traffic) were between approximately 1140 - 1400 vpd, which is the range of the August/September traffic counts. The results of the November/December of 1994 traffic count are included as Exhibit B.

The traffic volume on Lincoln Street west of Meier Road was under 1700 vpd during the August/September of 1994 traffic count. Additionally, it was learned that Meier-Whiteoak-Douglas route could be used as an alternate route after Connie Lane is closed. Therefore, a traffic count was performed on Whiteoak Street at Douglas Avenue before the installation of a barricade from Tuesday, January 10, 1995 to Thursday morning, January 12, 1995. This traffic count is included as Exhibit C. The traffic volume on Whiteoak Street was approximately 850 vpd.

Guard rail was installed on January 12, 1995 on Connie Lane at Meier Road. Several type 1 barricades were placed both sides of the guard rail to protect the residents' lawn because motorists used residents' lawn to drive around the guard rail.

First traffic count after closing Connie Lane was performed from Wednesday, March 15, 1995 to Thursday, April 6, 1995 for a period of four weeks. Because only six traffic counts were available, three separate traffic count data were collected. The results of the traffic counts are attached as Exhibit D. The results of traffic counts before and after closing Connie Lane were summarized in Exhibit E.

3.0 SUMMARY

The traffic volume on Audrey Lane before the closure was approximately 1400 vpd as shown on August/September and November/December of 1994 traffic counts. A total of approximately 1400 vehicles used the Audrey-Connie-Meier route daily. The objective of installing barricades on Connie Lane was to interrupt this traffic route to reduce the traffic volume on Audrey Lane and, subsequently, reduce the overall traffic volume in Hatlen Heights.

The traffic counts taken in March/April of 1995 shows that the traffic volume on Audrey Lane and Meier Road was 650 - 740 vpd. Hence, the traffic reduction on Audrey-Connie-Meier due to the closure was approximately 660 - 750 vpd. Residents along Audrey Lane also voiced their satisfaction about the reduction of the traffic volume on Audrey Lane. Note that NO TRUCK signs were installed on Audrey Lane, Hatlen Avenue and Bonita Avenue in December of 1994.

The traffic volume on Bonita Avenue north of Lincoln Street increased from 500 vpd to 1250 - 1500 vpd due to the closure. The traffic increase was approximately 750 vpd - 1000 vpd. Because the traffic increase on Lincoln Street west of Meier Road was by 1200 vpd (from 1670 vpd

before to 2870 vpd after the closure), a total of 200 - 450 vpd used Lincoln Street as an alternate route. But the majority of the traffic reduction on Audrey Lane used Bonita Avenue as an alternate route.

The traffic volume on Whiteoak-Douglas route did not change due to the closure. The traffic volume was 850 vpd before the closure and 800 vpd after the closure. The traffic volume on Beverly Lane also did not change due to the closure (237 vpd before and 224 after the closure).

In summary, the closure of Connie Lane interrupted the Audrey-Connie-Meier route and reduced the traffic volume on Audrey Lane from 1400 vpd to 660 - 750 vpd. But the most of the traffic reduced due to the closure simply switched to Bonita Avenue as an alternate route. The closure of Connie Lane had a favorable impact to the Audrey Lane traffic volume but an adverse impact to the Bonita Avenue traffic. The overall traffic volume in Hatlen Heights did not change significantly.

4.0 RECOMMENDATION

As summarized in section 3.0, *the closure of Connie Lane had a favorable impact to the Audrey Lane traffic volume but an adverse impact to the Bonita Avenue traffic. The closure of Connie Lane had no significant impact to the overall traffic volume in Hatlen Heights.*

Generally, it takes more than a few month to establish new traffic patterns after the new traffic information is given to the motorists. Therefore, as planned, it is recommended to take an additional set of traffic counts in June/July of 1995. Also a public meeting similar to the last November meeting and a poll among area residents concerning the closure of Connie Lane are recommended in July/August of 1995. A final decision should be made after the information from a public meeting, a poll and additional traffic counts are collected and analyzed.

Village of Mount Prospect

Mount Prospect, Illinois

INTEROFFICE MEMORANDUM

TO: MAYOR GERALD L. FARLEY AND BOARD OF TRUSTEES

FROM: VILLAGE MANAGER

DATE: AUGUST 11, 1995

SUBJECT: CONNIE LANE CLOSURE
NEIGHBORHOOD MEETING

Please be reminded that a Neighborhood Meeting to discuss the results of the Connie Lane closure experiment will be held on Thursday, August 17, at 7:00 p.m., at Westbrook School. The doors will actually open at 6:30 p.m. to allow residents an opportunity to view exhibits and ask questions prior to the formal meeting. Again, while I do not believe it is necessary to have the full Board in attendance, it is critical that there be Board representation at the meeting.

Attached are some of the Exhibits which will be available to attendees. As was noted at the three-month status count, the volume of traffic on Audrey Lane was substantially abated by the closure at Connie Lane and Meier but only at the expense of substantial increases in cut-through traffic on adjoining residential streets. As we entered into this experiment, I believe the general feeling of Board members was that an acceptable permanent solution would not adversely impact on neighboring streets. The statistics suggest that the permanent closure of Connie at Meier is not acceptable.

Staff has begun to receive increasing complaints from residents on the surrounding residential streets. Many of those residents were asking when the follow-up neighborhood meeting would be held so they could voice their opposition to the experiment.

While it seems clear that the most immediate action would be a return to the status-quo prior to the temporary closure, I also anticipate that the residents of Audrey Lane will continue to press the Board for a solution to their problem. Absent a manned check-point at Connie to turn away non-resident traffic, I am at a loss for a resolution to this problem. Of course, hindsight being 20-20, punching Meier Road through to Central would have been the most logical option. However, the Audrey Lane people were some of the most vocal opponents of this tact.

The attached memorandum from Jeff Wulbecker highlights some collateral issues which may be brought up during the discussion. The widening of Busse Road is probably the most viable option for relieving congestion on Audrey. That, however, will likely be met by strong opposition from Busse Road residents.

I will poll Board members at the August 15 Board meeting to determine attendance on August 17.

MICHAEL E. JANONIS

MEJ/rcc
attachments

Director
Glen R. Andler

Administrative Aide
Dawn L. Wucki

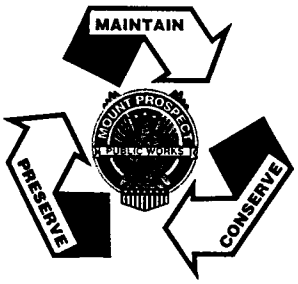
Solid Waste Coordinator
M. Lisa Angell

Water/Sewer Superintendent
Sean P. Dorsey

Forestry/Grounds Superintendent
Sandra M. Clark

Vehicle/Equipment Superintendent
James E. Guenther

Village Engineer
Jeffrey A. Wulbecker



Mount Prospect Public Works Department
1700 W. Central Road, Mount Prospect, Illinois 60056-2229
Phone 708/870-5640 Fax 708/253-9377 TDD 708/392-1235

MINUTES

INFORMATIONAL MEETING

CONNIE LANE CLOSURE

August 17, 1995
Westbrook School

The meeting was called to order at 7:05 p.m. by Village Manager Mike Janonis. He introduced staff seated at the head table and elected officials seated in the audience as follows:

Skip Farley, Mayor
Trustee Irvana Wilks
Trustee Michael Skowron
Glen Andler, Director of Public Works
Sean Dorsey, Deputy Director of Public Works
Steve Dumovich, Deputy Fire Chief
Jeff Wulbecker, Village Engineer
Sean Won, Traffic Engineer

A list of residents present is attached.

The Manager apologized if anyone did not receive notice of the meeting, as some people had indicated. He said the area was blanketed to the best of the Village staff's ability, and residents who received notice were asked to inform anyone they thought would be interested who did not. He also noted that because of the heat he would try to be as expedient as possible.

Mr. Janonis explained the purpose of the meeting was to discuss the results of a six-month experiment designed to stem the flow of cut-through traffic on the Meier Rd./Connie Ln. corridor, onto Audrey Lane. It was hoped the 1500 cars per day could be disbursed onto surrounding streets without adverse results. This action was taken after trying a number of things on Audrey Lane for a number of years; signage, selective police enforcement, etc. These actions were useful short-term, but not as a long-term solution.

The Manager informed the audience up-front that the statistical analysis of the traffic counts, a copy of which was given to

each attendee, showed that while traffic went down substantially on Audrey it increased substantially on surrounding streets. Based on this result it is staff's recommendation to go back to the status quo prior to the closure of the street and remove the barricade. Mr. Janonis asked the audience if they wanted to hear the official presentation of results obtained, to which they responded affirmatively. He then turned the meeting over to Jeff Wulbecker, Village Engineer.

Jeff proceeded to give a brief history of the Audrey Ln. "problem" as follows:

In May of 1993 residents brought this problem to the Village's attention.

In June, 1993 the Village utilized selective police enforcement for a four week period, after which the problem continued.

In December 1993 the Safety Committee held a meeting to address the problem which led to a January 1994, survey to the residents of Hatlen Heights relative to turn restrictions on Lincoln and Central into the subdivision during the rush hour. Residents were asked to vote on this proposal, which they did negatively on a three to one basis.

In November, 1994 the Village held an informational meeting with residents which led to a December, 1994 stop sign study. Stop signs were considered on Audrey and Grindel and were shown to be not warranted under state standards.

In January, 1995 it was decided to erect a temporary barricade on Connie Lane for a six-month trial period. The Village did a three-month count and a six-month count in July, results of which are shown on the attached map(s).

The meeting was again turned over to Village Manager Janonis who invited those in attendance, who wished to, ask questions or make comments.

The first question was "Why doesn't Meier go straight through from Golf to Central?" The Manager explained that Meier had a long history all of its own which has culminated in the right-of-way being vacated and a subdivision approved with a cul-de-sac there and now there is no possibility of that changing. He admitted it would have been a solution for Audrey Lane.

A resident then asked if "Local Traffic Only" signs could be posted. The Manager explained that type of restriction cannot be enforced and therefore is not really effective.

Another resident took the podium and commented on the statistical map that "a picture is worth 1000 words" and proved the closing merely shifted traffic to surrounding streets. He also felt the barricade was aesthetically objectionable and created a

problem of people driving over lawns to bypass it, damaging private property and creating a safety hazard. Another negative effect, he felt, was the separation of the neighborhoods, one from the other. He pointed out that the Village has not tried "No Through Traffic" signs and thinks that could possibly help.

The Manager recognized another resident who voiced a concern about emergency services, i.e. ambulance, fire trucks, etc. not being able to take a direct route and wasting precious minutes. She also suggested "One Way Only" signs from 4:00 to 6:30.

Mr. Janonis commented that signs are the worse way to deal with a problem because they have to be enforced to be useful and we don't have enough police to post and usually the people in the neighborhood are the worst offenders.

One more resident expressed the opinion that the construction and resultant backups on Golf Rd. were now a contributing factor to the increase of traffic on Meier and other streets. He felt not only Mt. Prospect but sections of Arlington Heights must be feeling the impact of the Golf Rd. and Arlington Hts. Rd. work. He believes things should settle down when the work is completed.

Mr. Janonis stated that there is going to be considerable work over the next two years on Arlington Hts. Rd. The state will turn it into a five lane cross section and improve turn lanes from Central on the north to the tollway on the south. He believes that this will help in the long-term, but in the short-term will probably exacerbate it. Golf Rd. is scheduled for signalization improvements that are supposed to help traffic flow also.

The question was raised "What if Busse Rd. was increased to four lanes?" The Manager responded that it would be one of the most logical solutions. On the east side of the subdivision it is the only north - south street that goes through with Arlington Hts. Rd. going through on the west side. Busse is now over utilized for its design and he believes it will become an issue very soon. About ten years ago it was turned down with resistance from residents living on Busse. It is a county road but some residents actually own to the centerline of the roadway, which in the past has been a problem. There are still a couple of residents owning to the centerline so that issue will have to be addressed again.

One resident, who is in favor of the barricade urged attendees to note the statistical data which he felt proved the traffic was being disbursed and held aloft an issue of Newsweek magazine in which he says there is an article claiming disbursing traffic is the way to go. He felt that if Audrey is opened it will bear all the traffic again and the count will go up to 3000.

At this juncture quite a lot of discussion ensued among residents on both sides of the aisle as to the pros and cons of the

entire problem. After the discussion subsided someone questioned how the traffic counts were taken. The Manager responded they are taken with automatic counters which are laid across the street and are quite accurate.

A resident of Bonita requested a stop sign at Audrey and Bonita to help protect children crossing at that intersection. Again Mr. Janonis reiterated that it is a proven fact that stop signs do not deter people and sometimes create a false sense of security, as he personally can attest to, as there is a stop sign in front of his home.

Again, at this juncture there was more discussion between attendees. Comments were made that Goebbert and Meier Rd. should also have been through streets, however as all know its too late for that. Some residents thought that sporadic enforcement might help and again suggested "No Through Traffic" signs. In fact the "No Through Traffic" idea seemed to be paramount to those residents seeking some sort of timely if not temporary solution.

As brief discussion of speed limits was held. The Manager said that generally a ticket will be thrown out by the judge if it's written for 2, 3, 4 or 5 miles over the limit, starting at 25 mph as confirmed by a police officer questioned by the resident at Audrey and Grindel. The state has guidelines for volume, speed limits, signage, etc. called warrants. If the criteria for same are not met then the sign, speed limits, etc. are not warranted.

In response to an inquiry, the Manager assured residents that staff is continuing to work with ComEd and IDOT making sure their trucks do not cut through the area. The Manager again suggested that a long term solution may be obtained with the completion of Arlington Heights Rd. and widening of Busse Rd. The question was raised as to who decides on Busse Rd. improvements? Mr. Janonis replied it is a county highway and the county is interested in doing some improvement if the village wants it done. The Village would have to show some affirmative action to convince the county to do it since they have lots of other roads to spend their money on.

Trustee Skowron recalled that 10 years ago the county was going to do some work but residents wanted to keep it two lanes and would not support it. In essence she asked residents if they support the widening of Busse they should show support for it when the time comes. The manager was asked how soon work on Busse possibly could begin? He felt what with hearings, design work and other preliminary proceedings three years was feasible.

The Manager assured residents that more traffic counts will be taken in six months after the barricade is removed and the situation will be monitored. A resident brought up installing speed bumps. Mr. Janonis answered that speed bumps are not a viable solution as most "No Turn" and other signage are not a solu-

tion. It is his opinion that "things" can be done but most will have little or no effect.

When asked "where do we go from here" the Manager responded they will take down the barricade and will look at the possibility of putting up "No Through Traffic" signs, selective enforcement and look at long term solutions like sending a message to the county that we want them to look at Busse Rd. He reminded residents that "No Through Traffic" signs cannot be enforced with a ticket, but stop signs could.

Again some discussion came up relevant to stop signs and the manager turned the meeting back to Jeff Wulbecker who discussed state warrants for stop signs and pointed out that a study done on Central in front of St. Emily's school was not warranted.

The Manager asked for a show of hands and by that vote residents supported removing the barricade.

The meeting ended at 8:20 p.m. and the manager announced staff would be available for any comments and questions.

Respectfully submitted,

Emilie J. Henry

CONNIEMI.NTS/FILES/STREETS

DEAR MAYOR FARLEY, AUG. 29, 1995

THANK YOU FOR BEING PRESENT AT THE AUDREY/CONNIE LANE MEETING THIS PAST WEEK. I AM WRITING TO YOU ON BEHALF OF THE RESIDENTS THAT LIVE ON AUDREY LANE. AT THE MEETING, THERE WAS A VOTE AND THE MINORITY LOST. THE FACT IS THAT EVEN IF ALL THE HOMEOWNERS CAME PERSONALLY TO VOTE, WE WOULD STILL BE OUTNUMBERED BY THE REST OF THE NEIGHBORHOOD. THERE ARE ONLY 45 HOMES AFFECTED BY 1400+ CARS. IT'S LIKE RHODE ISLAND FIGHTING A WAR WITH THE REST OF THE U.S.A.

WE FEEL THE VILLAGE SHOULD LOOK FOR A COMPROMISE AND MEDIATE. THE PANEL STARTED THE MEETING BY STATING THEY WERE AGAINST THE CLOSURE. THIS BEING TRUE, WHY DID THEY NOT SIT DOWN TOGETHER AND TALK ABOUT OTHER SOLUTIONS? THE VILLAGE HAD PREVIOUSLY HIRED A CONSULTING FIRM TO ADDRESS THIS ISSUE, AND CLOSING CONNIE WAS THEIR FIRST CHOICE. WHY WERE THEY NOT CONTACTED WHEN THE VILLAGE DENOUNCED THE CLOSURE, FOR OTHER POSSIBLE SOLUTIONS PRIOR TO THIS MEETING.

FOR THE VILLAGE TO SAY THEY ARE IN FAVOR OF REMOVING THE BARRICADE, AND DOING ANOTHER TRAFFIC COUNT IN 6 MONTHS (WE'VE HAD 5 SEPERATE COUNTS ALREADY) IS A SLAP IN THE FACE, TOTAL NONSENSE. WHAT WILL THESE COUNTS SHOW? WE ALL KNOW THAT THE COUNTS WILL RETURN TO WHAT THEY WERE PRIOR TO THE CLOSURE, IF NOT MORE DUE TO THE CONSTRUCTION. ALSO TO WAIT 3+ YEARS BEFORE BUSSE RD. GETS RESOLVED IS UNACCEPTABLE. WE HAVE HEARD THAT SAME LINE SINCE 1983 ABOUT MEIER RD. GOING THROUGH.

MR. MAYOR, WHAT I SEE HAPPENING HERE, IS THAT THE VILLAGE ACKNOWLEDGES THERE IS A PROBLEM, BUT WILL NOT TAKE A FIRM STANCE IN RESOLVING IT. WE APPRIECIATE THAT THE VILLAGE PUT UP THE BARRICADE (THAT TOOK 5 YEARS) AND IT DISTRIBUTED THE LOAD EVENLY, EXCEPT FOR A 200 FOOT SECTION ON BONITA. LET'S WORK FROM THERE, AND NOT TAKE A STEP BACKWARDS. IT DOES NOT MATTER WHAT SOLUTION IS SUGGESTED, WE ON AUDREY WILL ALWAYS BE OUTNUMBERED. WE ARE LOOKING FOR A COMPROMISE TO SOLVE THIS COMMUNITY PROBLEM, WHY LET AUDREY CARRY THE FULL LOAD. THE VILLAGE NEEDS TO MEDIATE A FAIR SOLUTION.

I HAVE TWO SUGGESTIONS, SINCE NO OTHER SUGGESTIONS WERE PRESENTED AT THE MEETING. I'LL START WITH THE EASIEST SOLUTION WITH THE LEAST AMOUNT OF SIGNAGE/COST. INSTALL A NO RIGHT TURN ON CONNIE/MEIER. AND A NO LEFT TURN ON BONITA/AUDREY.(CAN BE OPTIONAL, BUT WOULD DISTRIBUTE MORE EVENLY) THIS CAUSES CARS TO COME SOUTHBOUND ON AUDREY AND NORTHBOUND ON HATLEN SPLITTING THE LOAD EVENLY WITHOUT HAVING THE SORE SPOT ON BONITA AS WE HAD WITH THE LAST CLOSURE. THE DOWN SIDE TO THIS PLAN IS THAT RESIDENTS ON AUDREY WOULD HAVE TO GO AROUND THE BLOCK IF THEY ENTER FROM THE SOUTH. HOWEVER, REMOVING THE OPTIONAL AUDREY/BONITA NO LEFT TURN ELIMINATES THIS.

#2 MAKE AUDREY A ONE WAY NORTHBOUND FROM GRINDEL TO CENTRAL AND HATLEN A ONE WAY SOUTHBOUND FROM CENTRAL TO GRINDEL. ALSO CONNIE/AUDREY ONE WAY EASTBOUND (RIGHT TURN ONLY ON MEIER). AGAIN THIS WOULD SPLIT THE TRAFFIC LOAD. MR. JANONIS MENTIONED TURN RESTRICTIONS AND ONE WAYS WERE VOTED DOWN. IT IS TRUE IN REGARDS TO THE TURN RESTICTIONS, THIS IS BECAUSE THEY WERE TOO RESTRICTIVE (I PERSONALLY WENT THROUGH THE COMPLETED SURVEYS AT VILLAGE HALL) THE ONE WAY ISSUE WAS NEVER VOTED ON BECAUSE THE CONNIE CLOSURE WAS MORE PRODUCTIVE.

WE ARE LOOKING FOR A COMPROMISE ON EVERYBODYS BEHALF. NO ONE SOLUTION WILL BE ACCEPTED BY EVERYONE BECAUSE THERE WILL BE AN INCONVENIENCE INVOLVED TO SOMEBODY. THE FACT IS, AUDREY LANE, A LOCAL STREET WITH IT'S 45 HOMES CARRIES OVER 1400 CARS DAILY (NORMAL AVERAGE IS 700). THE VILLAGE ACKNOWLEDGED THERE IS A PROBLEM AND THIS ISSUE WILL NOT REST UNTIL IT IS RESOLVED FAIRLY. WE DO NOT WANT A WAR, BUT PEACE IN OUR NEIGHBORHOOD AND PEACE WITH OUR NEIGHBORS. IF OTHERS ARE OF THE SAME BELIEF, WE CAN COME TO A COMPROMISE. WE NEED THE VILLAGE TO MEDIATE AND STEP IN TO DO WHAT IS BEST AND SAFE FOR ALL IT'S TAX PAYERS.

WE LOOK FORWARD TO YOUR RESPONSE AND HOPE TO HEAR THAT THE VILLAGE WILL DO MORE THAN A UNNECESSARY 6TH TRAFFIC COUNT AT THE UPCOMMING BOARD MEETING. ENCLOSED ARE SIGNATURES FROM RESIDENTS THAT FEEL SOMETHING MUST BE DONE TO RESOLVE THIS PROBLEM. ALSO ALL TRUSTEES, PUBLIC WORKS OFFICIALS AND THE LOCAL PRESS WILL RECEIVE A COPY OF THIS LETTER.

ON BEHALF OF THE
HOMEOWNERS AGAINST AUDREY LN. SPEEDWAY

ROBERT KRON

Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TREE CITY USA

To: Mike Janonis, Village Manager

From: [redacted]

Date: August 30, 1995

Subject: Connie Lane Closure

Attached please find the minutes from the public meeting held August 17, 1995 concerning the closure of Connie Lane. Resulting from that meeting are the following recommendations:

1. Staff recommends removal of the barricades across Connie Lane at Meier Road. A vote taken of the attendees at the meeting indicated that the majority concurred with this recommendation.

2. "No Thru Traffic" signs should be posted to discourage cut-through traffic.

3. The Police Department should provide selective enforcement of the speed limit regulations on Audrey Lane.

4. Initiate discussion with the Cook County Highway Department concerning widening of Busse Road to 4 lanes as a long term solution.

5. Perform traffic counts six months after removal of the barricade.

6. Continue to work with and monitor Commonwealth Edison and Ameritech in accordance with their commitment not to use Audrey Lane.

7. Maintain "No Trucks" signs on Audrey.

Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TREE CITY USA

TO: Village Engineer

FROM: Director of Public Works

DATE: September 12, 1995

SUBJ: Connie Lane Closu

DO YOU KNOW THE FILE FOR CONNIE LANE CLOSURE

In conjunction with the reo e please see that the following issues are ad

1. Contact Cook County Hi find out what procedures we need to the widening of Busse Rd. to a four lane highway. te - as soon as possible.

2. The Engineering staff will need to conduct traffic counts 3 months from now and again at 6 months.

3. Send a letter to Commonwealth Edison and Ameritech notifying them that we have reopened Connie Lane and ask them for their continued cooperation in not allowing their vehicles to use Audrey as a cut-through back to their place of business. Due date - Friday, September 15.

4. Evaluate the theory of one-way traffic as outlined in the letter to Mayor Farley dated August 20, 1995, from Robert Kron. Due date - October 2, 1995.

5. Trustee Clowes had requested that while reviewing traffic counts in the Connie and Audrey area that we consider the Arlington Heights Road improvement and what impact it has on the counts.

6. Contact School District 57 and get the new bus routes for the Hatlen Heights area. These new bus routes should be considered while reviewing the one-way street proposal. Also if Connie Lane were again closed, what impact would it have on the new bus routes?

Glen R. Andler

GRA/eh
Attached

JEFFCONN.IE/FILES/STREETS

Director
Herbert L. Weeks

Deputy Director
Glen R. Andler

Administrative Aide
Dawn L. Rivera

Solid Waste Coordinator
M. Lisa Angell

FILE

Water/Sewer Superintendent
Sean P. Dorsey

Street/Building Superintendent
Melvyn L. Both

Forestry/Grounds Superintendent
Sandra M. Clark

Vehicle/Equipment Superintendent
James E. Guenther

Mount Prospect Public Works Department
1700 W. Central Road, Mount Prospect, Illinois 60056-2229
Phone 708/870-5640 Fax 708/253-9377 TDD 708/392-1235

November 16, 1994

Mr. Wayne Larson
ComEd
201 N. Arthur
Mt. Prospect, IL 60056

Dear Mr. Larson:

This is to confirm our conversation of this date that the Village has been receiving complaints of utility vehicles using Audrey Lane as a bypass to get between Central and Golf.

We understand and agree that Busse Road is very congested as well as Arlington Heights Road. I would hope that you would agree that it is not really proper to have large trucks driving through subdivision streets as a short cut.

Your cooperation in instructing your drivers to avoid these areas is appreciated.

Sincerely,

Herbert L. Weeks
Director of Public Works

HLW/pjb

cc: Village Manager
Police Chief

COMED/FILES/STREETS

Director
Glen R. Andler

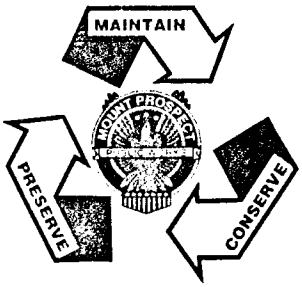
Administrative Aide
Dawn L. Wucki

Solid Waste Coordinator
M. Lisa Angell

Water/Sewer Superintendent
Sean P. Dorsey

Forestry/Grounds Superintendent
Sandra M. Clark

Vehicle/Equipment Superintendent
James E. Guenther



Mount Prospect Public Works Department
1700 W. Central Road, Mount Prospect, Illinois 60056-2229
Phone 708/870-5640 Fax 708/253-9377 TDD 708/392-1235

September 19, 1995

Mr. Wayne Larson
Commonwealth Edison COmpany
201 North Arthur Avenue
Mount Prospect, Illinois 60056

Re: ComEd Utility Truck Using Audrey Lane & Hatlen Avenue

Dear Mr. Larson:

The Village of Mount Prospect would like to thank you for your cooperation in reducing cut-through truck traffic on Audrey Lane and Hatlen Avenue. Since last December, the Village has not received a complaint from residents about ComEd utility trucks using those streets.

Six months ago, the Village installed a barricade on Connie Lane to reduce cut-through traffic. The barricade was removed recently due to the negative impact on the neighboring streets. 'NO TRUCKS' signs have been posted on Audrey and Hatlen. At this time the Village is requesting your continued cooperation in instructing your drivers not to use Audrey Lane and Hatlen Avenue as a short-cut between Central Road and Golf Road.

Thank you for your continuing cooperation.

Sincerely,

Sean S.M. Won, P.E.
Traffic Engineer

Director
Herbert L. Weeks

Deputy Director
Glen R. Andler

Administrative Aide
Dawn L. Rivera

Solid Waste Coordinator
M. Lisa Angell

File

FILE

Water/Sewer Superintendent
Sean P. Dorsey

Street/Building Superintendent
Melvyn L. Both

Forestry/Grounds Superintendent
Sandra M. Clark

Vehicle/Equipment Superintendent
James E. Guenther

Mount Prospect Public Works Department
1700 W. Central Road, Mount Prospect, Illinois 60056-2229
Phone 708/870-5640 Fax 708/253-9377 TDD 708/392-1235

November 16, 1994

Mr. Peter L. Amber, Manager
AMERITECH
301 N. Arthur
Mt. Prospect, IL 60056

Dear Mr. Amber:

I had the pleasure of speaking to one of your co-workers today regarding a complaint that has been registered with the Village on utility trucks driving through a residential neighborhood.

From what we understand, several of your trucks use Audrey Lane as a cut-through to Meier Road onto Golf Road. According to the residents, these trucks use this route to bypass heavy traffic on Busse Road and on Arlington Heights Road.

We are requesting your cooperation in asking your drivers to please not make a practice of driving through subdivision streets as a means to getting to Golf Road or to Central Road. Your cooperation is appreciated.

Sincerely,

Herbert L. Weeks
Director of Public Works

HLW/pjb

AMEITECH/FILES/STREETS

Director
Glen R. Andler

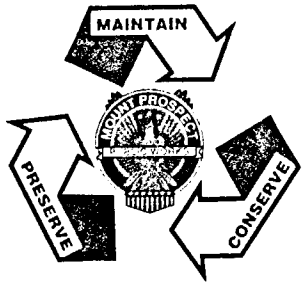
Administrative Aide
Dawn L. Wucki

Solid Waste Coordinator
M. Lisa Angeli

Water/Sewer Superintendent
Sean P. Dorsey

Forestry/Grounds Superintendent
Sandra M. Clark

Vehicle/Equipment Superintendent
James E. Guenther



Mount Prospect Public Works Department
1700 W. Central Road, Mount Prospect, Illinois 60056-2229
Phone 708/870-5640 Fax 708/253-9377 TDD 708/392-1235

September 19, 1995

Mr. Peter L. Amber
Manager
AMERITECH
301 North Arthur Avenue
Mount Prospect, Illinois 60056

Re: AMERITECH Utility Truck Using Audrey Lane & Hatlen Avenue

Dear Mr. Amber:

The Village of Mount Prospect would like to thank you for your cooperation in reducing cut-through truck traffic on Audrey Lane and Hatlen Avenue. Since last December, the Village has not received a complaint from residents about AMERITECH utility trucks using those streets.

Six months ago, the Village installed a barricade on Connie Lane to reduce cut-through traffic. The barricade was removed recently due to the negative impact on the neighboring streets. 'NO TRUCKS' signs have been posted on Audrey and Hatlen. At this time the Village is requesting your continued cooperation in instructing your drivers not to use Audrey Lane and Hatlen Avenue as a short-cut between Central Road and Golf Road.

Thank you for your continuing cooperation.

Sincerely,

Sean S.M. Won, P.E.
Traffic Engineer

Date: August 30, 1995

To: Mayor Gerald Farley

From: David Starenko
7 Audrey Lane

RE: **Connie Lane Closure**

Dear Mayor Farley,

I will make this letter brief and to the point and I ask that you give this matter fair consideration.

My wife and I are extremely disappointed at the Village Boards' decision to remove the barricade on Connie Lane. We were unable to attend the August 17 meeting due to a prior work commitment, however, my understanding on re-opening Connie is due to the increased number of cars on neighboring streets (Hatlen, White Oak and Bonita).

My argument is simple. Why make the residents on Audrey Lane suffer tremendously versus a slight increase (comparatively) to neighboring streets. My wife and I have a 2 year old boy and are very concerned about the excess cars and speeding that will return as a result of re-opening Connie.

I hope you will take into consideration my voice and that of other Audrey residents to the upcoming Board meeting on September 5. I know my neighbor Robert Kron has suggested many ways to improve the situation that should be considered. I hope this issue can remain open and that some positive outcome can be implemented.

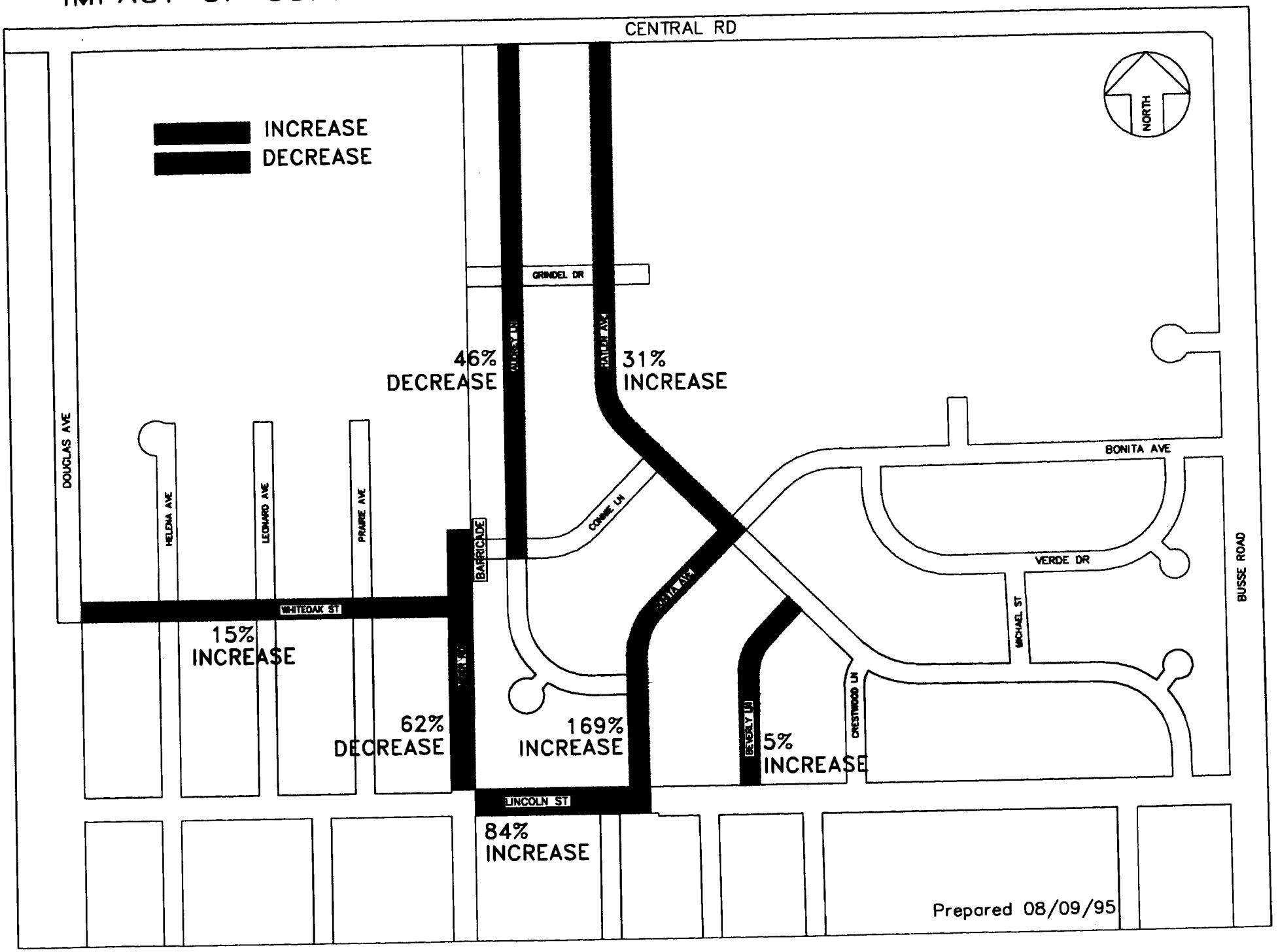
Thank you for your time.

Sincerely,

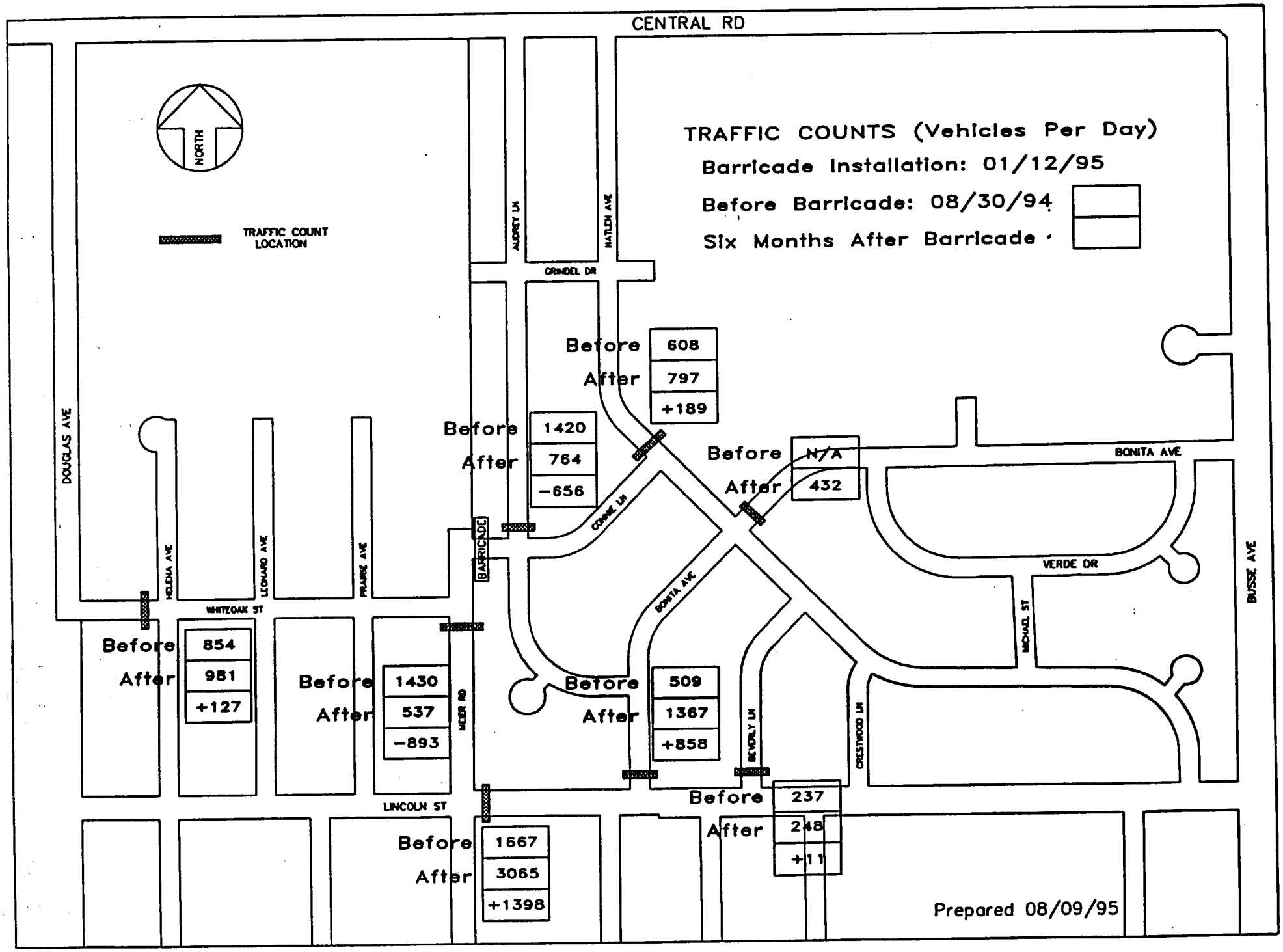
David Starenko

cc: Trustee Clowes, Trustee Corcoran, Trustee Hendricks, Trustee Hoefert, Trustee Skowron, Trustee Wilks and Glen Andler

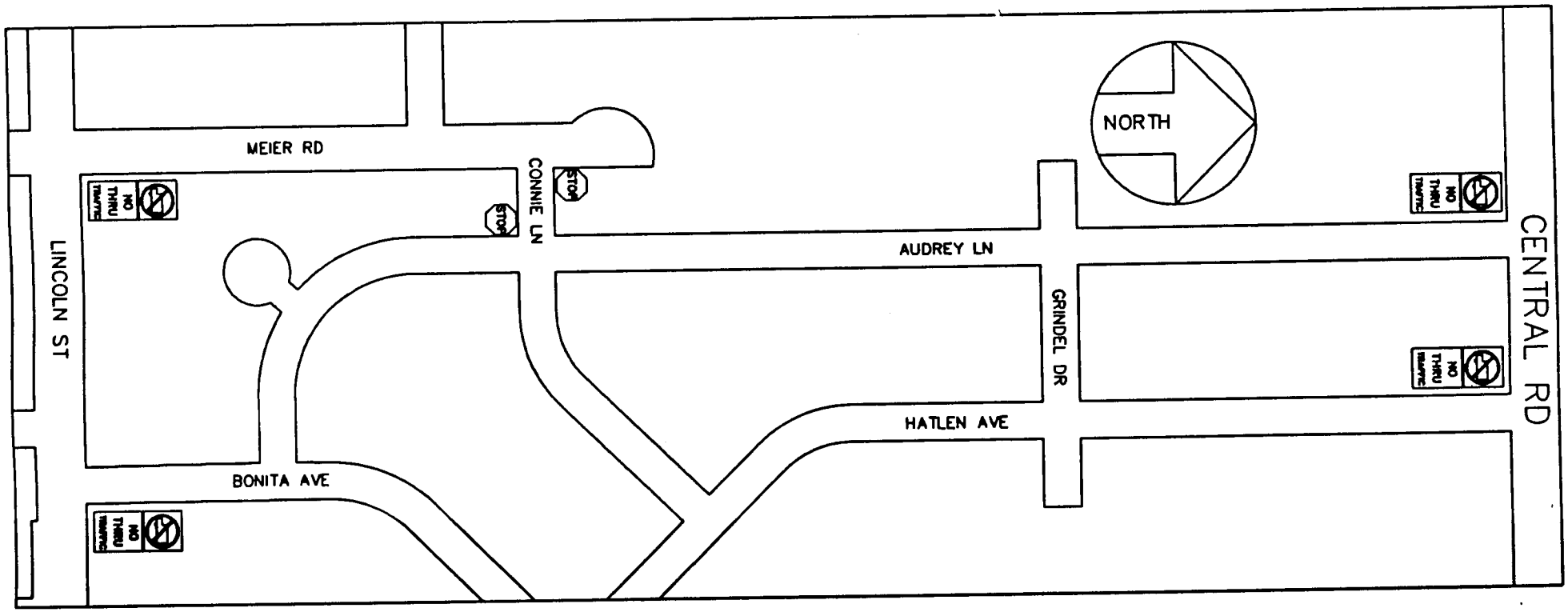
IMPACT OF CONNIE LANE CLOSURE ON THE NEIGHBORING STREETS



IMPACT OF CONNIE LANE CLOSURE ON THE NEIGHBORING STREETS



HATLEN HEIGHTS TRAFFIC CONTROL SIGNS



Audrey Lane Traffic Problem History.

MAY, 1993 - Residents bring problem to Village
JUNE, 1993 - Selective Police enforcement of 30 mph Zone Speed Limit
DEC. 1993 - Safety Com. Meeting about traffic problem.

JAN. 1994 - Village sends out survey on turn restriction from Lincoln & Central. Residents of Hatlen Heights vote against restriction 3:1.

NOV. 1994 - Informational meeting held with residents.

DEC. 1994 - Stop Sign Study released
- Safety Com. Meeting to discuss the Stop Signs.

JAN. 1995 - temporary barricade installed on Connie Ln

APRIL 1995 - traffic counts & interim report prepared

JULY 1995 - 6 month traffic counts taken.

AUG. 1995 - 2nd Informational Meeting.

8.17.95

2nd Audrey Lane Meeting

- Local Traffic only Signs / No Thro[u]gh Traffic Signs.
- One way Traffic Signs during curl[ew]. South on Audrey from [illegible]
- Increase Buena Roads to 4 lanes.
- Stop Sign at Audrey & Bonita. [illegible]ld)
- Selective enforcement by Police → [illegible]rns about buses now traveling on Audrey [illegible]en / Bonita.
- Speed Study not accurate.
- Continue to monitor situation 6 month counts.
- Temporary speed bumps durin[illegible]mmer months.
- Report results of this meeting t[illegible]oard at Sept. 5 meeting.

Comments about Robert Kron's Suggestions

SUGGESTION 1:

1) NO-RIGHT-TURN at Meier/Connie for northbound traffic

   Motorists would go all the way to the end of Meier Rd and make U-turns. Then they could make left-turns at Meier/Connie. This suggestion is effective to reduce traffic on Audrey Ln and will increase traffic on Meier Rd from Audrey and the dead end of Meier Rd.

2) NO-LEFT-TURN at Bonita/Audrey for northbound traffic

   This may reduce traffic on Audrey Lane.

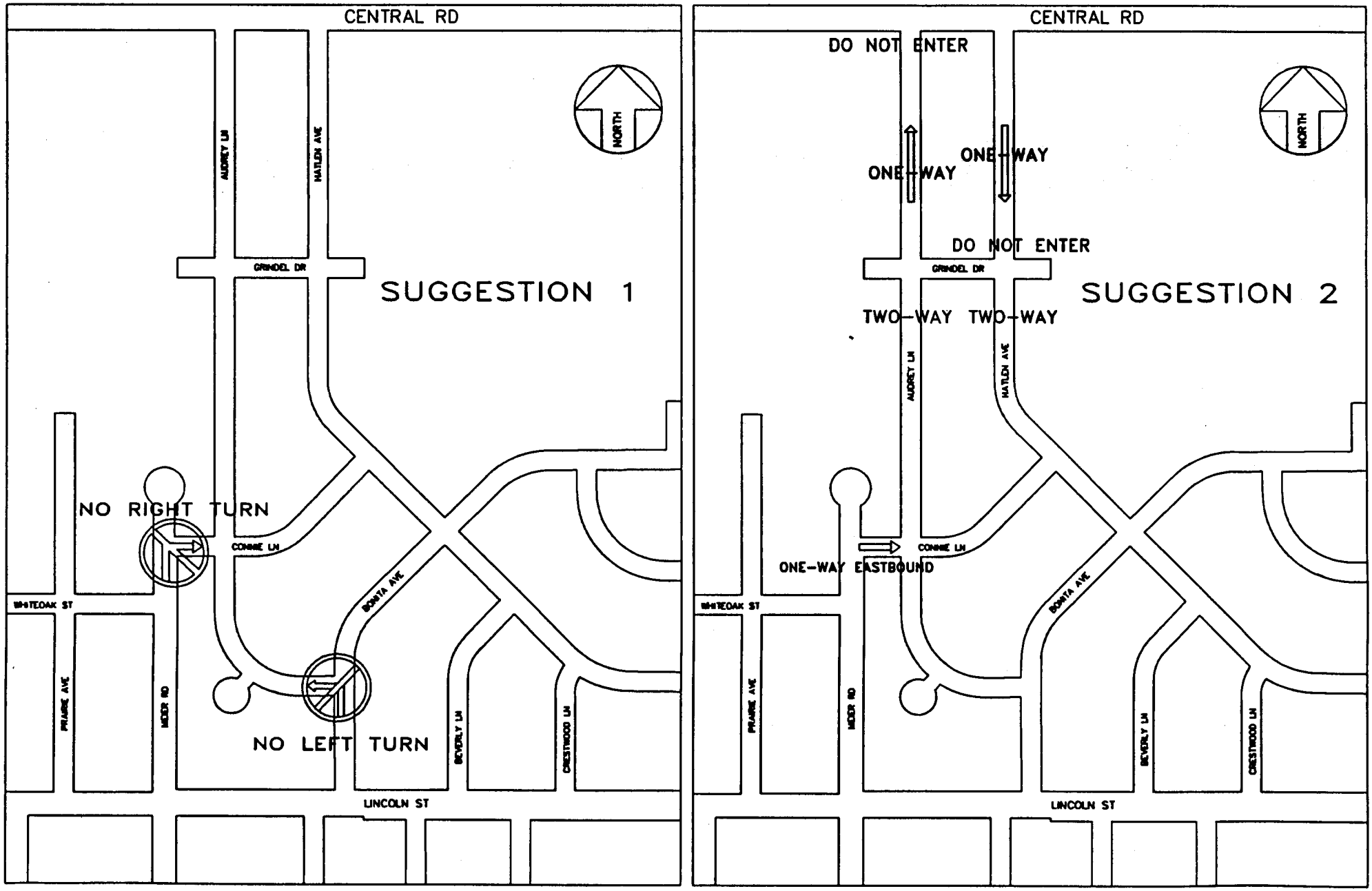
SUGGESTION 2:

1) ONE-WAY Eastbound
   (Connie Ln between Meier Rd and Audrey Ln)

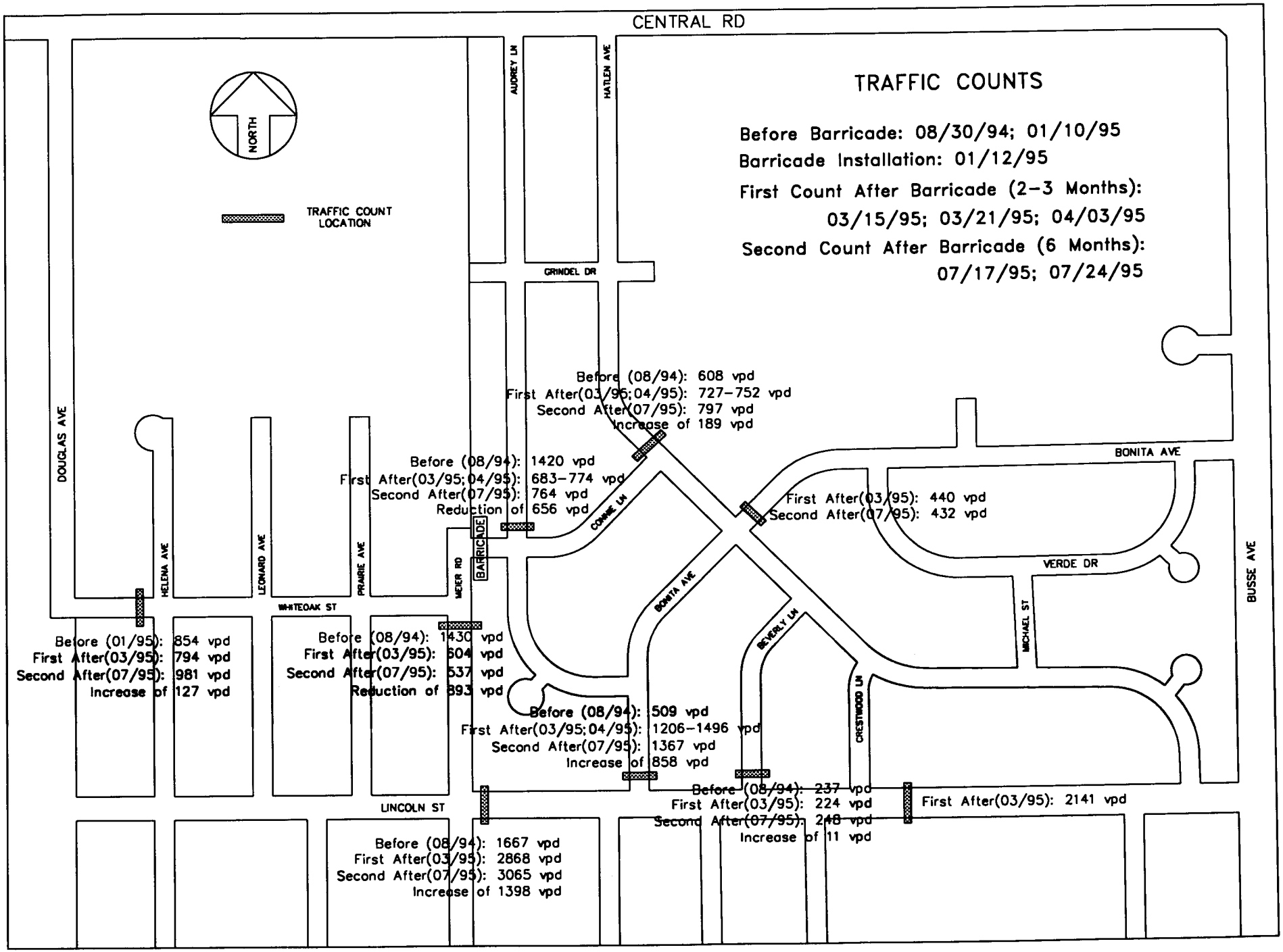
   This will essentially halve the traffic using Connie Lane and, subsequently, redistribute traffic throughout the area.

2) ONE-WAY Northbound (Audrey Ln)
   & ONE-WAY Southbound (Hatlen Ave)
   (between Central/Grindel)

   This will confuse motorists and Grinndel will be a very busy street.


CENTRAL RD
NORTH
AUDREY LN
HATLON AVE
GRINDEL DR
SUGGESTION 1
NO RIGHT TURN
CONNIE LN
BONITA AVE
WHITEOAK ST
PRAIRIE AVE
MOOR RD
NO LEFT TURN
BEVERLY LN
CRESTWOOD LN
LINCOLN ST
CENTRAL RD
DO NOT ENTER
ONE-WAY
ONE-WAY
DO NOT ENTER
GRINDEL DR
SUGGESTION 2
TWO-WAY TWO-WAY
AUDREY LN
HATLON AVE
NORTH
CONNIE LN
ONE-WAY EASTBOUND
BONITA AVE
WHITEOAK ST
PRAIRIE AVE
MOOR RD
BEVERLY LN
CRESTWOOD LN
LINCOLN ST

IMPACT OF CONNIE LANE CLOSURE ON THE NEIGHBORING STREETS



1909 Connie Lane
Mt. Prospect, IL 60056
August 10, 1995

Mr. Sean S.M. Won, P.E.
Traffic Engineer
Mount Prospect Public Works Department
1700 W. Central Road
Mount Prospect, IL 60056

Dear Mr. Won:

I had been anxiously awaiting the next meeting concerning the closing of Connie Lane at Meier Road. I was disappointed last week when I was informed that the meeting will be held on August 17, 1995. It is ironic that I will be out of town on vacation that week.

I want to be on record that I strongly oppose the permanent closing of Connie Lane. Traffic uses Hatlen Avenue between Central and Busse and Bonita between Lincoln and Busse. Does that justify closing those streets also? They also still use Audrey, Bonita and Lincoln to make their way to and from Meier Road and Central.

There will also be new residents on Meier Road north of White Oak where the closing of Connie Lane would severely inconvenience their access to Central Road.

I don't think the residents of Audrey should be able to impose an inconvenience on the other residents for their own selfish reasons. If through traffic on Audrey is to be discouraged it should be done in some other way than by closing Connie Lane.

I am anxious to hear from you about this matter.

Sincerely,

Yngve S. Bloomquist

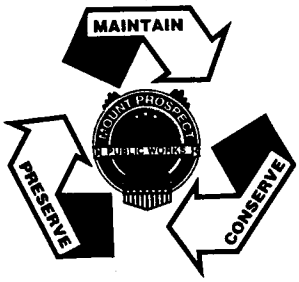
Yngve S. Bloomquist

Director
Herbert L. Weeks

Deputy Director
Glen R. Andler

Administrative Aide
Dawn L. Wucki

Solid Waste Coordinator
M. Lisa Angell



Water/Sewer Superintendent
Sean P. Dorsey

Street/Building Superintendent
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Forestry/Grounds Superintendent
Sandra M. Clark

Vehicle/Equipment Superintendent
James E. Guenther

Village Engineer
Jeffrey A. Wulbecker

Mount Prospect Public Works Department
1700 W. Central Road, Mount Prospect, Illinois 60056-2229
Phone 708/870-5640 Fax 708/253-9377 TDD 708/392-1235

August 11, 1995

Mr. Robert Kron
17 Audrey Lane
Mount Prospect, Il 60056

Subject: Connie Lane Closure

Dear Mr. Kron:

Enclosed please find two exhibits which will be presented at the upcoming meeting concerning the closure of Connie Lane. The exhibits illustrate the traffic count data collected before and after the street closure. These are being sent to you for your information.

If you should have any questions, please don't hesitate to contact me.

Very truly yours,
VILLAGE OF MOUNT PROSPECT

Jeffrey A. Wulbecker, P.E.
Village Engineer

cc: Glen Andler, Public Works Director

Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TREE CITY USA

To: Mike Janonis, Village Manager

From: Jeff Wulbecker, Village Engineer JAW

Date: August 10, 1995

Subject: Connie Lane Closure

Attached please find two exhibits relating to the closing of Connie Lane. The first exhibit indicates the traffic counts on the neighboring streets before and after closing Connie Lane. The second exhibit highlights the streets which experienced increases or decreases after the closure of Connie Lane.

The following items are included as background information for the upcoming Connie Lane Meeting:

- *Busse Road Improvements*: The Cook County Highway Department has established a five year improvements program and widening of Busse Road to four lanes is not included. The County indicated that they would be willing and eager to consider this if the Village would make a request and pass a supporting resolution.

- *Arlington Heights Road Improvements*: The proposed Arlington Heights Road Improvements, scheduled to start construction in the spring of 1996, will include dual left turn lanes on all legs of the Central Road intersection. This will greatly improve the Central Road / Arlington Heights Road route and may entice motorists to stay on the arterial routes and off of Audrey Lane.

- *Arlington Heights Cut Through Traffic Complaints*: The Village of Arlington Heights was contacted to determine if they are experiencing the same type of cut through traffic in their subdivision north of the Audrey Lane area. They stated that they have not received complaints from that subdivision.

Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TREE CITY USA

To: Police Chief, Ronald Pavlock
Fire Chief, Edward Cavello

From: Sean Won

Date: July 28, 1995

Subject: Connie Lane Closure

Due to a cut-through traffic on Audrey Lane, a barricade was installed on Connie Lane on January 12, 1995, on a six-month trial basis, to determine the effectiveness of the closure of Connie Lane and the impact on the neighboring streets.

The Village will be discussing this Connie Lane closure on August 17, 1995. Exhibits will be displayed from 6:30 P.M. The meeting will start at 7:00 P.M. Members of the Village Board, the Village Manager and **representatives from the Police, Fire**, and Public Works Departments are invited to attend. The meeting will be held in the gymnasium of the Westbrook Elementary School at 105 South Busse Road.

Director /
Herbert L. Weeks

Deputy Director
Glen R. Andler

Administrative Aide
Dawn L. Wucki

Solid Waste Coordinator
M. Lisa Angell

Water/Sewer Superintendent
Sean P. Dorsey

Street/Building Superintendent
Melvyn L. Both

Forestry/Grounds Superintendent
Sandra M. Clark

Vehicle/Equipment Superintendent
James E. Guenther

Village Engineer
Jeffrey A. Wulbecker

Mount Prospect Public Works Department
1700 W. Central Road, Mount Prospect, Illinois 60056-2229
Phone 708/870-5640 Fax 708/253-9377 TDD 708/392-1235

July 28, 1995

Re: Connie Lane Closure

Dear Resident:

A barricade was installed on Connie Lane on January 12, 1995, on a six-month trial basis to alleviate the amount of cut-through traffic on Audrey Lane. Following the trial period, traffic counts were collected to determine the effectiveness of the closure of Connie Lane and the impact on the neighboring streets.

The Village of Mount Prospect will be discussing this Connie Lane closure on August 17, 1995. Exhibits will be displayed from 6:30 P.M. The meeting will start at 7:00 P.M. Members of the Village Board, the Village Manager and representatives from the Police, Fire, and Public Works Departments have also been invited to attend. You are cordially invited to attend this meeting. The meeting will be held in the gymnasium of the Westbrook Elementary School at 105 South Busse Road. Please feel free to notify & invite anyone you know who might be interested in this meeting.

Sincerely,

Sean S.M. Won, P.E.
Traffic Engineer

Hourly Vehicle Counts

Beverly Avenue (North of Lincoln Street)

From	To	7/18/95	7/19/95	7/20/95	7/21/95	Sum	Average
0:10 A.M.	1:10 A.M.	N/A	1	5	1	7	2
1:10 A.M.	2:10 A.M.	N/A	2	6	1	9	3
2:10 A.M.	3:10 A.M.	N/A	3	0	4	7	2
3:10 A.M.	4:10 A.M.	N/A	0	0	0	0	0
4:10 A.M.	5:10 A.M.	N/A	5	3	4	12	4
5:10 A.M.	6:10 A.M.	N/A	4	2	2	8	3
6:10 A.M.	7:10 A.M.	N/A	9	11	14	34	11
7:10 A.M.	8:10 A.M.	N/A	11	9	22	42	14
8:10 A.M.	9:10 A.M.	N/A	8	14	7	29	10
9:10 A.M.	10:10 A.M.	8	5	13	N/A	26	9
10:10 A.M.	11:10 A.M.	8	5	11	N/A	24	8
11:10 A.M.	12:10 A.M.	9	7	14	N/A	30	10
12:10 A.M.	1:10 P.M.	15	10	12	N/A	37	12
1:10 P.M.	2:10 P.M.	19	11	8	N/A	38	13
2:10 P.M.	3:10 P.M.	10	12	10	N/A	32	11
3:10 P.M.	4:10 P.M.	12	22	20	N/A	54	18
4:10 P.M.	5:10 P.M.	13	19	20	N/A	52	17
5:10 P.M.	6:10 P.M.	15	27	20	N/A	62	21
6:10 P.M.	7:10 P.M.	27	11	20	N/A	58	19
7:10 P.M.	**8:10 P.M.**	**27**	**9**	**14**	**N/A**	**50**	**17**
8:10 P.M.	**9:10 P.M.**	**22**	**9**	**24**	**N/A**	**55**	**18**
9:10 P.M.	**10:10 P.M.**	**12**	**16**	**11**	**N/A**	**39**	**13**
10:10 P.M.	11:10 P.M.	11	2	6	N/A	19	6
11:10 P.M.	12:10 P.M.	6	10	4	N/A	20	7
					Vehicle Per Day		248

Hourly Vehicle Counts

Meier Road (South of Whiteoak Street)

From	To	7/24/95	7/25/95	7/26/95	7/27/95	Sum	Average
0:23 A.M.	1:23 A.M.	N/A	3	2	2	7	2
1:23 A.M.	2:23 A.M.	N/A	3	1	0	4	1
2:23 A.M.	3:23 A.M.	N/A	1	0	0	1	0
3:23 A.M.	4:23 A.M.	N/A	1	2	0	3	1
4:23 A.M.	5:23 A.M.	N/A	2	2	2	6	2
5:23 A.M.	6:23 A.M.	N/A	14	12	2	28	9
6:23 A.M.	7:23 A.M.	N/A	40	44	20	104	35
7:23 A.M.	8:23 A.M.	N/A	48	30	33	111	37
8:23 A.M.	9:23 A.M.	N/A	32	26	40	98	33
9:23 A.M.	10:23 A.M.	37	33	10	N/A	80	27
10:23 A.M.	11:23 A.M.	40	20	15	N/A	75	25
11:23 A.M.	12:23 A.M.	28	35	29	N/A	92	31
12:23 A.M.	1:23 P.M.	34	32	34	N/A	100	33
1:23 P.M.	2:23 P.M.	30	36	36	N/A	102	34
2:23 P.M.	3:23 P.M.	37	37	42	N/A	116	39
3:23 P.M.	4:23 P.M.	33	55	17	N/A	105	35
4:23 P.M.	5:23 P.M.	54	55	33	N/A	142	47
5:23 P.M.	6:23 P.M.	45	66	23	N/A	134	45
6:23 P.M.	7:23 P.M.	35	25	7	N/A	67	22
7:23 P.M.	**8:23 P.M.**	**42**	**28**	**13**	**N/A**	**83**	**28**
8:23 P.M.	**9:23 P.M.**	**31**	**37**	**3**	**N/A**	**71**	**24**
9:23 P.M.	**10:23 P.M.**	**17**	**20**	**4**	**N/A**	**41**	**14**
10:23 P.M.	11:23 P.M.	15	15	0	N/A	30	10
11:23 P.M.	12:23 P.M.	2	10	0	N/A	12	4
					Vehicle Per Day		537

Hourly Vehicle Counts
Audrey Lane (North of Connie Lane)

From	To	7/17/95	7/18/95	7/19/95	7/20/95	Sum	Average
0:00 A.M.	1:00 A.M.	N/A	1	2	1	4	1
1:00 A.M.	2:00 A.M.	N/A	0	1	4	5	2
2:00 A.M.	3:00 A.M.	N/A	0	0	1	1	0
3:00 A.M.	4:00 A.M.	N/A	0	0	0	0	0
4:00 A.M.	5:00 A.M.	N/A	2	2	7	11	4
5:00 A.M.	6:00 A.M.	N/A	7	7	7	21	7
6:00 A.M.	7:00 A.M.	N/A	23	18	17	58	19
7:00 A.M.	8:00 A.M.	N/A	57	71	66	194	65
8:00 A.M.	9:00 A.M.	N/A	58	44	67	169	56
9:00 A.M.	10:00 A.M.	31	30	34	47	142	36
10:00 A.M.	11:00 A.M.	30	37	26	44	137	34
11:00 A.M.	12:00 A.M.	37	38	36	58	169	42
12:00 A.M.	1:00 P.M.	35	40	46	49	170	43
1:00 P.M.	2:00 P.M.	47	46	36	52	181	45
2:00 P.M.	3:00 P.M.	48	42	37	N/A	127	42
3:00 P.M.	4:00 P.M.	53	46	57	N/A	156	52
4:00 P.M.	5:00 P.M.	50	62	69	N/A	181	60
5:00 P.M.	6:00 P.M.	74	76	109	N/A	259	86
6:00 P.M.	7:00 P.M.	49	67	67	N/A	183	61
7:00 P.M.	8:00 P.M.	22	23	36	N/A	81	27
8:00 P.M.	9:00 P.M.	22	43	42	N/A	107	36
9:00 P.M.	10:00 P.M.	25	37	12	N/A	74	25
10:00 P.M.	11:00 P.M.	6	20	10	N/A	36	12
11:00 P.M.	12:00 P.M.	7	11	8	N/A	26	9
					Vehicle Per Day		764

Hourly Vehicle Counts
Hatlen Avenue (North of Connie Lane)

From	To	7/17/95	7/18/95	7/19/95	7/20/95	Sum	Average
0:00 A.M.	1:00 A.M.	N/A	6	3	9	18	6
1:00 A.M.	2:00 A.M.	N/A	3	4	4	11	4
2:00 A.M.	3:00 A.M.	N/A	2	1	1	4	1
3:00 A.M.	4:00 A.M.	N/A	2	1	1	4	1
4:00 A.M.	5:00 A.M.	N/A	3	1	5	9	3
5:00 A.M.	6:00 A.M.	N/A	7	9	6	22	7
6:00 A.M.	7:00 A.M.	N/A	28	30	27	85	28
7:00 A.M.	8:00 A.M.	N/A	59	41	58	158	53
8:00 A.M.	9:00 A.M.	N/A	43	45	43	131	44
9:00 A.M.	10:00 A.M.	45	37	40	34	156	39
10:00 A.M.	11:00 A.M.	31	50	38	29	148	37
11:00 A.M.	12:00 A.M.	47	43	33	47	170	43
12:00 A.M.	1:00 P.M.	48	45	47	31	171	43
1:00 P.M.	2:00 P.M.	50	44	51	41	186	47
2:00 P.M.	3:00 P.M.	46	58	52	N/A	156	52
3:00 P.M.	4:00 P.M.	43	42	38	N/A	123	41
4:00 P.M.	5:00 P.M.	51	59	73	N/A	183	61
5:00 P.M.	6:00 P.M.	97	74	88	N/A	259	86
6:00 P.M.	7:00 P.M.	57	63	52	N/A	172	57
7:00 P.M.	8:00 P.M.	51	54	52	N/A	157	52
8:00 P.M.	9:00 P.M.	25	39	42	N/A	106	35
9:00 P.M.	10:00 P.M.	22	28	34	N/A	84	28
10:00 P.M.	11:00 P.M.	17	12	21	N/A	50	17
11:00 P.M.	12:00 P.M.	15	10	12	N/A	37	12
					Vehicle Per Day		797

Hourly Vehicle Counts
Whiteoak Street (West of Helena Avenue)

From	To	7/17/95	7/18/95	7/19/95	7/20/95	Sum	Average
0:43 A.M.	1:43 A.M.	N/A	5	5	5	15	5
1:43 A.M.	2:43 A.M.	N/A	4	3	0	7	2
2:43 A.M.	3:43 A.M.	N/A	2	3	3	8	3
3:43 A.M.	4:43 A.M.	N/A	1	1	1	3	1
4:43 A.M.	5:43 A.M.	N/A	12	18	16	46	15
5:43 A.M.	6:43 A.M.	N/A	28	28	21	77	26
6:43 A.M.	7:43 A.M.	N/A	65	54	51	170	57
7:43 A.M.	8:43 A.M.	N/A	69	74	64	207	69
8:43 A.M.	9:43 A.M.	N/A	55	43	67	165	55
9:43 A.M.	10:43 A.M.	39	39	44	47	169	42
10:43 A.M.	11:43 A.M.	37	47	25	42	151	38
11:43 A.M.	12:43 A.M.	54	53	62	49	218	55
12:43 A.M.	1:43 P.M.	59	44	55	47	205	51
1:43 P.M.	2:43 P.M.	40	46	30	N/A	116	39
2:43 P.M.	3:43 P.M.	75	74	62	N/A	211	70
3:43 P.M.	4:43 P.M.	67	69	80	N/A	216	72
4:43 P.M.	5:43 P.M.	91	88	96	N/A	275	92
5:43 P.M.	6:43 P.M.	75	84	84	N/A	243	81
6:43 P.M.	7:43 P.M.	50	37	66	N/A	153	51
7:43 P.M.	8:43 P.M.	51	41	65	N/A	157	52
8:43 P.M.	**9:43 P.M.**	**49**	**27**	**42**	**N/A**	**118**	**39**
9:43 P.M.	**10:43 P.M.**	**31**	**25**	**47**	**N/A**	**103**	**34**
10:43 P.M.	**11:43 P.M.**	**22**	**21**	**18**	**N/A**	**61**	**20**
11:43 P.M.	12:43 P.M.	4	17	13	N/A	34	11
					Vehicle Per Day		981

Hourly Vehicle Counts
Bonita Avenue (North of Lincoln Street)

From	To	7/17/95	7/18/95	7/19/95	7/20/95	Sum	Average
0:25 A.M.	1:25 A.M.	N/A	4	1	5	10	3
1:25 A.M.	2:25 A.M.	N/A	1	2	9	12	4
2:25 A.M.	3:25 A.M.	N/A	2	2	1	5	2
3:25 A.M.	4:25 A.M.	N/A	2	0	2	4	1
4:25 A.M.	5:25 A.M.	N/A	8	10	11	29	10
5:25 A.M.	6:25 A.M.	N/A	21	23	26	70	23
6:25 A.M.	7:25 A.M.	N/A	56	55	41	152	51
7:25 A.M.	8:25 A.M.	N/A	105	116	118	339	113
8:25 A.M.	9:25 A.M.	N/A	71	61	62	194	65
9:25 A.M.	10:25 A.M.	53	71	48	58	230	58
10:25 A.M.	11:25 A.M.	60	89	60	79	288	72
11:25 A.M.	12:25 A.M.	60	59	78	101	298	75
12:25 A.M.	1:25 P.M.	93	92	100	94	379	95
1:25 P.M.	2:25 P.M.	77	65	70	N/A	212	71
2:25 P.M.	3:25 P.M.	98	96	66	N/A	260	87
3:25 P.M.	4:25 P.M.	101	107	118	N/A	326	109
4:25 P.M.	5:25 P.M.	144	104	150	N/A	398	133
5:25 P.M.	6:25 P.M.	110	129	143	N/A	382	127
6:25 P.M.	7:25 P.M.	74	88	74	N/A	236	79
7:25 P.M.	8:25 P.M.	55	65	61	N/A	181	60
8:25 P.M.	**9:25 P.M.**	**47**	**74**	**78**	**N/A**	**199**	**66**
9:25 P.M.	**10:25 P.M.**	**28**	**41**	**31**	**N/A**	**100**	**33**
10:25 P.M.	**11:25 P.M.**	**22**	**18**	**26**	**N/A**	**66**	**22**
11:25 P.M.	12:25 P.M.	9	14	8	N/A	31	10
					Vehicle Per Day		1367

Hourly Vehicle Counts
Bonita Avenue (East of Hatlen Avenue)

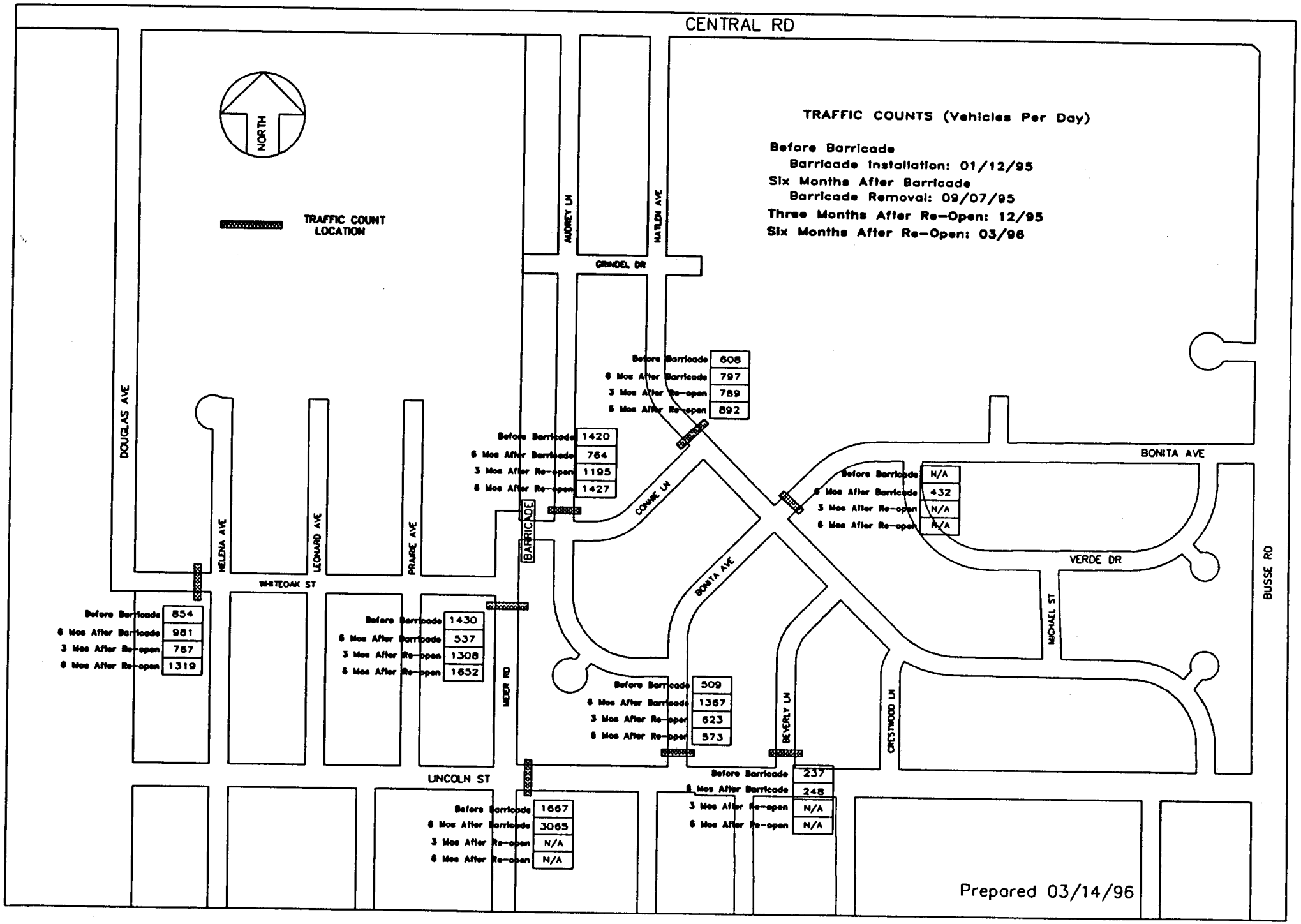
From	To	7/17/95	7/18/95	7/19/95	7/20/95	Sum	Average
0:16 A.M.	1:16 A.M.	N/A	5	4	6	15	5
1:16 A.M.	2:16 A.M.	N/A	0	0	1	1	0
2:16 A.M.	3:16 A.M.	N/A	2	2	2	6	2
3:16 A.M.	4:16 A.M.	N/A	1	0	0	1	0
4:16 A.M.	5:16 A.M.	N/A	3	1	5	9	3
5:16 A.M.	6:16 A.M.	N/A	5	7	3	15	5
6:16 A.M.	7:16 A.M.	N/A	12	15	13	40	13
7:16 A.M.	8:16 A.M.	N/A	28	24	25	77	26
8:16 A.M.	9:16 A.M.	N/A	17	20	17	54	18
9:16 A.M.	10:16 A.M.	23	22	30	14	89	22
10:16 A.M.	11:16 A.M.	19	18	19	33	89	22
11:16 A.M.	12:16 A.M.	26	33	17	14	90	23
12:16 A.M.	1:16 P.M.	27	28	17	23	95	24
1:16 P.M.	2:16 P.M.	38	24	26	N/A	88	29
2:16 P.M.	3:16 P.M.	24	14	20	N/A	58	19
3:16 P.M.	4:16 P.M.	28	33	25	N/A	86	29
4:16 P.M.	5:16 P.M.	23	33	26	N/A	82	27
5:16 P.M.	6:16 P.M.	48	37	49	N/A	134	45
6:16 P.M.	7:16 P.M.	25	40	35	N/A	100	33
7:16 P.M.	8:16 P.M.	24	23	30	N/A	77	26
8:16 P.M.	9:16 P.M.	27	29	31	N/A	87	29
9:16 P.M.	10:16 P.M.	17	26	9	N/A	52	17
10:16 P.M.	11:16 P.M.	8	4	13	N/A	25	8
11:16 P.M.	12:16 P.M.	8	5	3	N/A	16	5
					Vehicle Per Day		432

Hourly Vehicle Counts

Lincoln Street (East of Meier Road)

From	To	7/18/95	7/19/95	7/20/95	7/21/95	Sum	Average
0:08 A.M.	1:08 A.M.	N/A	16	18	20	54	18
1:08 A.M.	2:08 A.M.	N/A	6	6	12	24	8
2:08 A.M.	3:08 A.M.	N/A	1	4	5	10	3
3:08 A.M.	4:08 A.M.	N/A	2	2	5	9	3
4:08 A.M.	5:08 A.M.	N/A	10	16	13	39	13
5:08 A.M.	6:08 A.M.	N/A	39	39	34	112	37
6:08 A.M.	7:08 A.M.	N/A	107	91	105	303	101
7:08 A.M.	8:08 A.M.	N/A	242	221	186	649	216
8:08 A.M.	9:08 A.M.	N/A	187	178	208	573	191
9:08 A.M.	10:08 A.M.	N/A	123	115	N/A	238	119
10:08 A.M.	11:08 A.M.	N/A	120	160	N/A	280	140
11:08 A.M.	12:08 A.M.	N/A	166	164	N/A	330	165
12:08 A.M.	1:08 P.M.	N/A	187	170	N/A	357	179
1:08 P.M.	2:08 P.M.	N/A	152	170	N/A	322	161
2:08 P.M.	3:08 P.M.	155	167	164	N/A	486	162
3:08 P.M.	4:08 P.M.	188	224	189	N/A	601	200
4:08 P.M.	5:08 P.M.	247	271	252	N/A	770	257
5:08 P.M.	6:08 P.M.	304	380	324	N/A	1008	336
6:08 P.M.	7:08 P.M.	220	214	233	N/A	667	222
7:08 P.M.	8:08 P.M.	161	166	156	N/A	483	161
8:08 P.M.	9:08 P.M.	157	142	143	N/A	442	147
9:08 P.M.	10:08 P.M.	102	115	131	N/A	348	116
10:08 P.M.	11:08 P.M.	71	79	61	N/A	211	70
11:08 P.M.	12:08 P.M.	42	35	37	N/A	114	38
					Vehicle Per Day		3065

TRAFFIC COUNTS IN HATLEN HEIGHTS AREA



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Hourly Vehicle Counts
Audrey Lane (North of Connie Lane)

From	To	3/11/96	3/12/96	3/13/96	3/14/96	Sum	Average
0:40 A.M.	1:40 A.M.	N/A	4	1	3	**8**	3
1:40 A.M.	2:40 A.M.	N/A	1	1	0	**2**	1
2:40 A.M.	3:40 A.M.	N/A	3	1	3	**7**	2
3:40 A.M.	4:40 A.M.	N/A	3	3	1	**7**	2
4:40 A.M.	5:40 A.M.	N/A	7	8	7	**22**	7
5:40 A.M.	6:40 A.M.	N/A	35	25	27	**87**	29
6:40 A.M.	7:40 A.M.	N/A	102	110	86	**298**	99
7:40 A.M.	8:40 A.M.	N/A	97	124	121	**342**	114
8:40 A.M.	9:40 A.M.	N/A	74	75	86	**235**	78
9:40 A.M.	10:40 A.M.	58	61	78	66	**263**	66
10:40 A.M.	11:40 A.M.	66	67	71	64	**268**	67
11:40 A.M.	12:40 A.M.	73	77	75	73	**298**	75
12:40 A.M.	1:40 P.M.	102	80	95	77	**354**	89
1:40 P.M.	2:40 P.M.	88	87	68	N/A	**243**	81
2:40 P.M.	3:40 P.M.	100	101	110	N/A	**311**	104
3:40 P.M.	4:40 P.M.	124	145	131	N/A	**400**	133
4:40 P.M.	5:40 P.M.	165	151	141	N/A	**457**	152
5:40 P.M.	6:40 P.M.	136	131	134	N/A	**401**	134
6:40 P.M.	7:40 P.M.	80	69	75	N/A	**224**	75
7:40 P.M.	8:40 P.M.	47	39	25	N/A	**111**	37
8:40 P.M.	9:40 P.M.	38	40	58	N/A	**136**	45
9:40 P.M.	10:40 P.M.	25	12	23	N/A	**60**	20
10:40 P.M.	11:40 P.M.	14	9	8	N/A	**31**	10
11:40 P.M.	12:40 P.M.	7	2	2	N/A	**11**	4
					Vehicle Per Day		1427

Hourly Vehicle Counts
Hatlen Avenue (North of Connie Lane)

From	To	3/11/96	3/12/96	3/13/96	3/14/96	Sum	Average
0:48 A.M.	1:48 A.M.	N/A	1	0	4	**5**	2
1:48 A.M.	2:48 A.M.	N/A	5	0	0	**5**	2
2:48 A.M.	3:48 A.M.	N/A	1	0	0	**1**	0
3:48 A.M.	4:48 A.M.	N/A	2	1	1	**4**	1
4:48 A.M.	5:48 A.M.	N/A	8	14	16	**38**	13
5:48 A.M.	6:48 A.M.	N/A	35	27	25	**87**	29
6:48 A.M.	7:48 A.M.	N/A	77	60	55	**192**	64
7:48 A.M.	8:48 A.M.	N/A	61	54	82	**197**	66
8:48 A.M.	9:48 A.M.	N/A	48	35	45	**128**	43
9:48 A.M.	10:48 A.M.	30	33	39	40	**142**	36
10:48 A.M.	11:48 A.M.	41	37	32	41	**151**	38
11:48 A.M.	12:48 A.M.	45	47	45	45	**182**	46
12:48 A.M.	1:48 P.M.	61	54	48	37	**200**	50
1:48 P.M.	2:48 P.M.	65	44	42	N/A	**151**	50
2:48 P.M.	3:48 P.M.	46	35	49	N/A	**130**	43
3:48 P.M.	4:48 P.M.	72	65	65	N/A	**202**	67
4:48 P.M.	5:48 P.M.	103	129	111	N/A	**343**	114
5:48 P.M.	6:48 P.M.	70	68	78	N/A	**216**	72
6:48 P.M.	7:48 P.M.	38	48	57	N/A	**143**	48
7:48 P.M.	8:48 P.M.	40	40	51	N/A	**131**	44
8:48 P.M.	9:48 P.M.	33	29	48	N/A	**110**	37
9:48 P.M.	10:48 P.M.	11	16	36	N/A	**63**	21
10:48 P.M.	11:48 P.M.	7	3	7	N/A	**17**	6
11:48 P.M.	12:48 P.M.	3	3	0	N/A	**6**	2
					Vehicle Per Day		892

Hourly Vehicle Counts
Audrey Lane (North of Connie Lane)

From	To	12/4/95	12/5/95	12/6/95	12/7/95	Sum	Average
0:40 A.M.	1:40 A.M.	N/A	0	2	0	2	1
1:40 A.M.	2:40 A.M.	N/A	0	1	0	1	0
2:40 A.M.	3:40 A.M.	N/A	1	0	1	2	1
3:40 A.M.	4:40 A.M.	N/A	0	2	1	3	1
4:40 A.M.	5:40 A.M.	N/A	8	8	14	30	10
5:40 A.M.	6:40 A.M.	N/A	18	26	27	71	24
6:40 A.M.	7:40 A.M.	N/A	106	87	80	273	91
7:40 A.M.	8:40 A.M.	N/A	109	89	105	303	101
8:40 A.M.	9:40 A.M.	N/A	65	70	N/A	135	68
9:40 A.M.	10:40 A.M.	N/A	39	49	N/A	88	44
10:40 A.M.	11:40 A.M.	N/A	50	50	N/A	100	50
11:40 A.M.	12:40 A.M.	N/A	59	64	N/A	123	62
12:40 A.M.	1:40 P.M.	N/A	78	81	N/A	159	80
1:40 P.M.	2:40 P.M.	65	52	33	N/A	150	50
2:40 P.M.	3:40 P.M.	82	97	72	N/A	251	84
3:40 P.M.	4:40 P.M.	115	118	120	N/A	353	118
4:40 P.M.	5:40 P.M.	104	128	125	N/A	357	119
5:40 P.M.	6:40 P.M.	101	117	111	N/A	329	110
6:40 P.M.	7:40 P.M.	69	57	74	N/A	200	67
7:40 P.M.	8:40 P.M.	40	45	49	N/A	134	45
8:40 P.M.	9:40 P.M.	45	41	34	N/A	120	40
9:40 P.M.	10:40 P.M.	17	22	18	N/A	57	19
10:40 P.M.	11:40 P.M.	12	17	5	N/A	34	11
11:40 P.M.	12:40 P.M.	3	0	5	N/A	8	3
					Vehicle Per Day		1195

Hourly Vehicle Counts
Hatlen Avenue (North of Connie Lane)

From	To	12/4/95	12/5/95	12/6/95	12/7/95	Sum	Average
0:35 A.M.	1:35 A.M.	N/A	2	6	3	11	4
1:35 A.M.	2:35 A.M.	N/A	1	0	0	1	0
2:35 A.M.	3:35 A.M.	N/A	0	1	3	4	1
3:35 A.M.	4:35 A.M.	N/A	2	2	2	6	2
4:35 A.M.	5:35 A.M.	N/A	4	3	1	8	3
5:35 A.M.	6:35 A.M.	N/A	35	19	27	81	27
6:35 A.M.	7:35 A.M.	N/A	61	59	50	170	57
7:35 A.M.	8:35 A.M.	N/A	67	70	89	226	75
8:35 A.M.	9:35 A.M.	N/A	69	45	N/A	114	57
9:35 A.M.	10:35 A.M.	N/A	23	41	N/A	64	32
10:35 A.M.	11:35 A.M.	N/A	34	27	N/A	61	31
11:35 A.M.	12:35 A.M.	N/A	34	48	N/A	82	41
12:35 A.M.	1:35 P.M.	N/A	30	58	N/A	88	44
1:35 P.M.	2:35 P.M.	36	51	34	N/A	121	40
2:35 P.M.	3:35 P.M.	44	40	43	N/A	127	42
3:35 P.M.	4:35 P.M.	54	52	46	N/A	152	51
4:35 P.M.	5:35 P.M.	53	57	64	N/A	174	58
5:35 P.M.	6:35 P.M.	61	72	47	N/A	180	60
6:35 P.M.	7:35 P.M.	42	62	51	N/A	155	52
7:35 P.M.	8:35 P.M.	35	31	35	N/A	101	34
8:35 P.M.	9:35 P.M.	36	48	43	N/A	127	42
9:35 P.M.	10:35 P.M.	21	23	16	N/A	60	20
10:35 P.M.	11:35 P.M.	11	13	10	N/A	34	11
11:35 P.M.	12:35 P.M.	3	5	6	N/A	14	5
					Vehicle Per Day		789

Hourly Vehicle Counts
Bonita Avenue (North of Lincoln Street)

From	To	3/11/96	3/12/96	3/13/96	3/14/96	Sum	Average
0:56 A.M.	1:56 A.M.	N/A	0	0	1	1	0
1:56 A.M.	2:56 A.M.	N/A	0	0	0	0	0
2:56 A.M.	3:56 A.M.	N/A	0	0	0	0	0
3:56 A.M.	4:56 A.M.	N/A	5	2	2	9	3
4:56 A.M.	5:56 A.M.	N/A	5	5	6	16	5
5:56 A.M.	6:56 A.M.	N/A	23	24	24	71	24
6:56 A.M.	7:56 A.M.	N/A	43	42	47	132	44
7:56 A.M.	8:56 A.M.	N/A	38	40	41	119	40
8:56 A.M.	9:56 A.M.	N/A	37	23	26	86	29
9:56 A.M.	10:56 A.M.	22	22	30	27	101	25
10:56 A.M.	11:56 A.M.	23	26	19	30	98	25
11:56 A.M.	12:56 A.M.	25	35	32	29	121	30
12:56 A.M.	1:56 P.M.	37	31	36	N/A	104	35
1:56 P.M.	2:56 P.M.	34	34	35	N/A	103	34
2:56 P.M.	3:56 P.M.	42	30	38	N/A	110	37
3:56 P.M.	4:56 P.M.	44	54	59	N/A	157	52
4:56 P.M.	5:56 P.M.	39	68	66	N/A	173	58
5:56 P.M.	6:56 P.M.	43	29	52	N/A	124	41
6:56 P.M.	7:56 P.M.	25	32	34	N/A	91	30
7:56 P.M.	8:56 P.M.	22	22	25	N/A	69	23
8:56 P.M.	9:56 P.M.	14	21	15	N/A	50	17
9:56 P.M.	10:56 P.M.	9	10	18	N/A	37	12
10:56 P.M.	11:56 P.M.	4	4	11	N/A	19	6
11:56 P.M.	12:56 P.M.	3	1	4	N/A	8	3
					Vehicle Per Day		573

Hourly Vehicle Counts
Meier Road (South of Whiteoak Street)

From	To	3/11/96	3/12/96	3/13/96	3/14/96	Sum	Average
0:30 A.M.	1:30 A.M.	N/A	5	3	3	11	4
1:30 A.M.	2:30 A.M.	N/A	1	0	0	1	0
2:30 A.M.	3:30 A.M.	N/A	4	1	1	6	2
3:30 A.M.	4:30 A.M.	N/A	0	1	0	1	0
4:30 A.M.	5:30 A.M.	N/A	12	14	9	35	12
5:30 A.M.	6:30 A.M.	N/A	28	24	26	78	26
6:30 A.M.	7:30 A.M.	N/A	112	122	99	333	111
7:30 A.M.	8:30 A.M.	N/A	125	144	130	399	133
8:30 A.M.	9:30 A.M.	N/A	93	102	91	286	95
9:30 A.M.	10:30 A.M.	66	55	101	76	298	75
10:30 A.M.	11:30 A.M.	56	72	66	71	265	66
11:30 A.M.	12:30 A.M.	99	89	79	88	355	89
12:30 A.M.	1:30 P.M.	104	107	107	84	402	101
1:30 P.M.	2:30 P.M.	82	106	81	N/A	269	90
2:30 P.M.	3:30 P.M.	100	135	115	N/A	350	117
3:30 P.M.	4:30 P.M.	134	176	160	N/A	470	157
4:30 P.M.	5:30 P.M.	175	188	189	N/A	552	184
5:30 P.M.	6:30 P.M.	134	160	148	N/A	442	147
6:30 P.M.	7:30 P.M.	95	73	86	N/A	254	85
7:30 P.M.	8:30 P.M.	50	48	44	N/A	142	47
8:30 P.M.	9:30 P.M.	49	52	85	N/A	186	62
9:30 P.M.	10:30 P.M.	21	30	29	N/A	80	27
10:30 P.M.	11:30 P.M.	16	13	17	N/A	46	15
11:30 P.M.	12:30 P.M.	7	8	11	N/A	26	9
					Vehicle Per Day		1652

Hourly Vehicle Counts
Bonita Avenue (North of Lincoln Street)

From	To	12/4/95	12/5/95	12/6/95	12/7/95	Sum	Average
0:30 A.M.	1:30 A.M.	N/A	0	1	6	7	2
1:30 A.M.	2:30 A.M.	N/A	1	1	2	4	1
2:30 A.M.	3:30 A.M.	N/A	2	1	0	3	1
3:30 A.M.	4:30 A.M.	N/A	0	0	4	4	1
4:30 A.M.	5:30 A.M.	N/A	5	8	1	14	5
5:30 A.M.	6:30 A.M.	N/A	18	15	15	48	16
6:30 A.M.	7:30 A.M.	N/A	29	22	42	93	31
7:30 A.M.	8:30 A.M.	N/A	40	59	57	156	52
8:30 A.M.	9:30 A.M.	N/A	33	44	N/A	77	39
9:30 A.M.	10:30 A.M.	N/A	24	35	N/A	59	30
10:30 A.M.	11:30 A.M.	N/A	28	26	N/A	54	27
11:30 A.M.	12:30 A.M.	N/A	44	28	N/A	72	36
12:30 A.M.	1:30 P.M.	N/A	37	33	N/A	70	35
1:30 P.M.	2:30 P.M.	40	40	39	N/A	119	40
2:30 P.M.	3:30 P.M.	28	45	39	N/A	112	37
3:30 P.M.	4:30 P.M.	55	60	46	N/A	161	54
4:30 P.M.	5:30 P.M.	56	51	42	N/A	149	50
5:30 P.M.	6:30 P.M.	46	42	53	N/A	141	47
6:30 P.M.	7:30 P.M.	43	46	38	N/A	127	42
7:30 P.M.	8:30 P.M.	32	25	33	N/A	90	30
8:30 P.M.	9:30 P.M.	17	34	22	N/A	73	24
9:30 P.M.	10:30 P.M.	10	15	12	N/A	37	12
10:30 P.M.	11:30 P.M.	7	5	8	N/A	20	7
11:30 P.M.	12:30 P.M.	1	6	7	N/A	14	5
					Vehicle Per Day		623

Hourly Vehicle Counts
Meier Road (South of Whiteoak Street)

From	To	12/4/95	12/5/95	12/6/95	12/7/95	Sum	Average
0:50 A.M.	1:50 A.M.	N/A	2	5	4	11	4
1:50 A.M.	2:50 A.M.	N/A	5	2	0	7	2
2:50 A.M.	3:50 A.M.	N/A	1	4	3	8	3
3:50 A.M.	4:50 A.M.	N/A	1	1	3	5	2
4:50 A.M.	5:50 A.M.	N/A	9	12	14	35	12
5:50 A.M.	6:50 A.M.	N/A	35	29	36	100	33
6:50 A.M.	7:50 A.M.	N/A	128	120	93	341	114
7:50 A.M.	8:50 A.M.	N/A	121	90	124	335	112
8:50 A.M.	9:50 A.M.	N/A	63	71	N/A	134	67
9:50 A.M.	10:50 A.M.	N/A	62	63	N/A	125	63
10:50 A.M.	11:50 A.M.	N/A	56	58	N/A	114	57
11:50 A.M.	12:50 A.M.	N/A	80	76	N/A	156	78
12:50 A.M.	1:50 P.M.	N/A	55	63	N/A	118	59
1:50 P.M.	2:50 P.M.	68	64	45	N/A	177	59
2:50 P.M.	3:50 P.M.	108	95	105	N/A	308	103
3:50 P.M.	4:50 P.M.	142	122	133	N/A	397	132
4:50 P.M.	5:50 P.M.	136	141	128	N/A	405	135
5:50 P.M.	6:50 P.M.	90	95	97	N/A	282	94
6:50 P.M.	7:50 P.M.	47	67	77	N/A	191	64
7:50 P.M.	8:50 P.M.	50	47	55	N/A	152	51
8:50 P.M.	9:50 P.M.	30	41	33	N/A	104	35
9:50 P.M.	10:50 P.M.	16	15	18	N/A	49	16
10:50 P.M.	11:50 P.M.	14	16	5	N/A	35	12
11:50 P.M.	12:50 P.M.	4	4	4	N/A	12	4
					Vehicle Per Day		1308

Hourly Vehicle Counts
Whiteoak Street (West of Helena Avenue)

From	To	12/4/95	12/5/95	12/6/95	12/7/95	Sum	Average
0:00 A.M.	1:00 A.M.	N/A	5	6	3	14	5
1:00 A.M.	2:00 A.M.	N/A	4	3	3	10	3
2:00 A.M.	3:00 A.M.	N/A	4	4	0	8	3
3:00 A.M.	4:00 A.M.	N/A	0	0	0	0	0
4:00 A.M.	5:00 A.M.	N/A	1	0	3	4	1
5:00 A.M.	6:00 A.M.	N/A	10	11	10	31	10
6:00 A.M.	7:00 A.M.	N/A	31	26	26	83	28
7:00 A.M.	8:00 A.M.	N/A	75	73	68	216	72
8:00 A.M.	9:00 A.M.	N/A	72	67	88	227	76
9:00 A.M.	10:00 A.M.	N/A	25	47	N/A	72	36
10:00 A.M.	11:00 A.M.	N/A	28	35	N/A	63	32
11:00 A.M.	12:00 A.M.	N/A	24	35	N/A	59	30
12:00 A.M.	1:00 P.M.	N/A	36	38	N/A	74	37
1:00 P.M.	2:00 P.M.	N/A	30	22	N/A	52	26
2:00 P.M.	3:00 P.M.	30	39	37	N/A	106	35
3:00 P.M.	4:00 P.M.	72	54	68	N/A	194	65
4:00 P.M.	5:00 P.M.	82	54	57	N/A	193	64
5:00 P.M.	6:00 P.M.	92	94	86	N/A	272	91
6:00 P.M.	7:00 P.M.	50	58	50	N/A	158	53
7:00 P.M.	8:00 P.M.	34	35	35	N/A	104	35
8:00 P.M.	9:00 P.M.	20	33	21	N/A	74	25
9:00 P.M.	10:00 P.M.	23	23	13	N/A	59	20
10:00 P.M.	11:00 P.M.	17	11	20	N/A	48	16
11:00 P.M.	12:00 P.M.	9	5	7	N/A	21	7
					Vehicle Per Day		767

Hourly Vehicle Counts
Whiteoak Street (West of Helena Avenue)

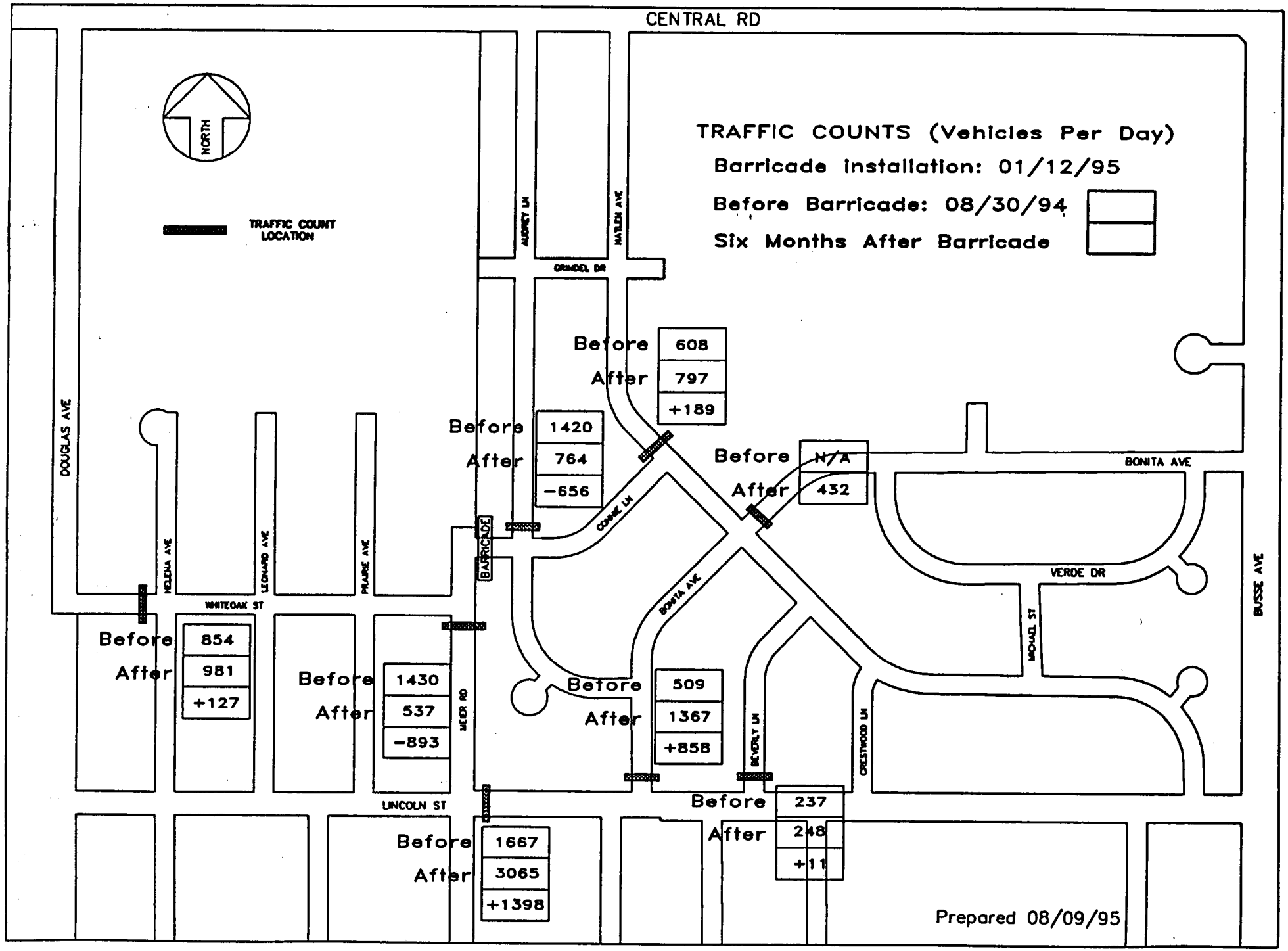
From	To	3/11/96	3/12/96	3/13/96	3/14/96	Sum	Average
0:30 A.M.	1:30 A.M.	N/A	2	4	4	**10**	3
1:30 A.M.	2:30 A.M.	N/A	1	0	4	**5**	2
2:30 A.M.	3:30 A.M.	N/A	1	0	0	**1**	0
3:30 A.M.	4:30 A.M.	N/A	0	0	0	**0**	0
4:30 A.M.	5:30 A.M.	N/A	6	7	4	**17**	6
5:30 A.M.	6:30 A.M.	N/A	19	29	27	**75**	25
6:30 A.M.	7:30 A.M.	N/A	73	85	74	**232**	77
7:30 A.M.	8:30 A.M.	N/A	95	108	94	**297**	99
8:30 A.M.	9:30 A.M.	N/A	103	87	83	**273**	91
9:30 A.M.	10:30 A.M.	36	38	55	48	**177**	44
10:30 A.M.	11:30 A.M.	59	53	44	63	**219**	55
11:30 A.M.	12:30 A.M.	64	80	52	64	**260**	65
12:30 A.M.	1:30 P.M.	72	72	52	49	**245**	61
1:30 P.M.	2:30 P.M.	66	87	70	N/A	**223**	74
2:30 P.M.	3:30 P.M.	66	117	87	N/A	**270**	90
3:30 P.M.	4:30 P.M.	114	124	147	N/A	**385**	128
4:30 P.M.	5:30 P.M.	128	165	152	N/A	**445**	148
5:30 P.M.	6:30 P.M.	141	138	177	N/A	**456**	152
6:30 P.M.	7:30 P.M.	71	54	80	N/A	**205**	68
7:30 P.M.	8:30 P.M.	40	41	44	N/A	**125**	42
8:30 P.M.	9:30 P.M.	26	52	40	N/A	**118**	39
9:30 P.M.	10:30 P.M.	19	24	36	N/A	**79**	26
10:30 P.M.	11:30 P.M.	8	8	32	N/A	**48**	16
11:30 P.M.	12:30 P.M.	3	4	10	N/A	**17**	6
					Vehicle Per Day		1319

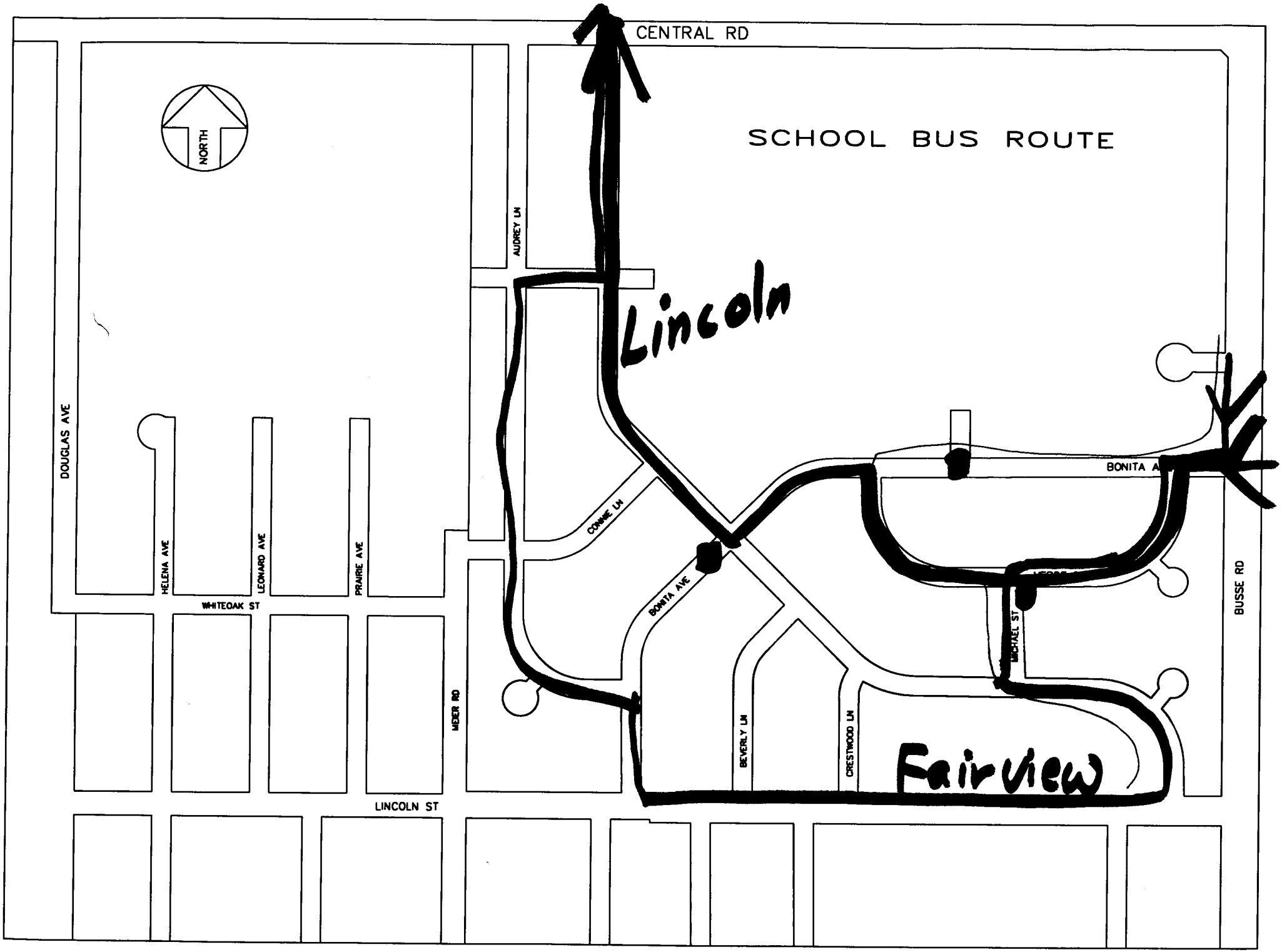
Hourly Vehicle Counts

Whiteoak Street (West of Helena Avenue)

From	To	4/8/96	4/9/96	4/10/96	4/11/96	Sum	Average
0:30 A.M.	1:30 A.M.	N/A	2	3	1	**6**	2
1:30 A.M.	2:30 A.M.	N/A	5	3	5	**13**	4
2:30 A.M.	3:30 A.M.	N/A	3	4	2	**9**	3
3:30 A.M.	4:30 A.M.	N/A	1	1	1	**3**	1
4:30 A.M.	5:30 A.M.	N/A	4	6	6	**16**	5
5:30 A.M.	6:30 A.M.	N/A	17	14	17	**48**	16
6:30 A.M.	7:30 A.M.	N/A	77	70	67	**214**	71
7:30 A.M.	8:30 A.M.	N/A	120	114	130	**364**	121
8:30 A.M.	9:30 A.M.	N/A	78	70	N/A	**148**	74
9:30 A.M.	10:30 A.M.	N/A	29	37	N/A	**66**	33
10:30 A.M.	11:30 A.M.	N/A	32	32	N/A	**64**	32
11:30 A.M.	12:30 A.M.	N/A	49	51	N/A	**100**	50
12:30 A.M.	1:30 P.M.	N/A	57	53	N/A	**110**	55
1:30 P.M.	2:30 P.M.	N/A	54	38	N/A	**92**	46
2:30 P.M.	3:30 P.M.	61	62	90	N/A	**213**	71
3:30 P.M.	4:30 P.M.	98	97	122	N/A	**317**	106
4:30 P.M.	5:30 P.M.	129	158	142	N/A	**429**	143
5:30 P.M.	6:30 P.M.	157	148	141	N/A	**446**	149
6:30 P.M.	7:30 P.M.	49	69	106	N/A	**224**	75
7:30 P.M.	8:30 P.M.	44	39	42	N/A	**125**	42
8:30 P.M.	9:30 P.M.	39	31	32	N/A	**102**	34
9:30 P.M.	10:30 P.M.	19	25	31	N/A	**75**	25
10:30 P.M.	11:30 P.M.	13	16	15	N/A	**44**	15
11:30 P.M.	12:30 P.M.	5	9	9	N/A	**23**	8
					Vehicle Per Day		1180

IMPACT OF CONNIE LANE CLOSURE ON THE NEIGHBORING STREETS




CENTRAL RD
SCHOOL BUS ROUTE
NORTH
AUDREY LN
Lincoln
DOUGLAS AVE
HELENA AVE
LEONARD AVE
PRAIRIE AVE
WHITEOAK ST
CONNIE LN
BONITA AVE
BONITA A
MEIER RD
BEVERLY LN
CRESTWOOD LN
MICHAEL ST
BUSSE RD
Fairview
LINCOLN ST

Director
Herbert L. Weeks

Deputy Director
Glen R. Andler

Administrative Aide
Dawn L. Wucki

Solid Waste Coordinator
M. Lisa Angell

Water/Sewer Superintendent
Sean P. Dorsey

Street/Building Superintendent
Melvyn L. Both

Forestry/Grounds Superintendent
Sandra M. Clark

Vehicle/Equipment Superintendent
James E. Guenther

Village Engineer
Jeffrey A. Wulbecker

Mount Prospect Public Works Department
1700 W. Central Road, Mount Prospect, Illinois 60056-2229
Phone 708/870-5640 Fax 708/253-9377 TDD 708/392-1235

July 28, 1995

Re: Connie Lane Closure

Dear Resident:

A barricade was installed on Connie Lane on January 12, 1995, on a six-month trial basis to alleviate the amount of cut-through traffic on Audrey Lane. Following the trial period, traffic counts were collected to determine the effectiveness of the closure of Connie Lane and the impact on the neighboring streets.

The Village of Mount Prospect will be discussing this Connie Lane closure on August 17, 1995. Exhibits will be displayed from 6:30 P.M. The meeting will start at 7:00 P.M. Members of the Village Board, the Village Manager and representatives from the Police, Fire, and Public Works Departments have also been invited to attend. You are cordially invited to attend this meeting. The meeting will be held in the gymnasium of the Westbrook Elementary School at 105 South Busse Road. Please feel free to notify & invite anyone you know who might be interested in this meeting.

Sincerely,

Sean S.M. Won, P.E.
Traffic Engineer

The Connie Lane closure will be discussed August 17 at Westbrook School at 6:30 P.M. We feel Connie Lane should be opened for the following reasons:

1) We have not reduced traffic. The statistics clearly indicate a formidible total increase of traffic (despite Robert Kron's distorted numbers).

2) People on Bonita and other streets have been forced to absorb Audrey Lane traffic.

3) The problem has simply been shifted to Bonita and other streets. This is not fair.

4) To make four turns instead of one is a waste of time, energy, and not natural. Friends who have visited us many times before now find themselves lost with the barricade up.

5) The barricade and accompanying signs are aesthetically objectionable.

6) We believe it is just a matter of time someone smashes into the barricade.

7) The barricade promotes the adventurous to drive over lawns to get through.

8) This requires more barricades and even wastes police time to watch for this activity.

9) That route was our only way out during the floods.

10) It is stupid to mess up 24 hours a day when rush hour is the only time there is a problem.

11) Finally, now that some very nice homes are built in that area, the barricade almost smacks of social class segregation. While some towns would speak of being from the "other side of the tracks" Mt. Prospect might refer to being on the "other side of the barricade."

If you have also been inconvencienced by the Connie Lane closing, please be sure to present your views Thursday evening.

P.S. An alternate solution to the problem might be to post "No Thru Traffic " signs during the rush hour periods.

We defenately agree with all of the above but are unable to make the meeting Please get rid of the Connie Ln. Closure as its also bad for the fire Dept. Engines

VILLAGE OF MOUNT PROSPECT

ENGINEERING DEPARTMENT
MOUNT PROSPECT, ILLINOIS 60056

FILE

INTEROFFICE MEMORANDUM

TO: Michael Janonis, Village Manager

FROM: Chuck Bencic, Director of Inspection Services

DATE: August 29, 1994

SUBJECT: Audrey Lane Traffic Counts

A meeting was held with Tom Daley, Jeff Wulbecker, Fred Tennyson and myself on Friday, August 26, 1994, to discuss the traffic counts for Audrey Lane.

With 6 counters available we decided on the layout shown on the attached plan. Tentative schedule is to put the counters out Tuesday, Wednesday and Thursday - August 30, 31 and September 1. The barricade on Connie Lane can go up anytime after that. Do you want any type of signage put up at Meier and Lincoln; White Oak and Meier, and Audrey and Connie, warning drivers that Connie is closed? Do you want a notice sent to neighborhood residents that Connie will be closed at Meier? As for counts after the barricade goes up, one idea is to wait for a week or two, and let traffic find its new course before doing counts.

Any comments or suggestions on our plan?

Chuck

Chuck

CB/m

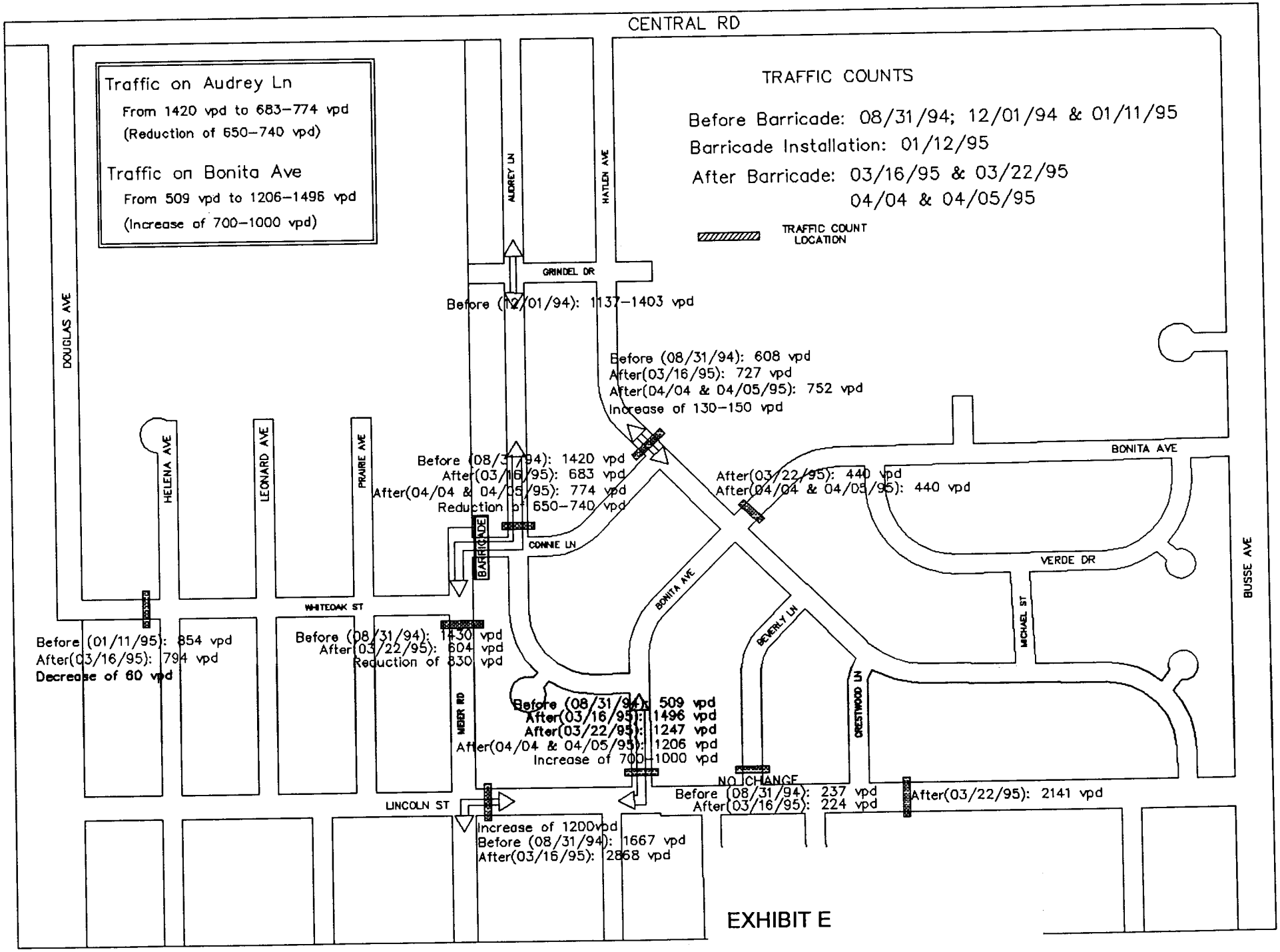
EXHIBIT A

Vehicle Counts

on Whiteoak Street at Douglas Avenue

Before Barricade (01/10/95 - morning of 01/12/95)				
From	To	No. of Vehicle		
2:00 P.M.	3:00 P.M.	54	44	**49**
3:00 P.M.	4:00 P.M.	72	73	**73**
4:00 P.M.	5:00 P.M.	72	86	**79**
5:00 P.M.	6:00 P.M.	88	115	**102**
6:00 P.M.	7:00 P.M.	43	38	**41**
7:00 P.M.	8:00 P.M.	54	57	**56**
8:00 P.M.	9:00 P.M.	32	28	**30**
9:00 P.M.	10:00 P.M.	31	15	**23**
10:00 P.M.	11:00 P.M.	14	16	**15**
11:00 P.M.	12:00 P.M.	6	10	**8**
12:00 P.M.	1:00 A.M.	5	5	**5**
1:00 A.M.	2:00 A.M.	1	3	**2**
2:00 A.M.	3:00 A.M.	3	1	**2**
3:00 A.M.	4:00 A.M.	0	0	**0**
4:00 A.M.	5:00 A.M.	2	5	**4**
5:00 A.M.	6:00 A.M.	8	12	**10**
6:00 A.M.	7:00 A.M.	36	39	**38**
7:00 A.M.	8:00 A.M.	90	61	**76**
8:00 A.M.	9:00 A.M.	61	100	**81**
9:00 A.M.	10:00 A.M.	38	42	**40**
10:00 A.M.	11:00 A.M.	25	N/A	**25**
11:00 A.M.	12:00 A.M.	19	N/A	**19**
12:00 A.M.	1:00 P.M.	42	N/A	**42**
1:00 P.M.	2:00 P.M.	38	N/A	**38**
Vehicles/day				**854**

EXHIBIT C


CENTRAL RD
Traffic on Audrey Ln
From 1420 vpd to 683–774 vpd
(Reduction of 650–740 vpd)
Traffic on Bonita Ave
From 509 vpd to 1206–1496 vpd
(Increase of 700–1000 vpd)
TRAFFIC COUNTS
Before Barricade: 08/31/94; 12/01/94 & 01/11/95
Barricade Installation: 01/12/95
After Barricade: 03/16/95 & 03/22/95
04/04 & 04/05/95
TRAFFIC COUNT LOCATION
AUDREY LN
HATLEN AVE
GRINDEL DR
DOUGLAS AVE
Before (12/01/94): 1137–1403 vpd
Before (08/31/94): 608 vpd
After(03/16/95): 727 vpd
After(04/04 & 04/05/95): 752 vpd
Increase of 130–150 vpd
HELENA AVE
LEONARD AVE
PRAIRIE AVE
Before (08/31/94): 1420 vpd
After(03/16/95): 683 vpd
After(04/04 & 04/05/95): 774 vpd
Reduction of 650–740 vpd
BARRICADE
CONNIE LN
BONITA AVE
After(03/22/95): 440 vpd
After(04/04 & 04/05/95): 440 vpd
VERDE DR
BUSSE AVE
WHITEOAK ST
Before (01/11/95): 854 vpd
After(03/16/95): 794 vpd
Decrease of 60 vpd
Before (08/31/94): 1430 vpd
After(03/22/95): 604 vpd
Reduction of 830 vpd
BONITA AVE
BEVERLY LN
MICHAEL ST
CRESTWOOD LN
MEIER RD
Before (08/31/94): 509 vpd
After(03/16/95): 1496 vpd
After(03/22/95): 1247 vpd
After(04/04 & 04/05/95): 1206 vpd
Increase of 700–1000 vpd
NO CHANGE
Before (08/31/94): 237 vpd
After(03/16/95): 224 vpd
After(03/22/95): 2141 vpd
LINCOLN ST
Increase of 1200vpd
Before (08/31/94): 1667 vpd
After(03/16/95): 2868 vpd
EXHIBIT E

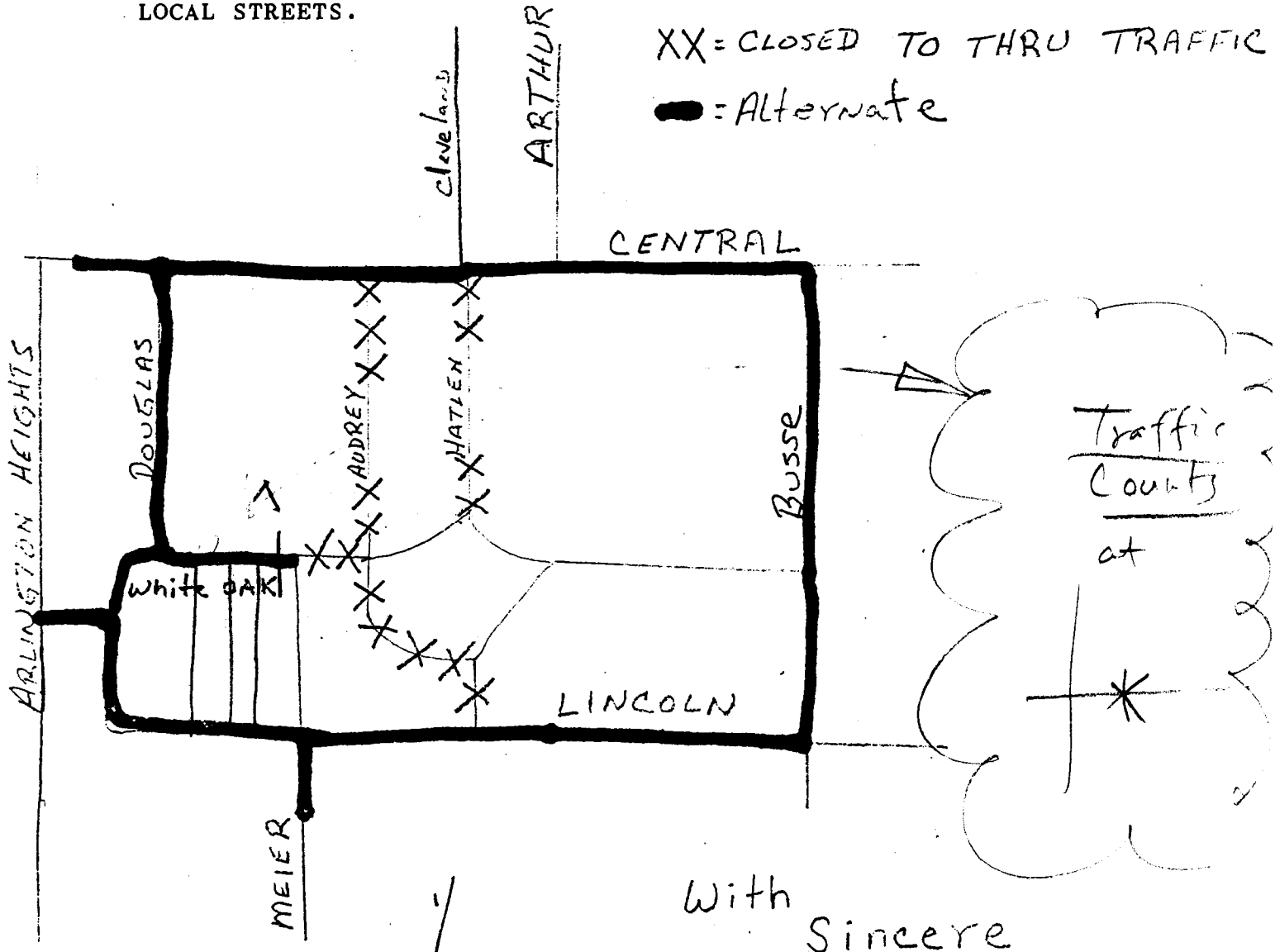
jeopardized

DEAR FELLOW NEIGHBORS,

WE WOULD LIKE TO INFORM YOU THAT CONNIE LN. WILL BE CLOSING AND AUDREY LN. AND HATLEN WILL BE CLOSED TO THROUGH TRAFFIC. THIS IS DUE TO AN INCREASING AMOUNT OF TRAFFIC AND SPEEDING WHICH HAS ~~JEPORDIZED~~ THE SAFETY OF OUR CHILDREN AND NEIGHBORS DOWN AUDREY LN. AUDREY HAS RECEIVED AN AVERAGE OF 1600 CARS DAILY.

YOU MAY HAVE NOTICED POLICE CARS IN THE PAST YEARS TO HELP THIS SITUATION, THEY WILL CONTINUE TO PARTOL THIS AREA FOR VIOLATORS. WE ASK THAT YOU RESPECT OUR NEIGHBORHOOD AS WE WOULD RESPECT YOURS.

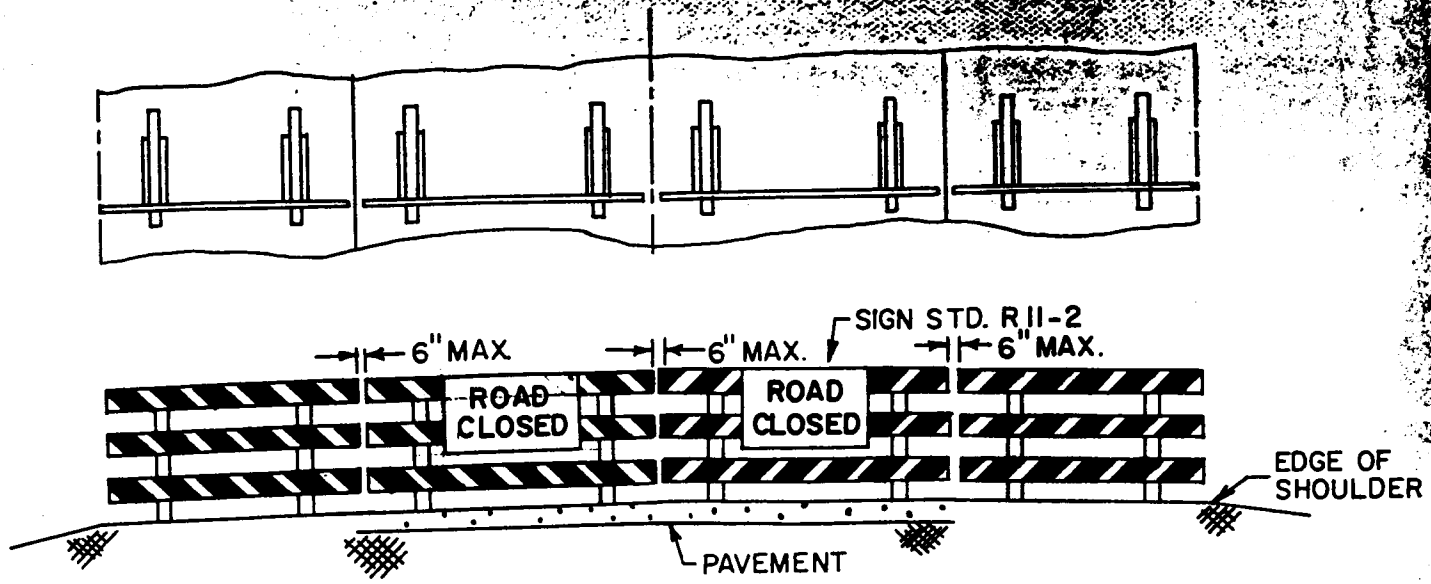
PLEASE BE CONSIDERATE AND SELECT A DIFFERENT ROUTE. THERE ARE SEVERAL WAYS TO COME INTO THE AREA WITHOUT USING THESE LOCAL STREETS.



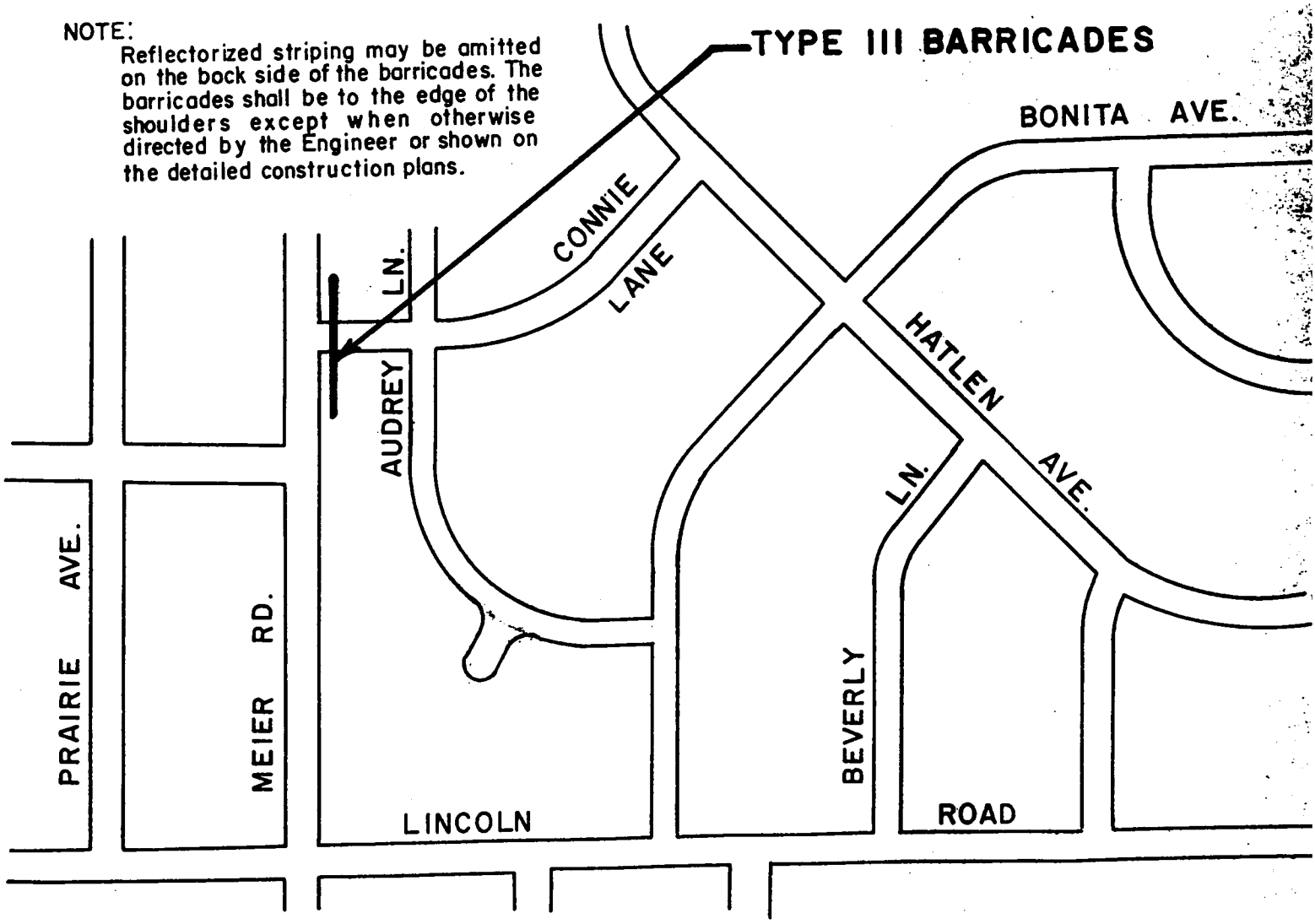
With Sincere Thanks

Jan, 1995

TYPICAL APPLICATION OF TYPE III BARRICADES CLOSING A ROAD



NOTE:
Reflectorized striping may be amitted on the bock side of the barricades. The barricades shall be to the edge of the shoulders except when otherwise directed by the Engineer or shown on the detailed construction plans.



June 3, 1994

Re: Audrey Ln./Meier Rd. Extention
Cut-through Traffic and Speeding

Dear Mayor Farley,

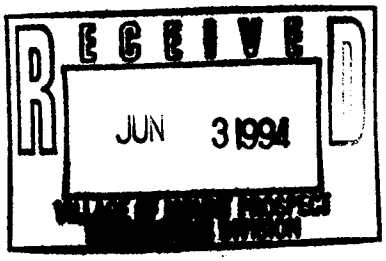
As you may have heard by now, there is some opposition to the Meier Rd. extention. There is such strong opposition because of the amount of traffic and speeding it currently receives and by extending it officially, it would become just like Busse Rd. an arterial. This past week at the Planning Board meeting, a description of a local and collector street was given. A local street was classified as follows: to serve the homes along that street. With Audrey Lane, that is not the case. An average of 1842 cars cut-through daily, where there are only 65 homes along this street.

I have written to you last September and have met with Mike Janonis. I have met with the Village Engineers almost every two weeks since May, 1993. As you can see the problem has not been resolved. This neighborhood is outraged and feed-up with this problem. The Village has been aware of it for the last 10 years. Small children are again returning to the neighborhoods. On Audrey there are at least 15 children from a few months old to 10 years old, playing by a street where an average of 1842 cars go by at 35-45 mph. please remember again this is a LOCAL street with a posted 20 mph speed limit.

Please be aware of this problem and we all hope for the sake of the children that something will be done.

Robert Kron

Robert Kron
17 Audrey Lane



NAME	READ	INITIAL
JEFF	✓	
FRED	✓	
CHRIS	✓	C.V.
ROD	✓	
BILL	✓	
MARIE	✓	

AUDREY LN. / MEIER RD. CUT-THRU TRAFFIC UPDATE

ROUND ONE : RESIDENTS WON
WITH PLANNING COMMISSION

ROUND TWO : JUNE 7TH VILLAGE BOARD MEETING

THE VILLAGE BOARD MEETS IN CONCERNS TO MEIER RD. T
RESIDENTS OF AUDREY & MEIER NEED YOUR SUPPORT TO K
THE MEIER EXTENSION BUT ALSO TO REDUCE THE AMOUNT
TRAFFIC ON AUDREY. AUDREY IS CURRENTLY BEING USED A
COLLECTOR STREET EVEN THOUGH IT IS A LOCAL STREET. TH
PROBLEM NEEDS TO BE ADDRESSED WHILE THE ISSUE OF MEI
IS HOT. AUDREY'S TRAFFIC PROBLEM WILL ONLY GET WOR
INCREASING TRAFFIC ON BOTH MEIER AND AUDREY.

AFTER MANY, MANY YEARS, LET'S DRIVE THE NAIL THROU
THE COFFIN BY FINALLY RESOLVING THE TRAFFIC FLOW (CU
THROUGH'S/SPEEDING) ON AUDREY. PLEASE ATTEND TH
MEETING. IF YOU WERE AT THE JUNE 1ST MEETING, YOU SA
WHAT NEIGHBORS CAN DO, IF WE STAND TOGETHER.

ROBERT KRON
17 AUDREY LANE

P. S. IF YOU CAN'T ATTEND. PLEASE DROP THE MAYOR/VILLA
BOARD A NOTE AND IT WILL BE ON THE RECORDS.

MAYOR FARLEY
100 S EMERSON
392-6000

Daily Herald
Saturday, May 14, 1994

Neighbor

Mount Prospect
Prospect Heights

SECTION

Meier Road extension draws opposition from residents

BY JEANETTE LACH
Daily Herald Correspondent

Plans to extend Meier Road from Lincoln Street to Central Road met with strong opposition at a recent Mount Prospect Plan Commission meeting from 25 property owners who live in single-family homes near Meier Road, just south of Central Road.

While a public hearing on the matter is scheduled for 8 p.m. June 1, the residents wasted no time in voicing their concern over the possible negative impacts of an extension.

The Meier Road extension has been included in the village's comprehensive plan for the past 19 years, plan commission chairman Donald Weibel said.

It has come up now because of a proposal to construct nine single-family homes on Meier Road near White Oak Street. Larry McKone, president of Arlington Heights-based Gettysburg Development Corp., will build houses ranging in size from 3,000 to 3,200 square feet with an average price of $389,900.

Because an extension of Meier Road had always been an objective, McKone was asked by the village to submit a plan including an eventual extension of Meier Road, McKone said.

McKone's plan, which calls for a temporary 100-foot diameter cul-de-sac at the north end of the site, was approved unanimously.

Meier Road is intended to function as a collector street, distributing neighborhood traffic to and from Golf and Central roads, according to the village's comprehensive plan.

Traffic on Meier Road now goes north, cuts east across Connie Lane and then continues north on Audrey Lane to Central Road, the residents said.

"A lot of people use Meier Road already. It's already a raceway," said Luke Praxmarer, a Jody Court resident.

William J. Cooney, director of planning, said the extension makes sense from an overall planning and traffic-control perspective bec it would provide access to all streets and disperses (traffi Golf and Central roads.

"On paper it's perfect, but t are impacts on residents," Coo said.

While preliminary discussi with Arlington Heights indic both villages agree Meier R should be extended, there is agreement on funding.

NOTICE TO RESIDENTS ON

- AUDREY LANE, MT. PROSPECT
- DRYDEN PLACE, ARLINGTON HEIGHTS

The above article highlights pending action on the part of both The Village of Mt. Prospect and Arlington Heights. **These actions can have a profound impact on your property values and your families well being!** Meier road if extended would be termed as a "collector street" which would be 40 feet wide and capable of handling two way traffic even if cars are parked on both sides of the street.

You can express your views on this proposal if you attend the public hearing at:

The Mt. Prospect Senior Center & Human Services
50 S. Emerson Street, Mt. Prospect
Phn: (708) 870-5680
Wednesday, June 1st at 8:00 p.m.

Attached is a map provided by The Village of Mt. Prospect Planning Division which shows how the road "could connect". During the "Initial Planning" steps, is the best time to convey your thoughts to the respective Village Boards. They should be responsive the the voice of the residents. Please share this information with others that you feel may be impacted by this proposal. Please arrange your schedules to attend this meeting.

NOTE: SHARE WITH YOUR NEIGHBORS PLEASE

Patrick S. Mc Closkey
14 S. Audrey Lane, Mt. Prospect

STOP Audrey
THE MEIER ROAD RACEWAY!!!

Do you want Meier Road to be extended to Central Road?

YES Stay at home and watch T.V.

NO Come to the Mt. Prospect Plan Commission meeting on Wed., June 1st, 8:00 p.m. at the Senior Center, 50 S. Emerson, Mt. Prospect

The Plan Commission meeting is intended to discuss and review a (9 home) proposed subdivision at the north (dead) end of Meier Road. Your attendance is needed to encourage the Plan Commission to recommend to the Village Board that the subdivision be built in such a way as to end Meier Road at the south end of The Moorings. We don't want it built to allow future extension of Meier Road through to Central Road. The Village of Mt. Prospect currently has plans to extend Meier Road through to Central Road.

Any Questions??

CALL:

Luke Praxmarer	Frank Cimo	Lou Petrone
228-1633	640-8552	439-1155
2104 W. Jody Court	100 Audrey Lane	118 Audrey Lane
Mt. Prospect	Mt. Prospect	Mt. Prospect

Attachment 5
Neighborhood Traffic Studies

Village of Mount Prospect
Audrey Lane Traffic Issues
September 3, 2024

INTRODUCTION

The Village of Mount Prospect has set out on an ambitious program to review the speed limits on all residential streets under its jurisdiction. The Village currently has a variety of speed limits on its residential streets resulting in a lack of standardization. Some Village streets are currently unposted and, therefore, fall under the statutory maximum speed limit of 30 mph. However, many Village residential streets have posted 20 mph and 25 mph speed limits. Section 18.2001 of the Village Code details the maximum speed limits for all streets within the Village that differ from the statutory limit. The Cook County Highway Department (CCHD) and Illinois Department of Transportation (IDOT) establish speed limits for those streets in which they have jurisdiction. The Village Code reflects these limits as well for enforcement purposes. However, a review of the speed limits on streets other than the Village's jurisdiction is not part of this report.

The objective of the *Residential Speed Limit Program* is to evaluate and determine the appropriate speed limit of each residential street under the Village's jurisdiction. Each street is to be studied based on accepted engineering practices, conformity with the *IDOT Policy on Establishing and Posting Speed Limits* and the criteria established in the *Residential Speed Limit Program*. To review the streets neighborhood by neighborhood, Staff has divided the Village into 18 "zones". The focus of this report is the study of Zone 11.

Zone 11 is bounded by Central Road to the north, Busse Road to the east, Golf Road to the south, and the western Village limits. The neighborhood has approximately 12.0 miles of streets under the Village's jurisdiction and contains Holmes Junior High School and Forest View Elementary School.

The goals of this study were to: (1) gather vehicle speed data along collector streets and representative residential streets, (2) gather operational characteristics for each street, (3) evaluate each street based on the established criteria, (4) make a determination of the appropriate speed limit for each street within Zone 11, and (5) develop a plan and determine associated costs for implementing the recommended changes.

RESIDENTIAL SPEED LIMIT PROGRAM

ESTABLISHING SPEED LIMITS

Section 5/11-601 of the Illinois Vehicle Code states that "Unless some other speed restriction is established under this Chapter, the maximum speed limit in an urban district for all vehicles is 30 miles per hour…". The Illinois Vehicle Code further states that local authorities can alter this speed limit for a street in which it has jurisdiction "upon the basis of an engineering or traffic investigation". An engineering investigation has been interpreted to mean a speed study. Speed data is typically gathered for at least a 24-hour period so that an engineer can determine the prevailing speed.

Standard practice is to set the speed limit close to the 85th percentile speed based on the speed data. The 85th percentile speed is the speed at which 85% of the motorists drive at or below. The argument has been made by traffic engineers that 85% of motorists drive at a safe and reasonable speed for the road conditions. National studies have shown that the lowest accident rate occurs when the speed limit is set near the 85th percentile speed. Posting speed limits much higher or lower than the 85th percentile speed can produce two groups of drivers – those attempting to observe the limit and those who drive at a speed that they feel to be safe and reasonable. These differences in speeds may result in increased accidents due to tailgating, improper passing and reckless driving. Inappropriate speed limits can also foster disregard for other speed limits, traffic signs and contribute to driver frustration.

The speed at which motorists find to be safe and reasonable (85th percentile speed) is primarily dependent on the physical road conditions and topography: width of street, number of travel lanes, hills, curves, roadway surface and traffic controls. Is this information sufficient for a residential area when establishing a speed limit? Are there other factors that should be considered? According to a recent survey conducted by the Northwest Municipal Conference at the request of the Village, there are many different approaches communities have taken to establish residential speed limits. Some communities only consider a few factors such as the 85th percentile speed and road geometrics, others take into account many factors, and others actually don't perform speed studies. With the different approaches, some communities have a consistent speed limit of 20 mph on their residential streets, others have a consistent speed limit of 25 mph, and others do not have a consistent speed limit on their residential streets.

In recent years, communities such as the City of Des Plaines and City of Naperville as well as agencies such as the CCHD and IDOT have adopted an alternative approach to establishing speed limits that takes into account additional factors more objectively. Using the 85th percentile speed and top of the 10 mph pace as a basis, the use of "adjustment factors" is also considered in the speed study. These operational characteristics include:

- the number of street access locations (business driveways, residential driveways, intersecting streets)
- pedestrian activity
- on-street parking restrictions
- crash history

This method for determining the speed limit of a street appears to have multiple benefits. First, it not only takes into account determining a reasonable speed for a street based on speed data but also considers factors that would affect motorist and pedestrian safety, particularly in a residential area. Also, it fulfills the requirement of performing an "engineering or traffic investigation" per the Illinois Vehicle Code. In addition, it is Staff's understanding that this method has been upheld by the court system. The courts

typically will not uphold a speeding ticket unless it is in excess of 10 mph above the speed limit. For a street with the statutory speed limit, a police officer typically will not write a ticket unless a motorist is traveling over 40 mph. If a lower speed limit based on this method was appropriate it may give confidence to officers to issue tickets to a higher percentage of violators. Finally, other communities have found this method as credible and effective by residents in addressing speeding concerns in residential areas.

DATA COLLECTION

Given the current inconsistencies with residential speed limits in the Village, Staff is striving toward a higher level of standardization. Gathering speed data and performing a speed study for every Village-owned street, however, would be very time consuming. To address this issue while still fulfilling the need to conduct an "engineering or traffic investigation", IDOT issued the following statement in 1990:

"Speed studies need not be conducted on every subdivision street each time a (speed) zone is proposed. Speed studies or other types of traffic investigations conducted on a representative sample of subdivision streets would be acceptable. Speed data or other criteria from these representative streets could then be applied to any similar streets. This would satisfy the 'engineering or traffic investigation' requirement without requiring a special study each time."

In response, Staff has taken the following approach to collect the necessary speed data:

- Gather speed data along a representative street(s) within a zone and determine the prevailing speed (combination of the 85^{th} percentile speed and top of the 10 mph pace).
- Collect operational characteristic information for all streets within the zone and apply it toward the prevailing speed determined from the speed data from the representative street(s). An appropriate speed limit based on the "adjustment factors" will then be determined for each individual street within the zone.
- If there is a unique street within the zone that substantially differs from the representative street(s), a separate speed study will be performed for that street.
- Also, as collector streets under the Village's jurisdiction can have unique characteristics different from low-volume residential streets, separate speed studies will be performed for each of these streets.

Special discussion has been given for establishing speed limits around areas that have a higher concentration of pedestrians at certain times of the day or year such as schools, parks and churches. It is not believed that significant weight should be given to these areas above the adjustment factors since the presence of pedestrians at these locations is not evident at all times. Children are not often seen at a playground during the winter months or at nighttime, and parishioners typically attend church one or two times a week. Setting a speed limit abnormally low in these areas may breed a high level of disobedience and frustration by motorists. Other measures such as *Children At Play* or *Pedestrian Crossing* signs would be more appropriate to caution motorists of the possibility of pedestrians. Around schools, the Illinois Vehicle Code requires motorists to not drive in excess of 20 mph when passing a school during school hours when pedestrians are present. As part of this program, streets adjacent to schools will have appropriate school speed limit signs.

OPERATIONAL CHARACTERISTICS

The following operational characteristics will be gathered as part of the speed study for each street. These characteristics are detailed in IDOT's *Policy on Establishing and Posting Speed Limits*. The operational characteristics are applied as adjustment factors to the prevailing speed as part of the evaluation process.

The adjustment factors ultimately can reduce the recommended speed limit for a street but by no more than 20% of the prevailing speed or 9 mph, whichever is less.

Access Locations

The effect of driveways and other entrances is determined by using an "access conflict number." Driveways to single-family homes shall have a conflict number of 1. Minor commercial driveways serving multi-family residential units and minor street intersections shall have a conflict number of 5. Major intersections shall have a conflict number of 10. If the total access conflict number for the street under study exceeds those on the following table, the prevailing speed may be reduced by the percentages indicated.

Conflicts per mile	% reduction
0-40	0
41-44	5
45-48	6
49-52	7
53-56	8
57-60	9
61 or more	10

Pedestrian Activity

Where no sidewalks are provided or where sidewalks are located immediately behind the curb, the prevailing speed may be reduced by the percentages indicated on the following table. Established crossing points adjacent to high pedestrian locations (schools, parks, churches, etc.) not protected by any traffic control (stop sign, yield sign, traffic signals) automatically qualify for a 5% reduction.

% of no sidewalk, sidewalk behind curb	% reduction
0-9	0
10-29	1
30-49	2
50-69	3
70-89	4
90-100	5
High pedestrian crossing location	
not protected by intersection control	5

On-Street Parking Restrictions

The prevailing speed may be reduced by the percentages indicated on the following table where parking is permitted adjacent to the traffic lanes.

% of on-street parking permitted	% reduction
0-9	0
10-29	1
30-49	2
50-69	3
70-89	4
90-100	5

Crash History

If the crash rate, based on all reportable crashes (both intersection and nonintersection), along the street is at least 50 percent higher than average crash rate for the Village, the prevailing speed may be reduced by the percentages indicated on the following table. A reduction in speed may reduce the severity of those crashes that occur but normally will not significantly reduce the number of crashes.

Individual Street Rate / Village Rate	% reduction
0-1.49	0
1.50-1.54	5
1.55-1.64	6
1.65-1.74	7
1.75-1.84	8
1.85-1.99	9
2 or more	10

SAMPLE EVALUATION

Once a prevailing speed and the operational characteristics for a street have been obtained, the adjustment factors are applied to determine a recommended speed limit. The table below depicts the evaluation of a street for illustration purposes. It does not represent an actual street in Mount Prospect.

Speed Limit Study

Route Illinois Street

From 1st Street

To 5th Street

Distance 0.50 miles

If Applicable

Zone # 1

Representative Route Chicago Avenue

I. Spot Speed Studies

Test #	85th Percentile Speed (mph)	Top of 10mph Pace
1	33	30
2	31	30

V. Miscellaneous Factors

Pedestrians: % street missing sidewalk or sidewalk behind curb		0
Accident Ratio: Route / Village Avg.	=	1000 / 650
Parking Permitted	__X__ Yes	_____ No

II. Prevailing Speed

85th Percentile Avg.	32	mph
Top of Pace Avg.	30	mph
Prevailing Speed	31	mph

III. Existing Speed Limit

Route Being Studied	20	mph
Adjacent Stretch/Route:		
N or W	25	mph
Length	1.0	miles
S or E	25	mph
Length	1.0	miles

IV. Driveway Conflicts

Residential Drives	# * 1 =		30
Small Bus. Drives	# * 5 =		0
Large Bus. Drives	# * 10 =		0
Minor Streets	# * 5 =		15
Major Streets	# * 10 =		10
Drive Conflict #	(sum)		55
Drive Conflict # / Distance (miles)	55 / 0.50	=	110

VI. Prevailing Speed Adjustment

Driveway Adjustment	10	%
Pedestrian Adjustment	0	%
Accident Adjustment	5	%
Parking Adjustment	5	%
Total (max. 20)	20	%

31 mph (prevailing speed) * 20 % (adjustment)

= 6.2 (max. 9)

Adjusted Prevailing Speed (mph) 24.8

VII. Revised Speed Limit

Recommended Speed Limit (mph) 25

Recommended by _____

Approved by _____

Date _____

ZONE 11 SPEED STUDY

EXISTING CONDITIONS

Zone 11 has approximately 12.0 miles of streets under the Village's jurisdiction. Of this, 2.8 miles (23%) have a posted 20 mph speed limit, 2.6 miles (22%) have a posted 25 mph speed limit and 6.6 miles (55%) have an unposted speed limit of 30 mph (per Illinois law). In addition, a school speed limit zone is in place along Lonnquist Boulevard adjacent to Holmes Junior High School.

All of the streets in the neighborhood are defined as local except for the following collector streets: Lincoln Street, Lonnquist Boulevard and Meier Road. Table 1 in the Appendix shows the current speed limit per Village Code for each street within Zone 11.

PREVAILING SPEED

Vehicle speed data through the use of mechanical traffic counters were obtained on five representative local streets as well as each of the collector streets. The following table shows the recorded 85th percentile speed and top of the 10 mph pace for those representative streets where speed data was collected. For all the local streets (non-collector streets) within the zone, a prevailing speed of 29 mph will be used prior to applying the adjustment factors unique to each street.

Representative Street	Between	And	85th percentile speed (mph)	Top of 10mph pace
Crestwood Lane	Martha Lane	Martin Lane	29.5	29.9
Hatlen Avenue	Crestwood Lane	Michael Street	30.7	30.7
Noah Terrace	Prendergast Lane	Lawrence Lane	27.7	24.2
Prairie Avenue	Lincoln Street	White Oak Street	27.3	24.1
Rusty Drive	Crestwood Lane	Robbie Lane	30.7	30.4
		Prevailing Speed (mph)	29	

For each respective collector street, the prevailing speed will be the average of its 85th percentile speed and top of the 10 mph pace. The adjustment factors unique to each collector street will then be applied.

Collector Street	Between	And	85th percentile speed (mph)	Top of 10mph pace	Prevailing Speed (mph)
Lincoln Street	Helena Avenue	Leonard Lane	35.5	36.1	34
Lincoln Street	Meier Road	Carol Lane	32.4	33.6	
Lonnquist Blvd	Deborah Lane	Kennicott Place	32.2	32.6	33
Lonnquist Blvd	Crestwood Lane	Hatlen Avenue	34.4	33.9	

Collector Street	Between	And	85th percentile speed (mph)	Top of 10mph pace	Prevailing Speed (mph)
Meier Road	Scott Terrace	Lincoln Street	32.4	33.6	34
Meier Road	Lonnquist Blvd	Chris Lane	35.0	35.9	

EVALUATION

With the prevailing speeds obtained, the operational characteristics for each street were determined within the zone. This information was then applied as adjustment factors and an adjusted prevailing speed was determined for each street. Table 2 in the Appendix depicts the adjustment speed and adjusted prevailing speed for each street with the zone based on Staff's evaluation. The actual evaluation reports for each street are on record in the Engineering Division.

Staff also evaluated the two schools within the neighborhood: Holmes Junior High School and Forest View Elementary School, to determine those streets that should be posted a school speed limit zone. Along these streets there would be a 20 mph speed limit during school hours when pedestrians are present. At all other times, the speed limit would be the recommended speed limit detailed in Table 3. The table below shows those streets within the neighborhood that are recommended to be posted a school speed limit zone.

Holmes Junior High School		
Street	From	To
Lonnquist Boulevard	Meier Road	Kennicott Place

Forest View Elementary School		
Street	From	To
Deborah Lane	Estates Drive	Rusty Drive
Estates Drive	Carol Lane	Crestwood Lane

RECOMMENDATION

With the adjusted prevailing speeds determined, the recommended speed limit for each street is the closest speed, in increments to five, to the adjusted prevailing speed. Table 3 in the Appendix shows the current speed limit and recommended speed limit for each street within the zone. Based on Staff's evaluation, all streets within Zone 11 have a recommended speed limit of 25 mph. 23% of the streets would see an increase in speed limit from 20 mph to 25 mph, 22% of the streets would see no change in the 25 mph speed limit, and 55% of the streets would see a decrease in speed limit from 30 mph to 25 mph.

IMPLEMENTATION PLAN

It is recommended that the proposed changes for Zone 11 be implemented all at the same time as opposed to phasing the modifications. The public can become familiar with the changes during one timeframe rather than subjecting them to multiple phases. In addition, it would be easier for Staff logistically to

notify the neighborhood and implement the changes one time. Public notification can be done through the Village web-site, MPTV, mailings and an Open House prior to the changes.

With respect to changing the signs in the neighborhood, it is recommended that speed limit signs be installed at the beginning of each residential street entering the neighborhood. Since every street in the neighborhood would have a 25 mph speed limit, it would not be necessary to post signs on every block of the interior streets. Under the speed limit sign, a supplemental plate would read "Entire Subdivision" or something similar to cover the entire neighborhood. Additional signs would be posted at key locations in the neighborhood as a reminder to motorists. With this approach, many signs and posts could be removed in the neighborhood making the streets look less cluttered. It would also reduce long-term maintenance costs by lowering the overall number of signs.

Staff has estimated the cost to implement the speed limit recommendations to be $8,270.50. This would include the labor to remove all unnecessary signs, and material cost and labor to post the new signs. A breakdown of the cost is shown in the table below.

	Unit	Quantity	Unit Price	Total Price
Remove old sign	Each	65	$25.00	$1,625.00
Remove old post	Each	38	$20.00	$760.00
Speed limit sign	Each	61	$37.50	$2,287.50
School speed limit sign	Each	3	$110.00	$330.00
Entire Subdivision sign	Each	23	$20.00	$460.00
Post	Each	39	$72.00	$2,808.00
			Total	$8,270.50

CONCLUSION

The *Residential Speed Limit Program* provides a review process to determine the appropriate speed limit for those residential streets under the Village's jurisdiction. The 12.0 miles of streets within Zone 11 have been studied and the results detailed in this report. The following summarizes the recommendations for Zone 11:

Speed Limit	Existing Miles	Existing %	Recommended Miles	Recommended %
20 mph	2.8	23	0.0	0
25 mph	2.6	22	12.0	100
30 mph	6.6	55	0.0	0
TOTAL	**12.0**	**100**	**12.0**	**100**

The cost to implement the recommendations has been estimated to be $8,270.50. There are proposed funds in the 2008 Village Budget for this work.

A P P E N D I X

VILLAGE ZONE MAP

ZONE 11 MAP

EXISTING SPEED LIMIT MAP

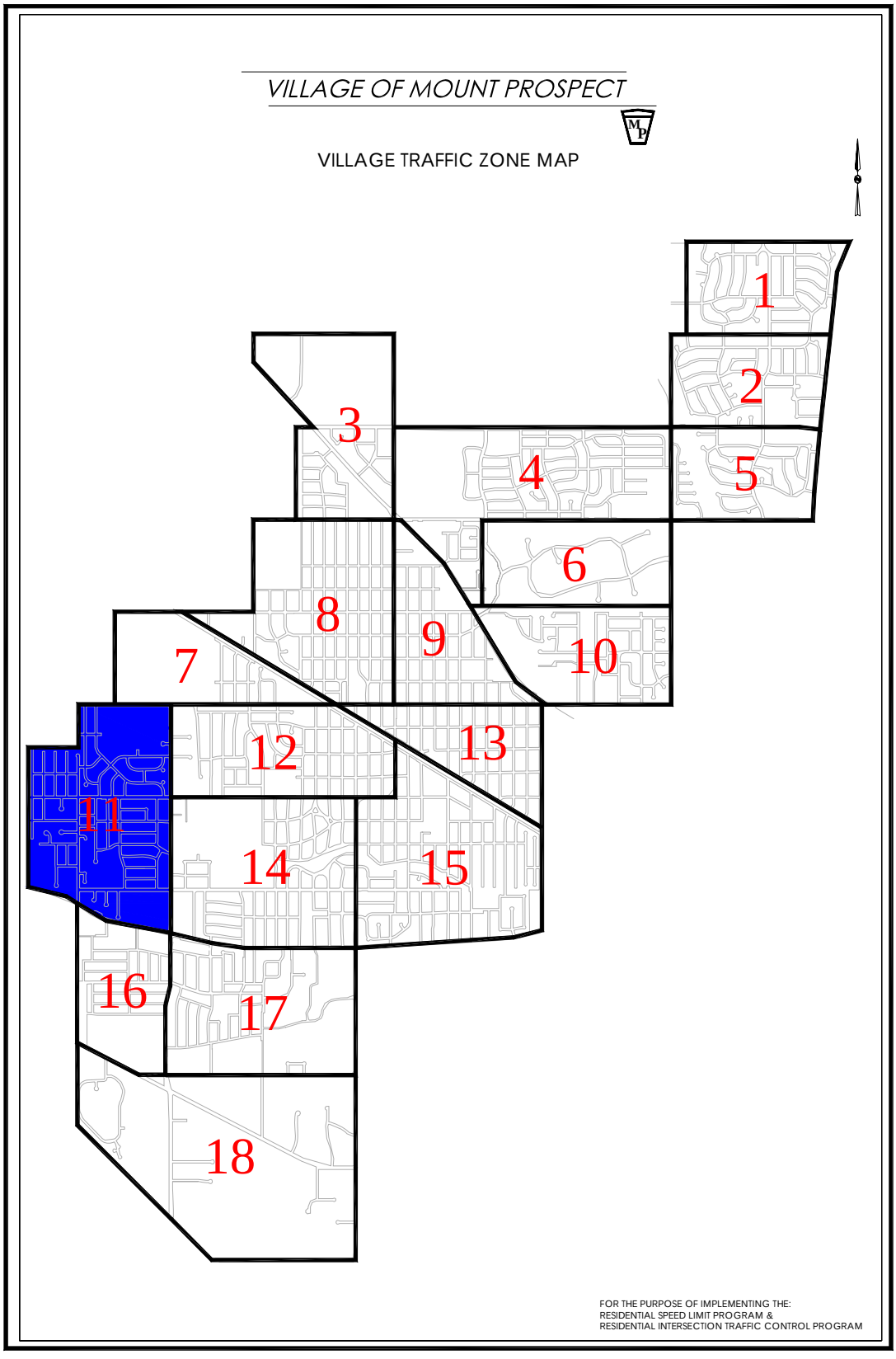
TABLE 1 – EXISTING SPEED LIMIT TABLE

TABLE 2 – EVALUATION TABLE

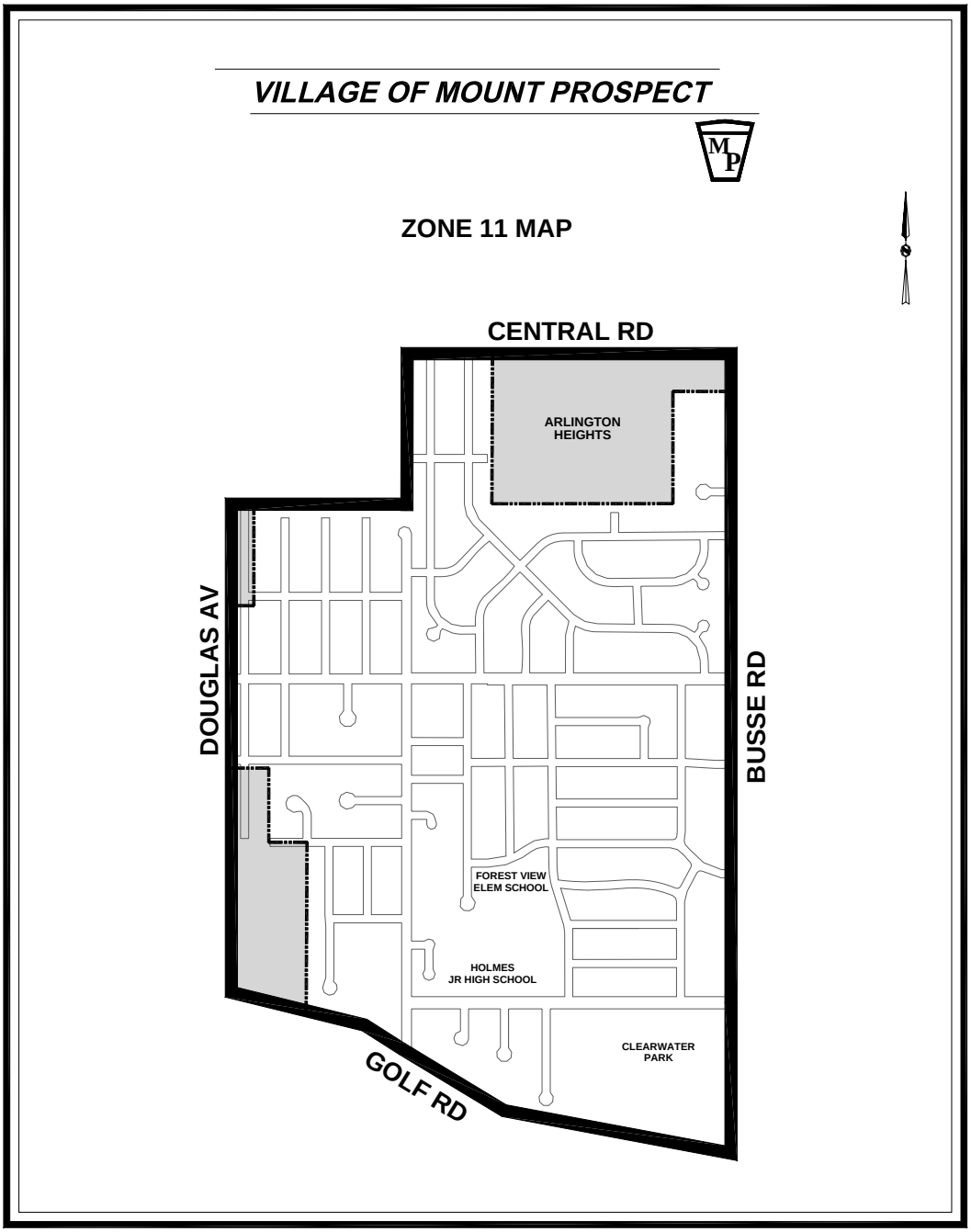
RECOMMENDATION MAP

TABLE 3 – RECOMMENDATION TABLE

VILLAGE ZONE MAP



ZONE 11 MAP


VILLAGE OF MOUNT PROSPECT
ZONE 11 MAP
CENTRAL RD
ARLINGTON HEIGHTS
DOUGLAS AV
BUSSE RD
FOREST VIEW ELEM SCHOOL
HOLMES JR HIGH SCHOOL
CLEARWATER PARK
GOLF RD

EXISTING SPEED LIMIT MAP

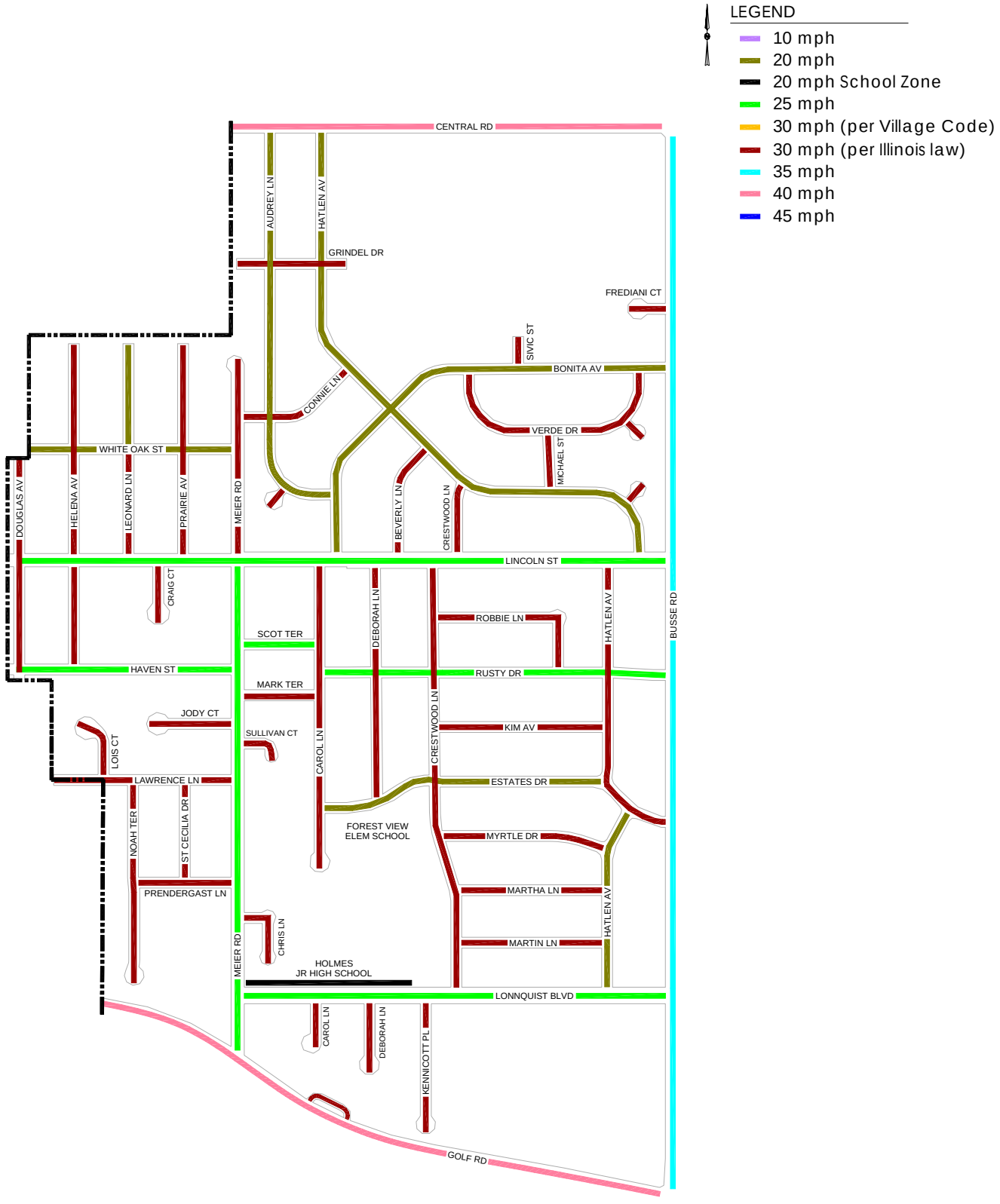


TABLE 1 – EXISTING SPEED LIMIT TABLE

Street	From	To	Speed Limit (mph)
Audrey Court	Audrey Lane	Cul-de-sac	30
Audrey Lane	Bonita Avenue	Central Road	20
Beverly Lane	Lincoln Street	Hatlen Avenue	30
Bonita Avenue	Lincoln Street	Busse Road	20
Carol Lane	Lincoln Street	Cul-de-sac	30
Carol Lane	Lonnquist Boulevard	Cul-de-sac	30
Chris Lane	Meier Road	Cul-de-sac	30
Connie Lane	Meier Road	Hatlen Avenue	30
Craig Court	Lincoln Street	Cul-de-sac	30
Crestwood Lane	Lincoln Street	Hatlen Avenue	30
Crestwood Lane	Lonnquist Boulevard	Lincoln Street	30
Deborah Lane	Estates Drive	Lincoln Street	30
Deborah Lane	Lonnquist Boulevard	Cul-de-sac	30
Douglas Avenue	Haven Street	White Oak Street	30
Estates Drive	Carol Lane	Hatlen Avenue	20
Estates Drive	Hatlen Avenue	Busse Road	30
Frediani Court	Busse Road	Cul-de-sac	30
Golf Road	within Par 4 Subdivision		30
Grindel Drive	140’ west of Audrey Ln	140’ east of Hatlen Av	30
Hatlen Avenue	Estates Drive	Lincoln Street	30
Hatlen Avenue	Lincoln Street	Central Road	20
Hatlen Avenue	Lonnquist Boulevard	Estates Drive	20
Hatlen Court	Hatlen Avenue	Cul-de-sac	30
Haven Street	Douglas Avenue	Meier Road	25
Helena Avenue	Haven Street	Cul-de-sac	30
Jody Court	Meier Road	Cul-de-sac	30
Kennicott Place	Lonnquist Boulevard	Cul-de-sac	30
Kim Avenue	Crestwood Lane	Hatlen Avenue	30
Lawrence Lane	Meier Road	300’ west of Lois Court	30
Leonard Lane	Lincoln Street	White Oak Street	30
Leonard Lane	White Oak Street	660’ north of White Oak St	20
Lincoln Street	Douglas Avenue	Busse Road	25

Street	From	To	Speed Limit (mph)
Lonnquist Boulevard	Meier Road	Busse Road	25
Lois Court	Lawrence Lane	Cul-de-sac	30
Mark Terrace	Meier Road	Carol Lane	30
Martha Lane	Crestwood Lane	Hatlen Avenue	30
Martin Lane	Crestwood Lane	Hatlen Avenue	30
Meier Road	Golf Road	Lincoln Street	25
Meier Road	Lincoln Street	Cul-de-sac	30
Michael Street	Hatlen Avenue	Verde Drive	30
Myrtle Drive	Crestwood Lane	Hatlen Avenue	30
Noah Terrace	Lawrence Lane	Cul-de-sac	30
Prairie Avenue	Lincoln Street	620’ north of White Oak St	30
Prendergast Lane	Noah Terrace	Meier Road	30
Robbie Lane	Crestwood Lane	Rusty Drive	30
Rusty Drive	Carol Lane	Busse Road	25
Scott Terrace	Meier Road	Carol Lane	25
Sivic Street	Bonita Avenue	150’ north of Bonita Av	30
St. Cecilia Drive	Prendergast Lane	Lawrence Lane	30
Sullivan Court	Meier Road	Cul-de-sac	30
Verde Court	Verde Drive	Cul-de-sac	30
Verde Drive	Bonita Avenue (west)	Bonita Avenue (east)	30
White Oak Street	Douglas Avenue	Meier Road	20

TABLE 2 – EVALUATION TABLE

Street	From	To	Prevailing Speed (mph)	Adjustment Speed (mph)	Adjusted Prevailing Speed (mph)
Audrey Court	Audrey Lane	Cul-de-sac	29	4.4	24.6
Audrey Lane	Bonita Avenue	Central Road	29	4.4	24.6
Beverly Lane	Lincoln Street	Hatlen Avenue	29	4.4	24.6
Bonita Avenue	Lincoln Street	Busse Road	29	4.4	24.6
Carol Lane	Lincoln Street	Cul-de-sac	29	5.8	23.2
Carol Lane	Lonnquist Boulevard	Cul-de-sac	29	4.4	24.6
Chris Lane	Meier Road	Cul-de-sac	29	4.6	24.4
Connie Lane	Meier Road	Hatlen Avenue	29	5.8	23.2
Craig Court	Lincoln Street	Cul-de-sac	29	4.4	24.6
Crestwood Lane	Lincoln Street	Hatlen Avenue	29	4.4	24.6
Crestwood Lane	Lonnquist Boulevard	Lincoln Street	29	4.4	24.6
Deborah Lane	Estates Drive	Lincoln Street	29	4.4	24.6
Deborah Lane	Lonnquist Boulevard	Cul-de-sac	29	4.4	24.6
Douglas Avenue	Haven Street	White Oak Street	29	4.9	24.1
Estates Drive	Carol Lane	Busse Road	29	5.8	23.2
Frediani Court	Busse Road	Cul-de-sac	29	4.4	24.6
Golf Road	within Par 4 Subdivision		29	5.8	23.2
Grindel Drive	140’ west of Audrey Ln	140’ east of Hatlen Av	29	4.4	24.6
Hatlen Avenue	Estates Drive	Lincoln Street	29	4.4	24.6
Hatlen Avenue	Lincoln Street	Central Road	29	4.4	24.6
Hatlen Avenue	Lonnquist Boulevard	Estates Drive	29	4.4	24.6
Hatlen Court	Hatlen Avenue	Cul-de-sac	29	4.4	24.6
Haven Street	Douglas Avenue	Meier Road	29	4.4	24.6
Helena Avenue	Haven Street	Cul-de-sac	29	4.6	24.4
Jody Court	Meier Road	Cul-de-sac	29	4.4	24.6
Kennicott Place	Lonnquist Boulevard	Cul-de-sac	29	4.4	24.6
Kim Avenue	Crestwood Lane	Hatlen Avenue	29	4.4	24.6
Lawrence Lane	Meier Road	300’ west of Lois Court	29	4.6	24.4
Leonard Lane	Lincoln Street	660’ north of White Oak St	29	5.8	23.2
Lincoln Street	Douglas Avenue	Busse Road	34	5.4	28.6
Lonnquist Boulevard	Meier Road	Busse Road	33	6.6	26.4
Lois Court	Lawrence Lane	Cul-de-sac	29	4.4	24.6

Street	From	To	Prevailing Speed (mph)	Adjustment Speed (mph)	Adjusted Prevailing Speed (mph)
Mark Terrace	Meier Road	Carol Lane	29	4.4	24.6
Martha Lane	Crestwood Lane	Hatlen Avenue	29	4.4	24.6
Martin Lane	Crestwood Lane	Hatlen Avenue	29	4.4	24.6
Meier Road	Golf Road	Cul-de-sac	34	6.5	27.5
Michael Street	Hatlen Avenue	Verde Drive	29	5.8	23.2
Myrtle Drive	Crestwood Lane	Hatlen Avenue	29	4.4	24.6
Noah Terrace	Lawrence Lane	Cul-de-sac	29	4.4	24.6
Prairie Avenue	Lincoln Street	620' north of White Oak St	29	5.5	23.5
Prendergast Lane	Noah Terrace	Meier Road	29	4.4	24.6
Robbie Lane	Crestwood Lane	Rusty Drive	29	4.4	24.6
Rusty Drive	Carol Lane	Busse Road	29	4.4	24.6
Scott Terrace	Meier Road	Carol Lane	29	4.4	24.6
Sivic Street	Bonita Avenue	150' north of Bonita Av	29	4.4	24.6
St. Cecilia Drive	Prendergast Lane	Lawrence Lane	29	4.4	24.6
Sullivan Court	Meier Road	Cul-de-sac	29	5.8	23.2
Verde Court	Verde Drive	Cul-de-sac	29	4.4	24.6
Verde Drive	Bonita Avenue (west)	Bonita Avenue (east)	29	4.4	24.6
White Oak Street	Douglas Avenue	Meier Road	29	5.5	23.5

RECOMMENDATION MAP

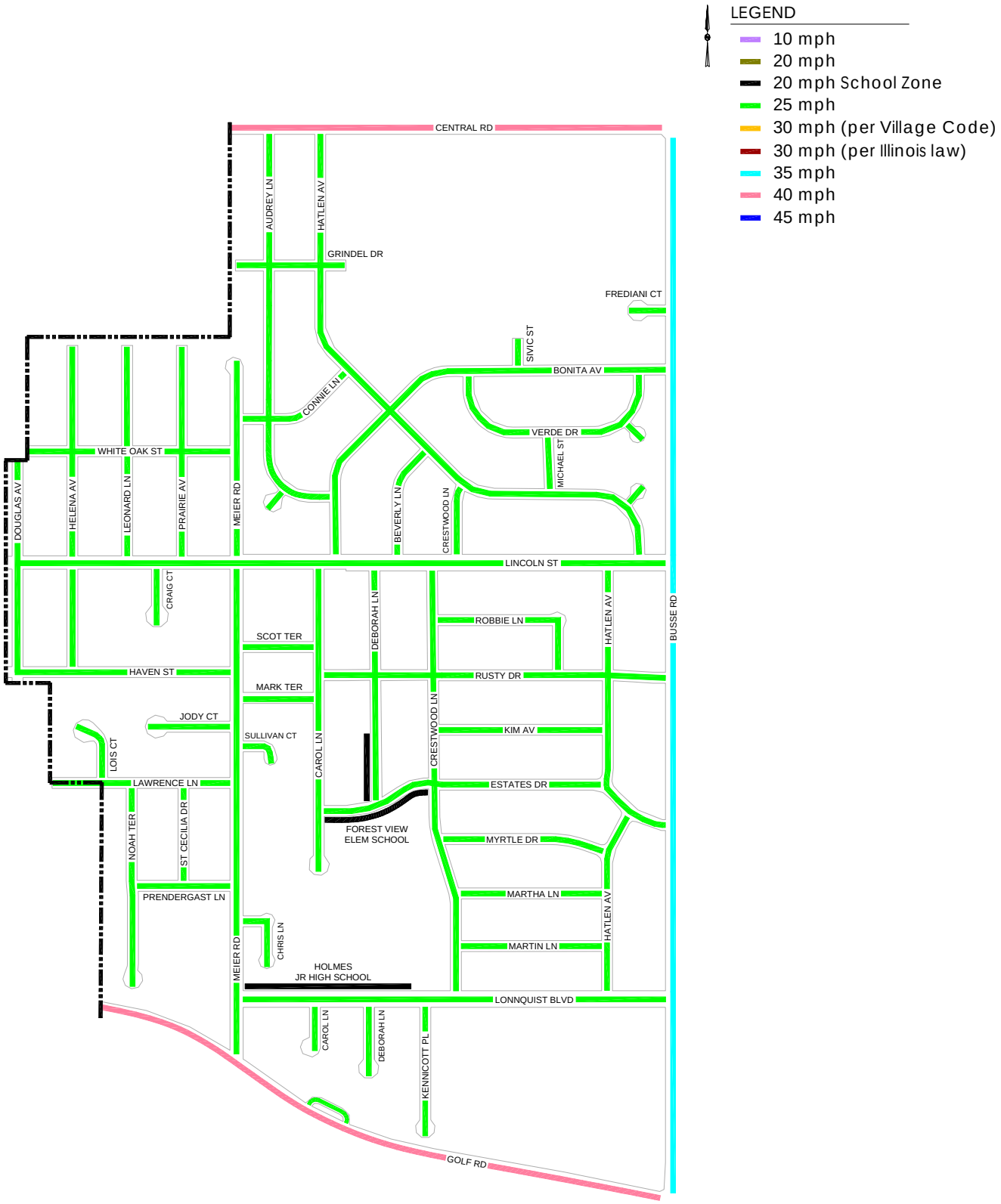


TABLE 3 – RECOMMENDATION TABLE

Street	From	To	Current Speed Limit (mph)	Recommended Speed Limit (mph)
Audrey Court	Audrey Lane	Cul-de-sac	30	25
Audrey Lane	Bonita Avenue	Central Road	20	25
Beverly Lane	Lincoln Street	Hatlen Avenue	30	25
Bonita Avenue	Lincoln Street	Busse Road	20	25
Carol Lane	Lincoln Street	Cul-de-sac	30	25
Carol Lane	Lonnquist Boulevard	Cul-de-sac	30	25
Chris Lane	Meier Road	Cul-de-sac	30	25
Connie Lane	Meier Road	Hatlen Avenue	30	25
Craig Court	Lincoln Street	Cul-de-sac	30	25
Crestwood Lane	Lincoln Street	Hatlen Avenue	30	25
Crestwood Lane	Lonnquist Boulevard	Lincoln Street	30	25
Deborah Lane	Estates Drive	Lincoln Street	30	25
Deborah Lane	Lonnquist Boulevard	Cul-de-sac	30	25
Douglas Avenue	Haven Street	White Oak Street	30	25
Estates Drive	Carol Lane	Hatlen Avenue	20	25
Estates Drive	Hatlen Avenue	Busse Road	30	25
Frediani Court	Busse Road	Cul-de-sac	30	25
Golf Road	within Par 4 Subdivision		30	25
Grindel Drive	140’ west of Audrey Ln	140’ east of Hatlen Av	30	25
Hatlen Avenue	Estates Drive	Lincoln Street	30	25
Hatlen Avenue	Lincoln Street	Central Road	20	25
Hatlen Avenue	Lonnquist Boulevard	Estates Drive	20	25
Hatlen Court	Hatlen Avenue	Cul-de-sac	30	25
Haven Street	Douglas Avenue	Meier Road	25	25
Helena Avenue	Haven Street	Cul-de-sac	30	25
Jody Court	Meier Road	Cul-de-sac	30	25
Kennicott Place	Lonnquist Boulevard	Cul-de-sac	30	25
Kim Avenue	Crestwood Lane	Hatlen Avenue	30	25
Lawrence Lane	Meier Road	300’ west of Lois Court	30	25
Leonard Lane	Lincoln Street	White Oak Street	30	25
Leonard Lane	White Oak Street	660’ north of White Oak St	20	25
Lincoln Street	Douglas Avenue	Busse Road	25	25

Street	From	To	Current Speed Limit (mph)	Recommended Speed Limit (mph)
Lonnquist Boulevard	Meier Road	Busse Road	25	25
Lois Court	Lawrence Lane	Cul-de-sac	30	25
Mark Terrace	Meier Road	Carol Lane	30	25
Martha Lane	Crestwood Lane	Hatlen Avenue	30	25
Martin Lane	Crestwood Lane	Hatlen Avenue	30	25
Meier Road	Golf Road	Lincoln Street	25	25
Meier Road	Lincoln Street	Cul-de-sac	30	25
Michael Street	Hatlen Avenue	Verde Drive	30	25
Myrtle Drive	Crestwood Lane	Hatlen Avenue	30	25
Noah Terrace	Lawrence Lane	Cul-de-sac	30	25
Prairie Avenue	Lincoln Street	620' north of White Oak St	30	25
Prendergast Lane	Noah Terrace	Meier Road	30	25
Robbie Lane	Crestwood Lane	Rusty Drive	30	25
Rusty Drive	Carol Lane	Busse Road	25	25
Scott Terrace	Meier Road	Carol Lane	25	25
Sivic Street	Bonita Avenue	150' north of Bonita Av	30	25
St. Cecilia Drive	Prendergast Lane	Lawrence Lane	30	25
Sullivan Court	Meier Road	Cul-de-sac	30	25
Verde Court	Verde Drive	Cul-de-sac	30	25
Verde Drive	Bonita Avenue (west)	Bonita Avenue (east)	30	25
White Oak Street	Douglas Avenue	Meier Road	20	25

Intersection Traffic Control Study
Zone 11

Mount Prospect, Illinois

Prepared for

Village of Mount Prospect

By Kenig, Lindgren, O'Hara, Aboona, Inc.

Intersection Traffic Control Study
Zone 11

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Rosemont, Illinois
February 2008

Table of Contents

List of Figures and Tables

Tables in Report

Figures

All figures are located in the Appendix.

Tables in Appendix

Each of the 77 intersections has a separate page within the Appendix containing each of the following tables.

1.
Introduction

The Village of Mount Prospect has embarked on a Village-wide study of the traffic operations within the Village's residential neighborhoods. In order to accomplish this task, the Village has initiated three preliminary traffic programs which are intent on providing a higher level of standardization, increase driver expectation and enhance safety as it pertains to traffic regulations. The three programs are the *Residential Speed Limit Program,* the *Neighborhood Traffic Calming Program and* the *Residential Intersection Traffic Control Program.*

The objective of the *Residential Intersection Traffic Control Program* is to ultimately review, evaluate and determine the appropriate traffic control signage at all of the intersections under the jurisdiction of the Village and standardize their implementation. Each intersection will be studied based on accepted engineering practices, conformity with the 2003 *Manual on Uniform Traffic Control Devices* (MUTCD) and the criteria established by the Village in its *Residential Intersection Traffic Control Program.* Due to the size of the Village and complexity of the program, the Village has been divided into eighteen different zones, with Zone 11 the focus of this study.

This study summarizes the results and findings of Zone 11 of the *Residential Intersection Traffic Control Program*. Zone 11 is bounded by Central Road and the Mount Prospect/Arlington Heights border on the north, Busse Road on the east, Golf Road on the south and the Mount Prospect/Arlington Heights border on the west. The neighborhood consists of a total of 77 intersections under the jurisdiction of the Village of Mount Prospect and contains Forest View Elementary School, Holmes Junior High, and Clearwater Park. Zone 11 is shown in Figure 1. (All of the figures for this study are provided at the end of the report.)

The objectives of this study were to: (1) inventory and examine the existing operational characteristics of the zone and roadway system, (2) develop the criteria in which to evaluate the intersection traffic control and (3) examine the existing conditions of each intersection and the overall zone and recommend the appropriate intersection traffic control.

2.
Existing Conditions

Transportation conditions within Zone 11 were inventoried to obtain a database for evaluating the existing operation of each intersection and the overall roadway system. The components of existing conditions that were inventoried within the zone included:

- Existing land uses
- Physical and operating characteristics of the roadways
- Existing intersection traffic control
- Functional classifications of the roadways
- Accident data at each intersection
- Daily and peak hour traffic volumes on the roadways
- Available sight distance at each intersection

Study Area and Existing Land Uses

Zone 11 is bounded by Central Road and the Mount Prospect/Arlington Heights border on the north, Busse Road on the east, Golf Road on the south and the Mount Prospect/Arlington Heights Road border on the west. The zone has a total of 77 intersections under the jurisdiction of the Village. Single family homes are the predominant land use within the zone. Forest View Elementary School is located in the middle of the zone south of Estates Drive at Deborah Lane and Holmes Junior High School is located in the south portion of the zone in the northeast corner of the Meier Road/Lonnquist Boulevard intersection. Clearwater Park is located in the southeast end of the zone.

Existing Roadway System

As indicated, Central Road, Busse Road, and Golf Road form three of the four boundaries of the zone. Central Road and Golf Road are under the jurisdiction of the Illinois Department of Transportation (IDOT) and are arterial roads that have four-lane cross sections. Busse Road is a arterial road that has a two-lane cross section and is under the jurisdiction of the Cook County Highway Department. Traffic signal control is provided at the intersections of Busse Road with Central Road, Busse Road with Lincoln Street, Busse Road with Golf Road, and Golf Road with Meier Road.

Not including the external arterial roads, (Central Road, Busse Road, and Golf Road), the zone has a total of 23 north-south roadways and 21 east-west roadways. All of the roadways in the zone provide one lane in each direction with parking generally permitted on both sides of the road. However, it should be noted that parking restrictions are provided on several of the roadways within the zone. The speed limits within the zone range from 20 to 30 mph.

Existing Intersection Traffic Control

Figure 2 shows the existing intersection traffic control within the zone. The following provides a summary of the existing traffic control at the 77 intersections within the zone under the jurisdiction of the Village.

- Four All-Way Stop Sign Controlled Intersections
- Thirty-Five Two-Way or One-way Stop Sign Controlled Intersections
- Two Yield Sign Controlled Intersections
- Thirty-Seven Intersections with No Intersection traffic control

Functional Classification of the Roadway System

All of the roadways within the zone are classified as either collector roads and/or local roads. The Village currently classifies Lincoln Street, Lonnquist Boulevard, and Meier Road as collector roads, with the rest of the roadways classified as local roads.

Intersection Accident Data

KLOA, Inc. obtained the accident data for the roadways and intersections within the zone from the Village of Mount Prospect for October 2004 through September 2007. A review of the accident data shows that the intersections within the zone experience a very low number of accidents. Approximately 90 percent of the intersections did not have a single accident over the three year period. If an intersection had experienced any accidents, it averaged only one to two accidents occurring over the three years. No more than two accidents occurred at an intersection within one year.

Existing Traffic Volumes

In order to determine the existing daily and peak hourly traffic volumes on the area roadways, KLOA, Inc. conducted daily traffic counts at 39 locations within the zone. In addition, nine previous daily traffic counts conducted in the zone by the Village of Mount Prospect were obtained for this study. Of the total traffic counts, 23 were conducted along the north-south roadways and 25 were conducted along the east-west roadways. The KLOA, Inc. traffic counts were conducted in October 2007 and the Village of Mount Prospect counts were conducted during the past year. All of the traffic counts were conducted for a minimum of two days and were broken down by direction and by hour. Figure 3 shows the two-way daily traffic volumes and Figure 4 shows the one-way peak hourly volumes. (It should be noted that Figure 4 shows the highest hourly volume during the day at each of the count locations.)

Intersection Sight Distance Evaluation

As part of the study, KLOA, Inc. physically examined the available sight distance at each approach leg of all 77 intersections within the zone. Per the direction of the Village of Mount Prospect, the sight distance criteria outlined in the MUTCD were used to evaluate each intersection. The MUTCD provides the following guidelines when the cross traffic should be stopped due to sight distance restrictions at an intersection.

> "*Locations where a road user, after stopping, cannot see conflicting traffic and is not able to safely negotiate the intersection unless the cross traffic is also required to stop*."

Given the age of the neighborhood and the mature bushes and trees, the sight distance at some intersections within the zone is impaired by existing landscaping, fences and, in some limited cases, homes. In all cases, the driver has a clear and unobstructed view of the cross traffic as the motorist either (1) approaches the intersection and/or (2) after stopping moves forward without entering the intersection. Therefore, all of the intersections within the zone have sufficient sight distance to safely negotiate the various intersections.

Summary of the Existing Conditions

A summary of the existing conditions of each intersection is provided in Table 1 of the Appendix. A separate section within the Appendix has been provided for each of the 77 intersections.

3.
Intersection Traffic Control Criteria

In order to meet the goals of the Village to provide a higher level of standardization, increase driver expectation and enhance safety as it pertains to neighborhood traffic flow, an "evaluation criteria" was established which is to govern intersection traffic control within the Village. The criteria were developed based on the guidelines established by the Village in its *Residential Intersection Traffic Control Program* and conformity with the 2003 MUTCD. While the MUTCD provides criteria with specific benchmarks, many of the criteria are subjective and are left to engineering judgment and practices.

Village of Mount Prospect *Residential Intersection Traffic Control Program*

In order to review all the residential intersection traffic control with the intent of providing a higher level of standardization, the Village of Mount Prospect has developed the *Residential Intersection Traffic Control Program*. This program provides the general criteria the Village desires for the intersection traffic control within their residential areas. The following provides the guidelines from the *Residential Intersection Traffic Control Program*.

- *To be consistent and meet a driver's expectation, all four-leg intersections will have traffic control*.

- *To define the right-of-way and increase the level of standardization, all T-intersections will have traffic control unless at the intersection of two local streets where one is a cul-de-sac or dead end*.

- *To meet the criteria set forth in the 2003 MUTCD and increase the level of standardization, Yield signs will not be used as traffic control devices at residential intersections.*

- *Identify those intersections that meet the criteria for all-way stop signs.*

- *Consideration for one-way (T-intersection) and two-way (four-leg intersection) stop signs must be given on an individual intersection level and neighborhood wide level.*

Lastly, as a guideline, the program recommends that a local road have no more than 1,320 feet (1/4 mile) of uninterrupted flow and that a collector road have no more then 2,640 feet (1/2 mile) of uninterrupted flow. In summary, the *Residential Intersection Traffic Control Program* dictates that all residential intersections should be controlled by either two-way/one-way stop sign control or all-way stop sign control and that all-way stop sign control only be implemented at intersections that meet the 2003 MUCTD criteria.

2003 *Manual on Uniform Traffic Control Devices* (MUTCD)

As defined in the 2003 MUTCD, which is the primary publication on traffic control standards, "The purpose of traffic control devices, as well as the principles for their use, is to promote highway safety and efficiency by providing for the orderly movement of all road users on streets and highways throughout the nation."

The following outlines the MUTCD guidelines for the application of the stop signs, which is the only intersection control permitted within the zone.

Stop Signs Applications

Guidance:

STOP signs should be used if engineering judgment indicates that one or more of the following conditions exist:

A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide a reasonable compliance with the law;

B. Street entering a through highway or street;

C. Unsignalized intersection in a signalized area; and/or

D. High speed, restricted view, or crash records that indicate a need for control by the STOP sign.

Standard:

Because the potential for conflicting commands could create driver confusion, STOP signs shall not be installed at intersections where traffic control signals are installed and operating except as noted in Section 4D.01.

Portable or part-time STOP signs shall not be used except for emergency and temporary traffic control zone purposes.

Guidance:

STOP signs should not be used for speed control.

STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop.

Once the decision has been made to install two-way stop sign control, the decision regarding the appropriate street to stop should be based on engineering judgment. In most cases, the street carrying the lowest volume of traffic should be stopped.

A STOP sign should not be installed on the major street unless justified by a traffic engineering study.

Support:

The following are considerations that might influence the decision regarding the appropriate street upon to install a STOP sign where two streets with relatively equal volumes and/or characteristics intersect:

A. Stopping the direction that conflicts the most with established pedestrian crossing activity or school walking routes;

B. Stopping the direction that has obscured vision, dips or bumps that already require drivers to use lower operating speeds;

C. Stopping the direction that has the longest distance of uninterrupted flow approaching the intersection; and

D. Stopping the direction that has the best sight distance to conflicting traffic.

Multiway Stop Applications

Support:

Multiway stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multiway stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multiway stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The restrictions on the use of STOP signs described previously also apply to multiway stop applications.

Guidance:

The decision to install multiway stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multiway STOP sign installation:

A. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

B. A crash problem, as indicated by five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right and left-turn collisions as well as right-angle collisions.

C. Minimum volumes:

   1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any eight hours of an average day, and

   2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same eight hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but

   3. If the 85^{th}-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

Other criteria that may be considered in an engineering study include:

A. The need to control left-turn conflicts;

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;

C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to safely negotiate the intersection unless conflicting cross traffic is also required to stop; and

D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.

4.
Evaluation and Recommendation

Development of the intersection traffic control plan involves a comprehensive evaluation of each intersection along with the existing overall operating conditions of the zone. Any intersection traffic control plan must consider typical neighborhood issues, such as the functional classification, cut-through traffic, speeding, traffic calming, neighborhood circulation and land use impacts. As such, a systematic approach was employed that examined the zone from the inside (each individual intersection) and outside (the overall zone).

The first step was to evaluate the existing functional classification of the roadways within the zone and determine if any modifications were necessary. The second step was to evaluate the physical and operating conditions of each intersection to determine if they meet any of the warrants/requirements that control the installation of all-way stop sign control. Once the all-way stop sign control intersections were identified, all of the other intersection are to be controlled via one-way (T-intersections) or two-way (four-legged intersections) stop sign control. The last step was to determine which road of the one-way and two-way stop sign control intersections is to be under stop sign control.

Review of the Functional Classification of the Roadway System

The function of a roadway, whether it is located within a neighborhood or a commercial area, is defined in traffic planning by a roadway hierarchy or functional classification system. This system provides for three basic types of roadways; arterial, collector and local. The purpose of defining the function of a road is to determine its length, speed limit, traffic control, access and other general design standards. The definition for each of these three functional classifications is as follows:

- *Arterial*: An arterial or primary road serves as the principle road for high-volume traffic flow. The main function of an arterial road is that of traffic service and, as such, should connect areas of principle traffic generation. Arterial roads typically form a reasonably continuous and integrated system and include major roadways with significant length and traffic carrying capacity.

- *Collector*: A collector or distributor road connects traffic between local and arterial roads. Its function is to collect traffic from arterial roads and distribute it to local roads or vice versa. Collector roads typically provide both land access and traffic service, but not serve long distance travel demands.

- *Local*: A local road's sole function from a traffic planning standpoint is to provide access to the land uses that abut it. Local roads should have short distances and should not be designed to maximize traffic carrying capacity.

Residential neighborhood areas are typically surrounded by arterial roadways, with collector roadways providing access into the area. Older neighborhoods were generally laid out in a "grid" system. In this system it is sometimes difficult to distinguish between the two types of functional classifications (collector/local). Consequently, not all residential roads are "local roads."

Based on a review of the existing physical and operating characteristics of the roadways within the zone and the land uses they serve, it is recommended that the following roadways should be classified as collector roads (see Figure 5).

- *Meier Road* is a north-south road generally situated within the middle of the zone and is the only road to provide continuity between Golf Road (arterial road) and Lincoln Street (collector road). Furthermore, the importance of Meier Road in providing access to the zone is evident in the fact that it is under traffic signal control at its intersection with Golf Road. Lastly, it provides indirect access to Holmes Junior High School, Forest View Elementary School, and Clearwater Park, three major generators in the zone. It should be noted that Meier Road does extend north of Lincoln Street. However, it only extends for several blocks and terminates approximately ¼ of a mile north of Lincoln Street as a cul-de-sac. Therefore, it is recommended that the portion of Meier Road north of Lincoln Street be classified as a local road.

- *Lincoln Street* is an east-west road that is located in the northern third of the zone and provides continuity through the zone connecting an arterial road (Busse Road) and a collector road (Meier Road). Further, the importance of Lincoln Street in providing access to the zone is evident in the fact that it is under traffic signal control at its intersection with Busse Road. Lastly, Lincoln Street provides indirect access to Forest View Elementary School, a major traffic generator in the zone.

- *Lonnquist Boulevard* is an east-west road situated within the southern portion of the zone and provides continuity between an arterial road (Busse Road) and a collector road (Meier Road). Further, Lonnquist Boulevard is classified as a collector road east of Busse Road in both zones 12 and 14. Lastly, Lonnquist Boulevard provides direct access to Holmes Junior High School and Clearwater Park and indirect access to Forest View Elementary School, three major generators in the zone.

It should be noted that all three roads are currently classified as a collector road by the Village of Mount Prospect.

Intersection Traffic Control Evaluation - All-Way Stop Sign Control

Once the functional classification of the roadway system was identified, the next step was to evaluate each intersection as to the appropriate intersection traffic control. The first step was to identify those intersections that meet the all-way stop sign control warrants and/or requirements. The following summarizes the all-way stop sign control warrants/requirements as outlined in the MUTCD and Section 3 of this report.

- Meets minimum traffic and pedestrian volume
- Meets the minimum number of intersection accidents
- Required to control left-turn conflicts
- Required to control vehicle/pedestrian conflicts
- Required due to poor intersection sight distance
- Required to improve traffic operational characteristics of intersection of two collectors with similar design and operating characteristics

The existing characteristics of each intersection were evaluated to determine if the existing operation of the intersection met any of the warrants and/or requirements that control the installation of an all-way stop sign control. Table 2 within the Appendix provides the results of the all-way stop sign control evaluation. As indicated previously, a separate section within the Appendix has been provided for each of the 77 intersections. Within each section of the Appendix, Table 1 summarizes the existing characteristics of the intersections and Table 2 provides the results of the all-way stop sign control evaluation.

It has been determined that of the 77 intersections, a total of four intersections meet the all-way stop sign control warrants/requirements. Three of the four intersections are currently under all-way stop sign control and one of the four intersections is currently under one-way stop sign control. It is recommended that the current all-way stop sign control at one other intersection be removed and replaced with two-way/one-way stop sign control as it does not meet the all-way stop sign control warrants/requirements. The following summarizes the all-way stop sign control recommendations.

Maintain Existing All-Way Stop Sign Control

1. Lincoln Street with Meier Road
2. Estates Drive with Crestwood Avenue
3. Lonnquist Boulevard with Crestwood Avenue

Add All-Way Stop-sign Control

Lonnquist Boulevard with Meier Road

Removal of Existing All-Way Stop Sign Control

As shown in Table 2 in the Appendix, one intersection does not meet any of the all-way stop sign control warrants and/or requirements. The following outlines the intersection where the all-way stop sign control is recommended to be removed and further indicates which road is recommended to be under stop sign control.

Bonita Avenue with Hatlen Avenue (Bonita Avenue is recommended to remain under stop sign control.)

Intersection Traffic Control Evaluation
Two-Way/One-Way Stop Sign Control

Once the all-way stop sign control intersections were identified, according to the *Residential Intersection Traffic Control Program,* all of the other intersections were to be controlled via one-way (T-intersections) or two-way (four-legged intersections) stop sign control. Therefore, the last step was to determine which road of the one-way and two-way stop sign control intersections is to be under stop sign control. The criteria used in determining which road of an intersection should be under stop sign control were based on the following.

- The guidelines provided in the MUTCD, which is outlined in Section 3 of this report.
- Ensuring that local roads have less than 1,320 feet of uninterrupted flow as suggested in the *Residential Intersection Traffic Control Program*.
- If possible, maintaining which road is currently under traffic control (via either yield sign or stop sign) at each intersection in order to minimize the change in the flow of traffic through the zone.

For those intersections that will be under two-way/one-way stop sign control, the existing characteristics of the intersections were evaluated to determine which road would be under stop sign control. Table 3 in the Appendix provides the results of the two-way/one-way stop sign control evaluation. As indicated previously, a separate section within the Appendix has been provided for each of the 77 intersections.

Recommended Intersection Traffic Control Plan

Based on the above evaluation, the recommended intersection traffic control plan was developed for Zone 11 and is shown in Figure 6. Of the 77 total intersections, traffic control modifications are recommended at 38 intersections which are outlined below and shown in Figure 7. Lastly, Table 1 provides a comparison of the existing and recommended traffic control in the zone.

Converting From All-Way Stop Sign Control to Two-Way Stop Sign Control

Bonita Avenue with Hatlen Avenue

Converting From Two-Way/One-Way Stop Sign Control to All-Way Stop Sign Control

Lonnquist Boulevard with Meier Road

Changing the Road Which Will Be Under Stop Sign Control at an Existing Two-Way/One-Way Stop Sign Control Intersections

1. Rusty Road with Crestwood Avenue
2. Martha Avenue with Crestwood Avenue

Converting from One-Way Stop Sign Control to Two-Way Stop Sign Control

Connie Lane with Audrey Lane

Converting from One-Way/Two-Way Yield Sign Control to One-Way/Two Way Stop Sign Control

1. Bonita Avenue with Audrey Lane
2. Rusty Road with Hatlen Avenue

Converting Intersection with No Traffic Control to Two-Way/One-Way Stop Sign Control

1. Grindle Drive with Audrey Lane
2. Grindle Drive with Hatlen Avenue
3. Connie Lane with Hatlen Avenue

4. Bonita Avenue with Verde Drive (East Leg)
5. Bonita Avenue with Verde Drive (West Leg)
6. Verde Drive with Michael Street
7. Hatlen Avenue with Beverly Lane
8. Hatlen Avenue with Crestwood Lane
9. Hatlen Avenue with Michael Street
10. White Oak Street with Hickory Avenue
11. White Oak Street with Leonard Avenue
12. White Oak Street with Prairie Avenue
13. Robbie Lane with Crestwood Avenue
14. Scott Terrace with Carol Lane
15. Haven Street with Helena Avenue
16. Rusty Road with Carol Lane
17. Rusty Road with Robbie Lane
18. Mark Terrace with Carol Lane
19. Kim Avenue with Hatlen Avenue
20. Kim Avenue with Crestwood Avenue
21. Lawrence Lane with Noah Terrace
22. Lawrence Lane with St. Celia Avenue
23. Estates Drive with Hatlen Avenue (West Leg)
24. Estates Drive with Hatlen Avenue (East Leg)
25. Myrtle Avenue with Crestwood Avenue
26. Myrtle Avenue with Hatlen Avenue
27. Prendergast Lane with Noah Terrace
28. Prendergast Lane with St. Celia Avenue
29. Martha Avenue with Hatlen Avenue
30. Martin Avenue with Crestwood Avenue
31. Martin Avenue with Hatlen Avenue

Table 1
EXISTING AND RECOMMENDED INTERSECTION TRAFFIC CONTROL

Intersection traffic control	Existing Intersection Traffic Control	Recommended Intersection Traffic Control
All-Way Stop Sign Control	4	4
Two-Way/One-Way Stop Sign Control	35	68
Yield Sign Control	2	0
No Intersection Traffic Control	36	5
Total	77	77

Summary of Recommended Intersection Traffic Control Plan

- Under the recommended intersection plan, 72 of the 77 intersections are to have two-way/one-way stop sign control or all-way stop sign control. This is a significant improvement over existing conditions where 38 intersections currently are under yield sign control or have no intersection traffic control.

- The recommended plan ensures that the local roads generally have less then 1,320 feet of uninterrupted flow. In most cases, a stop sign is provided at least at every other cross road along the local roads. This type of intersection traffic control is an excellent deterrent to neighborhood traffic concerns such as cut-through traffic and speeding along local roads.

- The intent of collector roads is to distribute the traffic from the zone to the arterial roadway system and visa versa. As such, collector roads are designed to promote mobility through a neighborhood via efficient and uninterrupted traffic flow when possible. However, it should be noted that the collector roads within the zone will not have free flow through the entire zone. The recommended plan proposes that Meier Road and Lonnquist Boulevard have all-way stop sign control at two intersections within the zone and Lincoln Street have all-way stop sign control at one intersection in the zone. As such, the recommended intersection traffic control plan should ensure a balance between the mobility that collector roads should provide and providing a deterrent to neighborhood issues such as cut-through traffic and speeding.

- As indicated, modifications to the existing intersection traffic control are recommended at 38 intersections. However, 33 intersections involve providing stop sign control at intersections that currently have yield sign control or no intersection traffic control where motorists currently expect to yield the right-of-way to the cross traffic.

Implementation of Recommended Intersection Traffic Control Plan

The recommended intersection traffic control plan is proposing modification of the existing intersection traffic control at 38 of the 77 intersections within the zone. As a result, an implementation plan has been developed to educate and warn the motoring public of the various changes. The following provides recommendations for implementation of the intersection traffic control plan.

1. *Phasing/Staging*. It is recommended that the entire plan be implemented at the same time as opposed to staging or phasing in the modifications. Implementing the plan at once allows the public to become familiar with the changes at once as opposed to subjecting them to staged or phased process. Furthermore, it is far more practical from a logistical standpoint (serving public notice, installing warning sign, etc.) to implement the plan at the same time.

2. *Public Notice*. To properly educate the public, a comprehensive marketing campaign should be implemented prior to any modifications. This should include providing public notice in the local newspaper(s) and the Village web page, mailings to the residences in the zone and handouts to the parents and students of the schools.

3. *Signage and Warning Devices*. The following signage and warning devices are recommended to be installed in the zone to further warn the motoring public of the various modifications.

   - "Cross Traffic Does Not Stop" signs should be located below stop signs at intersections where (1) all-way stop sign control is recommended to be replaced with two-way/one-way stop sign control and (2) the intersection traffic control is recommended to be switched from one road to the other. The additional signage will alert the motorists that the cross traffic does not have to stop at the particular intersection as it did prior to the modifications. A total of three intersections will require this additional signage.

   - A flashing warning beacon or warning flags should be located above new stop signs installations where (1) two-way/one-way stop sign control is recommended to be replaced with all-way stop sign control and (2) where the intersection traffic control is recommended to be switched from one road to the other. The additional warning devices will further alert motorists that they now have to yield the right-of-way to the cross traffic. Three intersections will require the warning devices.

   - No additional signage or warning devices are required at intersections where (1) yield signs are recommended to be replaced with stop signs and (2) stop signs are recommended to be installed at locations with no traffic control. Since the motoring public has always expected to yield the right of way at these locations, no additional signage or warning devices are required.

5.
Conclusion

This study summarizes the results and findings of Zone 11 of the Village of Mount Prospect's *Residential Intersection Traffic Control Program*. Zone 11 consists of the neighborhood bounded by Central Road and the Mount Prospect/Arlington Heights border on the north, Busse Road on the east, Golf Road on the south and the Mount Prospect/Arlington Heights border on the west. The objectives of this study were to (1) inventory and examine the existing operational characteristics of the zone and roadway system, (2) develop the criteria in which to evaluate the intersection traffic control and (3) examine the existing conditions of each intersection and the overall zone and recommended the appropriate intersection traffic control.

Based on the results of the study, a recommended intersection traffic control plan was developed for Zone 11 and is shown in Figure 6. The plan was developed based on the guidelines established by the Village in its *Residential Intersection Traffic Control Program* and conformity with the 2003 *MUTCD*. The following summarizes the recommended intersection traffic control plan.

- It is recommended that Lincoln Street, Lonnquist Boulevard, and Meier Road between Lincoln Street and Golf Road all be classified as collector roads in the zone. All three roads are currently classified as collector roads by the Village of Mount Prospect.

- The following provides a summary of the recommended intersection traffic control at the 77 intersections within the zone under the jurisdiction of the Village.

  - Four All-Way Stop Sign Controlled Intersections
  - Sixty-Eight Two-Way or One-Way Stop Sign Controlled Intersections
  - Five Intersections with No Intersection Traffic Control

- Per the *Residential Intersection Traffic Control Program* guidelines, 72 of the 77 intersections are recommended to be controlled by (1) two-way/one-way stop sign control or (2) all-way stop sign control. This is a significant upgrade from existing conditions where 38 intersections are under yield sign control or have no intersection traffic control.

- The plan has been developed to minimize cut-through traffic and speeding on local roads by having generally less than 1,320 feet of uninterrupted flow. In most cases, a stop sign is provided at least at every other cross road along the local roads. Furthermore, the plan strikes a balance between the mobility that collectors roads need to provide and implementing an appropriate deterrent to cut-through traffic and speeding.

- Of the 77 total intersections, traffic control modifications are recommended at 38 intersections in the zone as outlined below and shown in Figure 7.

    - One intersection is recommended to be converted from all-way stop sign control to two-way/one-way stop sign control.

    - One intersection is recommended to be converted from two-way/one-way stop sign control to all-way stop sign control.

    - Two intersections are recommended to change the road which will be under stop sign control at two-way/one-way stop sign controlled intersections.

    - Two intersections are recommended to be converted from one-way/two-way yield sign control to one-way/two-way stop sign control.

    - One intersection is recommended to be converted from one-way stop sign control to two-way stop sign control.

    - Thirty-one intersections with no traffic control are recommended to be converted to two-way/one-way stop sign control.

Appendix

LOCATION OF ZONE 11

FIGURE 1

LEGEND

= STOP SIGN

= YIELD SIGN

= TRAFFIC SIGNAL

= VILLAGE LIMITS

NOT TO SCALE

CENTRAL RD
AUDREY LN
HATLEN AVE
GRINDLE DR
FREDIANI CT
SIVIC ST
BONITA AVE
CONNIE LN
VERDE DR
CT
MICHAEL ST
DOUGLAS AVE
HICKORY AVE
LEONARD AVE
PRAIRIE AVE
WHITE OAK ST
MEIER RD
CT
BONITA AVE
BEVERLY LN
CRESTWOOD LN
HATLEN AVE
CT
LINCOLN ST
HELENA AVE
CRAIG CT
SCOTT TERR
ROBBIE LN
HATLEN AVE
BUSSE RD
HAVEN ST
RUSTY RD
MARK TERR
JODY CT
SULLIVAN CT
DEBORAH LN
CREST WOOD AVE
KIM AVE
LOIS CT
LAWRENCE LN
CAROL LN
ESTATES DR
FOREST VIEW ELEMENTARY
MYRTLE AVE
ST CECELIA AVE
MEIER RD
PRENDERGAST LN
MARTHA AVE
NOAH TERR
CHRIS LN
HOLMES JUNIOR HIGH
CRESTWOOD AVE
HATLEN AVE
MARTIN AVE
LONNQUIST BLVD
CAROL LN
DEBORAH LN
KENNICOTT PL
CLEARWATER PARK
GOLF RD

PROJECT:	TITLE:	PROJECT NO: 07-300
VILLAGE OF MOUNT PROSPECT RESIDENTIAL INTERSECTION TRAFFIC CONTROL ZONE II	EXISTING INTERSECTION TRAFFIC CONTROL	KLOA FIGURE NO: F2

LEGEND

= VILLAGE LIMITS

NOT TO SCALE

CENTRAL RD

887

AUDREY LN

600

HATLEN AVE

GRINDLE DR

FREDIANI CT

282

SIVIC ST

BONITA AVE

132

CONNIE LN

144

VERDE DR

CT

MICHAEL ST

333

HATLEN AVE

CT

175

CT

440

2341

BONITA AVE

131

BEVERLY LN

166

CRESTWOOD LN

2213

LINCOLN ST

DOUGLAS AVE

HICKORY AVE

LEONARD AVE

321

PRAIRIE AVE

WHITE OAK ST

MEIER RD

491

129

94

2283

93

909

310

HELENA AVE

CRAIG CT

2112

576

HAVEN ST

91

SCOTT TERR

574

MARK TERR

336

364

77

ROBBIE LN

275

RUSTY RD

282

HATLEN AVE

387

BUSSE RD

JODY CT

SULLIVAN CT

LOIS CT

384

LAWRENCE LN

542

CAROL LN

175

DEBORAH LN

492

CRESTWOOD AVE

117

KIM AVE

416

ESTATES DR

661

105

92

ST CECELIA AVE

384

PRENDERGAST LN

FOREST VIEW ELEMENTARY

513

116

MYRTLE AVE

105

MARTHA AVE

NOAH TERR

4000

CHRIS LN

HOLMES JUNIOR HIGH

1590

615

CRESTWOOD AVE

160

MARTIN AVE

1436

402

HATLEN AVE

LONNQUIST BLVD

CAROL LN

DEBORAH LN

KENNICOTT PL

CLEARWATER PARK

GOLF RD

PROJECT:	TITLE:	PROJECT NO: 07-300
VILLAGE OF MOUNT PROSPECT RESIDENTIAL INTERSECTION TRAFFIC CONTROL ZONE II	EXISTING DAILY TRAFFIC VOLUMES	KLOA FIGURE NO: F3

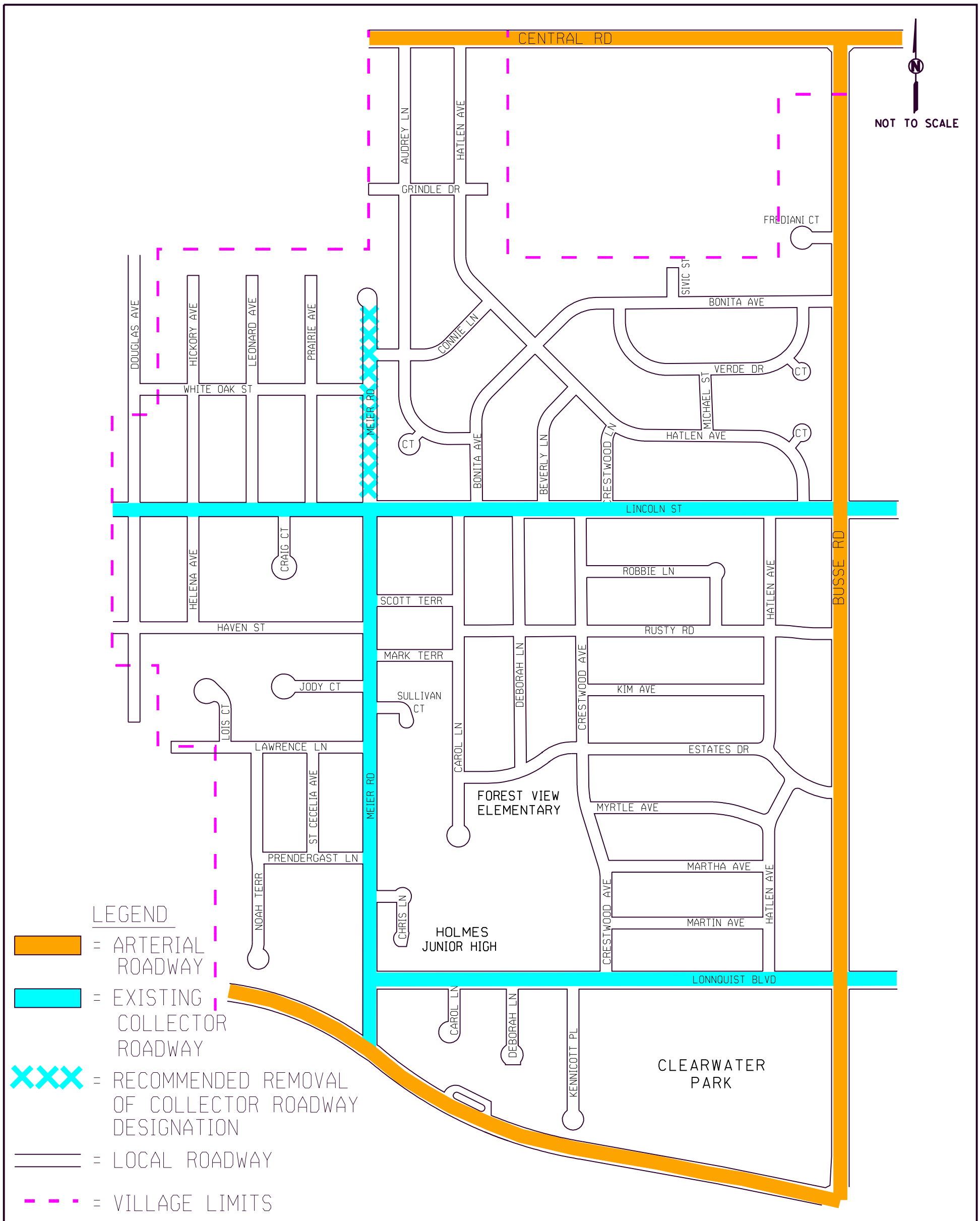
LEGEND

= VILLAGE LIMITS

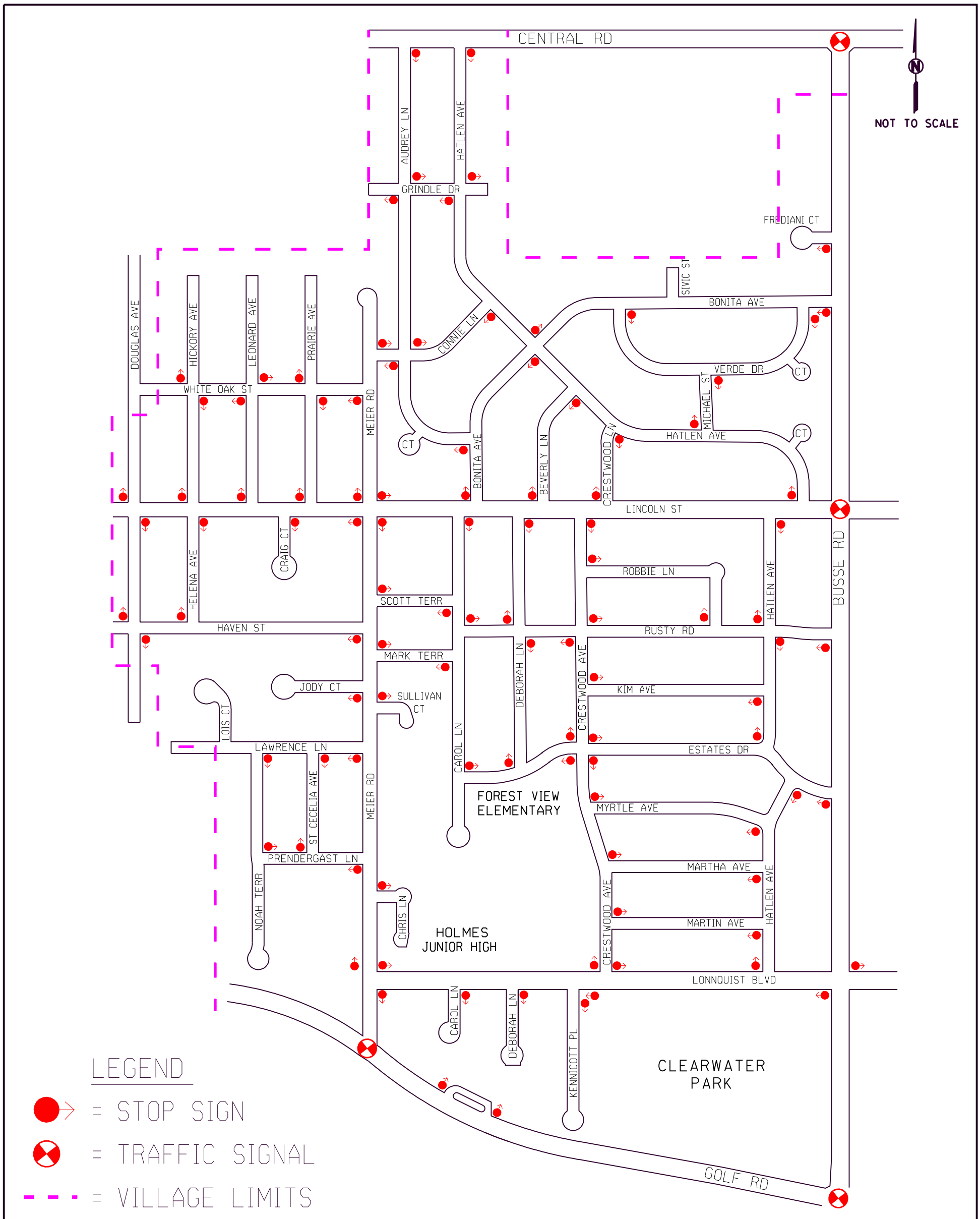
NOT TO SCALE

CENTRAL RD
AUDREY LN
HATLEN AVE
GRINDLE DR
FREDIANI CT
SIVIC ST
BONITA AVE
CONNIE LN
VERDE DR
CT
MICHAEL ST
HATLEN AVE
CRESTWOOD AVE
BEVERLY LN
BONITA AVE
LINCOLN ST
DOUGLAS AVE
HICKORY AVE
LEONARD AVE
PRAIRIE AVE
WHITE OAK ST
MEIER RD
HELENA AVE
CRAIG CT
SCOTT TERR
ROBBIE LN
RUSTY RD
HATLEN AVE
BUSSE RD
HAVEN ST
MARK TERR
SULLIVAN CT
JODY CT
LOIS CT
LAWRENCE LN
CAROL LN
DEBORAH LN
CRESTWOOD AVE
KIM AVE
ESTATES DR
FOREST VIEW ELEMENTARY
MYRTLE AVE
ST CECELIA AVE
PRENDERGAST LN
MARTHA AVE
NOAH TERR
CHRIS LN
HOLMES JUNIOR HIGH
MARTIN AVE
LONNQUIST BLVD
CAROL LN
DEBORAH LN
KENNICOTT PL
CLEARWATER PARK
GOLF RD

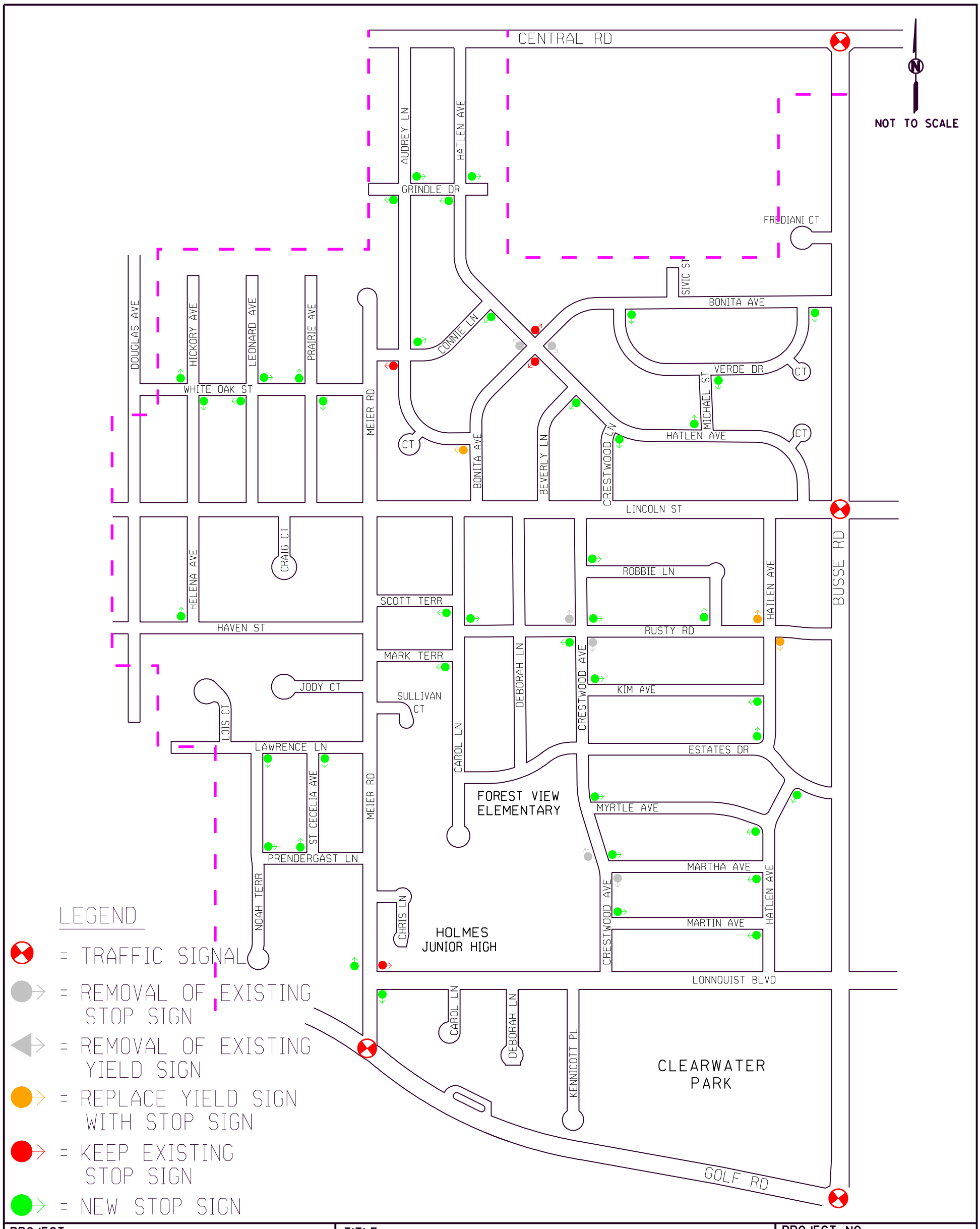
PROJECT: VILLAGE OF MOUNT PROSPECT RESIDENTIAL INTERSECTION TRAFFIC CONTROL ZONE II	TITLE: PEAK HOUR TRAFFIC VOLUMES	PROJECT NO: 07-300
		KLOA
		FIGURE NO: F4



PROJECT:	TITLE:	PROJECT NO: 07-300
VILLAGE OF MOUNT PROSPECT RESIDENTIAL INTERSECTION TRAFFIC CONTROL ZONE II	EXISTING AND RECOMMENDED ROADWAY CLASSIFICATION SYSTEM	KLOA FIGURE NO: F5



PROJECT:	TITLE:	PROJECT NO: 07-300
VILLAGE OF MOUNT PROSPECT RESIDENTIAL INTERSECTION TRAFFIC CONTROL ZONE II	RECOMMENDED INTERSECTION TRAFFIC CONTROL	KLOA FIGURE NO: F6



PROJECT:	TITLE:	PROJECT NO: 07-300
VILLAGE OF MOUNT PROSPECT RESIDENTIAL INTERSECTION TRAFFIC CONTROL ZONE II	RECOMMENDED INTERSECTION TRAFFIC CONTROL MODIFICATIONS (ONLY THOSE INTERSECTIONS WITH MODIFICATIONS ARE SHOWN)	KLOA FIGURE NO: F7

APPENDIX

AUDREY LANE WITH GRINDLE DRIVE

Table 1
EXISTING INTERSECTION CHARACTERISTICS

Intersection Characteristics	North-South Road	East-West Road
Roadway Names	Audrey Lane	Grindle Drive
Existing Intersection Traffic Control	None	None
Classification of Road	Local	Local
Traffic/Pedestrian Volume		
• Daily Traffic Volume	887	n.a
• Peak Hour Traffic Volume	45	n.a
• Peak Hour Pedestrian Volume	n.a.	n.a.
Number of Accidents Per Year		
• October 2004 to September 2005	0	
• October 2005 to September 2006	0	
• October 2006 to September 2007	0	
Land Uses Surrounding Intersection	Residential	

Table 2
ALL-WAY STOP SIGN CONTROL EVALUATION

All-Way Stop Sign Criteria	
Meets minimum traffic and pedestrian volume	No
Meets minimum number of intersection accidents	No
Required to control left turn conflicts	No
Required to control vehicle/pedestrian conflicts	No
Required due to poor intersection sight distance	No
Required to improve traffic operational characteristics of intersections with collectors of similar design and operating characteristics	No
Meets All-Way Stop Sign Criteria	No

AUDREY LANE WITH GRINDLE DRIVE

Table 3
TWO-WAY/ONE-WAY STOP SIGN CONTROL EVALUATION

ROAD TO BE CONTROLLED: Grindle Drive

Do the intersecting roads have approximately the same volume of traffic? NO

If YES, why was the road selected?

- Stopping the road with the lower functional classification.
- Stopping the road that ends at the intersection (T intersections only).
- Stopping the road that conflicts the most with pedestrians.
- Stopping the road that has obscured views that already require the driver to Use lower operating speeds.
- Stopping the road with the longest distance of uninterrupted flow.
- Stopping the road with the best sight distance to conflicting traffic.
- To minimize modifications to the traffic control in the zone.

If NO, was the lower volume road selected for stop sign control? YES

If NO, why was the higher volume road selected for stop sign control?

- Stopping the road with the lower functional classification.
- Stopping the road that ends at the intersection (T intersections only).
- To minimize modifications to the traffic control in the zone.
- Stopping the road with the longest distance of uninterrupted flow.
- To deter cut through traffic within the zone.
- To minimize sight distance issues.

AUDREY LANE WITH CONNIE LANE

Table 1
EXISTING INTERSECTION CHARACTERISTICS

Intersection Characteristics	North-South Road	East-West Road
Roadway Names	Audrey Lane	Connie Lane
Existing Intersection Traffic Control	None	Stop (Westbound only)
Classification of Road	Local	Local
Traffic/Pedestrian Volume		
• Daily Traffic Volume	887	132
• Peak Hour Traffic Volume	45	13
• Peak Hour Pedestrian Volume	n.a.	n.a.
Number of Accidents Per Year		
• October 2004 to September 2005	0	
• October 2005 to September 2006	0	
• October 2006 to September 2007	0	
Land Uses Surrounding Intersection	Residential	

Table 2
ALL-WAY STOP SIGN CONTROL EVALUATION

All-Way Stop Sign Criteria	
Meets minimum traffic and pedestrian volume	No
Meets minimum number of intersection accidents	No
Required to control left turn conflicts	No
Required to control vehicle/pedestrian conflicts	No
Required due to poor intersection sight distance	No
Required to improve traffic operational characteristics of intersections with collectors of similar design and operating characteristics	No
Meets All-Way Stop Sign Criteria	No

AUDREY LANE WITH CONNIE LANE

Table 3
TWO-WAY/ONE-WAY STOP SIGN CONTROL EVALUATION

ROAD TO BE CONTROLLED: Connie Lane

Do the intersecting roads have approximately the same volume of traffic? NO

If YES, why was the road selected?

- Stopping the road with the lower functional classification.
- Stopping the road that ends at the intersection (T intersections only).
- Stopping the road that conflicts the most with pedestrians.
- Stopping the road that has obscured views that already require the driver to Use lower operating speeds.
- Stopping the road with the longest distance of uninterrupted flow.
- Stopping the road with the best sight distance to conflicting traffic.
- To minimize modifications to the traffic control in the zone.

If NO, was the lower volume road selected for stop sign control? YES

If NO, why was the higher volume road selected for stop sign control?

- Stopping the road with the lower functional classification.
- Stopping the road that ends at the intersection (T intersections only).
- To minimize modifications to the traffic control in the zone.
- Stopping the road with the longest distance of uninterrupted flow.
- To deter cut through traffic within the zone.
- To minimize sight distance issues.

HATLEN AVENUE WITH GRINDLE DRIVE

Table 1
EXISTING INTERSECTION CHARACTERISTICS

Intersection Characteristics	North-South Road	East-West Road
Roadway Names	Hatlen Avenue	Grindle Drive
Existing Intersection Traffic Control	None	None
Classification of Road	Local	Local
Traffic/Pedestrian Volume		
• Daily Traffic Volume	600	n.a.
• Peak Hour Traffic Volume	46	n.a
• Peak Hour Pedestrian Volume	n.a.	n.a.
Number of Accidents Per Year		
• October 2004 to September 2005	0	
• October 2005 to September 2006	0	
• October 2006 to September 2007	0	
Land Uses Surrounding Intersection	Residential	

Table 2
ALL-WAY STOP SIGN CONTROL EVALUATION

All-Way Stop Sign Criteria	
Meets minimum traffic and pedestrian volume	No
Meets minimum number of intersection accidents	No
Required to control left turn conflicts	No
Required to control vehicle/pedestrian conflicts	No
Required due to poor intersection sight distance	No
Required to improve traffic operational characteristics of intersections with collectors of similar design and operating characteristics	No
Meets All-Way Stop Sign Criteria	No

HATLEN AVENUE WITH GRINDLE DRIVE

Table 3
TWO-WAY/ONE-WAY STOP SIGN CONTROL EVALUATION

ROAD TO BE CONTROLLED: Grindle Drive

Do the intersecting roads have approximately the same volume of traffic? NO

If YES, why was the road selected?

- Stopping the road with the lower functional classification.
- Stopping the road that ends at the intersection (T intersections only).
- Stopping the road that conflicts the most with pedestrians.
- Stopping the road that has obscured views that already require the driver to Use lower operating speeds.
- Stopping the road with the longest distance of uninterrupted flow.
- Stopping the road with the best sight distance to conflicting traffic.
- To minimize modifications to the traffic control in the zone.

If NO, was the lower volume road selected for stop sign control? YES

If NO, why was the higher volume road selected for stop sign control?

- Stopping the road with the lower functional classification.
- Stopping the road that ends at the intersection (T intersections only).
- To minimize modifications to the traffic control in the zone.
- Stopping the road with the longest distance of uninterrupted flow.
- To deter cut through traffic within the zone.
- To minimize sight distance issues.

HATLEN AVENUE WITH CONNIE LANE

Table 1
EXISTING INTERSECTION CHARACTERISTICS

Intersection Characteristics	North-South Road	East-West Road
Roadway Names	Hatlen Avenue	Connie Lane
Existing Intersection Traffic Control	None	None
Classification of Road	Local	Local
Traffic/Pedestrian Volume		
• Daily Traffic Volume	600	132
• Peak Hour Traffic Volume	46	11
• Peak Hour Pedestrian Volume	n.a.	n.a.
Number of Accidents Per Year		
• October 2004 to September 2005	1	
• October 2005 to September 2006	1	
• October 2006 to September 2007	0	
Land Uses Surrounding Intersection	Residential	

Table 2
ALL-WAY STOP SIGN CONTROL EVALUATION

All-Way Stop Sign Criteria	
Meets minimum traffic and pedestrian volume	No
Meets minimum number of intersection accidents	No
Required to control left turn conflicts	No
Required to control vehicle/pedestrian conflicts	No
Required due to poor intersection sight distance	No
Required to improve traffic operational characteristics of intersections with collectors of similar design and operating characteristics	No
Meets All-Way Stop Sign Criteria	No

HATLEN AVENUE WITH CONNIE LANE

Table 3
TWO-WAY/ONE-WAY STOP SIGN CONTROL EVALUATION

ROAD TO BE CONTROLLED: Connie Lane

Do the intersecting roads have approximately the same volume of traffic? NO

If YES, why was the road selected?

- Stopping the road with the lower functional classification.
- Stopping the road that ends at the intersection (T intersections only).
- Stopping the road that conflicts the most with pedestrians.
- Stopping the road that has obscured views that already require the driver to Use lower operating speeds.
- Stopping the road with the longest distance of uninterrupted flow.
- Stopping the road with the best sight distance to conflicting traffic.
- To minimize modifications to the traffic control in the zone.

If NO, was the lower volume road selected for stop sign control? YES

If NO, why was the higher volume road selected for stop sign control?

- Stopping the road with the lower functional classification.
- Stopping the road that ends at the intersection (T intersections only).
- To minimize modifications to the traffic control in the zone.
- Stopping the road with the longest distance of uninterrupted flow.
- To deter cut through traffic within the zone.
- To minimize sight distance issues.

First Post Study
Residential Speed Limit Study and
Residential Intersection Traffic Control Study
Zone 11

Mount Prospect, Illinois

Prepared for

Village of Mount Prospect

By Kenig, Lindgren, O'Hara, Aboona, Inc.

First Post Study

Residential Speed Limit Study and Residential Intersection Traffic Control Study Zone 11

Mount Prospect, Illinois

Prepared for

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By Kenig, Lindgren, O'Hara, Aboona, Inc.

Rosemont, Illinois
February 2009

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Tables in Report

Figures

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1.
Introduction

The Village of Mount Prospect has embarked on a Village-wide study of the traffic operations within its residential neighborhoods. In order to accomplish this task, the Village has initiated two traffic programs which are intent on providing a higher level of standardization, increase driver expectation and enhance safety as it pertains to traffic regulations. The two programs and the objective of each are as follows:

- The *Residential Speed Limit Program* whose objective is to evaluate and determine the appropriate speed limit for each of the residential roads under the Village's jurisdiction.

- The *Residential Intersection Traffic Control Program* whose objective is to review, evaluate and determine the appropriate traffic control signage at all of the intersections under the Village's jurisdiction.

Each road and/or intersection will be studied based on accepted engineering practices, conformity with the Illinois Department of Transportation (IDOT) *Policy on Establishing and Posting Speed Limits*, the 2003 *Manual on Uniform Traffic Control Devices* (MUTCD) and the criteria established by the Village in its *Residential Speed Limit Program* and *Residential Intersection Traffic Control Program*.

Due to the size of the Village and complexity of the programs, the Village has been divided into eighteen different zones. To date, studies have been completed for fourteen zones with the Village staff performing the *Residential Speed Limit Studies* and Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) performing the *Residential Intersection Traffic Control Studies*.

As part of the two programs, the Village is requesting that two to three post (follow-up) studies be performed for each zone. The intent of the post studies is to (1) review the zone's speed limit/intersection traffic control modifications, (2) evaluate how the roadway system is operating since the implementation of the speed limit/intersection traffic control modifications and (3) determine whether any locations need further examination (first post study) or any adjustments are required to the speed limits and/or intersection traffic control (second/third post study). Per the Village's direction, the first post studies will examine the entire zones while the second/third post studies will examine only those portions of each zone that are determined to require additional review and evaluation.

This study summarizes the results and findings of the *First Post Study* for Zone 11. Figure 1 illustrates Zone 11 which is bounded by Central Road and the Mount Prospect/Arlington Heights border on the north, Busse Road on the east, Golf Road on the south and the Mount Prospect/Arlington Heights border on the west. (All of the figures for this study are provided at the end of the report.) Both the *Residential Speed Limit Study*, conducted by the Village, and the *Residential Intersection Traffic Control Study*, conducted by KLOA, Inc., were completed in February 2008 with the speed limit and intersection traffic control modifications implemented in June 2008.

2.
Updated Traffic Conditions

The transportation conditions in the zone were thoroughly inventoried to obtain a database of the existing physical and operating characteristics of the roadway system and are documented in the original studies. In order to update the database of existing conditions since the implementation of the speed limit/intersection traffic control modifications, KLOA, Inc. and the Village of Mount Prospect conducted follow-up field surveys, traffic/pedestrian counts and speed surveys and collected transportation related information. The following outlines the modifications that have been implemented within the zone and the additional data that was collected.

Speed Limit Modifications

Zone 11 has a total of 12 miles of roads that are under the Village's jurisdiction. Figure 2 illustrates the posted speed limit per road that was recommended as part of the *Residential Speed Limit Study* and has since been implemented. A comparison of the previous and current speed limits per mile of roadway is shown in Table 1. The entire zone has a speed limit of 25 mph with 20 mph School Zone posted speed limits provided on Lonnquist Boulevard, Estates Drive, and Deborah Lane within the vicinity of the two schools.

Table 1
ZONE 11 - COMPARISON OF PREVIOUS AND CURRENT POSTED SPEED LIMITS

	Previous Speed Limits		Current Speed Limits	
	Road Miles	Percentage	Road Miles	Percentage
20 mph	2.8	23%	0	0%
25 mph	2.6	22%	12.0	100%
30 mph	6.6	55%	0	0%

Intersection Traffic Control Modifications

Zone 11 has a total of 77 intersections that are under the Village's jurisdiction. Figure 3 illustrates the intersection traffic control that has been implemented based on the recommendations of the *Residential Intersection Traffic Control Study*. It should be noted that the original study recommended two-way stop sign control at the Bonita Avenue/Hatlen Avenue intersection. However, the Village Board decided to maintain the all-way stop sign control at this intersection. A comparison of the previous and current intersection traffic control is illustrated in Table 2 and Figure 4 summarizes the intersection traffic control modifications that occurred within the zone. Currently, two-way/one-way stop sign control or all-way stop sign control is provided at 72 of the 77 intersections within the zone.

Table 2
ZONE 11 - COMPARISON OF PREVIOUS AND CURRENT
INTERSECTION TRAFFIC CONTROL

Intersection Traffic Control	Previous Intersection Traffic Control	Current Intersection Traffic Control
All-Way Stop Sign Control	4	5
Two-Way/One-Way Stop Sign Control	35	67
Yield Sign Control	2	0
No Intersection Traffic Control	36	5
Total	77	77

Functional Classification of the Roadway System

All of the zone's roadways are classified as either collector roads and/or local roads. Per the recommendation of the *Residential Intersection Traffic Control Study*, the Village currently classifies the following roadways within the zone as collector roads.

- Lincoln Street
- Lonnquist Boulevard
- Meier Road between Golf Road and Lincoln Street

All of the other zone's roadways are classified as local roads. It should be noted that, prior to the *Residential Intersection Traffic Control Study*, the Village of Mount Prospect classified Lincoln Street, Lonnquist Boulevard, and the entire length of Meier Road as collector roads.

Traffic Volumes and Speed Data

KLOA, Inc. and the Village of Mount Prospect conducted traffic counts and speed surveys at a number of locations within the zone. All of the traffic counts/speed surveys were conducted for a minimum of two days and were broken down by direction and by hour. The following outlines the number and date of the counts/surveys conducted for each of the studies.

- As part of the *Residential Intersection Traffic Control Study*, KLOA, Inc. conducted counts/surveys at 39 locations within the zone and obtained previous counts/surveys conducted by the Village of Mount Prospect at nine additional locations within the zone. The KLOA, Inc. traffic counts/surveys were conducted in October 2007.

- As part of the *First Post Study*, KLOA, Inc. conducted updated counts/surveys in October 2008 at 48 locations within the zone.

Figure 5 provides a comparison of the daily traffic volumes and Figure 6 provides a comparison of the average speeds within the zone prior to and after the implementation of the speed limit/intersection traffic control modifications.

Intersection Accident Data

KLOA, Inc. obtained accident data from the Village of Mount Prospect for the zone's roadways and intersections as part of the original and post studies. The accident data for the *Residential Intersection Traffic Control Study* was obtained for a three year period from the beginning of October 2004 through the end of September 2007, while the accident data for the *First Post Study* was obtained for a six month period from July 2008 through December 2008. Table 3 provides a summary of the accident data.

Table 3
ZONE 11 - SUMMARY OF ACCIDENT DATA

Time Period	Accidents	Accidents Per Month
Residential Intersection Traffic Control Study		
October 2004 through September 2005	4	0.333
October 2005 through September 2006	2	0.167
October 2006 through September 2007	4	0.333
Average Accidents Per Year	3.333	0.278
First Post Study		
July 2008 through December 2008	1	0.167

Refer to Table 7 for the location of accidents that have occurred since the implementation of the speed limit and traffic control modifications.

Pedestrian Volume

Pedestrian traffic counts were conducted at five intersections within zone as part of the various studies. The counts were conducted for two hours during the morning peak period and two hours during the evening peak period in October 2007 (*Residential Intersection Traffic Control Study*), and October 2008 (*First Post Study*). Table 4 summarizes the results of the pedestrian counts.

Table 4
ZONE 11 - TOTAL PEDESTRIAN VOLUME PER INTERSECTION

Intersection	October 2007	October 2008
Estates Drive with Deborah Lane		
A.M. Peak Period (Two Hours)	29	10
P.M. Peak Period (Two Hours)	60	72
Estates Drive with Carol Lane		
A.M. Peak Period (Two Hours)	8	3
P.M. Peak Period (Two Hours)	12	15
Estates Drive with Crestwood Avenue		
A.M. Peak Period (Two Hours)	15	21
P.M. Peak Period (Two Hours)	41	65
Lonnquist Boulevard with Meier Road		
A.M. Peak Period (Two Hours)	19	24
P.M. Peak Period (Two Hours)	23	28
Lonnquist Boulevard with Crestwood Avenue		
A.M. Peak Period (Two Hours)	16	17
P.M. Peak Period (Two Hours)	15	21

3.
Evaluation and Recommendation

The intent of the post studies is to (1) review the zone's speed limit/intersection traffic control modifications, (2) evaluate how the roadway system is operating since the implementation of the speed limit/intersection traffic control modifications and (3) determine whether any locations need further examination (first post study) or any adjustments are required to the speed limits and/or intersection traffic control (second/third post study). This was accomplished by reviewing and analyzing the following pre and post operating characteristics within the zone.

- Daily Traffic Volumes
- Average Speeds
- Accident Data
- Pedestrian Volumes

These four operating characteristics were chosen as they provide the most relevant insight to the primary traffic concerns within any neighborhood: vehicular volume, vehicular speed and overall vehicular and pedestrian safety. The following provides a detailed evaluation of the four operating characteristics, recommends the locations for further examination and determines if any adjustments are required to the speed limits and/or intersection traffic control.

Daily Traffic Volumes

Background

First, traffic volumes fluctuate on a daily basis and, as such, any increase or decrease in traffic is not necessarily attributed to the speed limit and intersection traffic control modifications. Traffic volumes typically vary by season or month of the year, day of the week and time of the day particularly if the zone contains land uses other than residential, including commercial developments, schools, religious facilities, etc. A ten to fifteen percent variation in traffic volumes is typical in suburban areas.

Second, properly designed residential intersection traffic control plans complement and further define the hierarchy or functional classification of the roadway system. Collector roads and local roads are the two types of roadways typically found in the zones. The function of collector roads are to connect traffic between the local and arterial roads as well as providing access to abutting land uses. The function of local roads are to provide access between collector/arterial roads and abutting land uses. Consequently, collector roads should carry a higher volume of traffic than local roads as they provide the mobility through the zones. One of the primary purposes of the residential intersection traffic control plan is to more appropriately distribute the traffic along the roadway system. Therefore, the following traffic flow changes (redistributions) are expected within the zones as a result of the intersection traffic control modifications.

- The count locations that experience an increase in traffic are expected to primarily occur along the collector roads whereas the count locations that experience a decrease in traffic are primarily expected to occur along the local roads.

- The highest percent increase in traffic is primarily expected to occur along the collector roads as opposed to the local roads.

- Collector roads may experience increases in traffic exceeding the ten to fifteen percent variation in traffic volumes that is typical in suburban areas.

Criteria for Further Examination

Village staff and KLOA, Inc. have concurred that any location that experienced an increase in traffic of ten percent or more will be reexamined as part of the second post study. The ten percent increase was selected as it represents the lower threshold of the ten to fifteen percent variation in traffic volumes that is typical in suburban areas. However, as discussed above, the increase in traffic is expected to vary depending on the time of the year and the roadway classification. ***As such, the ten percent threshold is only to be used to determine the locations for further examination and is not to be interpreted as the threshold that signifies an issue or concern.*** Each location will be evaluated based on its physical and operating characteristics as well as how it is operating both individually and within the entire roadway system.

Evaluation

Figure 5 provides a comparison of the zone's daily traffic volumes prior to and after the implementation of the speed limit/intersection traffic control modifications. Of the 48 total locations, the daily traffic volumes decreased at 31 locations and only increased at seventeen locations. The traffic volumes decreased at 65 percent of the count locations. As such, the comparison of the daily traffic volumes indicates that the traffic volumes within the zone as a whole have remained stable, if not decreased, since the implementation of the speed limit/intersection traffic control modifications.

Table 5 provides a comparison of the daily traffic volumes and the percent increase at the seventeen locations that experienced an increase in traffic. A closer examination of Table 5 reveals the following.

- Of the seventeen locations that experienced an increase in traffic, only four locations had an increase of ten percent or more. Therefore, the increase in traffic at the various locations were generally within the ten to fifteen percent variation in traffic volumes that is typical in suburban areas.

- Of the four locations that had an increase of ten percent or more, all four occurred on local roads. However, it should be noted that these locations carry a limited volume of daily traffic (between 90 and 196 vehicles a day). As such, the daily increase in traffic on these roads is limited (between 13 and 38 vehicles a day). Assuming that the majority of the traffic traverses the road within an 18-hour period, this averages to an increase of approximately one to two vehicles an hour per location.

In conclusion, the evaluation of the traffic counts indicates that (1) the traffic volumes within the zone as a whole have remained stable, if not decreased, and (2) any increase in traffic was generally within the expected daily variation. At this time, the results of the updated traffic counts do not justify any adjustments to the zone's speed limits and/or intersection traffic control. Nevertheless, based on the criteria discussed above, the four locations shown in Table 5 with an increase in traffic of ten percent or greater will be reexamined as part of the second post study.

Table 5
LOCATIONS THAT EXPERIENCED AN INCREASE IN DAILY TRAFFIC VOLUMES

Location	Roadway Classification	Daily Traffic Volumes		Percent Increase
		October 2007	October 2008	
Lincoln between Hatlen and Crestwood	Collector	2,213	2,217	0.18%
Meier between Lincoln and Scott	Collector	2,112	2,152	1.89%
Hatlen between Central and Grindle	Local	600	609	1.50%
Prairie between White Oak and Lincoln	Local	93	101	8.60%
Hickory between White Oak and Lincoln	Local	129	131	1.55%
Audrey between Connie and Bonita	Local	175	195	11.42%
Connie between Hatlen and Audrey	Local	132	170	28.79%
Scott between Meier and Carol	Local	91	99	8.79%
Mark between Meier and Carol	Local	574	628	9.41%
Carol between Mark and Estates	Local	542	567	4.61%
Estates between Deborah and Crestwood	Local	492	531	7.93%
Crestwood between Martin and Lonnquist	Local	615	627	1.95%
Rusty between Robbie and Crestwood	Local	275	290	5.45%
Estates between Crestwood and Hatlen	Local	416	432	3.85%
Myrtle between Crestwood and Hatlen	Local	116	123	6.03%
Robbie between Crestwood and Rusty	Local	77	90	16.88%
Deborah between Rusty and Estates	Local	175	196	12.00%

Average Speeds

Background

While travel speeds are more consistent than traffic volumes, they will vary by season or month of the year, day of the week and time of the day. As such, any increase or decrease in travel speeds is not necessarily attributed to the speed limit and intersection traffic control modifications. The main factors affecting travel speeds are the roadway's physical and operating characteristics, including width of road, number of travel lanes, hills, curves, roadway surface and length of free flow conditions. Many of these attributes are fixed within the zone's infrastructure and are generally difficult and/or costly to change/modify. Furthermore, the courts typically will not uphold a speeding ticket unless it is in excess of ten mph above the posted speed limit. Therefore, travel speeds within five mph of the posted speed limit are generally considered acceptable within the industry and with most communities.

Criteria for Further Examination

Village staff and KLOA, Inc. have concurred that any location that has an observed average speed of 30 mph or greater and/or experienced a five mph increase in its average speed will be reexamined as part of the second post study. The 30 mph observed average speed was selected as it represents a five mph increase over the 25 mph posted speed limit within the zone. Furthermore, a five mph increase in average speed is the range that is generally acceptable. However, as discussed above, the average travel speeds are expected to vary depending on the time of the year and the roadway design. ***As such, the observed average speed of 30 mph or greater and/or a five mph increase in the average speed criteria is only to be used to determine the locations for further examination and is not to be interpreted as the threshold that signifies an issue or concern.*** Each location will be evaluated based on its physical and operating characteristics as well as how it is operating both individually and within the entire roadway system.

Evaluation

Figure 6 provides a comparison of the average speeds within the zone prior to and after the implementation of the speed limit/intersection traffic control modifications. Of the 48 locations, only five locations had an observed average speed of either 30 mph or greater (three locations) or experienced a five mph or greater increase in its average speed (two locations). Table 6 shows the five locations that meets the criteria for further examination. In general, the average speeds observed in the zone were 26 mph or less and that the change in the observed average speeds was three mph or less. Lastly, many locations either (1) had an observed average speed of less than 25 mph and/or (2) experienced a decrease in the observed average speed.

Table 6
LOCATIONS THAT HAD AN AVERAGE SPEED OF 30 MPH OR GREATER
OR EXPERIENCED A FIVE MPH OR GREATER INCREASE IN AVERAGE SPEED

Location	Direction	Average Speed (mph)		Increase in Average Speed (mph)
		October 2007	October 2008	
Lincoln between Crestwood and Hatlen	Eastbound	33	31	-2
Lincoln between Hickory and Leonard	Eastbound	30	30	0
Lincoln between Hickory and Leonard	Westbound	31	30	-1
Meier between Lincoln and White Oak	Southbound	28	30	+2
Leonard between Lincoln and White Oak	Southbound	18	23	5
Martin between Crestwood and Hatlen	Eastbound	18	23	5

In conclusion, the results of the speed surveys indicate that the average speeds within the zone have generally remained constant and are within the acceptable range. At this time, the results of the updated speed surveys do not justify any adjustments to the zone's speed limits or intersection traffic control. Nevertheless, based on the criteria established above, the five locations shown in Table 6 will be reexamined as part of the second post study.

Accident Data

In the six month period since the implementation of the speed limit/intersection traffic control modifications, the zone experienced a total of one accident. Table 7 summarizes the locations of the accident. It should be noted that the *Manual on Uniform Traffic Control Devices* (MUTCD) defines a crash problem as follows when warranting an all-way stop sign control at an intersection.

> *A crash problem, as identified by five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation.*

As such, one accident at an intersection or one total accident within a zone is very low and does not signify a problem. Furthermore, Table 3 shows that the average number of accidents on a per month basis has decreased within the zone during the six months since the implementation of the speed limit/intersection traffic control modifications.

Table 7
LOCATION OF ACCIDENTS IN ZONE 11
JULY 2008 THROUGH DECEMBER 2008

Intersection	Number of Accidents
Meier Road and Connie Lane	1

In conclusion, the zone as a whole and each of the intersections had a very low incident of accidents since the implementation of the speed limit/intersection traffic control modifications. As such, the evaluation of the accident data indicates that the speed limit and intersection traffic control modifications are promoting the efficient and orderly flow of traffic within the zone and, at this time, does not justify any adjustments to the zone's speed limits or intersection traffic control. Nevertheless, the accident data for the entire zone will be reexamined as part of the second post study.

Pedestrian Volume

A comparison of the counts show that the volume of pedestrian activity at several of the intersections have experienced some fluctuation in pedestrian activity. However, these intersections are generally near the schools and/or park in the zone. Further, the traffic control at these intersections have remained the same or have been improved as part of the program. Therefore, the fluctuation in pedestrian activity is mostly likely due to the activity at the schools or the park or possibly weather related as opposed to the speed limit and intersection traffic control modifications. At this time, the results of the updated pedestrian counts do not justify any adjustments to the zone's speed limits and/or intersection traffic control. Nevertheless, the pedestrian activity at all five intersections will be reexamined as part of the second post study.

4.
Conclusion

This study summarizes the results and findings of the *First Post Study* for Zone 11. The intent of the post studies is to (1) review the zone's speed limit/intersection traffic control modifications, (2) evaluate how the roadway system is operating since the implementation of the speed limit/intersection traffic control modifications and (3) determine whether any locations need further examination (first post study) or any adjustments are required to the speed limits and/or intersection traffic control (second/third post study). Zone 11 consists of the neighborhood bounded by Central Road and the Mount Prospect/Arlington Heights border on the north, Busse Road on the east, Golf Road on the south, and the Mount Prospect/Arlington Heights border on the west.

The results and findings of the *First Post Study* indicate that the operating characteristics within the zone have generally improved since the implementation of the speed limit/intersection traffic control modifications. While some roadways have experienced a slight increase in traffic and/or observed average speed, the number of locations has been very limited and generally within the expected daily variations and/or acceptable ranges. Furthermore, the positive impacts (reduced number of accidents and traffic volumes and average speeds generally within acceptable ranges) on the operation of the zone's roadway system far out weigh the limited number of locations that experienced a slight increase in traffic or average speed. As summarized below, the speed limit and intersection control traffic modifications are promoting a more efficient and orderly flow of traffic within the zone.

- *Daily Traffic Volumes*. The daily traffic volumes decreased at 31 locations and only increased at seventeen locations since the implementation of the speed limit/intersection traffic control modifications. Furthermore, only four locations had an increase of ten percent or more. Therefore, the evaluation of the traffic counts indicates that (1) the traffic volumes within the zone as a whole have remained stable, if not decreased, and (2) any increase in traffic was generally within the expected daily variation.

- *Average Travel Speeds*. Only five locations had an observed average speed of 30 mph or greater (three locations) and/or experienced a five mph increase in its average speed (two locations) or greater since the implementation of the speed limit/intersection traffic control modifications. In general, the average speeds observed in the zone were 26 mph or less and the change in the observed average speeds was three mph or less. Therefore, the average speeds within the zone have generally remained constant and are within the acceptable range.

- *Accident Data*. In the six month period since the implementation of the speed limit/intersection traffic control modifications, the zone experienced one accident which indicates that the zone as a whole and each of the intersections had a very low incident of accidents. Furthermore, the average number of accidents on a per-month basis has decreased within the zone during the six months. Therefore, the accident data indicates that the speed limit and intersection traffic control modifications are promoting the efficient and orderly flow of traffic within zone.

- *Pedestrian Volume*. The pedestrian activity at several intersections have experienced some fluctuation in pedestrian activity since the implementation of the speed limit/intersection traffic control modifications. However, the fluctuation in pedestrian activity is most likely due to the activity at the schools or the park or possibly weather related as opposed to the speed limit and traffic control modifications.

At this time, the findings of the *First Post Study* do not justify any adjustments to the speed limit or intersection traffic control. However, based on the established criteria, it is recommended that the following locations, as illustrated in Figure 7, be reexamined as part of the second post study to take place in the Spring of 2009.

Daily Traffic Counts and Speed Surveys

1. Audrey Lane between Connie Lane and Bonita Avenue
2. Connie Lane between Hatlen Avenue and Audrey Lane
3. Lincoln Street between Crestwood Avenue and Hatlen Avenue
4. Lincoln Street between Hickory Avenue and Leonard Avenue
5. Meier Road between Lincoln Street and White Oak Street
6. Leonard Avenue between Lincoln Street and White Oak Street
7. Martin Avenue between Crestwood Avenue and Hatlen Avenue
8. Deborah Lane between Rusty Road and Estates Drive
9. Robbie Lane between Rusty Road and Crestwood Avenue
10. Audrey Lane between Central Road and Grindle Drive
11. Hatlen Avenue between Central Road and Grindle Drive
12. Crestwood Avenue between Lincoln Street and Robbie Lane
13. Meier Road between Lonnquist Boulevard and Chris Lane
14. Crestwood Avenue between Lonnquist Boulevard and Martin Avenue

Pedestrian Traffic Counts

All five intersections

Accident Data

All 77 intersections within the zone

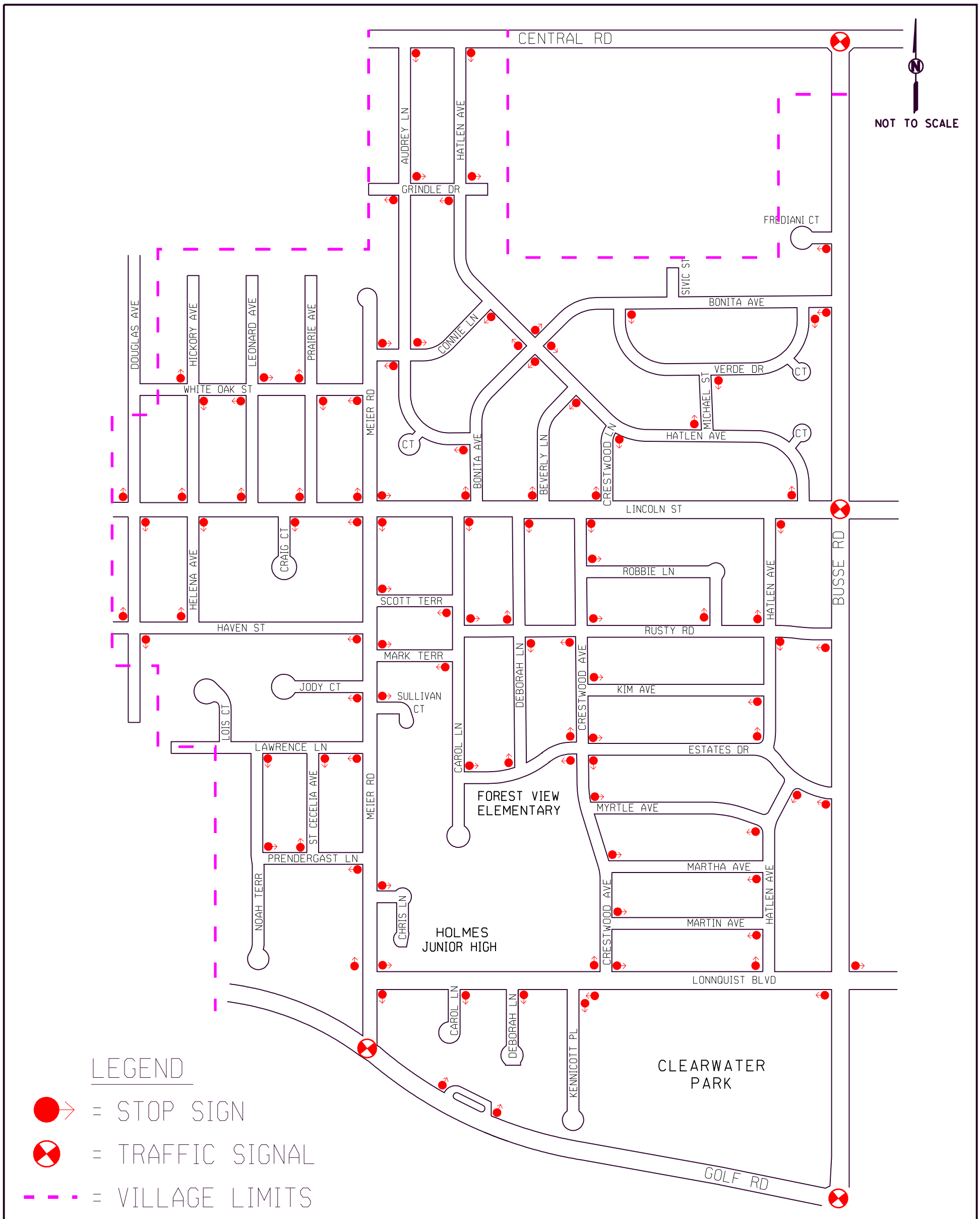
Appendix

LOCATION OF ZONE 11

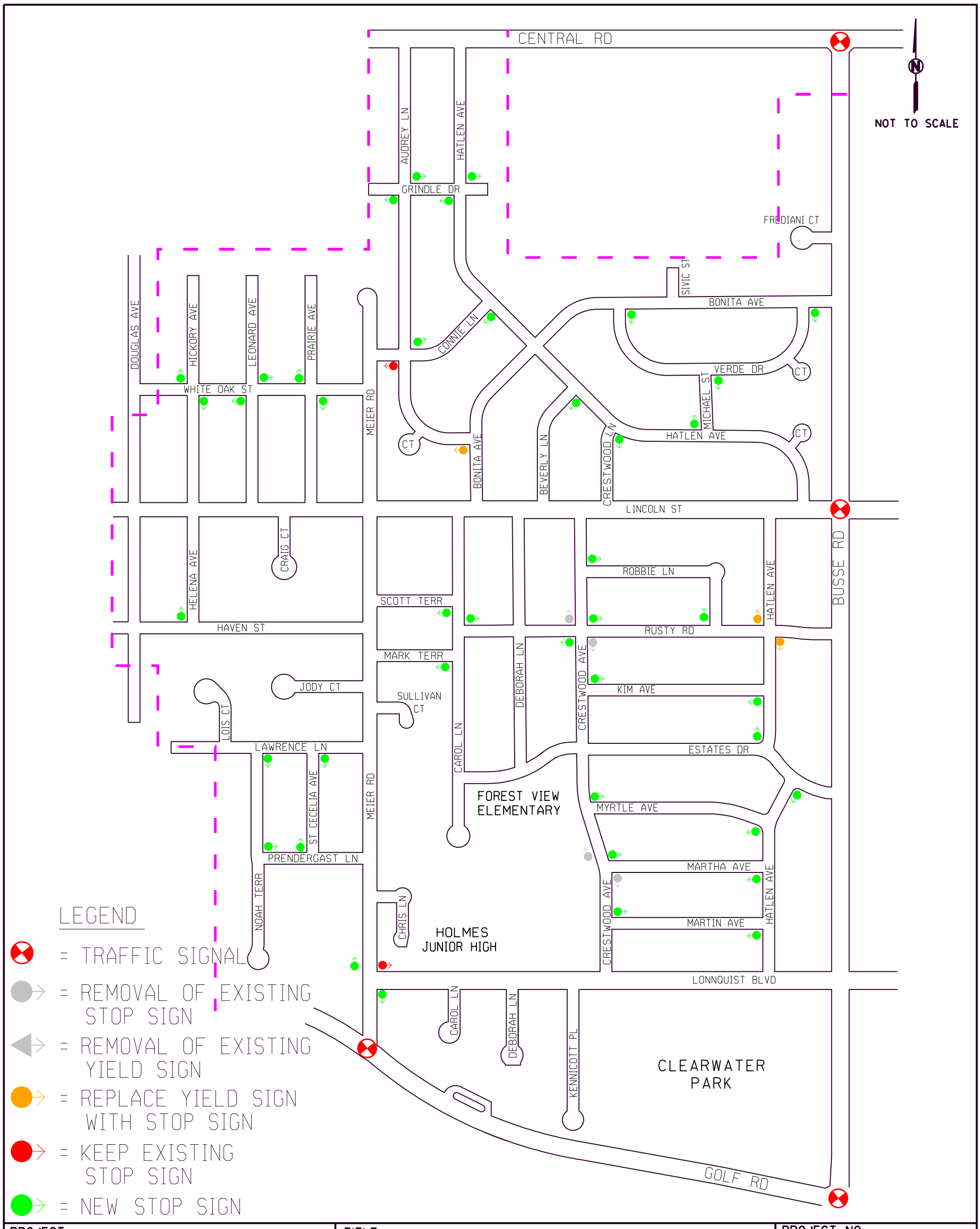
FIGURE 1

RECOMMENDATION MAP

FIGURE 2



PROJECT:	TITLE:	PROJECT NO: 08-121
VILLAGE OF MOUNT PROSPECT FIRST POST STUDY ZONE II	RECOMMENDED INTERSECTION TRAFFIC CONTROL	KLOA FIGURE NO: 3



PROJECT:	TITLE:	PROJECT NO: 08-121
VILLAGE OF MOUNT PROSPECT FIRST POST STUDY ZONE II	RECOMMENDED INTERSECTION TRAFFIC CONTROL MODIFICATIONS (ONLY THOSE INTERSECTIONS WITH MODIFICATIONS ARE SHOWN)	KLOA FIGURE NO: 4

LEGEND

= VILLAGE LIMITS

NOT TO SCALE

CENTRAL RD

887 | (822) AUDREY LN | 600 | (609) HATLEN AVE

GRINDLE DR

FREDIANI CT

SIVIC ST

282

BONITA AVE

(270)

144

VERDE DR

CT

(130)

MICHAEL ST

333

HATLEN AVE

CT

(332)

DOUGLAS AVE | HICKORY AVE | LEONARD AVE | 321 | PRAIRIE AVE

WHITE OAK ST

491 | (427) | 129 | (131) | 94 | (275) | 93 | (80) | (101) | 909

MEIER RD

(868) | (61) | CT | 175 | 2341 | 440 | (433) BONITA AVE | 131 | (111) BEVERLY LN | 166 | (154) CRESTWOOD LN | 2213

LINCOLN ST

132 | (170) CONNIE LN

(2130) | CRAIG CT | 310 | (301) | HELENA AVE | 576 | 2112

HAVEN ST

(504)

JODY CT

LOIS CT

384

LAWRENCE LN

(337) | 105 | (101) | 92 | (77) | ST CECELIA AVE | 384

PRENDERGAST LN

(339)

NOAH TERR

4000

(2197) | (2152) | 91 | SCOTT TERR

(99) | 574 | MARK TERR

(628) | SULLIVAN CT

(3065) | CHRIS LN

HOLMES JUNIOR HIGH

1590

364

336

(307) | 77 | ROBBIE LN | (90) | 275

(2217)

282

HATLEN AVE | (221) | 387

BUSSE RD

RUSTY RD

(330) | 542 | (567) CAROL LN | 175 | DEBORAH LN | (196) | 492

(290) | 117 | KIM AVE | (102) | 416

CRESTWOOD AVE

(344)

ESTATES DR

661

(531) | 513

FOREST VIEW ELEMENTARY

(512) | (432) | 116 | MYRTLE AVE

(585)

(123) | 105 | MARTHA AVE

(84) | 160 | MARTIN AVE

CRESTWOOD AVE

615

(627) | (155) | 1436 | 402

HATLEN AVE

(389)

LONNQUIST BLVD

(1371) CAROL LN

DEBORAH LN

KENNICOTT PL

(1195)

CLEARWATER PARK

GOLF RD

LEGEND

ØØ = ORIGINAL STUDY TRAFFIC COUNTS (FALL 2007)

(ØØ) = FIRST POST STUDY TRAFFIC COUNTS (FALL 2008)

PROJECT:	TITLE:	PROJECT NO: 08-121
VILLAGE OF MOUNT PROSPECT FIRST POST STUDY ZONE II	COMPARISON OF DAILY TRAFFIC VOLUMES	KLOA
		FIGURE NO: 5

LEGEND

= VILLAGE LIMITS

NOT TO SCALE

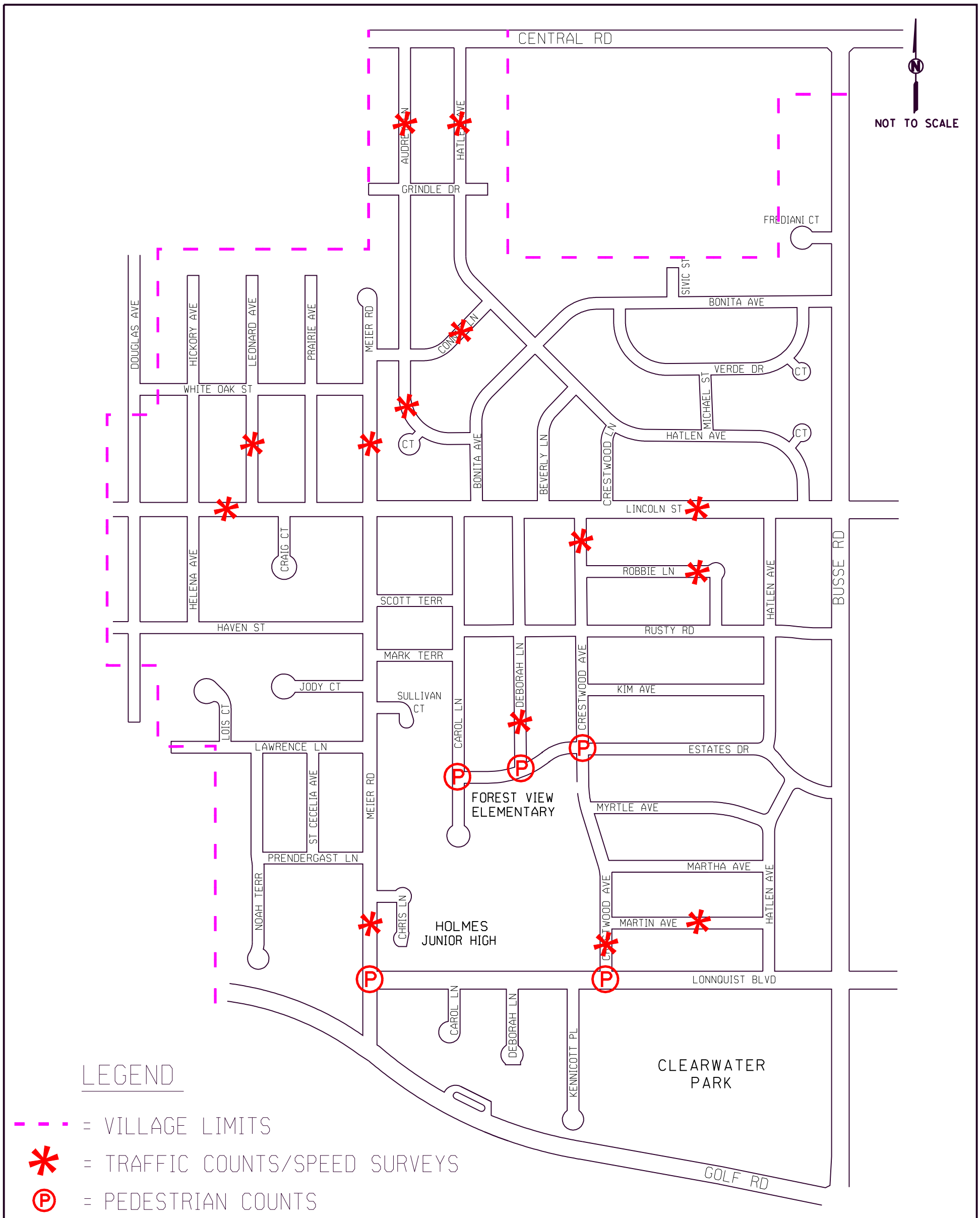
CENTRAL RD
AUDREY LN
HATLEN AVE
GRINDLE DR
FREDIANI CT
SIVIC ST
BONITA AVE
CONNIE LN
VERDE DR
CT
MICHAEL ST
HATLEN AVE
CT
DOUGLAS AVE
HICKORY AVE
LEONARD AVE
PRAIRIE AVE
WHITE OAK ST
MEIER RD
CT
BONITA AVE
BEVERLY LN
CRESTWOOD LN
LINCOLN ST
HELENA AVE
CRAIG CT
SCOTT TERR
ROBBIE LN
HATLEN AVE
BUSSE RD
HAVEN ST
MARK TERR
RUSTY RD
JODY CT
SULLIVAN CT
DEBORAH LN
CRESTWOOD AVE
KIM AVE
LOIS CT
LAWRENCE LN
CAROL LN
ESTATES DR
ST CECELIA AVE
FOREST VIEW ELEMENTARY
MYRTLE AVE
PRENDERGAST LN
NOAH TERR
MARTHA AVE
CRESTWOOD AVE
HATLEN AVE
CHRIS LN
HOLMES JUNIOR HIGH
MARTIN AVE
LONNQUIST BLVD
CAROL LN
DEBORAH LN
KENNICOTT PL
CLEARWATER PARK
GOLF RD

LEGEND

ØØ = ORIGINAL STUDY SPEED SURVEYS (FALL 2007)

(ØØ) = FIRST POST STUDY SPEED SURVEYS (FALL 2008)

PROJECT:	TITLE:	PROJECT NO: 08-121
VILLAGE OF MOUNT PROSPECT FIRST POST STUDY ZONE II	COMPARISON OF AVERAGE SPEEDS	KLOA
		FIGURE NO: 6



PROJECT:	TITLE:	PROJECT NO: 08-121
VILLAGE OF MOUNT PROSPECT FIRST POST STUDY ZONE II	COMPARISON OF AVERAGE SPEEDS	KLOA FIGURE NO: 7

Second Post Study
Residential Speed Limit Study and
Residential Intersection Traffic Control Study
Zone 11

Mount Prospect, Illinois

Prepared for

Village of Mount Prospect

By Kenig, Lindgren, O'Hara, Aboona, Inc.

Second Post Study

Residential Speed Limit Study and Residential Intersection Traffic Control Study Zone 11

Mount Prospect, Illinois

Prepared for

Village of Mount Prospect

By Kenig, Lindgren, O'Hara, Aboona, Inc.

Rosemont, Illinois
September 2009

Table of Contents

List of Figures and Tables

Tables in Report

Figures

All figures are located in the Appendix.

1.
Introduction

The Village of Mount Prospect has embarked on a Village-wide study of the traffic operations within its residential neighborhoods. In order to accomplish this task, the Village has initiated two traffic programs which are intent on providing a higher level of standardization, increase driver expectation and enhance safety as it pertains to traffic regulations. The two programs and the objective of each are as follows:

- The *Residential Speed Limit Program* whose objective is to evaluate and determine the appropriate speed limit for each of the residential roads under the Village's jurisdiction.

- The *Residential Intersection Traffic Control Program* whose objective is to review, evaluate and determine the appropriate traffic control signage at all of the intersections under the Village's jurisdiction.

Each road and/or intersection will be studied based on accepted engineering practices, conformity with the Illinois Department of Transportation (IDOT) *Policy on Establishing and Posting Speed Limits*, the 2003 *Manual on Uniform Traffic Control Devices* (MUTCD) and the criteria established by the Village in its *Residential Speed Limit Program* and *Residential Intersection Traffic Control Program*.

Due to the size of the Village and complexity of the programs, the Village has been divided into eighteen different zones. To date, studies have been completed for all eighteen zones with the Village staff performing the *Residential Speed Limit Studies* and Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) performing the *Residential Intersection Traffic Control Studies*.

As part of the two programs, the Village is requesting that two to three post (follow-up) studies be performed for each zone. The intent of the post studies is to (1) review the zone's speed limit/intersection traffic control modifications, (2) evaluate how the roadway system is operating since the implementation of the speed limit/intersection traffic control modifications and (3) determine whether any locations need further examination (first post study) or any adjustments are required to the speed limits and/or intersection traffic control (second/third post study). Per the Village's direction, the first post studies will examine the entire zones while the second/third post studies will examine only those portions of each zone that are determined to require additional review and evaluation.

This study summarizes the results and findings of the *Second Post Study* for Zone 11. Figure 1 illustrates Zone 11 which is bounded by Central Road and the Mount Prospect/Arlington Heights border on the north, Busse Road on the east, Golf Road on the south and the Mount Prospect/Arlington Heights border on the west. (All of the figures for this study are provided at the end of the report.) Both the *Residential Speed Limit Study*, conducted by the Village, and the *Residential Intersection Traffic Control Study*, conducted by KLOA, Inc., were completed in February 2008 with the speed limit and intersection traffic control modifications implemented in June 2008. The *First Post Study* was completed in February 2009 with the traffic counts and speed surveys conducted in October 2008.

2.
Updated Traffic Conditions

The transportation conditions in the zone were thoroughly inventoried to obtain a database of the existing physical and operating characteristics of the roadway system and are documented in the original studies. In order to update the database of existing conditions since the implementation of the speed limit/intersection traffic control modifications, KLOA, Inc. and the Village of Mount Prospect conducted follow-up field surveys, traffic/pedestrian counts and speed surveys and collected transportation related information. The following outlines the modifications that have been implemented within the zone and the additional data that was collected.

Speed Limit Modifications

Zone 11 has a total of 12 miles of roads that are under the Village's jurisdiction. Figure 2 illustrates the posted speed limit per road that was recommended as part of the *Residential Speed Limit Study* and has since been implemented. A comparison of the previous and current speed limits per mile of roadway is shown in Table 1. The entire zone has a speed limit of 25 mph with 20 mph School Zone posted speed limits provided on Lonnquist Boulevard, Estates Drive, and Deborah Lane within the vicinity of the two schools.

Table 1
ZONE 11 - COMPARISON OF PREVIOUS AND CURRENT POSTED SPEED LIMITS

	Previous Speed Limits		Current Speed Limits	
	Road Miles	Percentage	Road Miles	Percentage
20 mph	2.8	23%	0	0%
25 mph	2.6	22%	12.0	100%
30 mph	6.6	55%	0	0%

Intersection Traffic Control Modifications

Zone 11 has a total of 77 intersections that are under the Village's jurisdiction. Figure 3 illustrates the intersection traffic control that has been implemented based on the recommendations of the *Residential Intersection Traffic Control Study*. It should be noted that the original study recommended two-way stop sign control at the Bonita Avenue/Hatlen Avenue intersection. However, the Village Board decided to maintain the all-way stop sign control at this intersection. A comparison of the previous and current intersection traffic control is illustrated in Table 2 and Figure 4 summarizes the intersection traffic control modifications that occurred within the zone. Currently, two-way/one-way stop sign control or all-way stop sign control is provided at 72 of the 77 intersections within the zone.

Table 2
ZONE 11 - COMPARISON OF PREVIOUS AND CURRENT
INTERSECTION TRAFFIC CONTROL

Intersection Traffic Control	Previous Intersection Traffic Control	Current Intersection Traffic Control
All-Way Stop Sign Control	4	5
Two-Way/One-Way Stop Sign Control	35	67
Yield Sign Control	2	0
No Intersection Traffic Control	36	5
Total	77	77

Functional Classification of the Roadway System

All of the zone's roadways are classified as either collector roads and/or local roads. Per the recommendation of the *Residential Intersection Traffic Control Study*, the Village currently classifies the following roadways within the zone as collector roads.

- Lincoln Street
- Lonnquist Boulevard
- Meier Road between Golf Road and Lincoln Street

All of the other zone's roadways are classified as local roads. It should be noted that, prior to the *Residential Intersection Traffic Control Study*, the Village of Mount Prospect classified Lincoln Street, Lonnquist Boulevard, and the entire length of Meier Road as collector roads.

Traffic Volumes and Speed Data

KLOA, Inc. and the Village of Mount Prospect conducted traffic counts and speed surveys at a number of locations within the zone. All of the traffic counts/speed surveys were conducted for a minimum of two days and were broken down by direction and by hour. The following outlines the number and date of the counts/surveys conducted for each of the studies.

- As part of the *Residential Intersection Traffic Control Study*, KLOA, Inc. conducted counts/surveys at 39 locations within the zone and obtained previous counts/surveys conducted by the Village of Mount Prospect at nine additional locations within the zone. The KLOA, Inc. traffic counts/surveys were conducted in October 2007.

- As part of the *First Post Study*, KLOA, Inc. conducted updated counts/surveys in October 2008 at 48 locations within the zone.

- As part of the *Second Post Study*, KLOA, Inc. conducted updated counts/surveys in April 2009 at fourteen locations within the zone.

Figure 5 provides a comparison of the daily traffic volumes and Figure 6 provides a comparison of the average speeds within the zone prior to and after the implementation of the speed limit/intersection traffic control modifications.

Intersection Accident Data

KLOA, Inc. obtained accident data from the Village of Mount Prospect for the zone's roadways and intersections as part of the original and post studies. The accident data for the *Residential Intersection Traffic Control Study* was obtained for a three year period from the beginning of October 2004 through the end of September 2007, while the accident data for the *First and Second Post Studies* was obtained for a twelve month period from July 2008 through June 2009. Table 3 provides a summary of the accident data.

Table 3
ZONE 11 - SUMMARY OF ACCIDENT DATA

Time Period	Accidents	Accidents Per Month
Residential Intersection Traffic Control Study		
October 2004 through September 2005	4	0.333
October 2005 through September 2006	2	0.167
October 2006 through September 2007	4	0.333
Average Accidents Per Year	3.333	0.278
First and Second Post Studies		
July 2008 through June 2009	1	0.083

Refer to Table 7 for the location of accidents that have occurred since the implementation of the speed limit and traffic control modifications.

Pedestrian Volume

Pedestrian traffic counts were conducted at five intersections within zone as part of the various studies. The counts were conducted for two hours during the morning peak period and two hours during the evening peak period in October 2007 (*Residential Intersection Traffic Control Study*), October 2008 (*First Post Study*), and May and September 2009 (*Second Post Study*). Table 4 summarizes the results of the pedestrian counts.

Table 4
ZONE 11 - TOTAL PEDESTRIAN VOLUME PER INTERSECTION

Intersection	October 2007	October 2008	May/September 2009
Estates Drive with Deborah Lane			
A.M. Peak Period (Two Hours)	29	10	7
P.M. Peak Period (Two Hours)	60	72	47
Estates Drive with Carol Lane			
A.M. Peak Period (Two Hours)	8	3	4
P.M. Peak Period (Two Hours)	12	15	25
Estates Drive with Crestwood Avenue			
A.M. Peak Period (Two Hours)	15	21	8
P.M. Peak Period (Two Hours)	41	65	36
Lonnquist Boulevard with Meier Road			
A.M. Peak Period (Two Hours)	19	24	13
P.M. Peak Period (Two Hours)	23	28	44
Lonnquist Boulevard with Crestwood Avenue[1]			
A.M. Peak Period (Two Hours)	16	17	22
P.M. Peak Period (Two Hours)	15	21	148

[1]It should be noted that when the September 2009 counts were conducted at the Lonnquist Boulevard/Crestwood Avenue intersection, a school activity was occurring at Clearwater Park. Approximately 120 of the pedestrians during the P.M. peak period were attributed to the school activity.

3.
Evaluation and Recommendation

The intent of the post studies is to (1) review the zone's speed limit/intersection traffic control modifications, (2) evaluate how the roadway system is operating since the implementation of the speed limit/intersection traffic control modifications and (3) determine whether any locations need further examination (first post study) or any adjustments are required to the speed limits and/or intersection traffic control (second/third post study). This was accomplished by reviewing and analyzing the following pre and post operating characteristics within the zone.

- Daily Traffic Volumes
- Average Speeds
- Accident Data
- Pedestrian Volumes

These four operating characteristics were chosen as they provide the most relevant insight to the primary traffic concerns within any neighborhood: vehicular volume, vehicular speed and overall vehicular and pedestrian safety. The following provides a detailed evaluation of the four operating characteristics and determines if any adjustments are required to the speed limits and/or intersection traffic control.

Daily Traffic Volumes

Background

First, traffic volumes fluctuate on a daily basis and, as such, any increase or decrease in traffic is not necessarily attributed to the speed limit and intersection traffic control modifications. Traffic volumes typically vary by season or month of the year, day of the week and time of the day particularly if the zone contains land uses other than residential, including commercial developments, schools, religious facilities, etc. A ten to fifteen percent variation in traffic volumes is typical in suburban areas.

Second, properly designed residential intersection traffic control plans complement and further define the hierarchy or functional classification of the roadway system. Collector roads and local roads are the two types of roadways typically found in the zones. The function of collector roads are to connect traffic between the local and arterial roads as well as providing access to abutting land uses. The function of local roads are to provide access between collector/arterial roads and abutting land uses. Consequently, collector roads should carry a higher volume of traffic than local roads as they provide the mobility through the zones. One of the primary purposes of the residential intersection traffic control plan is to more appropriately distribute the traffic along the roadway system. Therefore, the following traffic flow changes (redistributions) are expected within the zones as a result of the intersection traffic control modifications.

- The count locations that experience an increase in traffic are expected to primarily occur along the collector roads whereas the count locations that experience a decrease in traffic are primarily expected to occur along the local roads.

- The highest percent increase in traffic is primarily expected to occur along the collector roads as opposed to the local roads.

- Collector roads may experience increases in traffic exceeding the ten to fifteen percent variation in traffic volumes that is typical in suburban areas.

Evaluation

Figure 5 provides a comparison of the zone's daily traffic volumes prior to and after the implementation of the speed limit/intersection traffic control modifications. The following summarizes the comparison of the traffic counts.

- Of the 48 total locations conducted as part of the *First Post Study*, the daily traffic volumes decreased at 31 locations and only increased at seventeen locations compared to the original counts. The traffic volumes decreased at 65 percent of the count locations.

- Of the fourteen locations conducted as part of the *Second Post Study*, the daily traffic volumes increased at eight locations and decreased at six locations compared to the original counts.

Table 5 provides a comparison of the daily traffic volumes and the percent increase at the twenty locations that experienced an increase in traffic. A closer examination of Table 5 reveals the following.

- Of the twenty locations that experienced an increase in traffic, only four locations had an increase of ten percent or more. Therefore, the increase in traffic at the various locations were generally within the ten to fifteen percent variation in traffic volumes that is typical in suburban areas.

- Of the four locations that had an increase of ten percent or more, all four occurred on local roads. However, it should be noted that these locations carry a limited volume of daily traffic (between 90 and 215 vehicles a day). As such, the daily increase in traffic on these roads is limited (between 13 and 40 vehicles a day). Assuming that the majority of the traffic traverses the road within an 18-hour period, this averages to an increase of approximately one to two vehicles an hour per location.

In conclusion, the evaluation of the traffic counts indicates that (1) the traffic volumes within the zone as a whole have remained stable, if not decreased, and (2) any increase in traffic was generally within the expected daily variation. Therefore, the results of the updated traffic counts do not justify any adjustments to the zone's speed limits and/or intersection traffic control.

Table 5
LOCATIONS THAT EXPERIENCED AN INCREASE IN DAILY TRAFFIC VOLUMES

Location	Roadway Classification	October 2007 Daily Traffic	October 2008 Daily Traffic	October 2008 Percent Increase[1]	April 2009 Daily Traffic	April 2009 Percent Increase[1]
Lincoln between Hatlen and Crestwood	Collector	2,213	2,217	0.18%	2,125	decrease
Lincoln between Helena and Leonard	Collector	2,283	2,130	decrease	2,316	1.45%
Meier between Lincoln and Scott	Collector	2,112	2,152	1.89%	na	na
Hatlen between Central and Grindle	Local	600	609	1.50%	637	6.17%
Prairie between White Oak and Lincoln	Local	93	101	8.60%	na	na
Leonard between White Oak and Lincoln	Local	94	80	decrease	102	8.51%
Hickory between White Oak and Lincoln	Local	129	131	1.55%	na	na
Audrey between Connie and Bonita	Local	175	195	11.42%	215	22.86%
Connie between Hatlen and Audrey	Local	132	170	28.79%	160	21.21%
Scott between Meier and Carol	Local	91	99	8.79%	na	na
Mark between Meier and Carol	Local	574	628	9.41%	na	na
Carol between Mark and Estates	Local	542	567	4.61%	na	na
Estates between Deborah and Crestwood	Local	492	531	7.93%	na	na
Crestwood between Martin and Lonnquist	Local	615	627	1.95%	633	2.93%
Crestwood between Lincoln and Robbie	Local	364	307	decrease	366	0.55%
Rusty between Robbie and Crestwood	Local	275	290	5.45%	na	na
Estates between Crestwood and Hatlen	Local	416	432	3.85%	na	na
Myrtle between Crestwood and Hatlen	Local	116	123	6.03%	na	na
Robbie between Crestwood and Rusty	Local	77	90	16.88%	91	18.18%
Deborah between Rusty and Estates	Local	175	196	12.00%	170	decrease

[1]Equals percent increase in traffic compared to the original traffic counts (October 2007).

Average Speeds

Background

While travel speeds are more consistent than traffic volumes, they will vary by season or month of the year, day of the week and time of the day. As such, any increase or decrease in travel speeds is not necessarily attributed to the speed limit and intersection traffic control modifications. The main factors affecting travel speeds are the roadway's physical and operating characteristics, including width of road, number of travel lanes, hills, curves, roadway surface and length of free flow conditions. Many of these attributes are fixed within the zone's infrastructure and are generally difficult and/or costly to change/modify. Furthermore, the courts typically will not uphold a speeding ticket unless it is in excess of ten mph above the posted speed limit. Therefore, travel speeds within five mph of the posted speed limit are generally considered acceptable within the industry and with most communities.

Evaluation

Figure 6 provides a comparison of the average speeds within the zone prior to and after the implementation of the speed limit/intersection traffic control modifications. Of the 48 locations conducted as part of the *First Post Study* and the fourteen locations conducted as part of the *Second Post Study*, only six locations had an observed average speed of either 30 mph or greater (three locations) or experienced a five mph or greater increase in its average speed (three locations). Table 6 shows the six locations that had an observed average speed of either 30 mph or greater or experienced a five mph or greater increase in average speed. It should be noted that the three locations (five directions of flow) that had an observed speed of 30 mph or greater, the observed speed along three of the directions of flow remained the same or decreased. In addition, the three locations that experienced a five mph increase in average speed, the highest observed average speed was 23 mph which is below the 25 mph posted speed limit. In general, the average speeds observed in the zone were 26 mph or less and that the change in the observed average speeds was three mph or less. Lastly, many locations either (1) had an observed average speed of less than 25 mph and/or (2) experienced a decrease in the observed average speed.

Table 6
LOCATIONS THAT HAD AN AVERAGE SPEED OF 30 MPH OR GREATER
OR EXPERIENCED A FIVE MPH OR GREATER INCREASE IN AVERAGE SPEED

			October 2008		April 2009	
Location	Direction	October 2007 Average Speed (mph)	Average Speed (mph)	Increase in Average Speed (mph)[1]	Average Speed (mph)	Increase in Average Speed (mph)[1]
Lincoln between Crestwood and Hatlen	Eastbound	33	31	-2	31	-2
Lincoln between Crestwood and Hatlen	Westbound	28	28	0	31	3
Lincoln between Hickory and Leonard	Eastbound	30	30	0	29	-1
Lincoln between Hickory and Leonard	Westbound	31	30	-1	31	0
Meier between Lincoln and White Oak	Southbound	28	30	+2	28	0
Leonard between Lincoln and White Oak	Southbound	18	23	5	21	3
Robbie between Crestwood and Rusty	Eastbound	16	17	1	21	5
Martin between Crestwood and Hatlen	Eastbound	18	23	5	21	3

[1]Equals increase in average speed compared to the original speed surveys (October 2007).

In conclusion, the results of the speed surveys indicate that the average speeds within the zone have generally remained constant and are within the acceptable range. Therefore, the results of the updated speed surveys do not justify any adjustments to the zone's speed limits or intersection traffic control.

Accident Data

In the twelve month period since the implementation of the speed limit/intersection traffic control modifications, the zone experienced a total of one accident. Table 7 summarizes the locations of the accident. It should be noted that the *Manual on Uniform Traffic Control Devices* (MUTCD) defines a crash problem as follows when warranting an all-way stop sign control at an intersection.

> *A crash problem, as identified by five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation.*

As such, one accident at an intersection or one total accident within a zone is very low and does not signify a problem. Furthermore, Table 3 shows that the average number of accidents on a per month basis has decreased within the zone during the twelve months since the implementation of the speed limit/intersection traffic control modifications.

Table 7
LOCATION OF ACCIDENTS IN ZONE 11
JULY 2008 THROUGH JUNE 2009

Intersection	Number of Accidents
Meier Road and Connie Lane	1

In conclusion, the zone as a whole and each of the intersections had a very low incident of accidents since the implementation of the speed limit/intersection traffic control modifications. Therefore, the evaluation of the accident data indicates that the speed limit and intersection traffic control modifications are promoting the efficient and orderly flow of traffic within the zone and does not justify any adjustments to the zone's speed limits or intersection traffic control.

Pedestrian Volume

A comparison of the counts show that the volume of pedestrian activity at several of the intersections have experienced some fluctuation in pedestrian activity. However, these intersections are generally near the schools and/or park in the zone. Further, the traffic control at these intersections have remained the same or have been improved as part of the program. As such, the fluctuation in pedestrian activity is mostly likely due to the activity at the schools or the park or possibly weather related as opposed to the speed limit and intersection traffic control modifications. Consequently, the results of the updated pedestrian counts do not justify any adjustments to the zone's speed limits and/or intersection traffic control.

4.
Conclusion

This study summarizes the results and findings of the *Second Post Study* for Zone 11. The intent of the post studies is to (1) review the zone's speed limit/intersection traffic control modifications, (2) evaluate how the roadway system is operating since the implementation of the speed limit/intersection traffic control modifications and (3) determine whether any locations need further examination (first post study) or any adjustments are required to the speed limits and/or intersection traffic control (second/third post study). Zone 11 consists of the neighborhood bounded by Central Road and the Mount Prospect/Arlington Heights border on the north, Busse Road on the east, Golf Road on the south, and the Mount Prospect/Arlington Heights border on the west.

The results and findings of the *First and Second Post Studies* indicate that the operating characteristics within the zone have generally improved since the implementation of the speed limit/intersection traffic control modifications. While some roadways have experienced a slight increase in traffic and/or observed average speed, the number of locations has been very limited and generally within the expected daily variations and/or acceptable ranges. Furthermore, the positive impacts (reduced number of accidents and traffic volumes and average speeds generally within acceptable ranges) on the operation of the zone's roadway system far out weigh the limited number of locations that experienced a slight increase in traffic or average speed. As summarized below, the speed limit and intersection control traffic modifications are promoting a more efficient and orderly flow of traffic within the zone.

- *Daily Traffic Volumes*. The daily traffic volumes decreased at 31 locations and only increased at seventeen locations conducted as part of the *First Post Study* and increased at eight locations and decreased at six locations as part of the *Second Post Study*. Furthermore, only four locations had an increase of ten percent or more. Therefore, the evaluation of the traffic counts indicates that (1) the traffic volumes within the zone as a whole have remained stable, if not decreased, and (2) any increase in traffic was generally within the expected daily variation.

- *Average Travel Speeds*. Only six locations had an observed average speed of 30 mph or greater (three locations) and/or experienced a five mph increase in its average speed (three locations) or greater since the implementation of the speed limit/intersection traffic control modifications. In general, the average speeds observed in the zone were 26 mph or less and the change in the observed average speeds was three mph or less. Therefore, the average speeds within the zone have generally remained constant and are within the acceptable range.

- *Accident Data*. In the twelve month period since the implementation of the speed limit/intersection traffic control modifications, the zone experienced one accident which indicates that the zone as a whole and each of the intersections had a very low incident of accidents. Furthermore, the average number of accidents on a per-month basis has decreased within the zone during the twelve months. Therefore, the accident data indicates that the speed limit and intersection traffic control modifications are promoting the efficient and orderly flow of traffic within zone.

- *Pedestrian Volume*. The pedestrian activity at several intersections have experienced some fluctuation in pedestrian activity since the implementation of the speed limit/intersection traffic control modifications. However, the fluctuation in pedestrian activity is most likely due to the activity at the schools or the park or possibly weather related as opposed to the speed limit and traffic control modifications.

In conclusion, the findings of the *First Post Study* and the *Second Post Study* do not justify any adjustments to the speed limit or intersection traffic control.

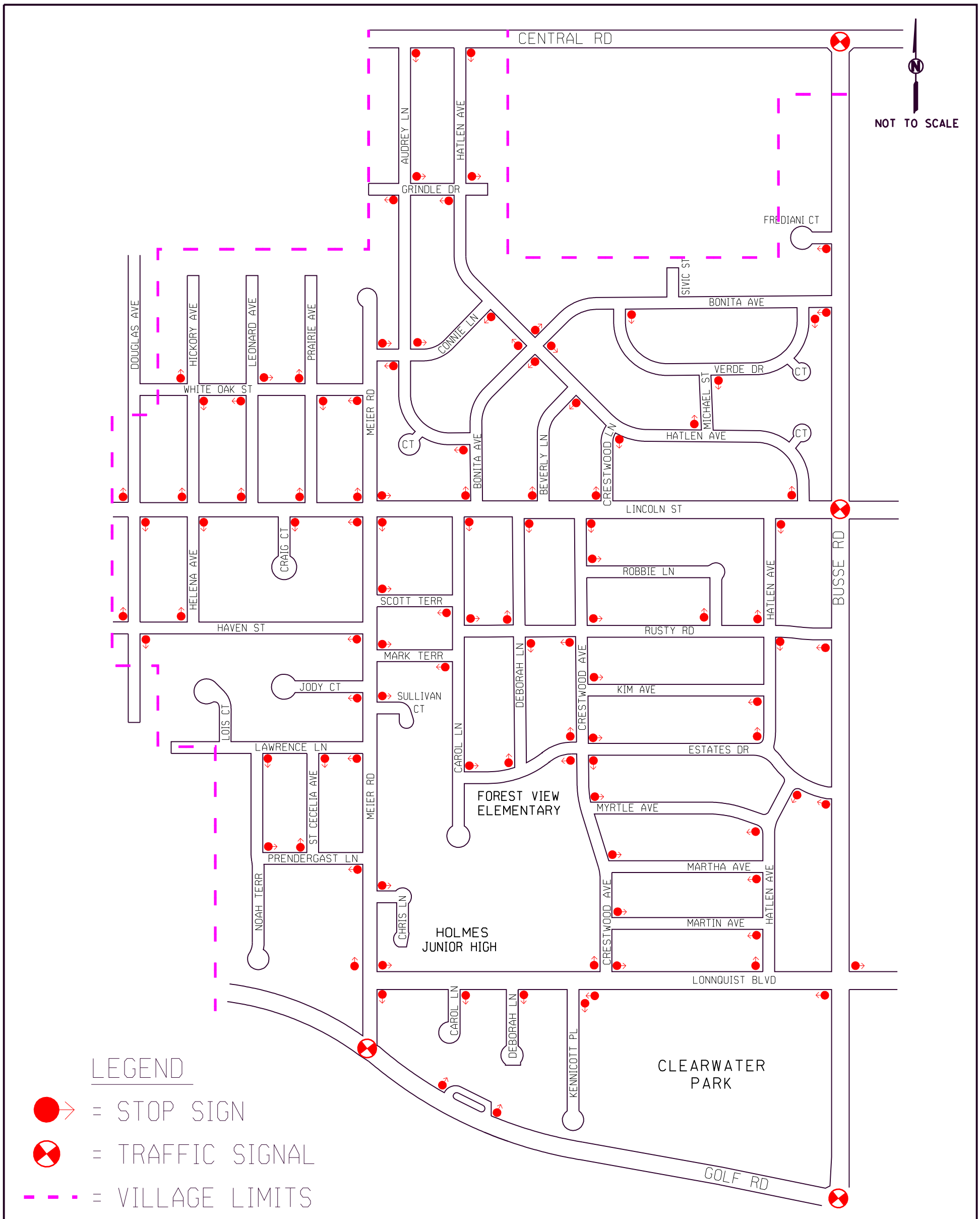
Appendix

LOCATION OF ZONE 11

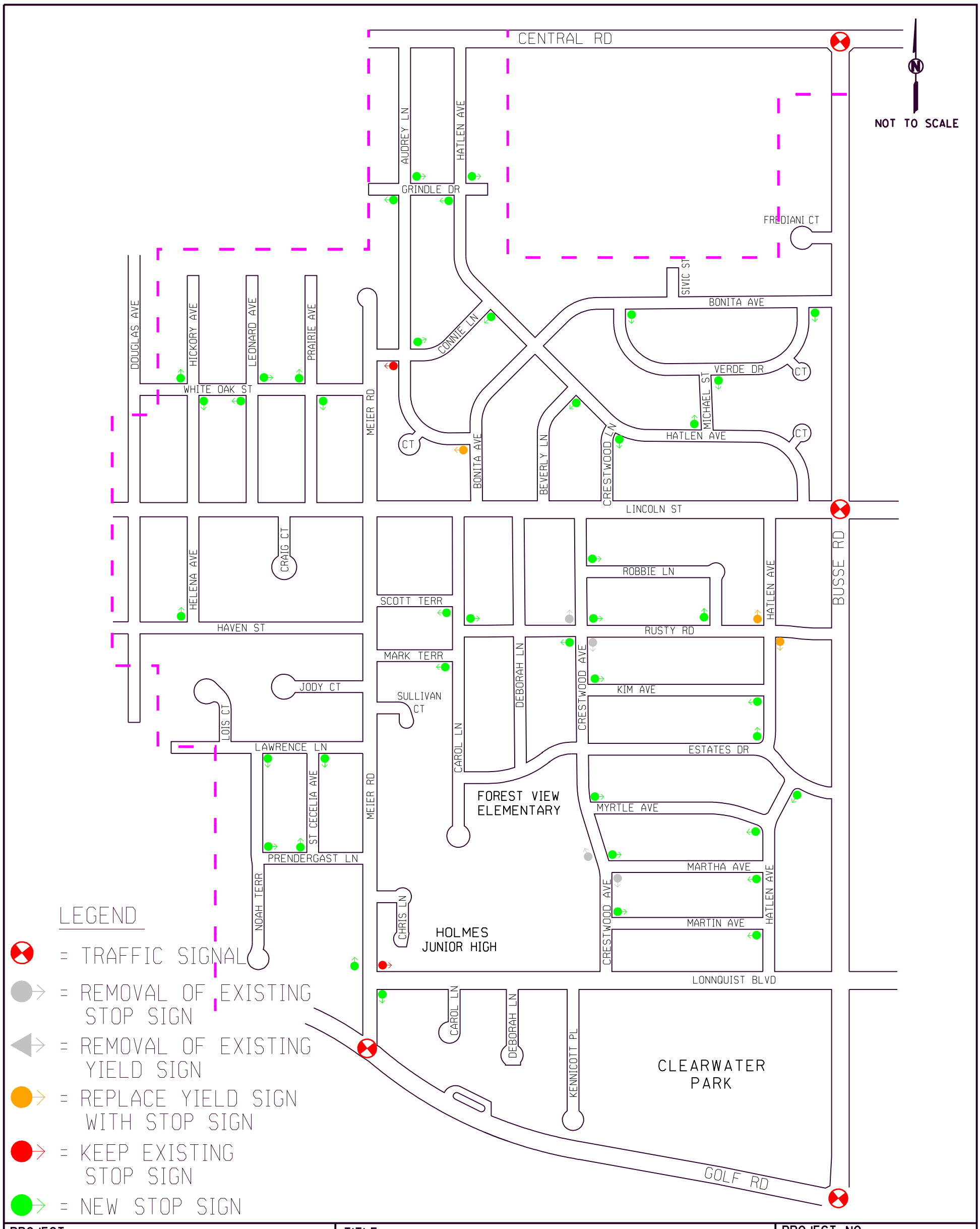
FIGURE 1

RECOMMENDATION MAP

FIGURE 2



PROJECT:	TITLE:	PROJECT NO: 08-121
VILLAGE OF MOUNT PROSPECT SECOND POST STUDY ZONE II	RECOMMENDED INTERSECTION TRAFFIC CONTROL	KLOA FIGURE NO: 3



PROJECT:	TITLE:	PROJECT NO: 08-121
VILLAGE OF MOUNT PROSPECT SECOND POST STUDY ZONE II	RECOMMENDED INTERSECTION TRAFFIC CONTROL MODIFICATIONS (ONLY THOSE INTERSECTIONS WITH MODIFICATIONS ARE SHOWN)	KLOA FIGURE NO: 4

LEGEND

= VILLAGE LIMITS

NOT TO SCALE

CENTRAL RD

887

AUDREY LN

(822)
[876]
600

HATLEN AVE

(609)
[637]

GRINDLE DR

FREDIANI CT

SIVIC ST

282

BONITA AVE

(270)

144

VERDE DR

CT

(130)

MICHAEL ST

333

HATLEN AVE

CT

(332)

CT

DOUGLAS AVE

HICKORY AVE

LEONARD AVE

PRAIRIE AVE

321

WHITE OAK ST

(275)

93

(101)

909

MEIER RD

(95)

175

[215]

CT

(868)
[895]

2341

440

BONITA AVE

(433)

131

BEVERLY LN

(111)

166

CRESTWOOD LN

(154)

2213

LINCOLN ST

491

(427)

129

(131)

94

2283

(80)
[102]

132

CONNIE LN

(170)
[160]

(2130)
[2316]

CRAIG CT

(2197)

(2152)

91

SCOTT TERR

364

(307)
[366]

(2217)
[2125]

77

ROBBIE LN

282

HATLEN AVE

(221)

387

BUSSE RD

310

(301)

HELENA AVE

576

2112

HAVEN ST

(99)

574

MARK TERR

336

(90)
[91]

275

RUSTY RD

(504)

(628)

SULLIVAN CT

(330)

DEBORAH LN

(196)
[170]

492

CROWOOD AVE

(290)

117

KIM AVE

(344)

JODY CT

LOIS CT

384

LAWRENCE LN

542

CAROL LN

(567)

175

(102)

416

ESTATES DR

661

(337)

(77)

384

ST CECELIA AVE

(101)

92

105

(533)

513

FOREST VIEW ELEMENTARY

(512)

(432)

116

(585)

MYRTLE AVE

MEIER RD

(123)

105

MARTHA AVE

PRENDERGAST LN

(339)

NOAH TERR

(84)

160

MARTIN AVE

HATLEN AVE

(3065)

CHRIS LN

[3228]

HOLMES JUNIOR HIGH

1590

4000

615

CROWOOD AVE

(627)
[633]

(155)
[150]

1436

402

(389)

LONNQUIST BLVD

CAROL LN

(1371)

DEBORAH LN

KENNICOTT PL

(1195)

CLEARWATER PARK

GOLF RD

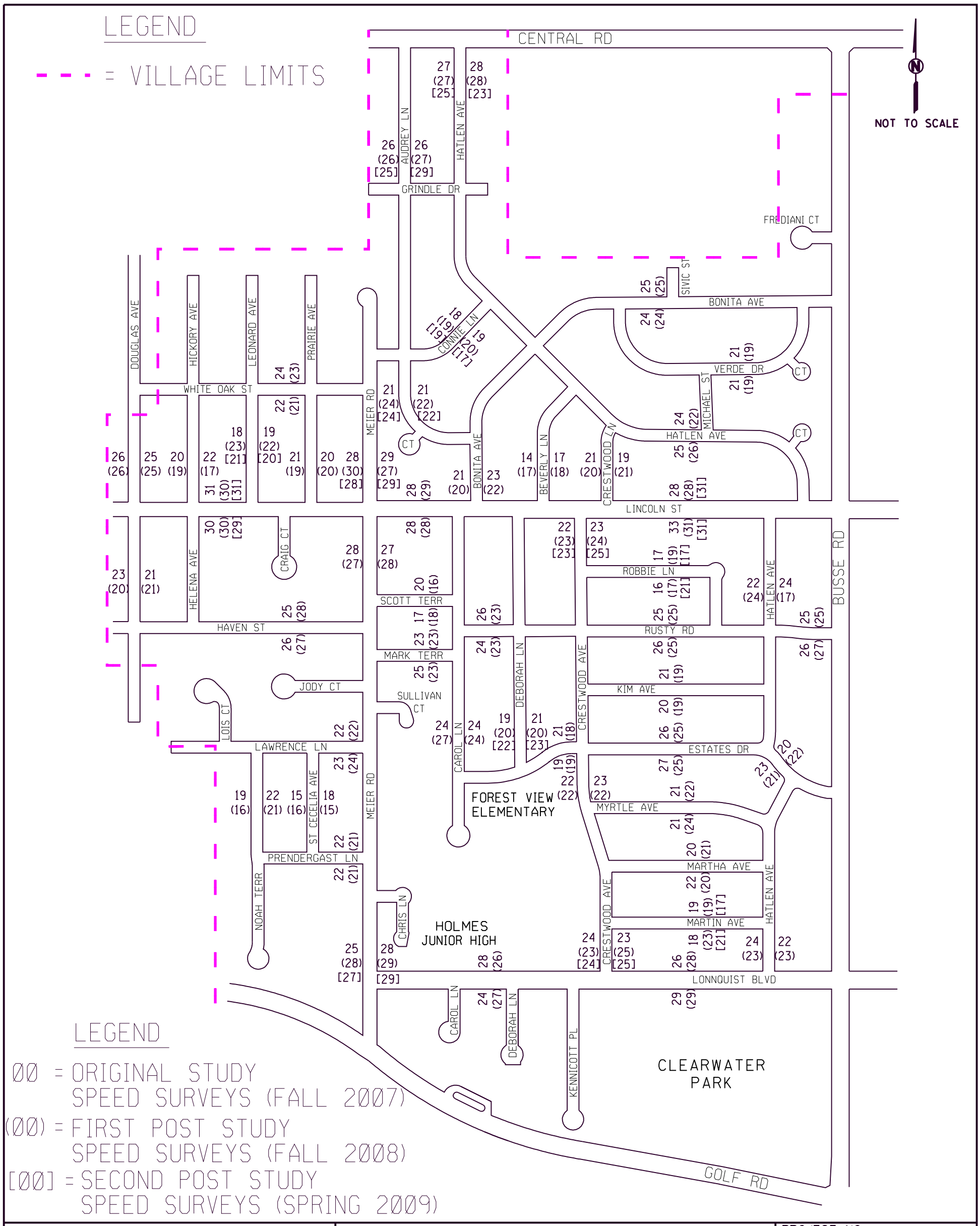
LEGEND

ØØ = ORIGINAL STUDY TRAFFIC COUNTS (FALL 2007)

(ØØ) = FIRST POST STUDY TRAFFIC COUNTS (FALL 2008)

[ØØ] = SECONG POST STUDY TRAFFIC COUNTS (SPRING 2009)

PROJECT:	TITLE:	PROJECT NO: 08-121
VILLAGE OF MOUNT PROSPECT SECOND POST STUDY ZONE II	COMPARISON OF DAILY TRAFFIC VOLUMES	KLOA
		FIGURE NO: 5



PROJECT:	TITLE:	PROJECT NO: 08-121
VILLAGE OF MOUNT PROSPECT SECOND POST STUDY ZONE II	COMPARISON OF AVERAGE SPEEDS	KLOA FIGURE NO: 6

Attachment 6
2020's Traffic Studies

Village of Mount Prospect
Audrey Lane Traffic Issues
September 3, 2024

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Village of Mount Prospect
Public Works

1700 W. Central Road, Mount Prospect, Illinois 60056

MINUTES OF THE MOUNT PROSPECT TRANSPORTATION SAFETY COMMISSION

DRAFT

CALL TO ORDER

The meeting of the Mount Prospect Transportation Safety Commission was called to order at 7:00 p.m. on Monday, June 12, 2023.

ROLL CALL

Present upon roll call:	Justin Kuehlthau	Chairman
	Christopher Prosperi	Vice Chairman
	Jeffrey Nejdl	Commissioner
	Joseph Kanupke	Police Department Representative
	Todd Novak	Fire Department Representative
	Scott Moe	Public Works Department Representative
	Luke Foresman	Civil Engineer – Staff Liaison
Absent:	Tina DeAragon	Commissioner
Others in Attendance:	Matt Lawrie	Village Engineer
	Vito LiRosi	Resident

APPROVAL OF MINUTES

Chairman Kuehlthau, seconded by Superintendent Moe, moved to approve the minutes of the regular meeting of the Transportation Safety Commission held on April 10, 2023. The minutes were approved by a vote of 5-0 with Commissioner Nejdl abstaining.

CITIZENS TO BE HEARD

Vito LiRosi was in the audience and presented to the Commission traffic concerns on Audrey Lane between Central Road and Connie Lane. Mr. LiRosi introduced himself as a resident who lives at 17 Audrey Lane and has lived there for the past four years. His traffic concerns on Audrey Lane are as follows:

- Speeding; cars exceeding the speed limit of 25 MPH

- Excessive speeding; cars exceeding 40 MPH
- Cut through traffic; vehicles using Meier Road, Connie Lane and Audrey Lane to get between Golf Road and Central Road

Mr. LiRosi went over the traffic study that was completed by Staff in December of 2022. The study, and previous studies conducted on Audrey Lane in past, show the street does not qualify for the current traffic calming program.

Civil Engineer Foresman and Village Engineer Lawrie explained the history of the traffic calming program to the Commission. There is funding available for one traffic calming project a year on average. The program was designed to address excessive speeding and volume on neighborhood streets, and there have been many successful projects in the past on streets that met the traffic calming program's requirements. As the program was developed over 10 years ago, Staff is open to reviewing and updating the traffic calming program to make sure it continues to model best engineering practices.

There was general discussion among the Commission and audience on various traffic issues on Audrey Lane and traffic calming in general throughout the Village.

Chairman Kuehlthau motioned to have Staff review and update as necessary the Village's Traffic Calming Program and to present it to the Commission by the end of the year. Further, he asked that Staff conduct an additional traffic study on Audrey Lane and Hatlen Avenue again at a time determined by Staff. Commissioner Nejdl seconded.

The motion was approved by a vote of 6-0.

Note: Commissioner Prosperi left the meeting at 7:45 p.m. following the conclusion of Citizens To Be Heard.

OLD BUSINESS

No old business.

NEW BUSINESS

Westgate Road Traffic Calming

Civil Engineer Foresman presented the following to the Commission for consideration.

Summary:	The Village is resurfacing Westgate Road from Central Road to Thayer Street as part of the 2023 Street Resurfacing Program. The Village would like to use this as an opportunity to restripe Westgate Road to address speeding issues. The restriping will remove parking on the west side of Westgate Road and add a dedicated parking lane to the east side while maintaining two travel lanes in each direction.
Existing Conditions:	Westgate Road is one of the main access points to the Westgate Neighborhood. It is the western most access to the neighborhood from Central Road. Westgate Road is also a Village designated bike route. Currently Westgate Road is 28' wide (e-e) with one 14' wide shared through and parking lane in each direction with a skip-line centerline. The west side of Westgate Road is abutted by parking lots

behind Mount Prospect Plaza, the east side is residential homes. The existing speed limit is 25 MPH. Approximately 1,600 vehicles per day use Westgate Road. The weight limit is 6 tons. While there is an access point on the west wise of Westgate Road to the rear parking lots of Mount Prospect Plaza, deliveries typically use the entrance to the plaza off Central Road.

Current Traffic Regulations

1. 18.133 C – Collector or Secondary Streets.
   Westgate Road
2. 18.2004: Schedule IV – Stop and Yield Signs
   Westgate Road Southbound at Central Rd.
3. 18.2006: Schedule VI – No Parking Any Time
   Westgate Road – East and West – The first 200 feet north of Central Rd.
4. Parking is prohibited between 2:00 A.M. and 6:00 A.M. on all Village Streets.
5. The Speed Limit is 25 MPH.

Existing Traffic Conditions

Westgate Road was identified as possibly qualifying for traffic calming because its width and surrounding land use may promote speeding. There is only one access point along the west side of the road and long driveways with ample parking for residents on the east side. This leads to a low utilization of on-street parking resulting in almost continuous 14' wide travel lanes for Westgate Road between Central Road and Thayer Street.

With the resurfacing of Westgate Road, staff decided to conduct a speed study to see if our perceived speeding conditions were actually happening. A 24-hour speed study was conducted on Tuesday April 11th, before construction started on the street. The study showed an 85 percentile speed of 35.5 MPH and an average speed of 29.9 MPH. An 85 percentile speed of at least 34 MPH qualifies the street for traffic calming measures. Staff is not aware of any crash history along Westgate Road.

Additionally, Staff observed the street on multiple occasions during the month of May and recoded no vehicles parked on the street during the day.

Proposed Conditions:

Staff proposes to restripe Westgate Road with two 10' wide through lanes and an 8' wide parking lane along the east side of the road adjacent to the residential homes. No parking will be allowed on the west side of the street. This will have an effect of visually narrowing the road when cars are not parked which will slow down vehicles on the street.

Staff does not anticipate this change having a negative effect on other streets in the neighborhood or any effect on Mount Prospect Plaza or Central Road. The slower vehicles will also create a better environment for biking. The marked parking lane will provide space for northbound bikes when vehicles are not parked, similar to other streets in town.

Survey:

Residents along Westgate Road between Central Road and Thayer Street were mailed a letter detailing the project, soliciting comments and inviting them to attend the Transportation Safety Commission Meeting. As of June 1, no comments were received.

Recommendation: The Village has the opportunity introduce traffic calming measures on Westgate Road to increase safety and reduce vehicle speeds. A traffic study has shown there are excessive speed on this stretch of Westgate Road and the proposed measures will help to slow traffic with minimal impact on residents and for a minimal cost.

Recommendation: Prohibit Parking on the west side of Westgate Road from Central Road to Thayer Street and restripe Westgate Road to include one through lane in each direction and a parking lane on the east side of the street.

Options: Changes to the Plans as directed by the Transportation Safety Commission.

Discussion: Superintendent Moe asked how the proposed bike accommodations on Westgate Road connect to the planned Business Center Drive/Harvest Lane bike improvements. Civil Engineer Foresman indicated Westgate Road is part of the on-street bike network along with other nearby streets including Cardinal Lane, Eric Avenue and Autumn Lane that connect to the Kensington Business Park.

Civil Engineer Foresman indicated the proposed striped parking on the east side of Westgate Road can be used as a northbound bike lane when vehicles are not present. The Commission commented that they rarely observe vehicles parked on Westgate Road. In the future, an off street shared-use path could be considered on the west side of Westgate Road to connect to future bike improvements on Central Road and ultimately the Rand Road bike path.

There was general discussion on surrounding land use and limited use of existing on-street parking. The Commission agreed removing parking along the west side of Westgate Road would not have a negative impact on the neighborhood.

Chairman Kuehlthau motioned to approve the parking regulation changes and restriping of Westgate Road as presented by Staff. Commissioner Nejdl seconded.

The motion was approved by a vote of 5-0.

COMMISSION ISSUES

No Commission Issues.

ADJOURNMENT

With no further business to discuss, the Transportation Safety Commission voted 5-0 to adjourn at 8:10 p.m. upon the motion of Chairman Kuehlthau. Commissioner Nejdl seconded the motion.

Respectfully submitted,

Luke Foresman

Luke Foresman, P.E.
Civil Engineer

H:\Engineering\Traffic\safety_commission_MINUTES\2023\06-June TSC Westgate Road\TSC-06 June 2023 Minutes.docx

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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, December 11, 2023.

ROLL CALL

Present upon roll call:	Justin Kuehlthau	Chairman
	Tina DeAragon	Commissioner
	Jeffrey Nejdl	Commissioner
	Joesph Vena	Fire Department Representative
	Scott Moe	Public Works Department Representative
	Luke Foresman	Civil Engineer – Staff Liaison
Absent:	Jeffrey Nejdl	Commissioner
	(Commissioner Nejdl arrived at 7:10 PM)	
	Christopher Prosperi	Vice Chairman
Others in Attendance:	Matthew Lawrie	Village Engineer
	Vito Li Rosi	Resident

APPROVAL OF MINUTES

Chairman Kuehlthau, seconded by Representative Moe, moved to approve the minutes of the regular meeting of the Transportation Safety Commission held on November 13, 2023. The minutes were approved by a vote of 5-0.

CITIZENS TO BE HEARD

None.

OLD BUSINESS

No old business.

NEW BUSINESS

DRAFT Friendly Neighborhood Streets Program

Staff Liaison Foresman presented the draft Friendly Neighborhood Streets Program to the Commission by highlighting the following items:

Background:
The Transportation Safety Commission charged Engineering Staff with updating the Village's Traffic Calming Program in the summer of 2023. This was in response to residents who have requested traffic calming measures but have been unable to pursue a project due to their streets not meeting the existing minimum criteria.

Existing Program:
The existing program was adopted in 2011 and was designed to address the streets with the highest recorded speeds and volumes. Since adoption, the Village has completed numerous traffic calming projects as shown in the included map. However, after addressing these streets, the eligibility criteria is too high for the next round of streets to be addressed.

Proposed Program:
The Engineering Division created the Friendly Neighborhood Streets Program as an update to the existing traffic calming program. The new name was chosen to reflect a more holistic approach to managing speeds on neighborhood streets and making them safer for pedestrians and bicyclists at the same time. The program includes best practices when it comes to managing speeds. Overall, the draft program makes 25.72 miles (19%) of Village streets eligible, up from 9.78 miles (7%) of Village streets with the existing program.

Proposed Criteria:

- 85th Percentile Speed 7 MPH over the speed limit, down from 9 MPH over the speed limit
- Average Speed 3 MPH over the speed limit, down from 5 MPH over the speed limit
- Traffic Volume criteria remains the same

Additional changes and highlights in the Friendly Neighborhood Streets Program:

- The primary outcome of this program is to increase safety for all users, including vehicles, pedestrians and bicyclists, by reducing vehicle speeds and excessive volumes on neighborhood streets.

- When a traffic calming project is being developed, pedestrian and bike facilities (if on a bike route) will be automatically considered and incorporated into the project as appropriate.

- With this program, the Village will be more proactive in seeking traffic calming projects on streets that are part of the annual resurfacing program. These projects will still go through the same process, but the Village will initiate them. This will be the most cost effective and least disruptive way to construct traffic calming projects.

- Residents who wish to initiate a traffic calming project will be required to show neighborhood support prior to the Engineering Division conducting a traffic study. As part of creating the Friendly Neighborhood Streets Program, the Engineering Division created a database and maps combining over 2000 traffic studies that have been conducted in the Village. Staff will be able to use this data to inform residents of the likelihood of the street qualifying for a traffic calming project when they reach out. As most of this data is from 2006 – 2010, a new traffic study will most likely be required to confirm existing conditions on a particular street, but we have found little change in speeds over the years unless there has been new development.

- Once the traffic calming process is initiated and a design is chosen, the project area will be balloted for approval of the project. For this balloting process, more than 50% of the ballots will need to be returned against the project to prevent a recommendation to the Transportation Safety Commission. A non-response will be considered a vote for the traffic calming project. This is to prevent a vocal minority from stopping a project when studies have shown traffic calming has a positive effect on the livability of a neighborhood.

- Speed humps have been removed from the traffic calming toolbox. They have been trialed in the Village in the past and were ultimately removed for various reasons. Since they are one of the first items residents request, Staff wants to be up front about them not being recommended in the Village. Raised crosswalks, which are like speed humps, are included in the toolbox as they have a positive impact on pedestrian safety as well as calming traffic.

- The Village Board will have final approval on traffic calming projects.

Comparison Table

2011 Traffic Calming Program	**2023 Friendly Neighborhood Streets Program**
Street Eligibility	
85 Percentile Speed 9 MPH above speed limit	85 Percentile Speed 7 MPH above speed limit
Average Speed 5 MPH above speed limit	Average Speed 3 MPH above speed limit
Traffic Volume 1000 vehicles per day	Traffic Volume 1000 vehicles per day
9.78 Miles (7%) of Village Streets eligible	25.72 Miles (19%) of Village Streets eligible
Other Changes	
Focus on reducing vehicle speed	Includes pedestrian and bicycle safety improvements along with reducing vehicle speed
Requires 66% of ballots to be returned in favor of a project for a project to be approved	Requires 50% of ballots against a project to stop a project. No response is considered a vote for the project
Traffic Calming Process initiated at first resident complaint	Traffic Calming Process initiated after demonstrated neighborhood support

The Commission provided the following comments:

- General discussion on what streets are eligible and what can be done on streets that are not included in the program. Liaison Foresman indicated the Village would review issues on non-neighborhood streets on a case-by-case basis and would need to work with IDOT or Cook County as most of the arterial roads in town are not under Village Jurisdiction.
- General discussion on bikes and pedestrians being included in the program. Indication that bike routes need more than just signage to inform drivers that bicycles are present.
- Benches being included was brought up. Liaison Foresman indicated the idea behind the benches is to try to incorporate pedestrian friendly infrastructure outside of downtown. They will need to be incorporated in the right project, but they were included in a program to be an option going forward.
- Meetings were discussed. Liaison Foresman indicated meetings were intended to be held on site to be as accessible to residents as possible, but location could be varied based on the specific project.
- The Commission questioned their role in the process. Liaison Foresman indicated their formal involvement will occur at the Transportation Safety Commission meeting when the ballots and project is discussed. Prior to this, it is staff's intention to keep the Commission informed of any traffic calming projects and what stage they are in, including inviting the Commission to any on-site meetings. On a project-by-project basis, a project can be added to a Commission Meeting's agenda to discuss the issue prior to balloting.
- General discussion of maintenance with various traffic calming devices. Liaison Foresman and Public Works Representative Moe explained that any change in street geometry can increase maintenance costs, either by increasing staff time for snow removal, leaf removal and street sweeping, or repairs required when traffic calming measure are hit be vehicles. The Engineering Division works closely with the Streets Division when developing plans to ensure maintenance is taken into consideration. In general, the larger effect a traffic calming measure has on vehicle speed, the harder it is to maintain.
- Comments to highlight collaboration with Police to address traffic issues.
- Comment to review the education section to further describe tools to help educate the public.
- Comment to include sustainability measures as appropriate.
- Comment that some projects may not require temporary measures.
- Comment to try to shorten the process.

Liaison Foresman then indicated the draft plan will be published on the Village website. Communication will go out to the public informing them of the revisions and requesting their comments.

Staff will revise the draft program incorporating changes from comments we receive. The revised program will then be presented to the Transportation Safety Commission for approval. After the Commission approves the program, it will be sent to the Village Board for adoption.

No action is required by the Commission at this time.

Complete Streets Annual Summary

The Village of Mount Prospect adopted a Complete Streets Policy on February 4, 2020. As part of the policy, the Engineering Division will annually present to the Commission the results of eight performance measures as outlined in the policy. These performance measures were compared to 2021 and 2022 as presented in the table below:

Complete Streets Annual Summary Numbers				
Performance Measure	**Unit**	**2021**	**2022**	**2023**
Miles of On Street Bike Routes	Miles	15	29	29
Number of New Bike Parking Spaces	Each	0	0	0
Linear Feet of New or Reconstructed Sidewalk	Feet	38,731	48,405	50,836
Number of New or Reconstructed Curb Ramps	Each	178	176	231
Number of New, Improved or Repainted Crosswalks	Each	627	216	379
Number of New Parkway Trees	Each	505	631	580
Number of New or Rehabilitated Transit Stops	Each	0	0	4
ADA Complaint Upgrades	Sidewalk Squares	1,775	1,126	914

Liaison Foresman provided a brief presentation on the issues. He summarized efforts of the Public Works Department in 2023 as it relates to the Complete Streets Policy. No formal action was necessary or taken.

Update on Various Village Transportation Projects

Liaison Foresman provided a brief overview of the following projects to the Commission:

Projects Completed or Under Construction in 2023:

- Central Road and Cathy Lane Crosswalk – Substantially Complete
- Annual Resurfacing Program
- Annual Sidewalk Program
- Central Road – Mount Prospect Road – Rand Road – Intersection Project – Under Construction
- Business Center Drive Road Diet
- IL 83 Resurfacing (At Prospect Avenue)
- Mount Prospect Road – Northwest Highway – Prospect Road – UPRR Intersection Improvements

2024 Tentative Project Studies and Design

- Arterial Bike Network Study
- Kensington Road SRTS Project (CN Railroad Crossing Upgrade) – Construction 2025
- Algonquin Road Shared-Use Path, Sidewalk and Street Lighting – Construction 2026
- Rand-IL 83-Kensington Phase II Design – Construction 2026
- Melas – Meadows Bridge Phase II Design – Construction 2026
- Schoenbeck Road Sidewalk and Resurfacing – Construction 2025
- Northwest Highway – Central Road – Prospect Avenue – UPRR Intersection Study – Phase I Design
- Wolf Road Long Term Study – Phase I Design

2024 Tentative Construction Projects

- Rand-Central-Mount Prospect Finish Construction
- Central Road and Cathy Lane Mast Arm Installation
- Central Road STP Resurfacing – Rand Road to Wolf Road
- IL 83 – Busse Road Crosswalk (Future TSC)
- Street Resurfacing
- New Sidewalk Program – Wolf Road (ComEd ROW)

- Business Center Drive Off Street Bike Improvements

Other Projects

- Busse Road Reconstruction – Construction 2025

Recent Grant Awards

- Melas – Meadows Bridge Phase II & Phase III – ITEP - $3,000,000
- Melas – Meadows Bridge Phase II & Phase III – STP - $2,033,824
- Rand – IL 83 – Kensington – Congressional Appropriation - $7,000,000
- Kensington Road – Federal Local Rail-Highway Crossing Safety Program - $294,500
- Arterial Bike Network Study - $280,000

No formal action was necessary or taken.

COMMISSION ISSUES

Commissioner Nejdl brought up an item that was discussed at Coffee with the Council, a gap in sidewalk along the north side of Lonnquist Boulevard between Busse Road and 1904 W. Lonnquist. Liaison Foresman indicated Public Works was made aware of the item this morning and will be looking into it. The Village typically fills in sidewalk gaps as part of the annual Street Resurfacing Program.

Staff Liaison Foresman indicated the Village investigated speed limit signs on Hunt Club Drive and found them to be installed with acceptable spacing. The new traffic calming program, when approved, may provide additional ways for the neighborhood to work with the Village to address traffic issues on the street.

ADJOURNMENT

With no further business to discuss, the Transportation Safety Commission voted 6-0 to adjourn at 8:30 p.m. upon the motion of Chairman Kuehlthau. Commissioner Nejdl seconded the motion.

Respectfully submitted,

Luke Foresman

Luke Foresman, P.E.
Civil Engineer

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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, February 12, 2024.

ROLL CALL

Present upon roll call:	Justin Kuehlthau	Chairman	
	Christopher Prosperi	Vice Chairman	
	Tina DeAragon	Commissioner	
	Jeffrey Nejdl	Commissioner	
	Nicholas Mavraganis	Police Department Representative	
	Scott Moe	Public Works Department Representative	
	Luke Foresman	Civil Engineer – Staff Liaison	
Absent:	Joesph Vena	Fire Department Representative	
Others in Attendance:	Terri Gens	Village Trustee	101 S. Elm Street
	Kenneth Brey	Resident	13 N. Pine Street

APPROVAL OF MINUTES

Commissioner DeAragon, seconded by Chairman Kuehlthau, moved to approve the minutes of the regular meeting of the Transportation Safety Commission held on December 11, 2023. The minutes were approved by a vote of 6-0.

CITIZENS TO BE HEARD

None.

OLD BUSINESS

Friendly Neighborhood Streets Program

Staff Liaison Foresman presented the updated Friendly Neighborhood Streets Program to the Commission by highlighting the following items:

Background:

- The Transportation Safety Commission charged Engineering Staff with updating the Village's Traffic Calming Program in the summer of 2023.
- The Engineering Division developed the Friendly Neighborhood Streets Program.
- Draft Friendly Neighborhood Streets Program was presented to the Transportation Safety Commission in December.
- Transportation Safety Commission and public comments were received and incorporated into this updated version of the Friendly Neighborhood Streets Program.
- This meeting is to get any final comments and recommend forwarding the Program to the Village Board for adoption.

Comparison Table

2011 Traffic Calming Program	**2023 Friendly Neighborhood Streets Program**
Street Eligibility	
85 Percentile Speed 9 MPH above speed limit	85 Percentile Speed 7 MPH above speed limit
Average Speed 5 MPH above speed limit	Average Speed 3 MPH above speed limit
Traffic Volume 1000 vehicles per day	Traffic Volume 1000 vehicles per day
9.78 Miles (7%) of Village Streets eligible	25.72 Miles (19%) of Village Streets eligible
Other Changes	
Focus on reducing vehicle speed	Includes pedestrian and bicycle safety improvements along with reducing vehicle speed
Requires 66% of ballots to be returned in favor of a project for a project to be approved	Requires 50% of ballots against a project to stop a project. No response is considered a vote for the project
Traffic Calming Process initiated at first resident complaint	Traffic Calming Process initiated after demonstrated neighborhood support

Comments Received:

- Comments were accepted from December 27th, 2023 to January 12th, 2024.
- 46 Comments Received
    - 30 related to individual traffic issues
    - 16 related to the program
- Minor changes were made to the draft program based on comments received
- The Village will follow up with the individual traffic issues after the new program is adopted to inform residents they can now formally request a traffic calming project

Changes to draft Friendly Neighborhood Streets Program

- Grammatical, spelling and map corrections
- Greater emphasis on schools
- Temporary measures will only be installed as necessary
- Added additional items to the toolbox under variations
- Emphasized Police coordination

Additional change recommend by Staff after agenda went out:

The following should be added to the program,

"If a project is not approved by the Safety Commission and there is not neighborhood support (over 50% of votes returned against the project), then the minority may request the Village have the project forwarded on to the Village Board for a final decision.

If the Board agrees to hear the project, an extortionary vote would be required to approve the project (5 of 7).

This is recommended to be added to the program to provide residents in the minority a formal way to request a project be presented to the Village Board if the Transportation Safety Commission does not recommend the project and there is not neighborhood support for the project.

Discussion:

Commissioner Nejdl asked about education and what is included; this question was further expounded by Trustee Gens in the audience. Liaison Foresman indicated the education included in this program is for immediate traffic issues, not Village wide education programs. However, Staff is aware of new grant opportunities within the Safe Routes to Schools program that include an education component the Village may pursue in the future.

Commissioner Nejdl indicated that anything out of the ordinary can get drivers attention, so was in favor of the additional pavement markings on the street. He asked about zig-zag lines leading up to crosswalks. Liaison Foresman indicated those were not currently in the Manual of Uniform Traffic Control Devices, but the Village would continue to monitor if they become compliant in the future.

Vice Chairman Prosperi raised concerns over a vocal minority pushing a project through without other residents knowing. Liaison Foresman responded by indicating that traffic calming projects have been shown to have safety benefits so the Village wants to continue to build them. The revision in this program making a no response a "yes" vote instead of a "no" vote is to advance beneficial projects. However, resident input is important. There are 3 separate mailings to each of the residents within a project area and one on site meeting, so four opportunities for the public to be informed on a project. Additionally, to start the traffic calming process, a petition is required with at least 10 signatures or 30% of the initial

project area, whichever is greater. This ensures there is a minimum level of neighborhood support for traffic calming.

Vice Chairman Prosperi asked about the concrete planters included in the Traffic Calming Toolbox. Liaison Foresman indicated they were included as an option, as they have been used successfully elsewhere in the country. They are also relatively cheap and easy to install or remove. However, the Engineering Staff have no immediate projects in mind for the planters. They would require robust public outreach and discussions at the Village Board before implementation since they would be new to the Village.

Trustee Gens commented that she was happy with the emphasis put on schools. Commissioner DeAragon agreed and was happy with the changes since the first draft of the program.

Mr. Brey made various comments on bike infrastructure throughout the Village. He also asked about project limits. Liaison Foresman indicated project limits would vary by project, but in general they will be more local than neighborhood wide. Engineering Staff will determine limits for voting based on properties that will be directly affected by the proposed improvements.

Chairman Kuehlthau motioned to recommend forwarding the Friendly Neighborhood Streets Program as presented (including the addition discussed formalizing a way for the minority to request the Village Board hear a project if it is not recommended by the Transportation Safety Commission) to the Village Board for adoption. Commissioner Nejdl seconded.

The motion was approved by a vote of 6-0.

COMMISSION ISSUES

Staff Liaison Foresman informed the Commission of the Arterial Bike Network Study and invited them to the Community Open House on Wednesday, February 21st from 5 p.m. – 7 p.m. in the Community Room at Village Hall. More information on the project can be found at the project website: www.mountprospectbikestudy.org

ADJOURNMENT

With no further business to discuss, the Transportation Safety Commission voted 6-0 to adjourn at 7:50 p.m. upon the motion of Chairman Kuehlthau. Commissioner DeAragon seconded the motion.

Respectfully submitted,

Luke Foresman

Luke Foresman, P.E.
Civil Engineer

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Resident Information Bulletin
Audrey Lane Speed Feedback Signs

Village of Mount Prospect
Public Works Department
DEC 2023

INTRODUCTION
The Police Department and Public Works Department have been monitoring traffic over the past year along Audrey Lane. This is in response to speeding concerns raised by residents on the street. The Public Works Department has gathered speed and volume data using traffic counters and the Police Department has performed speed limit enforcement on several occasions.

OBSERVATIONS
Recorded traffic volumes and speeds do not quite meet the minimum criteria for traffic calming measure per the Village's current Traffic Calming Program. Traffic calming measures are physical alterations to the street to reduce speeds or volume such as curb bump outs, mini traffic circles at intersections, or speed humps. However, the Village recognizes Audrey Lane carries a higher-than-average amount of traffic as it provides a connection to a large neighborhood to the south and may benefit from less intrusive measures to lower speeds.

INTERIM CONDITIONS
The Village has decided to install temporary speed feedback signs, where shown on the included map, in an attempt to lower speeds on the street. These signs have been effective at lowering speeds at other locations in the Village. Two of them, one in each direction, will be installed in the next few weeks, weather dependent, on a trial basis. After installation, Public Works and the Police will continue to monitor speeds and will perform a study in the spring to determine their effectiveness.

The Village has found that Stop signs and lowering the speed limit are ineffective at addressing speeding issues. Drivers tend to go the speed they are comfortable with regardless of the posted speed limit. Stop signs are required to be warranted to be installed as unwarranted stop signs tend to be ignored by drivers, increasing safety risks at intersections. Stops signs also have little effect on mid-block speeds.

TRANSPORTATION SAFETY COMMISSION
The Village's Transportation Safety Commission discussed past traffic studies performed on Audrey Lane at a recent meeting. The Commission recognized that the street did not qualify for traffic calming, but acknowledged the existing Traffic Calming Program was adopted in 2011 and updates may be needed. The Transportation Safety Commission then charged Village Staff to update the Traffic Calming Program. A draft of the revised Traffic Calming Program has been presented to the Transportation Safety Commission and is undergoing final edits. If you would like more information on the updated Traffic Calming Program please search "Traffic Calming" on the Village's website or reach out to Public Works.

NEXT STEPS
Future communication will be provided on the results of the study in the spring and any next steps.

VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT

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

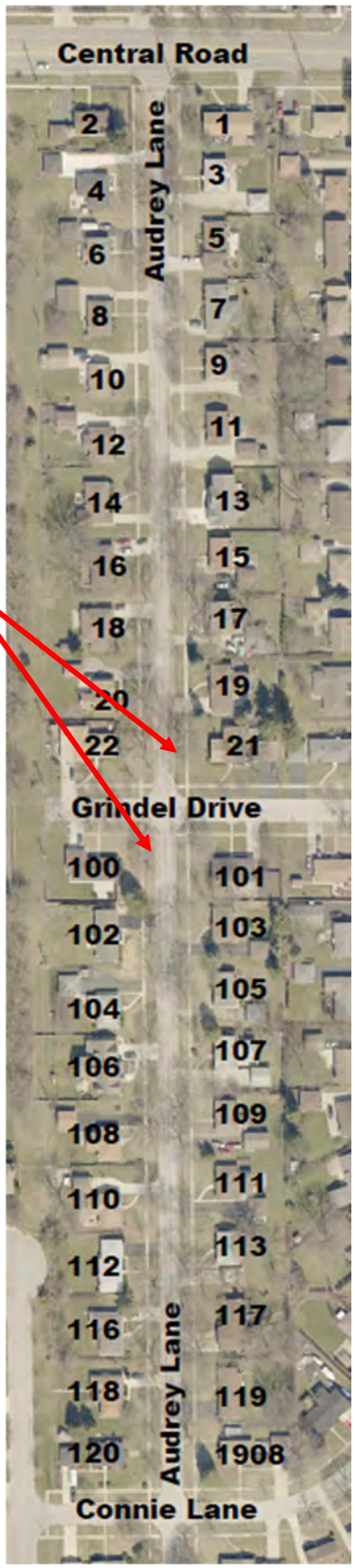
Phone: 847-870-5640
TDD: 847-392-1235

QUESTIONS AND COMMENTS:
If you have any questions or comments to share, please feel free to contact the Public Works Department by email at publicworksdept@mountprospect.org or by phone at (847) 870-5640. Please put "Audrey Lane" in the subject line in your email.

Audrey Lane Speed Feedback Signs Locations

Speed Feedback Signs will look similar to this

Speed Feedback Sign locations, on approach to intersection with Grindel Drive



Average Hourly Volumes

	Southbound	Northbound	Combined
12:00 AM	2.7	2.7	5.3
1:00 AM	0.3	0.3	0.7
2:00 AM	1.3	0.7	2.0
3:00 AM	1.7	1.7	3.3
4:00 AM	0.0	1.0	1.0
5:00 AM	0.7	1.3	2.0
6:00 AM	1.3	10.3	11.7
7:00 AM	5.7	14.0	19.7
8:00 AM	21.7	29.0	50.7
9:00 AM	23.0	33.0	56.0
10:00 AM	20.3	26.0	46.3
11:00 AM	20.3	17.0	37.3
12:00 PM	24.3	25.0	49.3
1:00 PM	23.0	29.0	52.0
2:00 PM	17.7	23.3	41.0
3:00 PM	21.0	27.3	48.3
4:00 PM	39.3	36.7	76.0
5:00 PM	40.7	31.0	71.7
6:00 PM	37.3	33.7	71.0
7:00 PM	28.3	25.7	54.0
8:00 PM	16.3	13.7	30.0
9:00 PM	13.7	9.7	23.3
10:00 PM	6.0	9.7	15.7
11:00 PM	4.0	3.7	7.7
Average Daily Traffic (ADT)	370.7	405.3	776.0

Volume Totals

Southbound	Northbound	Combined
1112	1216	2328
47.8%	52.2%	

Street : Audrey Ln
Cross Street : Grindel Dr
Engineer : Luke Foresman

Site: 000000202208
Tuesday, 12/6/2022 12:00 AM -
Friday, 12/9/2022 12:00 AM

Speed Grand Totals

Hourly Averages Southbound

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	2.7	0.0	0.0	0.7	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.3	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.3	0.0	0.3	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.7	0.0	0.3	0.3	0.0	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	1.3	0.0	0.0	0.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	5.7	0.0	1.0	1.3	2.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	21.7	1.3	0.3	4.0	9.0	6.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	23.0	2.7	1.7	3.7	9.3	4.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	20.3	0.3	3.3	4.0	6.7	5.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	20.3	0.3	0.3	4.0	9.3	5.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	24.3	1.3	1.3	5.3	9.0	5.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	23.0	0.3	0.0	7.0	6.7	7.0	1.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0
2:00 PM	17.7	1.3	2.0	1.7	8.0	3.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	21.0	0.7	0.3	2.7	10.0	5.7	1.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0
4:00 PM	39.3	1.7	2.3	7.7	15.7	10.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	40.7	2.3	2.0	8.0	16.7	11.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	37.3	1.0	0.7	7.3	16.0	10.3	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	28.3	1.3	1.0	5.0	10.3	9.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	16.3	0.7	0.0	1.7	8.3	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	13.7	0.0	0.0	2.0	6.0	2.7	2.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	6.0	0.3	0.3	1.7	2.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	4.0	0.0	0.0	0.3	2.0	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	370.7	15.7	17.3	69.3	149.7	98.3	17.0	2.7	0.7	0.0	0.0	0.0	0.0	0.0

Average (Mean) 27.3 mph **Minimum** 1.0 mph **Maximum** 47.0 mph **Pace Range** 23.6 - 33.6 mph 803 vehicles (72.2%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	20.3	22.6	27.8	32.6	33.6

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	72.4% (805)	5.4% (60)	0.2% (2)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Southbound	1112	47	52	208	449	295	51	8	2	0	0	0	0	0
		4.2%	4.7%	18.7%	40.4%	26.5%	4.6%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Ln
Cross Street : Grindel Dr
Engineer : Luke Foresman

Site: 000000202208
Tuesday, 12/6/2022 12:00 AM -
Friday, 12/9/2022 12:00 AM

Speed Grand Totals

Hourly Averages Northbound

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	2.7	0.0	0.0	1.0	0.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.3	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.7	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.7	0.0	0.0	0.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.0	0.0	0.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	1.3	0.0	0.0	0.3	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	10.3	0.0	0.0	1.0	4.3	3.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	14.0	0.0	0.3	3.0	6.0	3.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	29.0	4.7	1.0	3.7	10.3	7.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	33.0	0.7	2.3	6.0	9.3	10.7	3.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0
10:00 AM	26.0	2.0	0.7	5.3	11.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	17.0	0.3	0.7	2.0	8.0	4.3	0.7	0.3	0.3	0.0	0.3	0.0	0.0	0.0
12:00 PM	25.0	1.3	1.0	3.7	10.7	7.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	29.0	1.0	1.0	6.0	11.0	8.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	23.3	2.0	2.0	4.7	7.7	6.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	27.3	1.3	1.7	7.3	8.7	7.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	36.7	1.3	2.3	6.7	13.0	9.3	3.0	0.7	0.0	0.3	0.0	0.0	0.0	0.0
5:00 PM	31.0	2.0	0.7	5.0	14.7	7.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	33.7	0.7	1.7	6.3	15.7	8.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	25.7	0.0	1.3	4.7	10.7	5.0	2.7	1.0	0.0	0.0	0.3	0.0	0.0	0.0
8:00 PM	13.7	0.0	0.3	1.7	7.3	3.3	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	9.7	0.0	1.0	1.3	4.7	2.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	9.7	0.0	0.7	1.3	2.7	3.3	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.7	0.0	0.0	0.7	1.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	405.3	17.3	19.0	72.7	160.7	104.3	25.7	4.0	0.7	0.3	0.7	0.0	0.0	0.0

Average (Mean) 27.5 mph **Minimum** 1.1 mph **Maximum** 59.9 mph **Pace Range** 22.6 - 32.6 mph 852 vehicles (70.1%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	20.4	22.6	28.1	32.6	34.2

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	73.1% (889)	7.5% (91)	0.4% (5)	0.2% (2)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Northbound	1216	52	57	218	482	313	77	12	2	1	2	0	0	0
		4.3%	4.7%	17.9%	39.6%	25.7%	6.3%	1.0%	0.2%	0.1%	0.2%	0.0%	0.0%	0.0%

Street : Audrey Ln
Cross Street : Grindel Dr
Engineer : Luke Foresman

Site: 000000202208
Tuesday, 12/6/2022 12:00 AM -
Friday, 12/9/2022 12:00 AM

Speed Grand Totals

Hourly Averages Combined

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	5.3	0.0	0.0	1.7	1.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.7	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	2.0	0.0	0.7	0.0	0.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	3.3	0.0	0.3	0.7	1.0	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.0	0.0	0.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	2.0	0.0	0.0	1.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	11.7	0.0	0.0	1.3	5.3	3.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	19.7	0.0	1.3	4.3	8.0	4.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	50.7	6.0	1.3	7.7	19.3	14.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	56.0	3.3	4.0	9.7	18.7	15.3	4.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0
10:00 AM	46.3	2.3	4.0	9.3	17.7	11.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	37.3	0.7	1.0	6.0	17.3	9.3	1.7	0.7	0.3	0.0	0.3	0.0	0.0	0.0
12:00 PM	49.3	2.7	2.3	9.0	19.7	12.3	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	52.0	1.3	1.0	13.0	17.7	15.0	3.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0
2:00 PM	41.0	3.3	4.0	6.3	15.7	9.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	48.3	2.0	2.0	10.0	18.7	12.7	2.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0
4:00 PM	76.0	3.0	4.7	14.3	28.7	19.7	4.3	1.0	0.0	0.3	0.0	0.0	0.0	0.0
5:00 PM	71.7	4.3	2.7	13.0	31.3	18.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	71.0	1.7	2.3	13.7	31.7	18.3	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	54.0	1.3	2.3	9.7	21.0	14.3	3.7	1.3	0.0	0.0	0.3	0.0	0.0	0.0
8:00 PM	30.0	0.7	0.3	3.3	15.7	9.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	23.3	0.0	1.0	3.3	10.7	4.7	3.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	15.7	0.3	1.0	3.0	5.3	4.3	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	7.7	0.0	0.0	1.0	3.7	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	776.0	33.0	36.3	142.0	310.3	202.7	42.7	6.7	1.3	0.3	0.7	0.0	0.0	0.0

Average (Mean) 27.4 mph **Minimum** 1.0 mph **Maximum** 59.9 mph **Pace Range** 23.4 - 33.4 mph 1645 vehicles (70.7%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	20.4	22.6	27.9	32.6	33.9

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	72.8% (1694)	6.5% (151)	0.3% (7)	0.1% (2)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Combined	2328	99	109	426	931	608	128	20	4	1	2	0	0	0
		4.3%	4.7%	18.3%	40.0%	26.1%	5.5%	0.9%	0.2%	0.0%	0.1%	0.0%	0.0%	0.0%
Southbound	1112	47	52	208	449	295	51	8	2	0	0	0	0	0
		4.2%	4.7%	18.7%	40.4%	26.5%	4.6%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
Northbound	1216	52	57	218	482	313	77	12	2	1	2	0	0	0
		4.3%	4.7%	17.9%	39.6%	25.7%	6.3%	1.0%	0.2%	0.1%	0.2%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 16
Engineer : LJF

Site: 2810
Tuesday, 9/12/2023 12:00 AM -
Tuesday, 9/19/2023 12:00 AM

Speed Grand Totals

Hourly Averages SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	0.7	0.0	0.1	0.1	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.3	0.0	0.0	0.3	0.3	0.4	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.3	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.7	0.1	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.4	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	0.9	0.0	0.0	0.3	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	4.7	0.0	0.6	0.9	1.9	0.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	17.9	0.4	1.0	3.7	6.7	4.6	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	21.7	1.0	1.4	4.7	8.7	3.9	1.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	19.0	0.3	0.6	4.4	8.6	4.3	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	20.6	0.6	1.1	4.7	8.3	4.7	1.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	20.3	0.3	1.0	3.6	9.9	4.9	0.6	0.0	0.1	0.0	0.0	0.0	0.0	0.0
12:00 PM	24.6	0.3	1.1	4.3	10.7	6.4	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	24.1	1.3	1.6	7.0	9.1	4.3	0.6	0.0	0.1	0.1	0.0	0.0	0.0	0.0
2:00 PM	26.0	2.6	2.3	6.6	9.1	4.7	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	30.0	1.7	2.3	8.0	10.6	6.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	38.6	2.3	3.3	8.4	17.6	5.9	0.7	0.4	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	38.0	2.3	1.4	7.4	14.1	11.1	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	33.4	1.1	1.9	5.3	17.1	6.7	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	20.3	0.7	1.6	5.7	8.4	3.3	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	13.3	0.3	0.6	3.0	6.0	3.0	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
9:00 PM	13.1	0.3	0.7	2.3	5.7	3.1	0.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	6.3	0.1	0.3	1.4	2.4	1.6	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	4.0	0.0	0.3	1.0	1.7	0.7	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Daily Average	380.1	15.9	23.7	83.3	158.0	81.3	15.4	1.9	0.6	0.1	0.0	0.0	0.0	0.0

Average (Mean) 26.7 mph **Minimum** 1.0 mph **Maximum** 54.3 mph **Pace Range** 22.1 - 32.1 mph 1874 vehicles (70.4%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	19.8	21.8	27.2	31.8	33.1

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	67.2% (1789)	4.7% (125)	0.2% (5)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
SB	2661	111	166	583	1106	569	108	13	4	1	0	0	0	0
		4.2%	6.2%	21.9%	41.6%	21.4%	4.1%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 16
Engineer : LJF

Site: 2810
Tuesday, 9/12/2023 12:00 AM -
Tuesday, 9/19/2023 12:00 AM

Speed Grand Totals

Hourly Averages NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	0.3	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.6	0.0	0.0	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.7	0.0	0.0	0.0	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.7	0.0	0.4	0.3	0.3	0.3	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.0	0.1	0.1	0.1	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	6.7	0.7	0.0	1.6	1.9	2.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	9.9	0.1	0.0	2.3	4.6	2.6	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	27.3	0.6	1.9	5.3	10.3	6.7	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	30.4	0.3	0.6	3.7	10.3	11.3	3.3	0.9	0.1	0.0	0.0	0.0	0.0	0.0
9:00 AM	28.9	0.1	0.1	4.3	12.7	9.1	2.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	24.3	0.7	1.0	2.0	9.4	9.3	1.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	24.7	0.6	0.6	2.7	9.7	8.4	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	28.4	0.6	0.9	3.4	12.0	8.3	3.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	23.6	1.0	1.0	4.0	9.0	7.1	1.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	31.0	1.3	1.7	4.7	11.7	8.1	3.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0
3:00 PM	32.0	1.9	2.3	5.7	9.9	8.6	3.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	31.3	2.0	1.6	3.9	11.9	9.4	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	38.4	1.4	1.6	4.1	14.1	13.7	3.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	31.9	1.9	0.6	5.9	13.0	8.6	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	19.6	0.1	0.6	4.3	8.0	5.6	0.9	0.0	0.0	0.1	0.0	0.0	0.0	0.0
8:00 PM	14.0	0.0	0.3	3.1	5.4	4.0	1.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	9.3	0.3	0.4	1.6	2.9	3.3	0.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	3.9	0.0	0.0	1.1	1.3	0.9	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.6	0.1	0.0	0.6	1.6	1.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	423.3	13.9	15.6	65.0	160.9	129.1	34.6	3.7	0.4	0.1	0.0	0.0	0.0	0.0

Average (Mean) 28.2 mph **Minimum** 1.0 mph **Maximum** 53.1 mph **Pace Range** 23.6 - 33.6 mph 2075 vehicles (70.0%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	21.7	23.5	28.7	33.6	34.8

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	77.4% (2293)	8.9% (264)	0.1% (4)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
NB	2963	97	109	455	1126	904	242	26	3	1	0	0	0	0
		3.3%	3.7%	15.4%	38.0%	30.5%	8.2%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 16
Engineer : LJF

Site: 2810
Tuesday, 9/12/2023 12:00 AM -
Tuesday, 9/19/2023 12:00 AM

Speed Grand Totals

Hourly Averages Combined

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	1.0	0.0	0.1	0.1	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.9	0.0	0.0	0.6	0.4	0.6	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.0	0.0	0.0	0.0	0.4	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.4	0.1	0.9	0.4	0.3	0.3	0.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.4	0.3	0.3	0.1	0.3	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	7.6	0.7	0.0	1.9	2.4	2.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	14.6	0.1	0.6	3.1	6.4	3.4	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	45.1	1.0	2.9	9.0	17.0	11.3	3.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	52.1	1.3	2.0	8.4	19.0	15.1	5.1	1.0	0.1	0.0	0.0	0.0	0.0	0.0
9:00 AM	47.9	0.4	0.7	8.7	21.3	13.4	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	44.9	1.3	2.1	6.7	17.7	14.0	2.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	45.0	0.9	1.6	6.3	19.6	13.3	3.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
12:00 PM	53.0	0.9	2.0	7.7	22.7	14.7	4.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	47.7	2.3	2.6	11.0	18.1	11.4	1.7	0.3	0.1	0.1	0.0	0.0	0.0	0.0
2:00 PM	57.0	3.9	4.0	11.3	20.9	12.9	3.7	0.3	0.1	0.0	0.0	0.0	0.0	0.0
3:00 PM	62.0	3.6	4.6	13.7	20.4	15.0	4.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	69.9	4.3	4.9	12.3	29.4	15.3	3.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	76.4	3.7	3.0	11.6	28.3	24.9	4.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	65.3	3.0	2.4	11.1	30.1	15.3	2.7	0.6	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	39.9	0.9	2.1	10.0	16.4	8.9	1.4	0.0	0.0	0.1	0.0	0.0	0.0	0.0
8:00 PM	27.3	0.3	0.9	6.1	11.4	7.0	1.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0
9:00 PM	22.4	0.6	1.1	3.9	8.6	6.4	1.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	10.1	0.1	0.3	2.6	3.7	2.4	0.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	7.6	0.1	0.3	1.6	3.3	1.7	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Daily Average	803.4	29.7	39.3	148.3	318.9	210.4	50.0	5.6	1.0	0.3	0.0	0.0	0.0	0.0

Average (Mean) 27.5 mph **Minimum** 1.0 mph **Maximum** 54.3 mph **Pace Range** 23.4 - 33.4 mph 3930 vehicles (69.9%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	20.7	22.6	28.0	32.9	34.0

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	72.6% (4082)	6.9% (389)	0.2% (9)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Combined	5624	208	275	1038	2232	1473	350	39	7	2	0	0	0	0
		3.7%	4.9%	18.5%	39.7%	26.2%	6.2%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
SB	2661	111	166	583	1106	569	108	13	4	1	0	0	0	0
		4.2%	6.2%	21.9%	41.6%	21.4%	4.1%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
NB	2963	97	109	455	1126	904	242	26	3	1	0	0	0	0
		3.3%	3.7%	15.4%	38.0%	30.5%	8.2%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 16
Engineer : LJF

Site: 2810
Tuesday, 9/12/2023 12:00 AM - Tuesday, 9/19/2023 12:00 AM

Volume Grand Totals

Average Hourly Volumes

	SB	NB	Combined
12:00 AM	0.7	0.3	1.0
1:00 AM	1.3	0.6	1.9
2:00 AM	0.3	0.7	1.0
3:00 AM	0.7	1.7	2.4
4:00 AM	0.4	1.0	1.4
5:00 AM	0.9	6.7	7.6
6:00 AM	4.7	9.9	14.6
7:00 AM	17.9	27.3	45.1
8:00 AM	21.7	30.4	52.1
9:00 AM	19.0	28.9	47.9
10:00 AM	20.6	24.3	44.9
11:00 AM	20.3	24.7	45.0
12:00 PM	24.6	28.4	53.0
1:00 PM	24.1	23.6	47.7
2:00 PM	26.0	31.0	57.0
3:00 PM	30.0	32.0	62.0
4:00 PM	38.6	31.3	69.9
5:00 PM	38.0	38.4	76.4
6:00 PM	33.4	31.9	65.3
7:00 PM	20.3	19.6	39.9
8:00 PM	13.3	14.0	27.3
9:00 PM	13.1	9.3	22.4
10:00 PM	6.3	3.9	10.1
11:00 PM	4.0	3.6	7.6
Average Daily Traffic (ADT)	380.1	423.3	803.4

Volume Totals

SB	NB	Combined
2661	2963	5624
47.3%	52.7%	

Street : Audrey Lane
Address : 111
Engineer : LJF

Site: 000000202208
Tuesday, 9/12/2023 12:00 AM -
Tuesday, 9/19/2023 12:00 AM

Speed Grand Totals

Hourly Averages SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	0.7	0.0	0.0	0.0	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	0.0	0.1	0.0	0.3	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.3	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.7	0.6	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	1.1	0.0	0.1	0.1	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	4.7	0.0	0.4	1.7	1.0	0.7	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	20.4	0.7	1.7	2.7	6.9	6.9	0.7	0.6	0.3	0.0	0.0	0.0	0.0	0.0
8:00 AM	20.4	0.7	2.3	3.6	7.1	4.9	1.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	21.3	1.0	0.9	3.9	9.9	5.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	20.4	1.3	1.4	4.7	5.1	6.0	1.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	23.4	1.1	1.0	4.9	8.7	6.0	1.4	0.0	0.3	0.0	0.0	0.0	0.0	0.0
12:00 PM	22.9	0.7	1.3	4.4	7.4	7.1	1.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	27.1	2.4	2.0	6.6	8.9	6.1	0.7	0.4	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	25.6	1.4	1.6	3.9	10.1	6.7	1.3	0.6	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	30.3	0.9	1.4	5.9	11.1	8.9	1.6	0.4	0.1	0.0	0.0	0.0	0.0	0.0
4:00 PM	37.3	2.0	0.7	6.9	15.7	9.7	1.7	0.6	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	38.4	1.3	1.7	4.3	14.9	14.3	1.9	0.1	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	34.1	1.0	1.0	5.0	14.0	10.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	20.6	0.6	0.9	4.0	7.7	5.9	1.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	13.6	0.4	0.1	2.0	5.6	4.9	0.4	0.0	0.1	0.0	0.0	0.0	0.0	0.0
9:00 PM	12.6	0.1	0.3	2.0	4.9	3.7	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	6.3	0.3	0.1	1.1	2.1	1.7	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.6	0.0	0.3	0.7	1.7	0.6	0.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Daily Average	388.1	17.6	19.7	68.3	144.6	109.6	23.6	3.9	1.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 27.5 mph **Minimum** 1.0 mph **Maximum** 49.5 mph **Pace Range** 23.1 - 33.1 mph 1863 vehicles (68.6%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	20.1	22.4	28.2	33.0	34.2

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	72.8% (1978)	7.2% (195)	0.3% (7)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
SB	2717	123	138	478	1012	767	165	27	7	0	0	0	0	0
		4.5%	5.1%	17.6%	37.2%	28.2%	6.1%	1.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 111
Engineer : LJF

Site: 000000202208
Tuesday, 9/12/2023 12:00 AM -
Tuesday, 9/19/2023 12:00 AM

Speed Grand Totals

Hourly Averages NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	0.4	0.0	0.0	0.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.6	0.0	0.0	0.1	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.7	0.0	0.0	0.0	0.3	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.1	0.0	0.0	0.0	0.4	0.4	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.9	0.0	0.0	0.1	0.3	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	5.4	0.0	0.1	1.4	1.6	1.9	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	9.7	0.1	1.0	2.9	3.0	2.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	21.0	0.4	1.3	6.4	8.4	4.0	0.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	28.9	1.0	1.3	5.4	13.9	6.1	1.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	26.3	1.1	2.3	6.4	11.0	5.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	25.0	1.0	1.7	7.0	10.1	4.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	23.1	1.1	2.3	6.4	7.6	4.4	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	28.0	1.7	1.9	6.6	11.9	5.1	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	21.7	1.3	1.3	6.4	8.7	2.7	1.1	0.0	0.1	0.0	0.0	0.0	0.0	0.0
2:00 PM	30.6	1.9	1.7	8.7	10.7	6.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	31.7	0.9	2.0	5.9	13.7	7.1	1.7	0.4	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	31.7	2.0	1.7	6.4	13.9	5.9	1.6	0.1	0.1	0.0	0.0	0.0	0.0	0.0
5:00 PM	37.1	1.9	2.4	7.3	13.9	9.9	1.6	0.1	0.1	0.0	0.0	0.0	0.0	0.0
6:00 PM	31.1	0.4	1.7	5.6	15.4	6.7	0.7	0.6	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	20.4	0.6	1.0	4.3	8.9	4.9	0.7	0.1	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	14.4	0.1	0.7	2.6	6.3	3.9	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	8.7	0.3	0.1	1.9	3.6	2.1	0.4	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	4.6	0.1	0.0	1.1	1.4	1.3	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	4.0	0.1	0.3	1.1	1.1	1.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	407.3	16.1	24.9	94.1	166.7	86.4	16.3	2.3	0.4	0.0	0.0	0.0	0.0	0.0

Average (Mean) 26.6 mph **Minimum** 1.0 mph **Maximum** 47.3 mph **Pace Range** 22.1 - 32.1 mph 2030 vehicles (71.2%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	19.9	21.8	27.1	31.7	33.0

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	66.8% (1905)	4.5% (127)	0.1% (3)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
NB	2851	113	174	659	1167	605	114	16	3	0	0	0	0	0
		4.0%	6.1%	23.1%	40.9%	21.2%	4.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 111
Engineer : LJF

Site: 000000202208
Tuesday, 9/12/2023 12:00 AM -
Tuesday, 9/19/2023 12:00 AM

Speed Grand Totals

Hourly Averages Combined

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	1.1	0.0	0.0	0.0	0.6	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.6	0.0	0.1	0.1	0.7	0.0	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.0	0.0	0.0	0.0	0.4	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.4	1.0	0.3	0.0	0.4	0.4	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.6	0.6	0.0	0.1	0.4	0.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	6.6	0.0	0.3	1.6	2.4	1.9	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	14.4	0.1	1.4	4.6	4.0	3.1	0.7	0.4	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	41.4	1.1	3.0	9.1	15.3	10.9	1.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0
8:00 AM	49.3	1.7	3.6	9.0	21.0	11.0	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	47.6	2.1	3.1	10.3	20.9	10.4	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	45.4	2.3	3.1	11.7	15.3	10.6	2.3	0.1	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	46.6	2.3	3.3	11.3	16.3	10.4	2.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0
12:00 PM	50.9	2.4	3.1	11.0	19.3	12.3	2.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	48.9	3.7	3.3	13.0	17.6	8.9	1.9	0.4	0.1	0.0	0.0	0.0	0.0	0.0
2:00 PM	56.1	3.3	3.3	12.6	20.9	13.0	2.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	62.0	1.7	3.4	11.7	24.9	16.0	3.3	0.9	0.1	0.0	0.0	0.0	0.0	0.0
4:00 PM	69.0	4.0	2.4	13.3	29.6	15.6	3.3	0.7	0.1	0.0	0.0	0.0	0.0	0.0
5:00 PM	75.6	3.1	4.1	11.6	28.7	24.1	3.4	0.3	0.1	0.0	0.0	0.0	0.0	0.0
6:00 PM	65.3	1.4	2.7	10.6	29.4	16.7	3.9	0.6	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	41.0	1.1	1.9	8.3	16.6	10.7	2.1	0.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	28.0	0.6	0.9	4.6	11.9	8.7	1.3	0.0	0.1	0.0	0.0	0.0	0.0	0.0
9:00 PM	21.3	0.4	0.4	3.9	8.4	5.9	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	10.9	0.4	0.1	2.3	3.6	3.0	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	7.6	0.1	0.6	1.9	2.9	1.6	0.3	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Daily Average	795.4	33.7	44.6	162.4	311.3	196.0	39.9	6.1	1.4	0.0	0.0	0.0	0.0	0.0

Average (Mean) 27.0 mph **Minimum** 1.0 mph **Maximum** 49.5 mph **Pace Range** 23.1 - 33.1 mph 3885 vehicles (69.8%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	20.0	22.1	27.6	32.4	33.6

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	69.7% (3883)	5.8% (322)	0.2% (10)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Combined	5568	236	312	1137	2179	1372	279	43	10	0	0	0	0	0
		4.2%	5.6%	20.4%	39.1%	24.6%	5.0%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
SB	2717	123	138	478	1012	767	165	27	7	0	0	0	0	0
		4.5%	5.1%	17.6%	37.2%	28.2%	6.1%	1.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%
NB	2851	113	174	659	1167	605	114	16	3	0	0	0	0	0
		4.0%	6.1%	23.1%	40.9%	21.2%	4.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

Average Hourly Volumes

	SB	NB	Combined
12:00 AM	0.7	0.4	1.1
1:00 AM	1.0	0.6	1.6
2:00 AM	0.3	0.7	1.0
3:00 AM	1.3	1.1	2.4
4:00 AM	0.7	0.9	1.6
5:00 AM	1.1	5.4	6.6
6:00 AM	4.7	9.7	14.4
7:00 AM	20.4	21.0	41.4
8:00 AM	20.4	28.9	49.3
9:00 AM	21.3	26.3	47.6
10:00 AM	20.4	25.0	45.4
11:00 AM	23.4	23.1	46.6
12:00 PM	22.9	28.0	50.9
1:00 PM	27.1	21.7	48.9
2:00 PM	25.6	30.6	56.1
3:00 PM	30.3	31.7	62.0
4:00 PM	37.3	31.7	69.0
5:00 PM	38.4	37.1	75.6
6:00 PM	34.1	31.1	65.3
7:00 PM	20.6	20.4	41.0
8:00 PM	13.6	14.4	28.0
9:00 PM	12.6	8.7	21.3
10:00 PM	6.3	4.6	10.9
11:00 PM	3.6	4.0	7.6
Average Daily Traffic (ADT)	388.1	407.3	795.4

Volume Totals

SB	NB	Combined
2717	2851	5568
48.8%	51.2%	

Street : S. Hatlen Avenue
Address : 16
Engineer : LJF

Site: 2809
Tuesday, 9/12/2023 12:00 AM -
Sunday, 9/17/2023 12:00 AM

Speed Grand Totals

Hourly Averages SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	0.8	0.0	0.0	0.0	0.2	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.6	0.0	0.0	0.0	0.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.4	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.6	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.6	0.0	0.0	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	0.8	0.0	0.2	0.0	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	3.0	0.2	0.0	0.4	2.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	17.2	0.8	1.0	5.4	6.0	3.0	0.6	0.2	0.2	0.0	0.0	0.0	0.0	0.0
8:00 AM	18.2	0.4	1.2	5.0	6.6	4.2	0.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	13.0	0.4	1.8	3.4	3.4	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	19.6	2.0	3.0	4.2	5.8	4.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	21.0	1.6	1.4	4.2	7.4	4.4	1.4	0.6	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	19.8	0.8	1.8	2.6	6.8	5.4	2.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	21.0	1.0	1.6	4.8	7.0	4.6	1.4	0.4	0.2	0.0	0.0	0.0	0.0	0.0
2:00 PM	19.2	1.0	0.4	4.6	6.4	5.6	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	37.8	1.0	1.4	8.0	12.2	13.0	2.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	31.6	0.8	1.6	6.2	12.8	8.0	1.8	0.4	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	25.6	0.4	1.0	3.8	11.6	7.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	21.8	0.4	1.0	5.4	9.0	4.0	1.4	0.6	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	19.6	0.0	0.8	4.6	10.2	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	17.0	0.0	0.2	4.8	6.8	4.2	0.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	12.0	0.2	0.2	3.8	5.2	2.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	6.6	0.0	0.2	1.2	3.4	1.4	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.8	0.2	0.2	1.2	1.0	1.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	331.6	11.2	19.0	74.2	124.6	83.4	15.6	3.0	0.6	0.0	0.0	0.0	0.0	0.0

Average (Mean) 27.1 mph **Minimum** 1.1 mph **Maximum** 49.7 mph **Pace Range** 23.1 - 33.1 mph 1137 vehicles (68.6%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	20.4	22.0	27.4	32.7	33.7

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	68.3% (1133)	5.8% (96)	0.2% (3)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
SB	1658	56	95	371	623	417	78	15	3	0	0	0	0	0
		3.4%	5.7%	22.4%	37.6%	25.2%	4.7%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : S. Hatlen Avenue
Address : 16
Engineer : LJF

Site: 2809
Tuesday, 9/12/2023 12:00 AM -
Sunday, 9/17/2023 12:00 AM

Speed Grand Totals

Hourly Averages NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	1.2	0.2	0.0	0.0	0.4	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.2	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.4	0.0	0.0	0.0	0.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.6	0.2	0.2	0.0	0.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	2.2	0.0	0.0	0.4	1.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	3.2	0.0	0.0	0.6	1.4	0.6	0.4	0.0	0.2	0.0	0.0	0.0	0.0	0.0
6:00 AM	9.0	0.2	0.8	1.0	3.6	3.0	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	32.6	0.8	0.8	5.8	10.4	10.2	4.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	35.4	0.8	2.6	5.0	11.2	11.0	3.8	0.8	0.2	0.0	0.0	0.0	0.0	0.0
9:00 AM	19.6	0.8	0.6	2.4	6.0	7.6	2.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	16.2	0.6	2.2	3.8	4.8	4.0	0.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	15.2	0.4	0.8	2.4	5.8	4.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	15.6	0.0	0.6	2.2	6.0	4.8	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	17.0	0.6	0.8	2.4	6.2	5.8	1.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	17.8	0.2	0.6	2.6	4.8	7.2	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	18.4	0.0	0.2	2.6	5.8	6.4	2.4	0.6	0.4	0.0	0.0	0.0	0.0	0.0
4:00 PM	26.6	1.4	0.6	5.6	8.6	9.4	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	25.0	0.4	0.8	3.6	10.0	7.8	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	22.4	0.2	0.4	3.2	10.0	6.8	1.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	16.6	0.0	0.6	4.2	8.0	3.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	7.4	0.2	0.2	1.0	2.8	1.8	1.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	8.4	0.4	0.4	1.2	2.8	2.6	0.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	5.2	0.4	0.0	0.6	3.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.0	0.0	0.0	0.2	0.8	0.6	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	319.2	7.8	13.2	50.8	114.2	100.8	28.0	3.6	0.8	0.0	0.0	0.0	0.0	0.0

Average (Mean) 28.5 mph **Minimum** 1.0 mph **Maximum** 47.8 mph **Pace Range** 23.9 - 33.9 mph 1101 vehicles (69.0%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	22.0	23.3	29.1	33.7	35.1

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	77.3% (1233)	10.1% (161)	0.2% (3)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
NB	1596	39	66	254	571	504	140	18	4	0	0	0	0	0
		2.4%	4.1%	15.9%	35.8%	31.6%	8.8%	1.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : S. Hatlen Avenue
Address : 16
Engineer : LJF

Site: 2809
Tuesday, 9/12/2023 12:00 AM -
Sunday, 9/17/2023 12:00 AM

Speed Grand Totals

Hourly Averages Combined

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	2.0	0.2	0.0	0.0	0.6	0.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.8	0.0	0.0	0.0	0.2	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.8	0.0	0.0	0.2	0.0	0.2	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.2	0.2	0.2	0.2	0.4	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	2.8	0.0	0.0	0.6	1.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	4.0	0.0	0.2	0.6	1.4	1.0	0.6	0.0	0.2	0.0	0.0	0.0	0.0	0.0
6:00 AM	12.0	0.4	0.8	1.4	5.8	3.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	49.8	1.6	1.8	11.2	16.4	13.2	4.8	0.6	0.2	0.0	0.0	0.0	0.0	0.0
8:00 AM	53.6	1.2	3.8	10.0	17.8	15.2	4.4	1.0	0.2	0.0	0.0	0.0	0.0	0.0
9:00 AM	32.6	1.2	2.4	5.8	9.4	11.6	2.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	35.8	2.6	5.2	8.0	10.6	8.4	0.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	36.2	2.0	2.2	6.6	13.2	9.2	2.4	0.6	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	35.4	0.8	2.4	4.8	12.8	10.2	4.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	38.0	1.6	2.4	7.2	13.2	10.4	2.4	0.6	0.2	0.0	0.0	0.0	0.0	0.0
2:00 PM	37.0	1.2	1.0	7.2	11.2	12.8	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	56.2	1.0	1.6	10.6	18.0	19.4	4.4	0.8	0.4	0.0	0.0	0.0	0.0	0.0
4:00 PM	58.2	2.2	2.2	11.8	21.4	17.4	2.8	0.4	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	50.6	0.8	1.8	7.4	21.6	15.6	3.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	44.2	0.6	1.4	8.6	19.0	10.8	2.8	1.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	36.2	0.0	1.4	8.8	18.2	7.6	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	24.4	0.2	0.4	5.8	9.6	6.0	2.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	20.4	0.6	0.6	5.0	8.0	5.0	0.8	0.4	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	11.8	0.4	0.2	1.8	6.6	2.4	0.2	0.0	0.2	0.0	0.0	0.0	0.0	0.0
11:00 PM	5.8	0.2	0.2	1.4	1.8	1.6	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	650.8	19.0	32.2	125.0	238.8	184.2	43.6	6.6	1.4	0.0	0.0	0.0	0.0	0.0

Average (Mean) 27.8 mph **Minimum** 1.0 mph **Maximum** 49.7 mph **Pace Range** 23.1 - 33.1 mph 2223 vehicles (68.3%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	21.1	22.7	28.2	33.1	34.4

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	72.7% (2366)	7.9% (257)	0.2% (6)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Combined	3254	95	161	625	1194	921	218	33	7	0	0	0	0	0
		2.9%	4.9%	19.2%	36.7%	28.3%	6.7%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
SB	1658	56	95	371	623	417	78	15	3	0	0	0	0	0
		3.4%	5.7%	22.4%	37.6%	25.2%	4.7%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
NB	1596	39	66	254	571	504	140	18	4	0	0	0	0	0
		2.4%	4.1%	15.9%	35.8%	31.6%	8.8%	1.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%

Average Hourly Volumes

	SB	NB	Combined
12:00 AM	0.8	1.2	2.0
1:00 AM	0.6	0.2	0.8
2:00 AM	0.4	0.4	0.8
3:00 AM	0.6	1.6	2.2
4:00 AM	0.6	2.2	2.8
5:00 AM	0.8	3.2	4.0
6:00 AM	3.0	9.0	12.0
7:00 AM	17.2	32.6	49.8
8:00 AM	18.2	35.4	53.6
9:00 AM	13.0	19.6	32.6
10:00 AM	19.6	16.2	35.8
11:00 AM	21.0	15.2	36.2
12:00 PM	19.8	15.6	35.4
1:00 PM	21.0	17.0	38.0
2:00 PM	19.2	17.8	37.0
3:00 PM	37.8	18.4	56.2
4:00 PM	31.6	26.6	58.2
5:00 PM	25.6	25.0	50.6
6:00 PM	21.8	22.4	44.2
7:00 PM	19.6	16.6	36.2
8:00 PM	17.0	7.4	24.4
9:00 PM	12.0	8.4	20.4
10:00 PM	6.6	5.2	11.8
11:00 PM	3.8	2.0	5.8
Average Daily Traffic (ADT)	331.6	319.2	650.8

Volume Totals

SB	NB	Combined
1658	1596	3254
51.0%	49.0%	

Street : Audrey Lane
Cross Street : Grindle Drive
Engineer : LJF

Site: 2809
Wednesday, 5/15/2024 12:00 AM -
Friday, 5/17/2024 12:00 AM

Speed Grand Totals

Hourly Averages Southbound

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	1.5	0.0	0.0	0.0	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.5	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	2.5	0.0	0.0	1.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	11.0	1.0	0.0	4.5	2.5	2.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	26.5	0.5	1.5	7.5	9.5	3.5	2.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0
8:00 AM	41.5	5.0	5.5	11.0	12.5	5.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	30.0	3.0	5.5	12.0	5.0	3.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	19.5	0.5	3.0	8.0	6.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	31.5	1.5	1.0	15.5	9.5	2.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	27.0	1.5	3.0	11.5	6.5	3.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	29.0	3.5	1.5	11.0	10.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	38.0	1.5	2.5	15.0	11.5	4.5	2.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0
3:00 PM	42.0	3.5	1.5	18.5	10.0	6.5	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	45.5	2.0	4.5	20.5	12.5	4.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	67.0	3.5	1.5	25.0	20.0	10.5	4.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	46.0	1.0	3.0	18.5	9.5	9.0	3.0	1.5	0.5	0.0	0.0	0.0	0.0	0.0
7:00 PM	27.5	0.5	1.5	11.0	7.5	4.5	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	22.5	0.0	1.5	9.5	6.5	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	14.0	0.0	0.0	5.5	3.5	3.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	7.5	0.5	0.0	3.5	2.5	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	4.0	0.0	0.0	2.0	0.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	537.5	29.5	38.0	212.0	147.0	75.5	24.5	9.5	1.5	0.0	0.0	0.0	0.0	0.0

Average (Mean) 25.2 mph **Minimum** 1.0 mph **Maximum** 47.2 mph **Pace Range** 19.7 - 29.7 mph 730 vehicles (67.9%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	19.3	20.6	24.8	31.6	33.2

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	46.8% (503)	6.6% (71)	0.3% (3)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Southbound	1075	59	76	424	294	151	49	19	3	0	0	0	0	0
		5.5%	7.1%	39.4%	27.3%	14.0%	4.6%	1.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Cross Street : Grindle Drive
Engineer : LJF

Site: 2809
Wednesday, 5/15/2024 12:00 AM -
Friday, 5/17/2024 12:00 AM

Speed Grand Totals

Hourly Averages Northbound

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	2.5	0.0	0.0	0.0	1.5	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.5	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.5	0.5	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	2.0	0.0	0.0	0.0	1.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	5.0	0.0	0.0	2.5	2.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	15.0	1.0	0.0	5.5	6.0	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	33.5	0.0	0.5	8.5	16.0	8.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	35.5	2.5	1.0	9.5	15.0	5.5	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	29.5	1.5	2.5	9.5	11.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	28.5	0.0	3.5	10.5	11.0	3.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	27.0	2.0	1.0	9.0	11.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	34.0	0.5	2.0	13.0	13.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	24.0	0.5	1.5	9.5	9.0	3.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	29.5	2.0	3.5	7.0	11.0	3.5	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	42.5	0.5	2.0	11.5	21.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	41.0	1.5	5.0	10.5	16.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	43.0	3.0	4.5	10.5	18.5	5.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	35.0	0.5	0.0	9.5	17.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	25.0	0.5	1.5	10.0	8.5	3.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	18.0	0.0	0.5	4.5	10.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	8.5	0.0	0.0	2.0	5.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	4.5	0.0	0.0	1.5	2.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.0	0.0	0.0	1.0	0.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	488.5	16.5	29.0	146.0	208.0	72.0	14.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 25.9 mph **Minimum** 1.0 mph **Maximum** 43.8 mph **Pace Range** 21.4 - 31.4 mph 739 vehicles (75.6%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	20.3	21.9	26.0	30.7	32.0

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	60.2% (588)	3.4% (33)	0% (0)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Northbound	977	33	58	292	416	144	29	5	0	0	0	0	0	0
		3.4%	5.9%	29.9%	42.6%	14.7%	3.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Cross Street : Grindle Drive
Engineer : LJF

Site: 2809
Wednesday, 5/15/2024 12:00 AM -
Friday, 5/17/2024 12:00 AM

Speed Grand Totals

Hourly Averages Combined

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	4.0	0.0	0.0	0.0	2.0	1.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.5	0.0	0.5	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	3.0	1.0	0.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	3.0	0.0	0.0	0.0	2.0	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	7.5	0.0	0.0	4.0	2.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	26.0	2.0	0.0	10.0	8.5	4.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	60.0	0.5	2.0	16.0	25.5	11.5	3.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0
8:00 AM	77.0	7.5	6.5	20.5	27.5	11.0	3.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	59.5	4.5	8.0	21.5	16.0	7.0	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	48.0	0.5	6.5	18.5	17.5	4.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	58.5	3.5	2.0	24.5	20.5	5.5	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	61.0	2.0	5.0	24.5	20.0	8.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	53.0	4.0	3.0	20.5	19.0	6.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	67.5	3.5	6.0	22.0	22.5	8.0	4.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0
3:00 PM	84.5	4.0	3.5	30.0	31.0	14.0	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	86.5	3.5	9.5	31.0	28.5	12.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	110.0	6.5	6.0	35.5	38.5	16.0	5.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	81.0	1.5	3.0	28.0	26.5	15.0	5.0	1.5	0.5	0.0	0.0	0.0	0.0	0.0
7:00 PM	52.5	1.0	3.0	21.0	16.0	8.0	3.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	40.5	0.0	2.0	14.0	16.5	6.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	22.5	0.0	0.0	7.5	8.5	4.5	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	12.0	0.5	0.0	5.0	4.5	0.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	7.0	0.0	0.0	3.0	1.0	2.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	1026.0	46.0	67.0	358.0	355.0	147.5	39.0	12.0	1.5	0.0	0.0	0.0	0.0	0.0

Average (Mean) 25.5 mph **Minimum** 1.0 mph **Maximum** 47.2 mph **Pace Range** 21.6 - 31.6 mph 1448 vehicles (70.6%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	19.7	21.1	25.4	31.2	32.5

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	53.2% (1091)	5.1% (104)	0.1% (3)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Combined	2052	92	134	716	710	295	78	24	3	0	0	0	0	0
		4.5%	6.5%	34.9%	34.6%	14.4%	3.8%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Southbound	1075	59	76	424	294	151	49	19	3	0	0	0	0	0
		5.5%	7.1%	39.4%	27.3%	14.0%	4.6%	1.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%
Northbound	977	33	58	292	416	144	29	5	0	0	0	0	0	0
		3.4%	5.9%	29.9%	42.6%	14.7%	3.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Average Hourly Volumes

	Southbound	Northbound	Combined
12:00 AM	1.5	2.5	4.0
1:00 AM	1.0	0.5	1.5
2:00 AM	1.5	1.5	3.0
3:00 AM	0.0	0.0	0.0
4:00 AM	1.0	2.0	3.0
5:00 AM	2.5	5.0	7.5
6:00 AM	10.5	14.0	24.5
7:00 AM	26.5	33.5	60.0
8:00 AM	40.5	33.5	74.0
9:00 AM	30.0	29.5	59.5
10:00 AM	19.5	28.5	48.0
11:00 AM	31.5	26.5	58.0
12:00 PM	27.0	34.0	61.0
1:00 PM	28.5	23.5	52.0
2:00 PM	37.0	29.5	66.5
3:00 PM	39.5	42.0	81.5
4:00 PM	44.5	40.5	85.0
5:00 PM	63.5	41.0	104.5
6:00 PM	46.0	35.0	81.0
7:00 PM	27.0	25.0	52.0
8:00 PM	22.5	18.0	40.5
9:00 PM	14.0	8.5	22.5
10:00 PM	7.5	4.5	12.0
11:00 PM	4.0	3.0	7.0
Average Daily Traffic (ADT)	527.0	481.5	1008.5

Volume Totals

Southbound	Northbound	Combined
1054	963	2017
52.3%	47.7%	

Street : Audrey Lane
Address : 111
Engineer : LJF

Site: 2810
Wednesday, 5/15/2024 12:00 AM -
Friday, 5/17/2024 12:00 AM

Speed Grand Totals

Hourly Averages Southbound

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	2.5	0.0	0.5	0.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	12.5	0.0	0.5	5.5	3.5	2.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	15.0	2.0	2.0	1.5	6.5	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	35.0	3.0	5.0	11.5	11.5	2.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	29.0	2.5	4.0	11.5	8.5	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	18.5	2.5	3.0	7.0	5.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	28.5	2.0	2.5	5.0	14.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	23.5	1.5	1.5	5.0	10.5	4.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	25.5	2.0	3.0	4.0	9.0	6.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	32.5	1.0	1.5	6.0	18.5	4.5	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0
3:00 PM	33.5	0.5	1.0	8.5	17.5	4.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	40.0	2.0	2.0	12.0	18.5	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	48.5	2.5	0.5	7.0	28.0	9.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	34.0	1.5	1.0	6.0	18.5	5.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	23.0	1.0	0.5	5.0	11.5	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	16.5	1.0	0.0	5.5	8.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	12.5	0.0	0.0	1.0	7.0	3.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	6.0	1.0	0.5	0.5	3.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.5	0.0	0.0	0.5	1.0	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	443.5	27.0	29.0	103.5	203.5	66.0	12.0	2.0	0.5	0.0	0.0	0.0	0.0	0.0

Average (Mean) 25.6 mph **Minimum** 1.0 mph **Maximum** 46.1 mph **Pace Range** 21.8 - 31.8 mph 660 vehicles (74.4%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	18.8	21.0	26.4	30.5	31.7

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	63.6% (564)	3.3% (29)	0.1% (1)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Southbound	887	54	58	207	407	132	24	4	1	0	0	0	0	0
		6.1%	6.5%	23.3%	45.9%	14.9%	2.7%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 111
Engineer : LJF

Site: 2810
Wednesday, 5/15/2024 12:00 AM -
Friday, 5/17/2024 12:00 AM

Speed Grand Totals

Hourly Averages Northbound

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	3.0	0.0	0.0	0.0	2.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	2.0	0.0	0.0	1.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	5.0	0.5	0.0	1.0	2.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	13.5	1.0	0.5	4.0	6.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	25.0	3.0	2.0	7.5	10.0	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	29.5	2.0	4.5	11.5	8.5	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	29.5	1.0	7.5	13.5	5.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	27.0	3.0	2.5	14.5	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	27.5	0.5	2.5	10.0	11.0	2.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	31.0	0.5	3.5	8.5	13.0	5.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	25.0	2.0	2.5	8.0	5.0	5.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	25.0	1.5	2.5	5.0	9.5	6.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	39.0	1.5	1.0	7.0	19.5	8.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	34.5	1.0	2.0	10.5	11.0	8.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	45.0	2.5	1.5	10.0	22.0	7.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	35.5	1.0	0.5	5.5	20.5	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	24.0	1.5	1.0	7.5	10.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	19.5	0.5	1.0	5.0	9.0	3.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	8.5	1.0	1.0	2.0	4.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	5.0	0.0	0.5	0.0	2.5	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	4.0	1.0	0.0	1.0	0.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	460.0	25.5	37.0	133.0	180.5	69.5	14.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 25.3 mph **Minimum** 1.1 mph **Maximum** 41.2 mph **Pace Range** 21.7 - 31.7 mph 643 vehicles (69.9%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	18.7	20.4	25.8	30.7	31.9

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	56.8% (523)	3.2% (29)	0% (0)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Northbound	920	51	74	266	361	139	28	1	0	0	0	0	0	0
		5.5%	8.0%	28.9%	39.2%	15.1%	3.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 111
Engineer : LJF

Site: 2810
Wednesday, 5/15/2024 12:00 AM -
Friday, 5/17/2024 12:00 AM

Speed Grand Totals

Hourly Averages Combined

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	4.0	0.0	0.0	0.0	2.0	0.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.5	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	3.0	0.0	0.0	1.0	1.0	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	7.5	0.5	0.5	1.5	3.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	26.0	1.0	1.0	9.5	10.0	3.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	40.0	5.0	4.0	9.0	16.5	4.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	64.5	5.0	9.5	23.0	20.0	4.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	58.5	3.5	11.5	25.0	14.0	4.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	45.5	5.5	5.5	21.5	12.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	56.0	2.5	5.0	15.0	25.5	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	54.5	2.0	5.0	13.5	23.5	9.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	50.5	4.0	5.5	12.0	14.0	11.5	3.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	57.5	2.5	4.0	11.0	28.0	10.5	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0
3:00 PM	72.5	2.0	2.0	15.5	37.0	12.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	74.5	3.0	4.0	22.5	29.5	14.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	93.5	5.0	2.0	17.0	50.0	17.0	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	69.5	2.5	1.5	11.5	39.0	12.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	47.0	2.5	1.5	12.5	21.5	8.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	36.0	1.5	1.0	10.5	17.0	5.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	21.0	1.0	1.0	3.0	11.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	11.0	1.0	1.0	0.5	6.0	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	7.5	1.0	0.0	1.5	1.5	2.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	903.5	52.5	66.0	236.5	384.0	135.5	26.0	2.5	0.5	0.0	0.0	0.0	0.0	0.0

Average (Mean) 25.5 mph **Minimum** 1.0 mph **Maximum** 46.1 mph **Pace Range** 21.8 - 31.8 mph 1301 vehicles (72.0%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	18.8	20.7	26.1	30.6	31.7

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	60.2% (1087)	3.2% (58)	0.1% (1)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Combined	1807	105	132	473	768	271	52	5	1	0	0	0	0	0
		5.8%	7.3%	26.2%	42.5%	15.0%	2.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Southbound	887	54	58	207	407	132	24	4	1	0	0	0	0	0
		6.1%	6.5%	23.3%	45.9%	14.9%	2.7%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Northbound	920	51	74	266	361	139	28	1	0	0	0	0	0	0
		5.5%	8.0%	28.9%	39.2%	15.1%	3.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Average Hourly Volumes

	Southbound	Northbound	Combined
12:00 AM	1.0	3.0	4.0
1:00 AM	1.0	1.0	2.0
2:00 AM	0.5	1.0	1.5
3:00 AM	0.0	0.0	0.0
4:00 AM	1.0	2.0	3.0
5:00 AM	2.5	5.0	7.5
6:00 AM	12.5	13.5	26.0
7:00 AM	14.5	25.0	39.5
8:00 AM	35.0	29.5	64.5
9:00 AM	28.5	29.5	58.0
10:00 AM	18.5	26.5	45.0
11:00 AM	28.5	27.5	56.0
12:00 PM	22.5	31.0	53.5
1:00 PM	25.5	24.5	50.0
2:00 PM	32.0	25.0	57.0
3:00 PM	33.0	39.0	72.0
4:00 PM	38.5	33.5	72.0
5:00 PM	47.0	44.5	91.5
6:00 PM	33.5	35.5	69.0
7:00 PM	23.0	23.5	46.5
8:00 PM	16.5	19.5	36.0
9:00 PM	12.5	8.5	21.0
10:00 PM	5.5	5.0	10.5
11:00 PM	3.5	4.0	7.5
Average Daily Traffic (ADT)	436.5	457.0	893.5

Volume Totals

Southbound	Northbound	Combined
873	914	1787
48.9%	51.1%	

Attachment 7
Crash Studies

Village of Mount Prospect
Audrey Lane Traffic Issues
September 3, 2024

Crash Information Table | Audrey Lane | Last 10 years data is availible (2014-2023) | Crash reports from IDOT crash database

Location	Crash Identification Number	Year	Date	Time	Night or Day	Weather	Type	Injury	Does Driver Live in Neighborhood?	Description
No 2023 Crashes										
Central and Audrey	202201040835	2022	2/2/2022	8:35 AM	Day	Snow	Front to Rear	PDO	N/A	Rear end crash hit and run due to snowy weather. Not related to Audrey Lane
Central and Audrey	202201388365	2022	12/1/2022	8:29 AM	Day	Clear	Turning	A	No	Unit 1 turned onto Audrey from WB Central in front of Unit 2 on EB central causing Unit 2 to Hit Unit 1
No 2021 Crashes										
No 2020 Crashes										
Connie and Audrey	201901487540	2019	12/24/2019	5:01 PM	Day	Clear	Angle	C	No, lives in Apartments on the south side of Golf Road	Unit 1 was WB On Connie disobeyed stop sign and hit unit 2 who was SB on Audrey
No 2018 Crashes										
Central and Audrey	201701469069	2017	10/12/2017	10:14 AM	Day	Clear	Front to Rear	PDO	N/A	Read end crash from driver waiting to turn onto private drive on the north side of Central - Not related to Audrey Lane
Central and Audrey	201601366687	2016	4/14/2016	5:20 PM	Day	Clear	Front to Rear	PDO	N/A	On EB Central traffic was stopped and Unit 2 rearended Unit 1 - Not related to Audrey Lane
Central and Audrey	201501467814	2015	9/23/2015	5:40 PM	Day	Clear	Turning	PDO	No	Unit 1 on WB Central turned left onto Audrey lane in front of Unit 2 on EB Central causing Unit 2 to hit them.
Central and Audrey	201400265613	2014	6/10/2014	7:49 AM	Day	Cloudy	Turning	PDO	No - Lives at Dana Point Condos	Unit 1 on WB Central turned left onto Audrey lane hitting Unit 2 on EB Central

Orange highlighted crashes occurred at the intersection of Audrey Lane and Central Road but were not related to vehicles on or entering Audrey Lane.

Crash Information Table | Hatlen Avenue | Last 10 years data is availible (2014-2023) | Crash reports from IDOT crash database

Location	Crash Identification Number	Year	Date	Time	Night or Day	Weather	Type	Injury	Does Driver Live in Neighborhood?	Description
Central and Hatlen	202301195771	2023	6/22/2023	12:15 PM	Day	Clear	Angle	PDO	Unknown	Hit and Run Unit 1 entered Central Road from SB Cleveland Avenue and Hit Unit 2 who was on Central Road EB appeared to be crossing to Hatlen but unknown
Central and Hatlen	202301134658	2023	5/3/2023	9:37 AM	Day	Clear	Turning	PDO	N/A	Unit 1 entered Central Road from Private Entrance Hitting Unit 2 on EB Central Road - Not Related to Hatlen
Central and Hatlen	202201302639	2022	9/20/2022	5:27 PM	Day	Rain	Turning	A	N/A	Unit 1 SB on Cleveland Turned left onto EB Central and hit a motorcycle who was on WB Central - Not Related to Hatlen
Central and Hatlen	202201169097	2022	5/27/2022	1:15 PM	Day	Clear	Turning	PDO	No	Unit 1 tried to turn left onto Hatlen from the WB Curb lane of Central road in front of Unit 2 on WB Central and hit Unit 2
No 2021 Crashes										
Central and Hatlen	202001217835	2020	2/29/2020	12:00 PM	Day	Clear	Sideswipe	PDO	N/A	Unit 2 rearended Unit 1 on Central Road - Not Related to Hatlen
Central and Hatlen	202001129411	2020	4/30/2020	5:58 PM	Day	Clear	Front to Rear	PDO	N/A	Unit 1 on SB Cleveland Avenue when Unit 2 (SB Cleveland) backed into Unit 1 - Not Related to Hatlen Avenue
Central and Hatlen	201901345278	2019	9/12/2019	2:28 PM	Day	Clear	Turning	A	N/A	Unit 1 on EB Central turned onto NB Cleveland in front of Unit 2 causing Unit 2 to Hit Unit 1 - Not related to Hatlen Avenue
Central and Hatlen	201901186719	2019	2/5/2019	5:56 PM	Day	Cloudy	Turning	PDO	N/A	Unit 1 on EB Central turned onto NB Cleveland in front of Unit 2 causing Unit 2 to Hit Unit 1 - Not related to Hatlen Avenue
Central and Hatlen	201901329780	2019	9/11/2019	10:23 AM	Day	Clear	Turning	PDO	N/A	Unit 1 SB on Cleveland Turned left onto EB Central and hit Unit 2 who was on WB Central - Not Related to Hatlen
Central and Hatlen	201901288582	2019	5/26/2019	4:08 PM	Day	Clear	Front to Rear	B	N/A	Rearend Crash on WB Central Unknown if waiting to turn left onto Hatlen
Central and Hatlen	201801454152	2018	7/11/2018	8:11 AM	Day	Clear	Front to Rear	PDO	N/A	Rearend Crash on WB Central- Not Related to Hatlen Avenue
Central and Hatlen	201701474051	2017	10/31/2017	8:44 PM	Night	Clear	Front to Rear	PDO	N/A	Unit 2 on EB Central waiting to turn on to NB Cleveland was hit from behind by Unit 1 - Not related to Hatlen Avenue
Central and Hatlen	201701386340	2017	7/27/2017	8:23 AM	Day	Clear	Angle	A	N/A	Unit 1 SB on Cleveland ran stop sign and hit Unit 2 on WB Central Road - Not Related to Hatlen
Central and Hatlen	201701365854	2017	1/11/2017	2:26 PM	Day	Cloudy	Front to Rear	PDO	N/A	Unit 2 stopped on EB Central to turn onto NB Cleveland and was struck from behind by Unit 1 - Not related to Hatlen
Central and Hatlen	201701466334	2017	10/1/2017	2:20 PM	Day	Clear	Front to Rear	B	Unknown	Unit 3 stopped on EB Central to turn Right onto SB Hatlen and was rearended by Unit 2
Central and Hatlen	201601326884	2016	1/27/2016	8:30 PM	Night	Clear	Sideswipe	PDO	N/A	Both vehicles on EB Central Unit 1 changed lanes to avoid a vehicle waiting to turn left onto Cleveland and hit Unit 2 - Not related to Hatlen Avenue
Central and Hatlen	201601361434	2016	3/22/2016	12:16 PM	Day	Clear	Angle	PDO	No	Unit 1 on SB Cleveland was crossing Central Road to Hatlen Avenue and was hit by Unit 2 on EB Central
Central and Hatlen	201601366008	2016	4/11/2016	3:30 PM	Day	Clear	Front to Rear	C	N/A	Traffic was stopped on WB Central Unit 1 failed to stop in time rearending unit 2 - Not related to Hatlen Avenue
Central and Hatlen	201601442121	2016	8/13/2016	12:30 PM	Day	Clear	Turning	PDO	N/A	Hit and run Unit 1 on SB Cleveland turned left onto EB Central and hit Unit 2 on EB Central - Not related to Hatlen Avenue
Central and Hatlen	201601355093	2016	3/8/2016	10:45 AM	Day	Clear	Front to Rear	PDO	N/A	Traffic was stopped on WB Central waiting for pedestrians to cross Central. Unit 1 failed to stop in time rearending unit 2
Central and Hatlen	201501319369	2015	4/16/2015	4:15 PM	Day	Clear	Turning	C	Yes	Unit 1 on WB Central turned on SB Hatlen in front of Unit 2 on EB Central Causing Unit 2 to hit them
Central and Hatlen	201501477594	2015	10/28/2015	7:40 PM	Night	Clear	Turning	PDO	No	Unit 1 on SB Cleveland and Unit 2 on NB Hatlen made simultaneous Left Turns into each other
Central and Hatlen	201400299218	2014	7/29/2014	7:12 PM	Day	Clear	Front to Rear	PDO	N/A	Unit 2 on WB Central slowed to turn right onto Cleveland Avenue and was rear ended by Unit 1 - Not Related to Hatlen
Central and Hatlen	201400404587	2014	9/30/2014	5:31 PM	Day	Clear	Front to Rear	PDO	N/A	Unit 2 on WB Central slowed to avoid a van entering their lane and was rear ended by Unit 1 - Not related to Hatlen
Central and Hatlen	201400121932	2014	2/21/2014	5:02 PM	Day	Clear	Front to Rear	PDO	N/A	Unit 2 SB on Cleveland waiting to turn right onto Central and was rear ended by Unit 1 - Not Related to Hatlen
Central and Hatlen	201400307315	2014	8/1/2014	8:40 AM	Day	Clear	Turning	PDO	N/A	Unit 1 SB on Cleveland Turn Left onto EB Central in front of Unit 2 on WB Central causing Unit 2 to hit them - Not Related to Hatlen

Orange highlighted crashes occurred at the intersection of Hatlen Avenue and Central Road but were not related to vehicles on or entering Hatlen Avenue.

Audrey Lane, Hatlen Avenue and Connie Lane Crash Map.

Crashes shown from IDOT database for last 10 years data is available (2014 – 2023)

Shapes represent individual crashes; colors represent different years.

Attachment 8
Friendly Neighborhood Streets Program
Petition Form

Village of Mount Prospect
Audrey Lane Traffic Issues
September 3, 2024

Petition for Traffic Calming Measures

Date: _____

We, the undersigned, respectfully petition the Village of Mount Prospect to consider implementing traffic calming measures on the: _____ block of _____ or At the intersection of _____ and _____ in the Village of Mount Prospect.

Traffic problems to be remedied using traffic calming measures include:

- Excessive Vehicle Crashes _____
- Excessive Vehicle Speeds _____
- Excessive Vehicle Volumes _____
- Pedestrian/Bicycle Safety Issues _____
- Other _____ _____

(rank issues in order of importance with 1 being most problematic and 5 being lease problematic)

Primary Resident Contact (Person Project Updates will be Coordinated with):

Print Name	Signature	Address	Phone Number	Email
1.				

Petitioners' (a minimum of 9 petitioners, or 30% or the dwelling units and commercial spaces in the initial project area, whichever is greater, plus the primary contact are required):

Print Name	Signature	Address	Phone Number	Email
2.				
3.				
4.				
5.				

ATTACH A LETTER EXPLAINING WHY THIS PETITION IS BEING SUBMITTED.

Signatures to the petition indicate support of traffic calming measures on the street or at the intersection listed above. This is not a commitment to construction, there will be further public outreach as plans are developed.

Petition for Traffic Calming Measures

Additional Information

This petition should be signed by residents within the immediate area where traffic calming measures are requested. Please reach out to the Engineering Division at Mount Prospect Public Works with any questions on determining an initial project area for petitions.

Return to: Engineering Division, Attention: Luke Foresman, PE, Mount Prospect Public Works, 1700 West Central Road, Mount Prospect IL, 60056.

This is the first step in the traffic calming process as part of the Friendly Neighborhood Streets Program. Information on the program can be found on the Village's website or a hard copy can be requested at Public Works.

For the petition, only one signature per property is allowed. Businesses count as one signature, as do churches or schools. For multi-family residences, each apartment or condo counts as one signature.

Upon receipt of the petition, the Engineering Division will review the petition for validity, then return with comments to the primary contact or will proceed with the traffic calming process.

The letter explaining why the petition is being submitted should include:

- Description of the problem(s)
- Time(s) of the day / day(s) of the week when the problem occurs
- Possible causes of the problem
- Any other information the Village should be aware of regarding the problem

Any questions on the petition, the traffic calming process or The Friendly Neighborhood Streets Program can be directed to:

Luke Foresman, PE
Project Engineer
847-870-5640
publicworksdept@mountprospect.org

Petition for Traffic Calming Measures

Additional Petitioners' (a minimum of 9 petitioners, or 30% or the dwelling units and commercial spaces in the initial project area, whichever is greater, plus the primary contact are required):

Print Name Signature Address Phone Number Email

6. _____

7. _____

8. _____

9. _____

10. _____

11. _____

12. _____

13. _____

14. _____

15. _____

16. _____

17. _____

18. _____

19. _____

20. _____

Attach additional pages if necessary.