Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO:	DIRECTOR OF PUBLIC WORKS
FROM:	PROJECT ENGINEER
DATE:	JANUARY 30, 2025
SUBJECT:	FNSP – HATLEN HEIGHTS – INITIAL DESIGN

This memo outlines the initial preferred alternative and design options for the entire study limits. These were developed to address the following themes that were determined from the initial public survey and traffic count results:

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

The Hatlen Heights neighborhood will generally be described from north to south, with each intersection or segment of street being discussed individually. A draft preferred alternative has been developed. Additional options will also be described that could be considered as an alternative to, or added to, the preferred alternative. Lastly, a "no-build" option has been included where existing conditions would be maintained.

The purpose of the initial design is to get public feedback on types and locations of traffic calming measures to finalize the preferred alternative. Once the preferred alternative is finalized, detailed design will be done to determine exactly what the traffic calming measures will look like. The plans included in the memo are concepts and subject to change with detailed design for the preferred alternative.

Multiple traffic calming measures need to be installed throughout the study area to create the desired effect. This will also change the look and feel of the neighborhood for drivers, reinforcing that drivers need to pay attention and slow down while in the neighborhood.

Specific bike accommodations are not included in these alternatives, except on Meier Road where a wider street width allows for dedicated space for bicycles. Slowing down vehicles on the

street will provide increased safety for bikes. However, both median islands and choke points prohibit vehicles from passing bikes, creating possible conflict points.

The two main traffic calming measures included in the preferred alternative and as options are choke points and median islands. Choke points have less of an impact on parking, but have a large impact on roadway maintenance, including snow and leaf removal and could introduce drainage concerns. Median islands have a greater impact on residential parking but preserve maintenance operations by keeping the curb line of the streets intact. While Public Works will work to maintain our high standards for street maintenance, it will become more difficult if choke points are installed.

Traffic Calming Measures That Were Reviewed but not Included in the Design Alternatives:

- Changing Traffic Control at Intersections
    - Staff reviewed traffic counts and determined that the existing traffic control, as updated in 2008 as part of the Neighborhood Traffic Control Study, is appropriate for existing traffic on the neighborhood streets.
    - Staff reviewed crash data and noted one crash within the study area within the last 10 years. Changes to traffic control based on crash history is not warranted.
- Bump Outs at Intersections
    - Due to the narrow width of the streets in the neighborhood (approximately 24' edge-to-edge of pavement) bump outs at intersections would need to be small to maintain two-way traffic.
    - These small bump outs would have minimal traffic calming and safety effects, especially on a cost-benefit basis, therefore intersection bump outs were not included in the proposed alternative.
- Road Closures at Connie Lane, Bonita Avenue, Beverly Lane and Crestwood Drive.
    - Public comments received suggested closing off some access points to the neighborhood to reduce perceived cut-through traffic.
    - Closing only Connie Lane at Meier Road and closing all the above streets were suggested by residents.
    - Staff reviewed these suggestions and determined the following with closing Connie Lane at Meier Road as well as Bonita Avenue, Beverly Lane and Crestwood Drive at Lincoln Street:
        - Cut-through traffic would be greatly reduced.
        - Vehicle speeds and volumes would likely decrease on dead-ended streets.
        - Pedestrian and bicycle access could be maintained through dead-ended streets.
        - Road closures would likely have little effect on speeds on Hatlen Avenue and Audrey Lane between Connie Lane and Central Road.

        - Traffic volumes would increase on Bonita Avenue at Busse Road and on Hatlen Avenue at Lincoln Street.
        - Emergency vehicle response times would be increased slightly.
        - Residents would have longer travel times when heading to the south or west out of the neighborhood.
        - For example, a resident on the 2000 block of Bonita Avenue would have to travel almost an extra mile to head south on Meier Road compared to existing conditions.
    - Based on the above findings, Staff determined road closures, as suggested, would not have the desired traffic calming effect.
        - While traffic volumes would be reduced on Audrey Lane and Hatlen Avenue by Central Road, traffic volumes would increase on Hatlen Avenue near Lincoln Street and Bonita Avenue near Busse Road.
        - Vehicle speeds would not be addressed by closing streets and could increase since vehicles could have to travel further in the neighborhood to get to their destination.
        - The biggest negative impact would be to residents who would have their everyday trip lengths increased, requiring more time spent on neighborhood streets instead of collector streets like Meier Road and Lincoln Street.
    - An extensive study was undertaken in the 1990's that looked into, and trialed, closing Connie Lane at Meier Road. This study showed that traffic was transferred to different streets in the neighborhood and speed and vehicle volume issues were still present. Staff expects a similar outcome if this closure were pursued again.
    - A comprehensive traffic calming project will better address speeding issues in the neighborhood and will maintain access for residents while making the neighborhood a less desirable route for cut-through traffic.
    - Staff reached out to the Police Department, Fire Department and Public Works Department for input on potential road closures, below are their responses:
        - The Police Department is not in favor of any road closures as they would lead to longer response times. The Police typically do not respond to calls from the headquarters building, any responding units coming from the southwest of the neighborhood would have a greater response time getting to residents.
        - The Fire Department is not in favor of any road closures as they would lead to longer response times. Additionally, being able to access properties from two directions is greatly beneficial on the 24' wide streets in the neighborhood. If streets were closed, then all emergency vehicles would be required to enter from one direction, potentially creating operational issues during emergency responses.

        - The Public Works Department is not in favor of road closures as they lead to increased maintenance issues. Dead ended streets are more difficult and time consuming for leaf collection, clearing snow, and street sweeping.
- Turn Restrictions off Central Road
    - Turn restrictions off Central Road were investigated as a way to reduce traffic in the neighborhood during rush hour.
    - Staff reviewed past proposals for turn restrictions and came to the same conclusion. Turn restrictions would greatly affect people living in the neighborhood by preventing residents coming from Arthur Avenue or westbound on Central Road from directly entering the neighborhood. Instead, forcing them to use Busse Road to Bonita Avenue to enter the neighborhood, potentially increasing traffic on Bonita Avenue. This may create new traffic issues on other streets in the neighborhood.
    - Traffic data review showed that if left turn prohibitions from Central Road onto Audrey Lane and Hatlen Avenue were implemented from 7 – 10 AM and 3 – 7 PM, it could lead to a 15% drop in traffic or about 100 vehicles per day on Hatlen Avenue and 150 vehicles per day on Audrey Lane. This assumes half the vehicles entering Audrey Lane and Hatlen Avenue from Central Road are turning left.

Audrey Lane and Hatlen Avenue parallel each other, and both have access to Central Road. Audrey Lane carriers more traffic than Hatlen Avenue as it has a closer connection to Meier Road. Both streets will be discussed together from Central Road to Connie Lane as implementing traffic calming measures on one street would directly affect the other.

Intersections of Audrey Lane and Hatlen Avenue with Central Road

Existing Conditions: T intersections with stop control on the minor streets only. Central Road is an unmarked IDOT route with an average traffic volume of 17,000 vehicles per day. Central Road has a 4-lane cross section at Hatlen Avenue and a 4-lane cross section with a striped median at Audrey Lane. Offset from the intersection of Hatlen Avenue and Central Road is the intersection of Cleaveland Avenue and Central Road. A crosswalk is striped across Audrey Lane and Hatlen Avenue.

Crash History: The intersection of Audrey Lane and Central Road had 3 crashes in the last 5 years relating to vehicles entering or leaving Audrey Lane. The intersection of Hatlen Avenue and Central Road had 8 crashes in the last 5 years relating to vehicles entering or leaving Hatlen Avenue. The higher number of crashes at this intersection can be attributed to Cleaveland Avenue being across from Hatlen Avenue leading to vehicles trying to cross all four lanes of traffic on Central Road at once. A total of 3 of the 8 crashes were related to drivers on Cleaveland Avenue as well as Hatlen Avenue. The total crashes at these intersections is consistent with other

minor streets intersecting arterial roads in the Village. Reducing the number of vehicles using Audrey Lane and/or Hatlen Avenue will have a positive impact on intersection safety.

Improvements:

- No Build (Existing Conditions) – Maintain existing roadway width at both intersections. Stop control maintained on the minor legs and the striped crosswalk is maintained.
- Preferred Alternative (Median Island) – The Preferred Alternative proposes to install median islands south of the intersection with Central Road on both Audrey Lane and Hatlen Avenue. These islands will not impact turning movements at the intersection, but will force drivers to navigate around an obstruction in the street at the entrance to the neighborhood, slowing drivers and alerting them that they are no longer on a higher speed arterial roadway and their driving behavior should be adjusted accordingly.
- Option (Median Island with Widening) – An option would install median islands at the intersections of Central Road with Hatlen Avenue and Audrey Lane by widening the side streets to construct median islands to slow drivers entering the neighborhood from Central Road. Islands could be installed on both Audrey Lane and Hatlen Avenue (only shown on Audrey Lane in the attached plans). Would require an IDOT permit and IDOT may not allow the changes. Would be designed similar to the intersection of Lancaster Street and Central Road except parking would not be preserved adjacent to the median island. Would require mature tree removal.

Audrey Lane and Hatlen Avenue from Central Road to Connie Lane (Excluding the intersections with Grindel Drive)

Existing Conditions: Audrey Lane and Hatlen Avenue are 24’ wide streets edge-to-edge of pavement with on-street parking allowed on both sides of the street. Parking is generally underutilized, and the street is straight, leading to wide travel lanes with long sight lines that can encourage speeding.

Improvements:

- No Build (Existing Conditions) - Maintains existing underutilized on-street parking. When there are few vehicles parked on the street, speeding is encouraged due to the perceived wide width of the street.
- Preferred Alternative (Median Islands) – The Preferred Alternative proposes to install mid-block median islands to force drivers to slow down as they navigate the islands. The islands also force drivers out of the center of the road, where they typically drive when other vehicles are not present, and breaks up sight lines, further slowing drivers. Due to existing residential driveways, locations where median islands can be installed is limited. On-street parking adjacent to and leading up to the median islands will be prohibited to ensure drivers can safely navigate the islands. The island on Hatlen Avenue between

Grindel Drive and Connie Lane will be installed at the curve in the road to further force drivers to slow down in the neighborhood.

- Option (Choke Points) – An option would be to install multiple choke points. Up to three choke points would be installed approximately evenly spaced between adjacent intersections. Choke points are designed to mimic parked cars on both sides of the street to physically narrow the street to one lane, forcing drives to take turns as they pass through the choke point. This greatly increases the need to drivers to pay attention while driving and can slow drives as they pass through the choke point. Choke points would be new to the Village, but they functional similarly to vehicles being parked on both sides of the street. Parking would only need to be prohibited directly at the choke point. Choke points have the effect of narrowing the street at all times, thereby reducing vehicle speeds. On-street parking can also have a traffic calming effect, but only when cars are parked, which tends to be underutilized in the Village's residential neighborhoods.

Intersections of Audrey Lane and Hatlen Avenue with Grindel Drive

Existing Conditions: The intersections are 4-way intersections with stop control on Grindel Drive only. Grindel Drive gets very little traffic as only 8 residential homes access the street. Speed feedback signs were installed on Audrey Lane adjacent to the intersection with Grindel Drive in 2024.

Improvements:

- No Build (Existing Conditions) – Maintain the existing speed feedback signs on Audrey Lane and install speed feedback signs on Hatlen Avenue. The speed feedback signs have reduced the average speed of traffic on Audrey Lane by 1.6 MPH and the 85th percentile speed by 1.8 MPH. If other traffic calming measures are installed, then the existing speed feedback signs could potentially be removed.
- Preferred Alternative (Mini-Traffic Circles) – The Preferred Alternative proposes to install mini-traffic circles at the intersections with Grindel Drive. The mini-traffic circles will force drivers to navigate around them through the intersection, slowing drivers and forcing them to pay attention. If mini-traffic circles are the preferred alternative, detailed design will determine what they look like. They could be designed to be mountable, un-mountable with concrete, or un-mountable with a landscaped median. Mini-traffic circles can make turns difficult for large vehicles, however staff determined impacts from mini-traffic circles will be limited due to the low number of turning vehicles on Grindel Drive and because all houses on Grindel Drive also front Audrey Lane or Hatlen Avenue. Straight movements through the intersections can also be more difficult for larger vehicles, discouraging them from using Audrey Lane or Hatlen Avenue as a cut-through route. The mini-traffic circles will be designed for school buses and fire trucks to be able to navigate the intersections.

- Option (Median Islands) – An option would install median islands on Audrey Lane and Hatlen Avenue on approach to the intersections with Grindel Drive. These islands would force drivers out of the middle of the road and to slow down as they navigate the intersection. They also would provide some protection for pedestrians crossing Audrey Lane or Hatlen Avenue. The islands could make right turns from Grindel Drive onto Audery Lane or Hatlen Avenue for large vehicles more difficult, but left turn movements would be preserved limiting the impact of the traffic calming measures for residents on Grindel Drive.

Intersections of Connie Lane with Audrey Lane and Meier Road

Existing Conditions: Connie Lane is a 24' wide street edge-to-edge of pavement that is about 150' long connecting Meier Road to Audrey Lane. The intersection of Connie Lane and Meier Road is a T-intersection and is stop controlled on Connie Lane only. The intersection of Connie Lane and Audrey Lane is a 4-way intersection that is stop controlled for Connie Lane only. The majority of traffic travels southbound on Audrey Lane to westbound Connie Lane to southbound Meier Road or the reverse. This produces a high number of turning vehicles at the intersections. Resident complaints at the intersections include lack of stop sign compliance, high speeds, and pedestrian safety issues.

Improvements:

- No Build (Existing Conditions) – Maintains existing configuration at the intersections. Due to a lack of parking utilization on Connie Lane, right turning vehicles can make wide turns, preserving speed as they do not need to stop when turning off Audrey Lane or Meier Road. Left turning vehicles from Connie Lane onto Meier Road or Audrey Lane have stop signs. There was only one reported crash at these in intersections in the past 10 years, showing the existing configuration has not resulted in major safety issues.
- Preferred Alternative (Median Islands) – The Preferred Alternative proposes to install median islands on Connie Lane and Audrey Lane (on the south leg of the intersection). Parking will be prohibited on both sides of Connie Lane between Meier Road and Audrey Lane. The 2 houses that front Connie Lane also adjoin Audrey Lane and Meier Road, providing ample on-street parking locations for these properties, limiting impacts from removing parking. A 6' wide median will be installed on this section of Connie Lane. Near the intersections with Meier Road and Audrey Lane the median will be striped to maintain large vehicle turning movements (fire trucks) and to maintain access to existing residential driveways. A raised curbed median will be installed in the center of the segment. This median will slow drivers marking turns and will increase stop sign compliance on Connie Lane. 9' wide through lanes edge-to-edge of pavement (11' wide face-to-face of curb) will remain on Connie Lane, the narrow lanes slowing vehicles on the street. A median island will also be installed on the south leg of the intersection of Audrey

Lane north of Connie Lane. This will slow drivers continuing straight through the intersection on Audrey Lane.

- Option (Choke Point and Median Island) – An option would install a choke point on Connie Lane halfway between Meier Road and Audrey Lane. See previous pages for description of choke points. Due to the high number of vehicles and turning movements at these intersections, the choke point could cause minor congestion on Connie Lane as vehicles are required to take turns to go through the choke point. This will slow vehicles on Connie Lane, but could frustrate drivers, leading to more aggressive behavior at the intersections. This alternative also proposes to install a median island on the south leg of the intersection of Connie Lane and Audrey Lane to slow vehicles continuing straight through the intersection on Audrey Lane. This island will prohibit right turns from Connie Lane onto SB Audrey Lane for large vehicles, but alternative routes will limit impacts from this restriction. The choke point will not have the same affect on increasing stop sign compliance as the median will, but it will slow vehicles on Connie Lane with less impacts to residents as parking could be maintained on Connie Lane.

Meier Road from Connie Lane to Lincoln Street

Existing Conditions: Meier Road is a 36’ wide street edge-to-edge of pavement with on-street parking allowed on both sides of the street. A striped double yellow centerline is present for the first 100’ north of Lincoln Street. The rest of the street is unstriped. Parking is generally underutilized, leading to wide travel lanes that can encourage speeding. Meier Road narrows to 27’ through the intersection with Connie Lane, with no stop control on Meier Road at the intersection. Meier Road dead ends approximately 300’ north of Connie Lane.

Improvements:

- No Build (Existing Conditions) - Maintains existing underutilized on-street parking without striping. When there are few vehicles parked on the street, speeding is encouraged due to the perceived wide width of the street.
- Preferred Alternative – (Stripe Parking Lanes) – The Preferred Alternative proposes to add pavement markings to Meier Road to stripe parking lanes on both sides of the street, to match Meier Road south of Lincoln Street. The proposed typical section will include 7’ parking lanes on both sides of Meier Road and 11’ through lanes. While there will not be dedicate space for bicyclists, due to the underutilized on-street parking, bikes will use the striped parking lanes when vehicles are not present. This can introduce a swerving movement when bikes enter the through lane to navigate around a parked car, a potential conflict point with vehicles. The pavement markings will have the effect of visually narrowing the roadway which can discourage speeding on the street.
- Option (Stripe Bike Lanes and Parking Lane) – An option would add pavement markings to Meier Road to delineate a parking lane on the west side and bike lanes. There would be no parking on the east side of Meier Road. Houses do not front Meier Road on the

east side, impacts from repurposing this space to bike lanes would be minimal. The proposed typical section includes a 7' parking lane on the west side, 4.5' bike lanes and 10' through lanes. Meier Road is a designated bike route for the Village of Mount Prospect. The width of the street and lack of access points on the east side provides the opportunity to create dedicated bicycle infrastructure in the area. The pavement markings would have the effect of visually narrowing the roadway which can discourage speeding on the street.

Audrey Lane from Connie Lane to Bonita Avenue

Existing Conditions: Audrey Lane is a 24' wide street edge-to-edge of pavement with on-street parking allowed on both sides of the street. Parking is generally underutilized, leading to wide travel lanes that can encourage speeding. The intersection of Audrey Lane and Audrey Court is uncontrolled.

Improvements:

- No Build (Existing Conditions) - Maintains existing underutilized on-street parking. When there are few vehicles parked on the street, speeding is encouraged due to the perceived wide width of the street.
- Preferred Alternative (Median Island) – The Preferred Alternative proposes to install a mid-block median island on the curve of Audrey Lane just north of the intersection with Audrey Court to force drivers to slow down as they navigate the island. The island also forces drivers out of the center of the road, where they typically drive when other vehicles are not present, and breaks up sight lines, further slowing drivers. The island will also provide protection for an existing unmarked crosswalk across Audrey Lane just north of the intersection with Audrey Court. Due to existing residential driveways, locations where median islands can be installed is limited. On-street parking adjacent to and leading up to the median island will be prohibited to ensure drivers can safely navigate the island.
- Option (Choke Points) – An option would install multiple choke points. Up to three 3 choke points would be installed approximately evenly spaced between Connie Lane and Bonita Avenue. Choke points are designed to mimic parked cars on both sides of the street to physically narrow the street to one lane, forcing drives to take turns as they pass through the choke point. This greatly increases the need to drivers to pay attention while driving and can slow drives as they pass through the choke point. These can be placed near median islands at intersections to have the greatest traffic calming effect.

Hatlen Avenue from Connie Lane to Bonita Avenue

Existing Conditions: Hatlen Avenue is a 24' wide street edge-to-edge of pavement with on-street parking allowed on both sides of the street. Parking is generally underutilized, leading to wide travel lanes that can encourage speeding.

Improvements:

- No Build (Existing Conditions) - Maintains existing underutilized on-street parking. When there are few vehicles parked on the street, speeding is encouraged due to the perceived wide width of the street.
- Preferred Alternative (No Improvements) – The Preferred Alternative includes no improvements for this segment.
- Option (Choke Points) – An option would install a choke point between Connie Lane and Bonita Avenue. Choke points are designed to mimic parked cars on both sides of the street to physically narrow the street to one lane, forcing drives to take turns as they pass through the choke point. This greatly increases the need to drivers to pay attention while driving and can slow drives as they pass through the choke point.

Intersection of Hatlen Avenue and Bonita Avenue

Existing Conditions: The intersection is a 4-way intersection with all-way stop control. Crosswalks are not striped. Existing traffic control is warranted based on traffic counts.

Improvements:

- No Build (Existing Conditions) – The existing intersection is adequately signed. Complaints at intersections within the study include vehicles ignoring or rolling through stop signs that are not being addressed by the existing conditions.
- Preferred Alternative (No Improvements) – The Preferred Alternative includes no improvements for this intersection.
- Option (Median Islands) – An option would install physical median islands on all legs of the intersection to force drivers to pay attention as they approach the intersection and to provide a protected refuge space for pedestrians. Due to the narrow street widths at this intersection, raised medians will prohibit some turn movements for larger vehicles, particularly right turns. These impacts should be considered before selecting this option. The median islands would improve stop sign compliance and increase pedestrian safety at the intersection.

Bonita Avenue from Hatlen Avenue to Lincoln Street

Existing Conditions: Bonita Avenue is a 24’ wide street edge-to-edge of pavement with on-street parking allowed on both sides of the street. Parking is generally underutilized, leading to a wide travel lane that can encourage speeding.

Improvements:

- No Build (Existing Conditions) - Maintains existing underutilized on-street parking. When there are few vehicles parked on the street, speeding is encouraged due to the perceived wide width of the street.

- Preferred Alternative (Median Island) – The Preferred Alternative proposes to install a mid-block median island on the curve of Bonita Avenue to force drivers to slow down as they navigate the island. The island also forces drivers out of the center of the road, where they typically drive when other vehicles are not present, and breaks up sight lines, further slowing drivers. Due to existing residential driveways, locations where median islands can be installed is limited. On-street parking adjacent to and leading up to the median island will be prohibited to ensure drivers can safely navigate around the island.
- Option (Choke Points) – An option would install multiple choke points. Up to three choke points would be installed approximately evenly spaced between Hatlen Avenue and Lincoln Street. Choke points are designed to mimic parked cars on both sides of the street to physically narrow the street to one lane, forcing drives to take turns as they pass through the choke point. This greatly increases the need to drivers to pay attention while driving and can slow drives as they pass through the choke point.

Intersection of Bonita Avenue and Audrey Lane

The intersection of Bonita Avenue and Audrey Lane is a T-intersection with stop control for Audrey Lane only. Existing traffic control is warranted based on traffic counts. A private residential driveway has access to the intersection on the east side. Staff has not identified any proposed improvements for this intersection.

Intersection of Bonita Avenue and Lincoln Street

The intersection of Bonita Avenue and Lincon-street is a T-intersection with stop control for Bonita Avenue only. Existing traffic control is warranted based on traffic counts. Lincoln Street is a collector street with a much higher traffic count than Bonita Avenue. A median island was investigated for the Bonita Avenue leg of the intersection, but this will prevent busses from turning from Lincoln Street onto Bonita Avenue and therefore was not developed as an alternative. Staff has not identified any proposed improvements for this intersection.

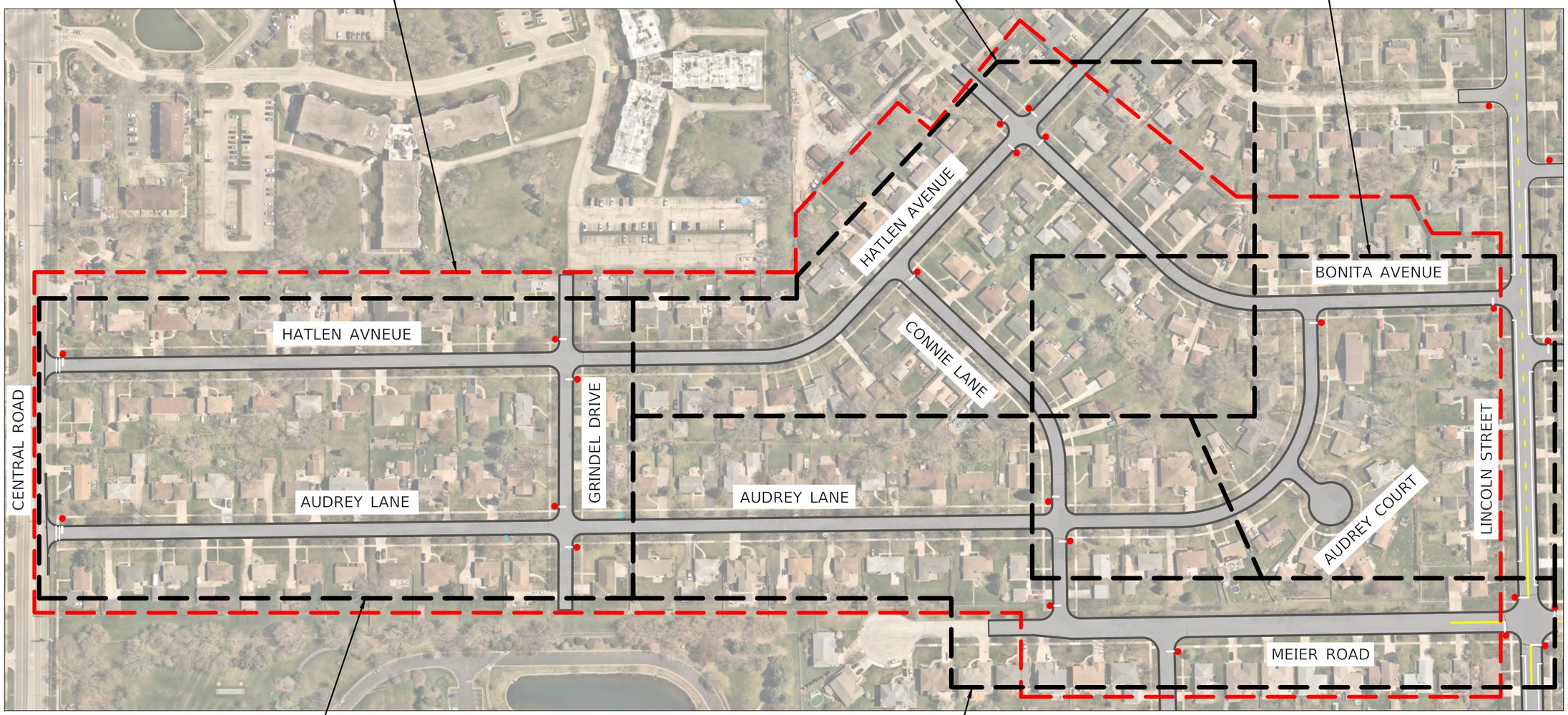
The next step of the process is to solicit feedback on the proposed traffic calming measures to finalize the Preferred Alternative. This will include mailings, a public meeting and possible trials of traffic calming measures.

Luke Foresman, PE

Project Engineer

Attachments:

- Existing Conditions Plans
- Preferred Alternative Plans
- Option Plans



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VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - STUDY LIMITS

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

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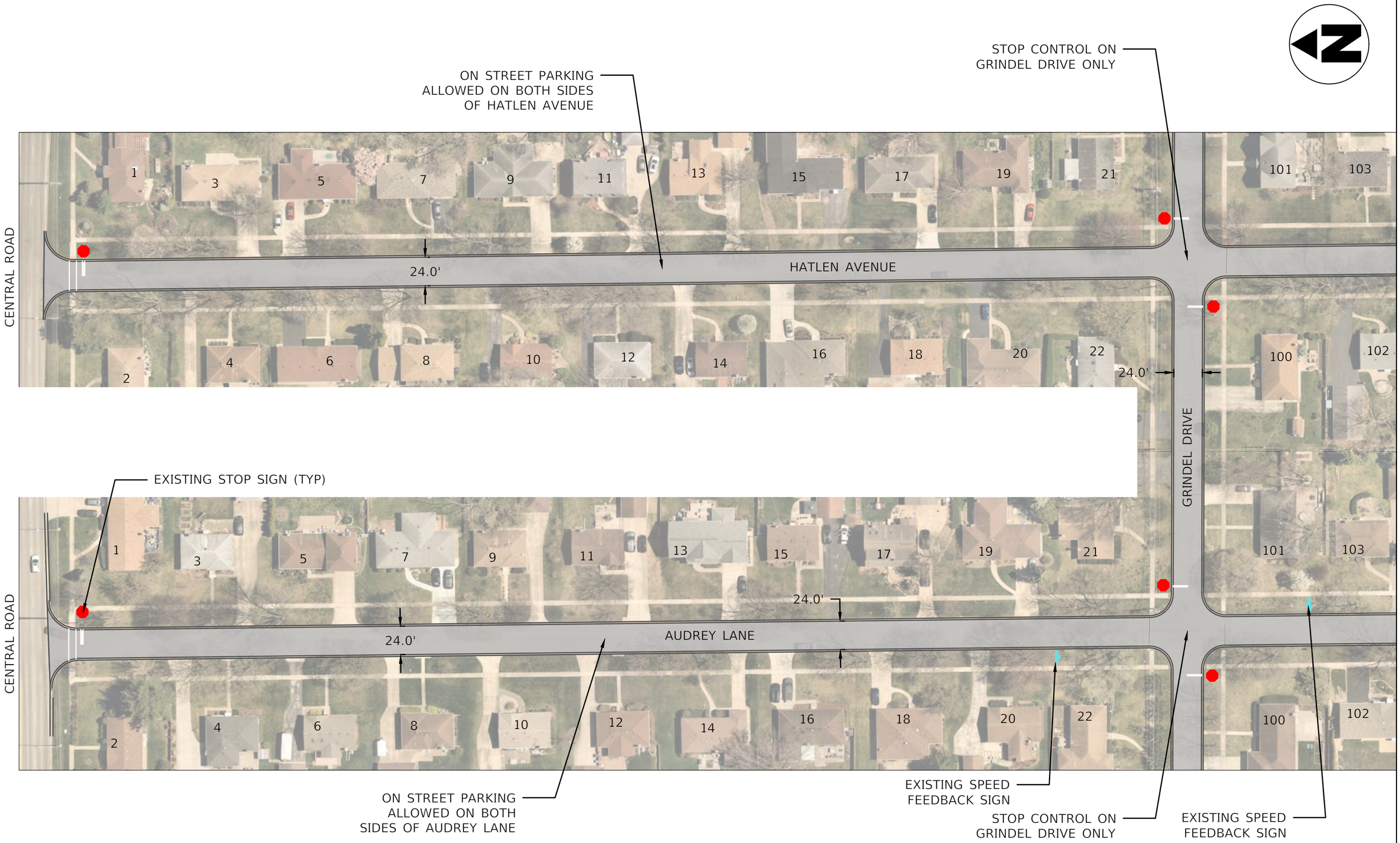

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FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - EXISTING CONDITIONS

SCALE: 1:75 | SHEET 1 OF 4 SHEETS | CENTRAL RD - GRINDEL DR

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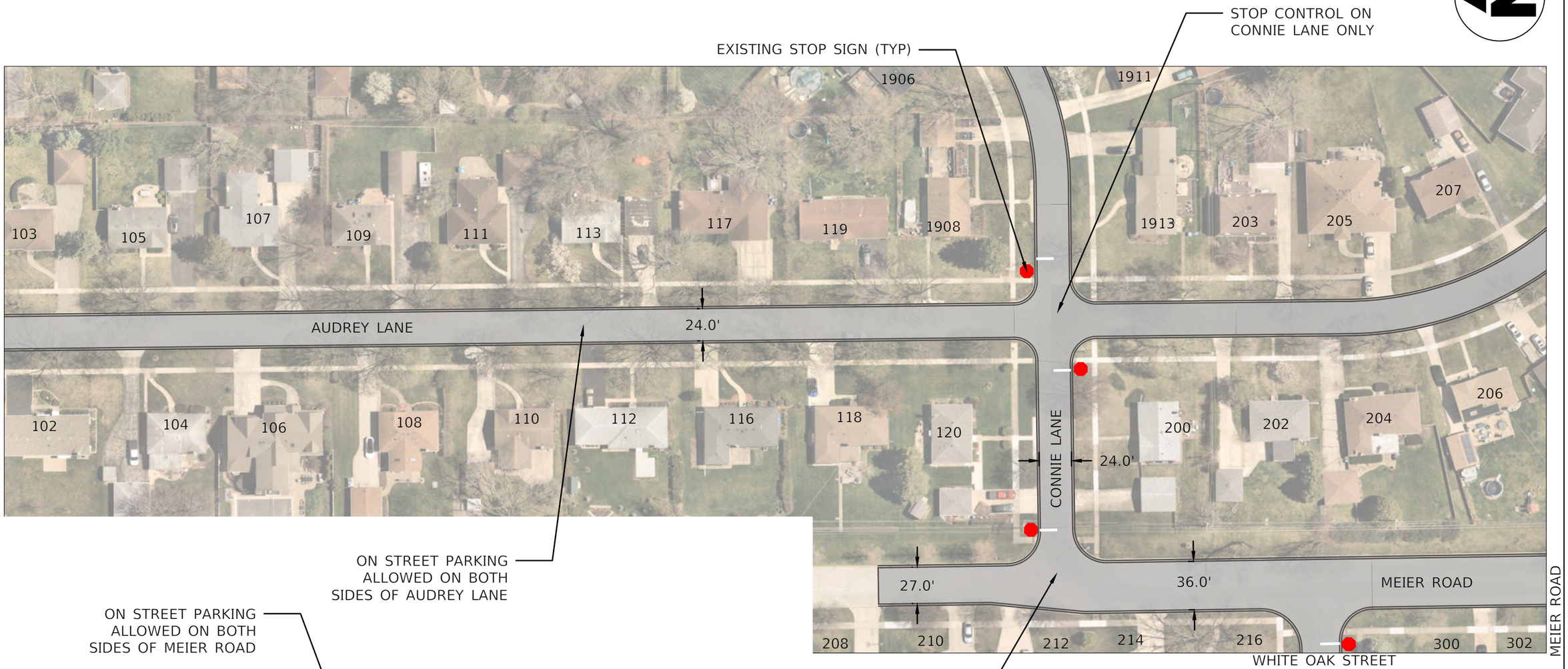

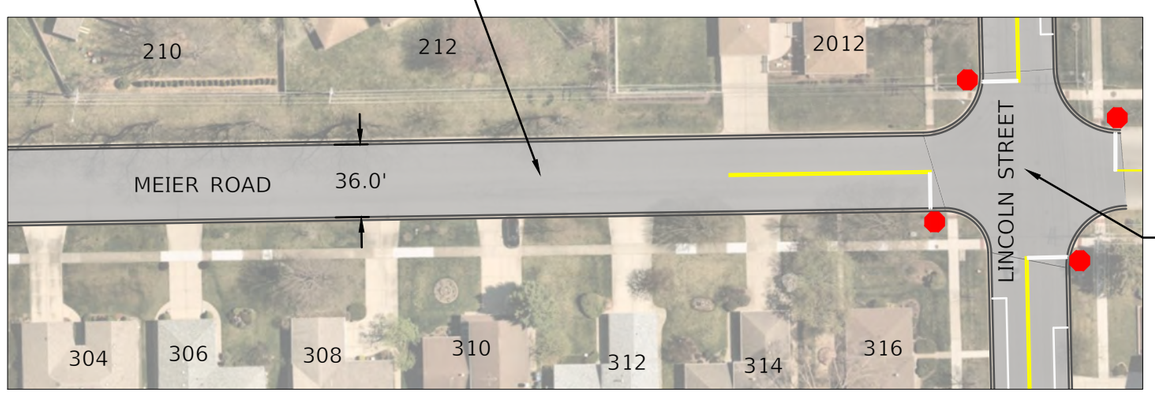

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VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - EXISTING CONDITIONS

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

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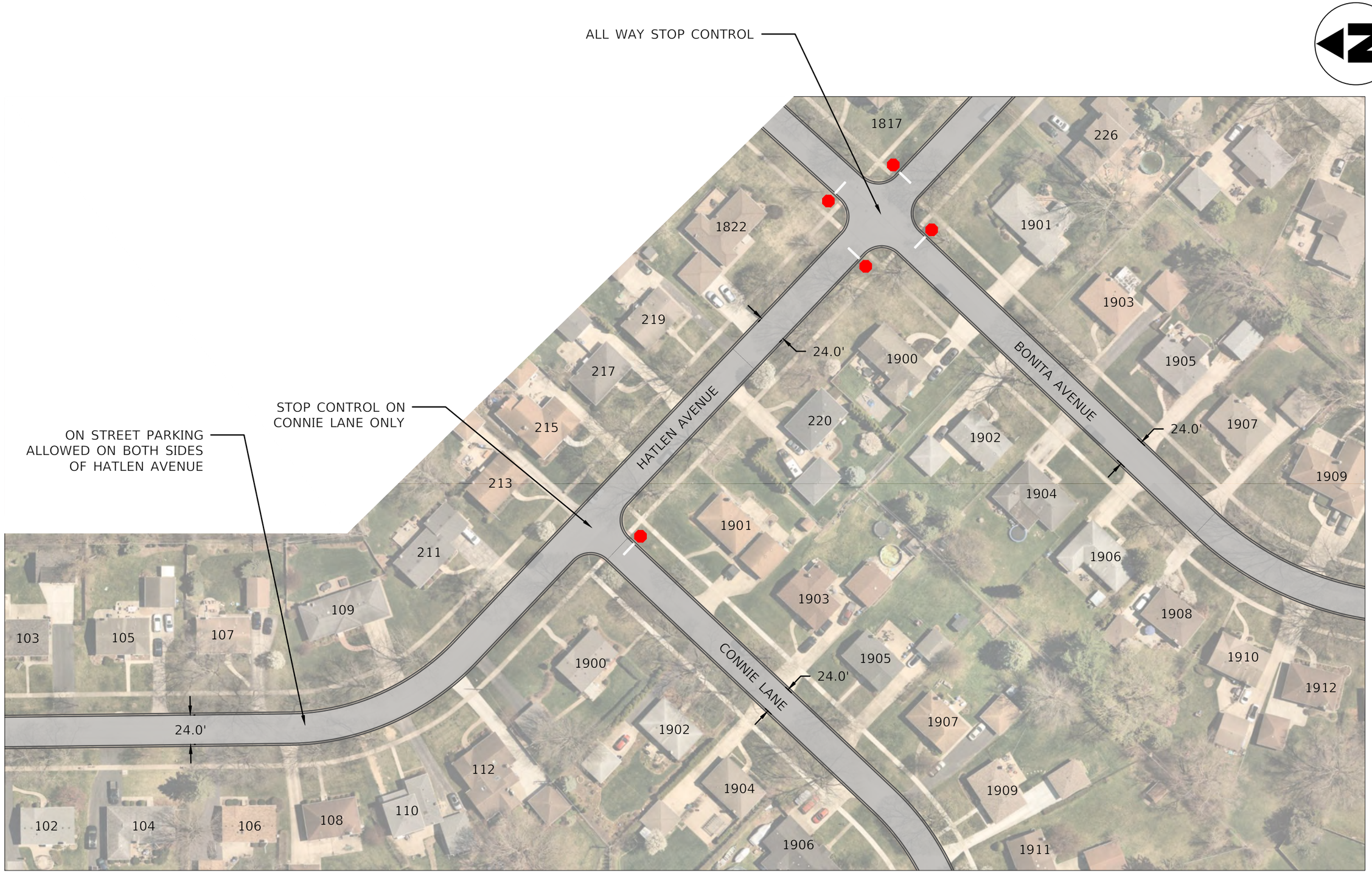

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VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - EXISTING CONDITIONS

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

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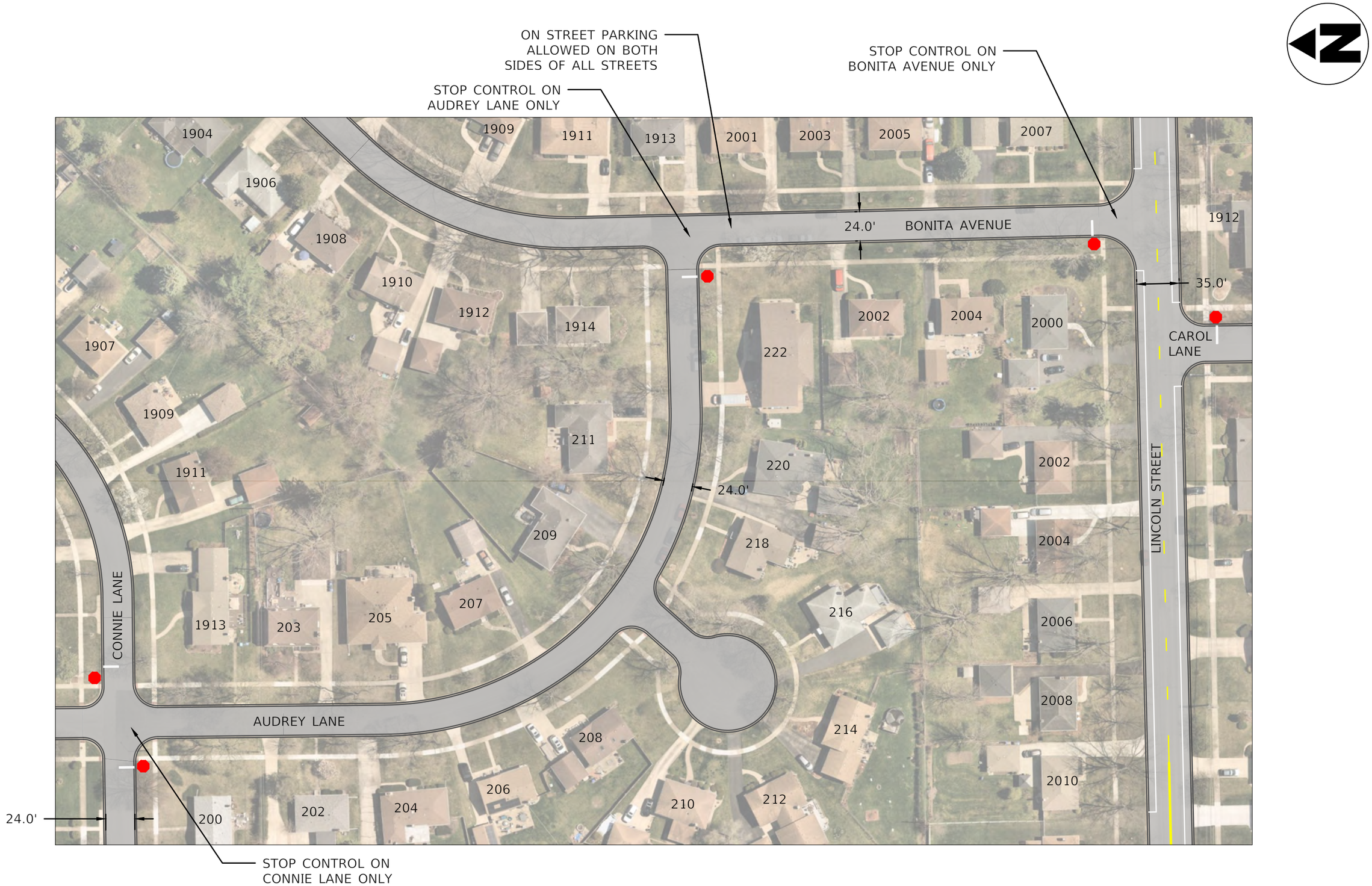

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VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - EXISTING CONDITIONS

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

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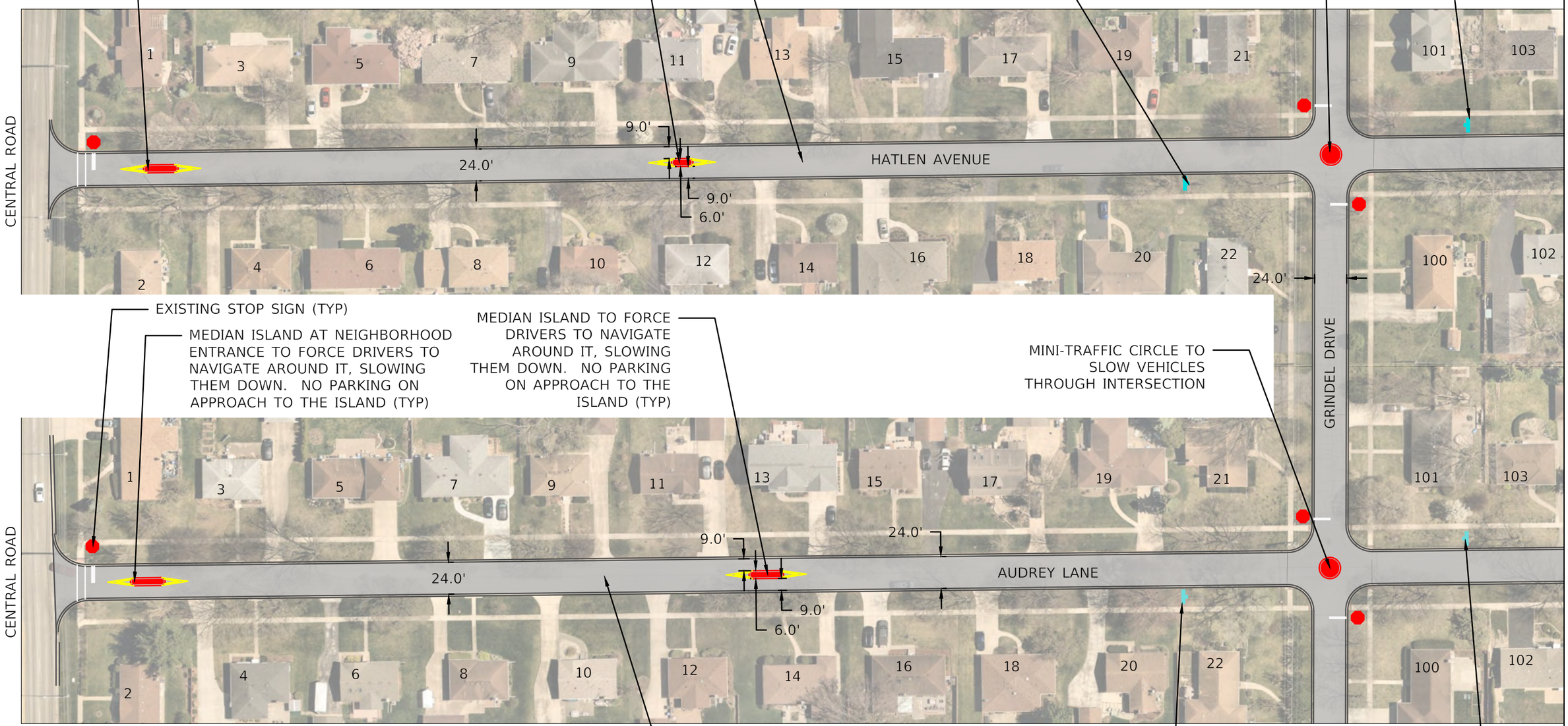

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PLOT DATE = 1/22/2025	DATE - 1/22/2025	REVISED -	

VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - INITIAL DESIGN PREFERRED ALTERNATIVE

SCALE: 1:75 | SHEET 1 OF 4 SHEETS | CENTRAL RD - GRINDEL DR

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

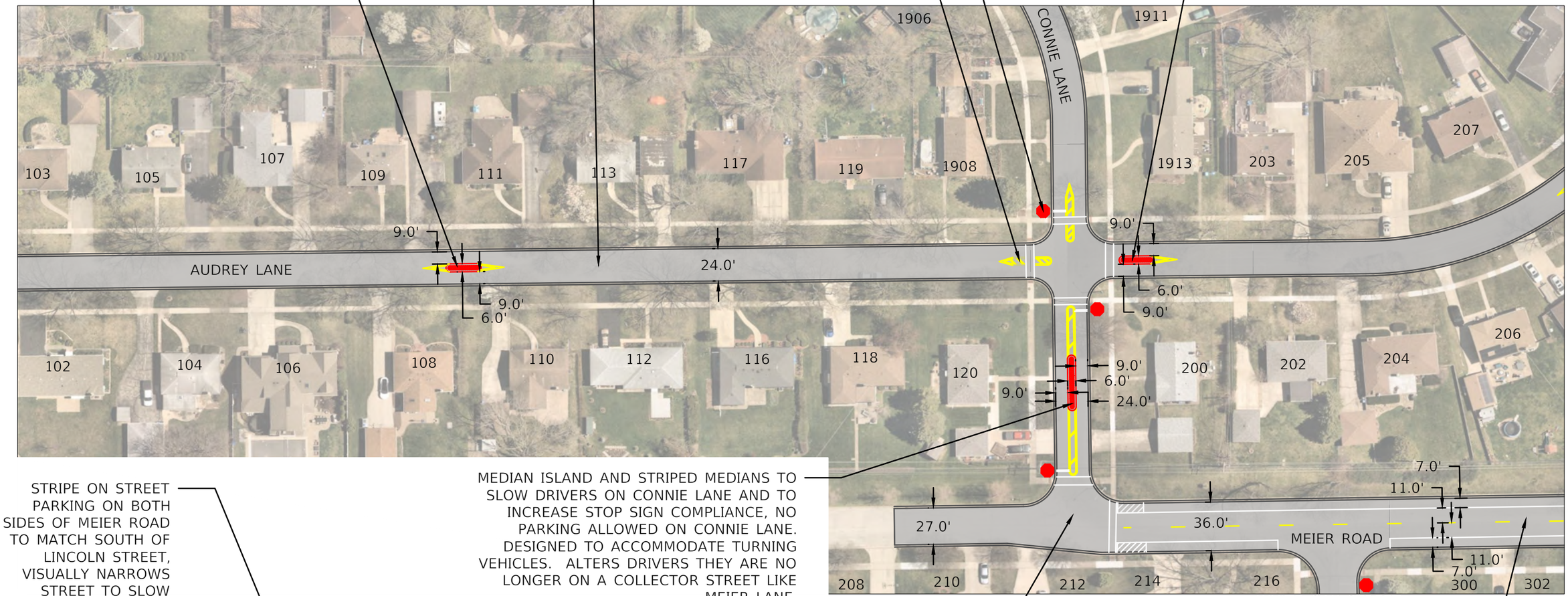
MEDIAN ISLAND TO FORCE DRIVERS TO NAVIGATE AROUND IT, SLOWING THEM DOWN. NO PARKING ON APPROACH TO THE ISLAND (TYP)

ON STREET PARKING ALLOWED ON BOTH SIDES OF AUDREY LANE

EXISTING STOP SIGN (TYP)

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

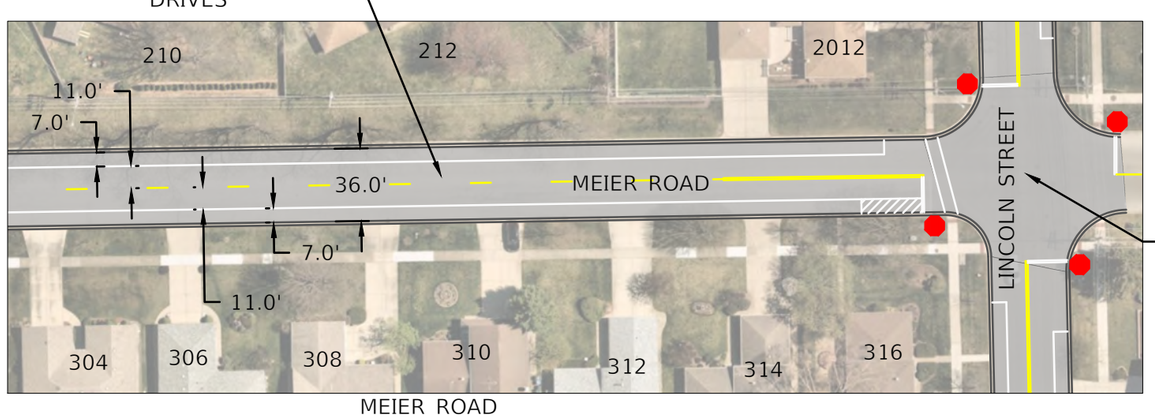
MEDIAN ISLAND TO SLOW DRIVERS TURNING OR TRAVELING THROUGH THE INTERSECTION WITH CONNIE LANE



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

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

STOP CONTROL ON CONNIE LANE ONLY



ALL WAY STOP CONTROL

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

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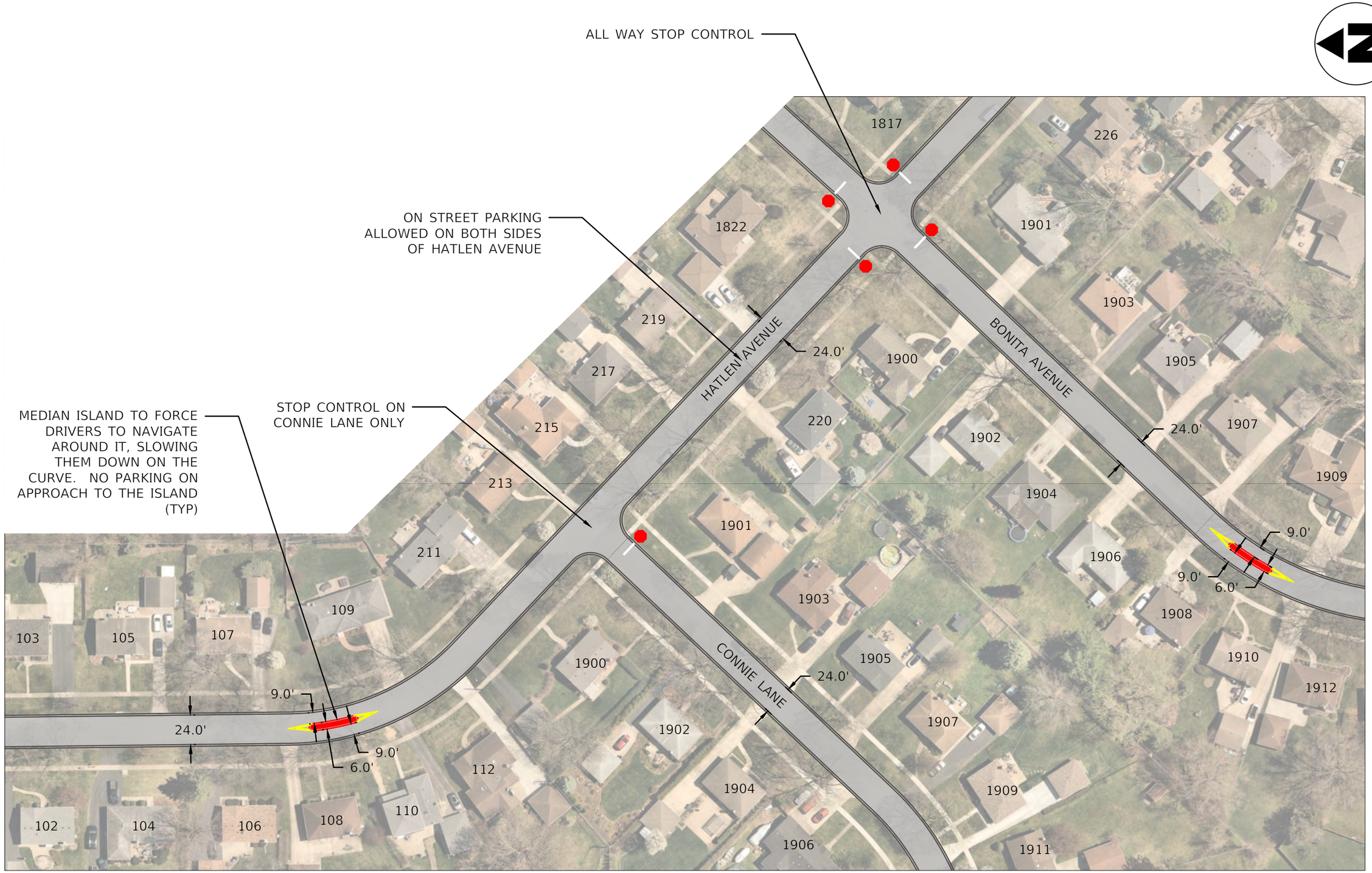
VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - INITIAL DESIGN PREFERRED ALTERNATIVE

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

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



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VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - INITIAL DESIGN PREFERRED ALTERNATIVE

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

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

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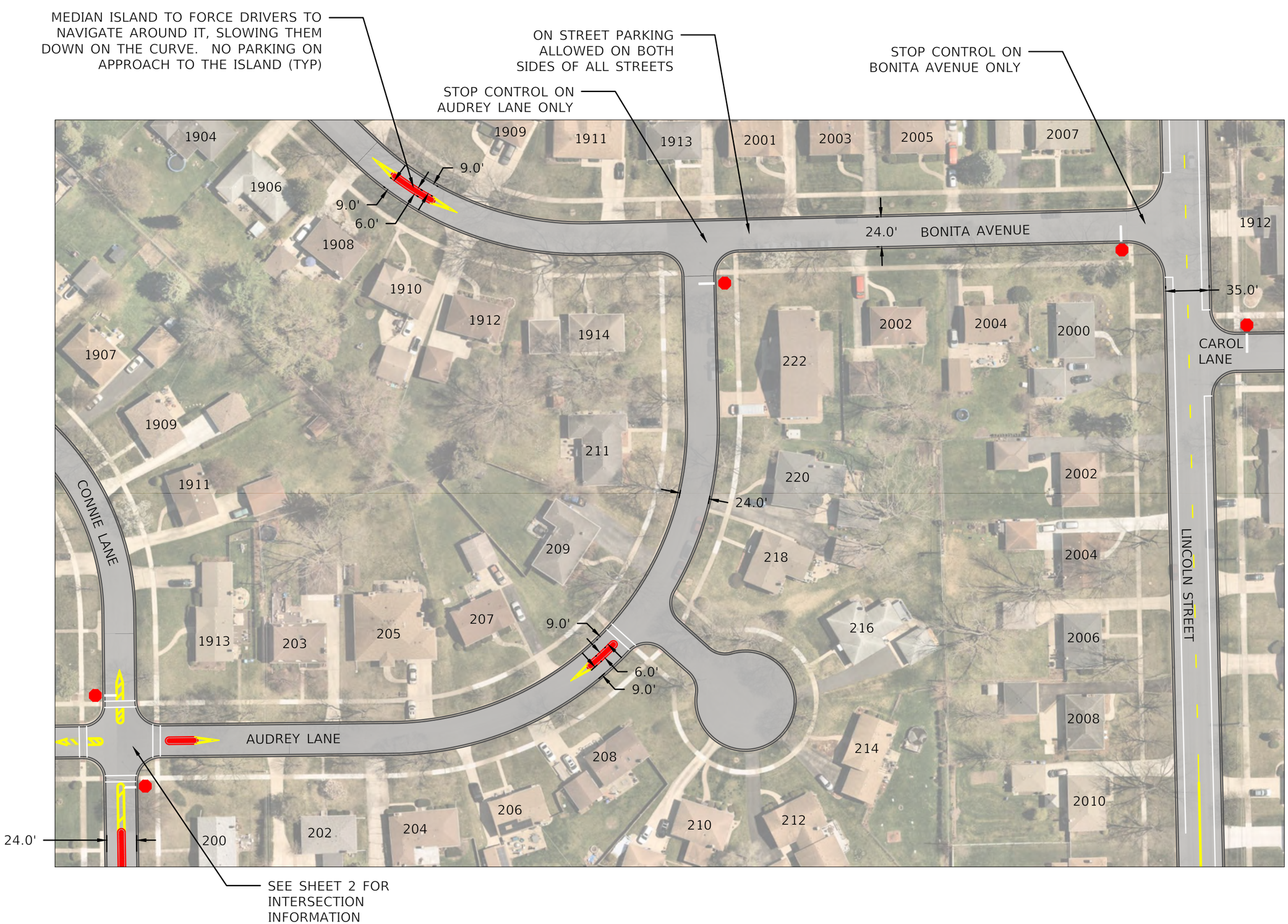

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	DRAW - LJF	REVISED -					COOK	4	4
PLOT SCALE =	CHECKED - MPL	REVISED -					CONTRACT NO. N/A		
PLOT DATE = 1/22/2025	DATE - 1/22/2025	REVISED -		SCALE: 1:75 SHEET 4 OF 4 SHEETS CONNIE LN - LINCOLN ST		ILLINOIS			

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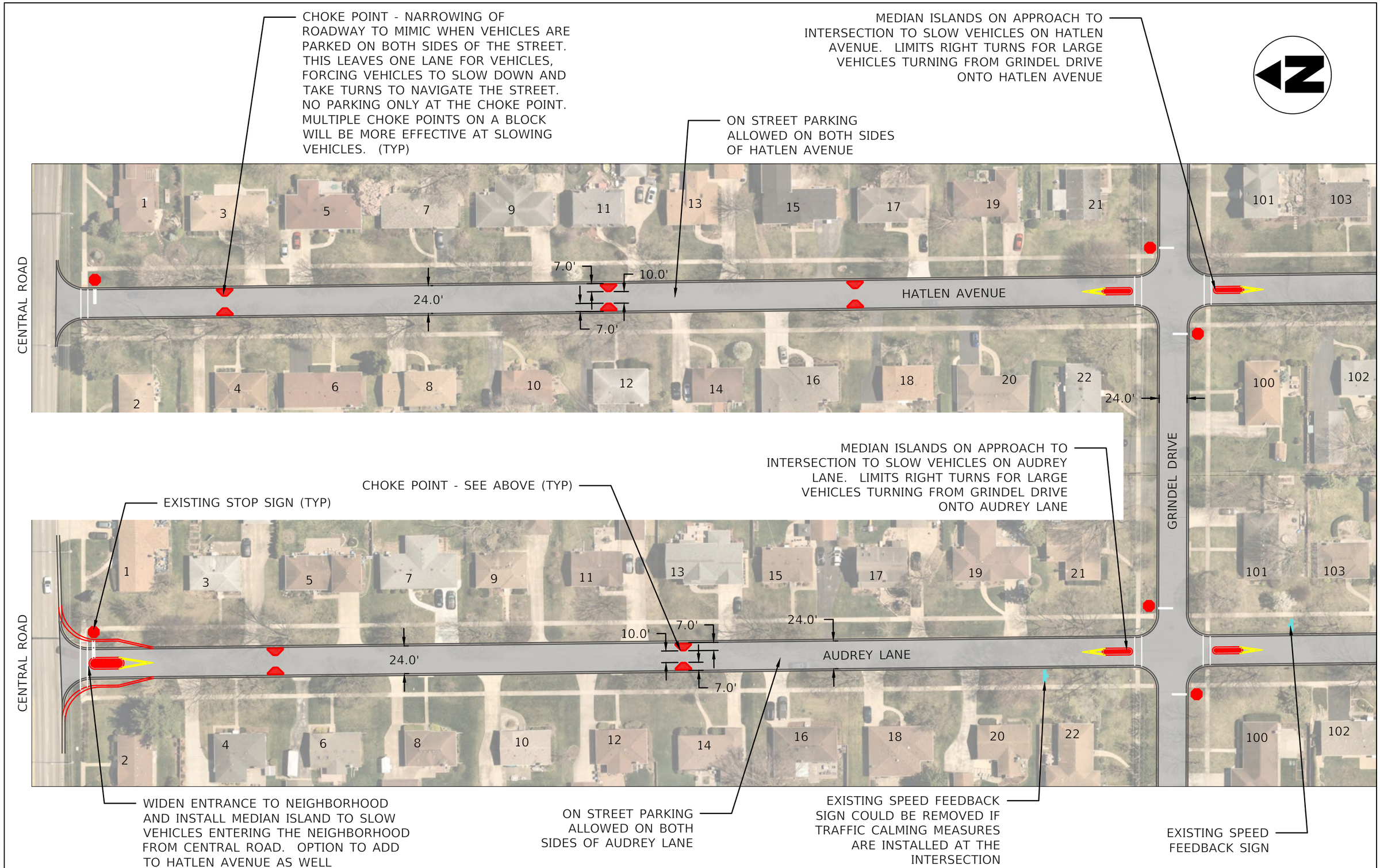

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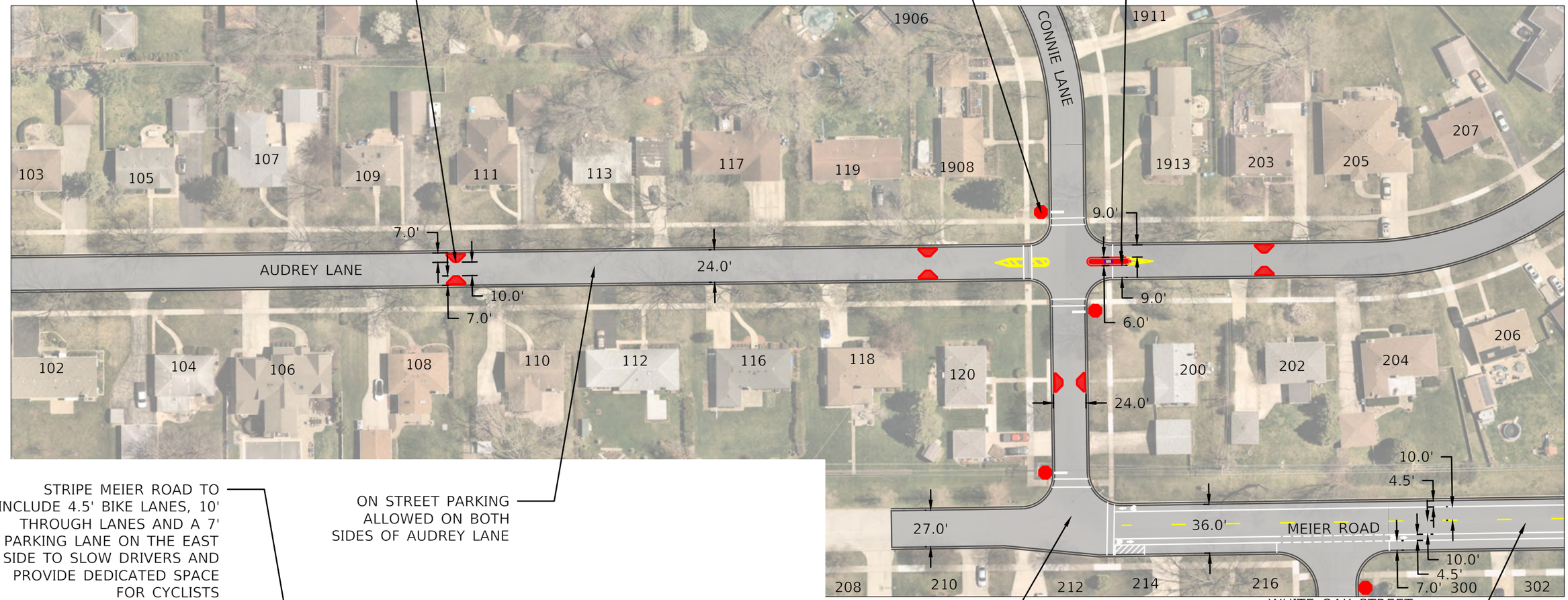
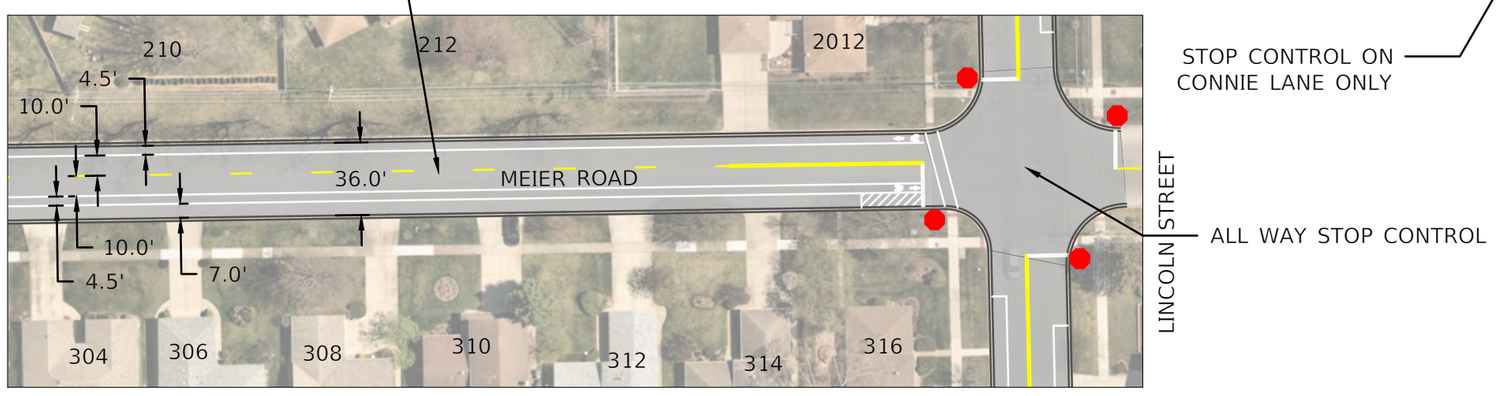
FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - INITIAL DESIGN OPTIONS

SCALE: 1:75 | SHEET 1 OF 4 SHEETS | CENTRAL RD - GRINDEL DR

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





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FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - INITIAL DESIGN OPTIONS

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

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

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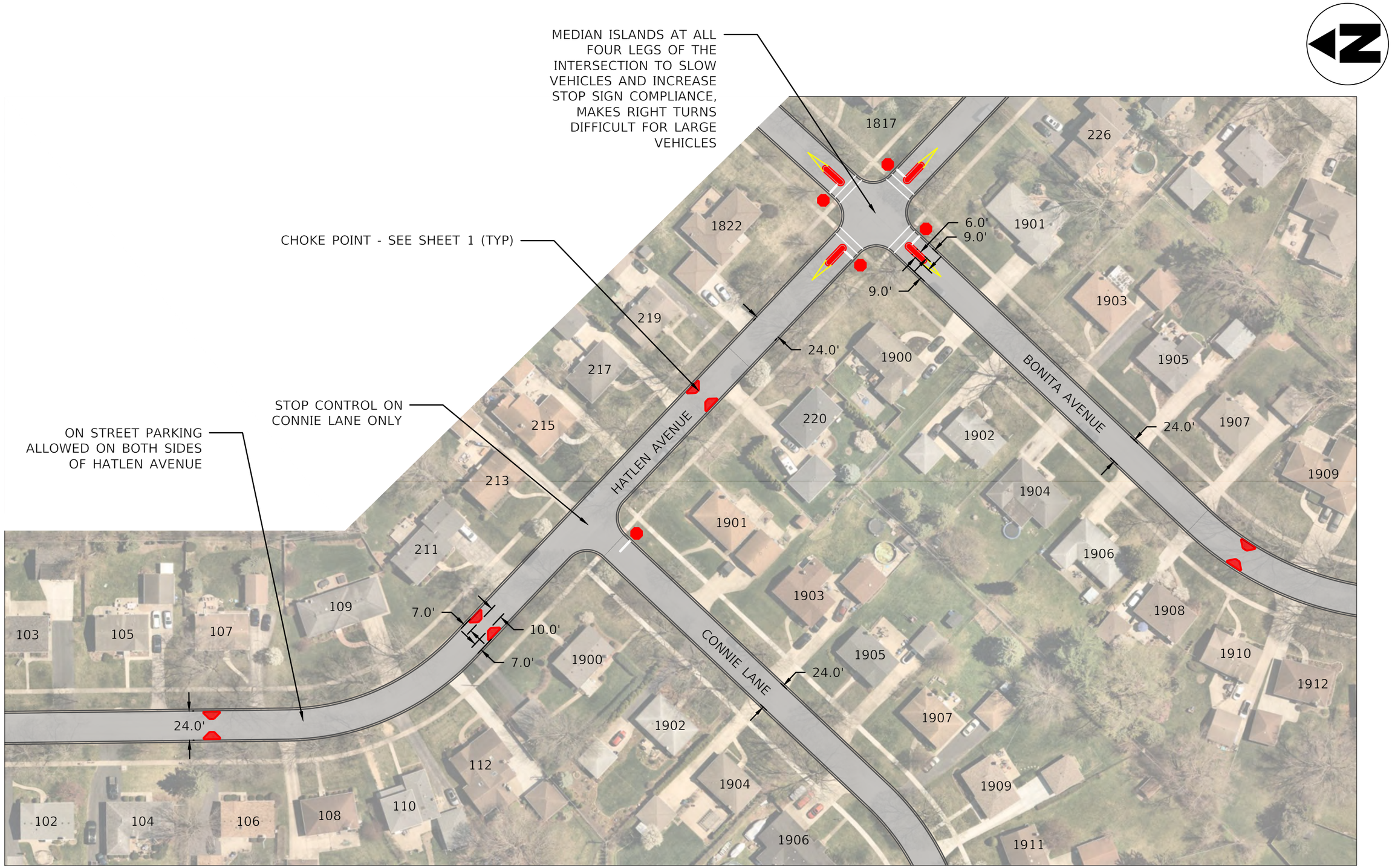

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VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - INITIAL DESIGN OPTIONS

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

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

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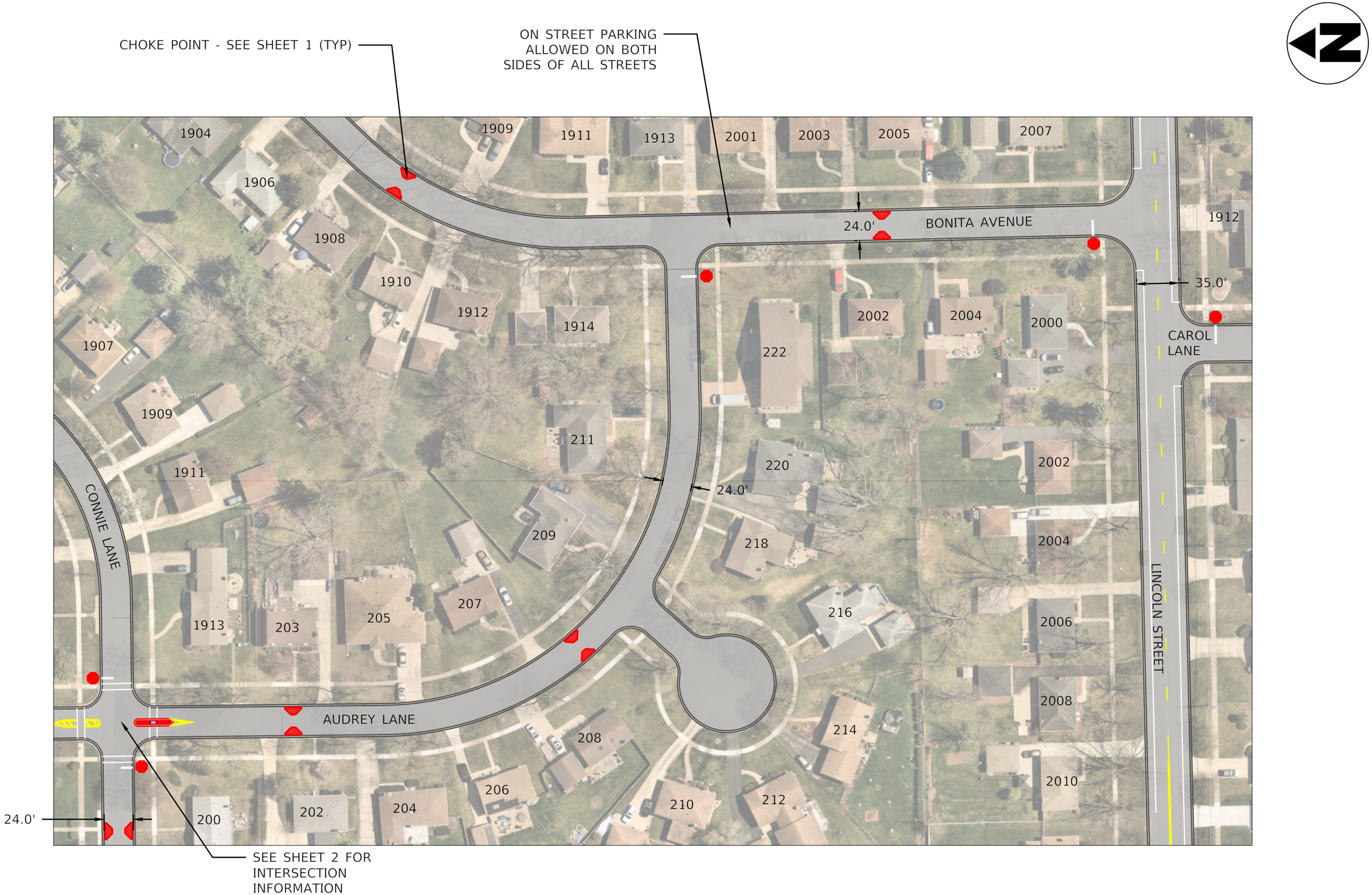

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PLOT SCALE =	CHECKED - MPL	REVISED -					CONTRACT NO. N/A		
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