MAYOR
Paul Wm. Hoefert

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

VILLAGE MANAGER
Michael J. Cassady

DIRECTOR OF PUBLIC WORKS
Sean Dorsey

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

Village of Mount Prospect
Public Works

1700 W. Central Road, Mount Prospect, Illinois 60056

TRANSPORTATION SAFETY COMMISSION
AGENDA

MEETING LOCATION:
Emergency Operations Center
1720 W. Central Road
Mount Prospect, Illinois 60056

MEETING DATE AND TIME:
Monday
August 11, 2025
7:00 p.m.

I. Call to Order

II. Roll Call

III. Approval of Minutes – June 9, 2025, Regular Meeting

IV. Citizens to be Heard

V. Old Business

VI. New Business
   A. William Street – Prospect Avenue to Golf Road – Friendly Neighborhood Streets Program Project

VII. Commission Issues

VIII. Adjournment

NOTE: ANY INDIVIDUAL WHO WOULD LIKE TO ATTEND THIS MEETING BUT BECAUSE OF A DISABILITY NEEDS SOME ACCOMMODATION TO PARTICIPATE SHOULD CONTACT LUKE FORESMAN, STAFF LIAISON TO THE TRANSPORTATION SAFETY COMMISSION, AT lforesman@mountprospect.org.

ACCREDITED AGENCY APWA

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DRAFT

MINUTES OF THE MOUNT PROSPECT TRANSPORTATION SAFETY COMMISSION

CALL TO ORDER

The meeting of the Mount Prospect Transportation Safety Commission was called to order at 7:00 p.m. on Monday, June 9, 2025.

ROLL CALL

Present upon roll call:	Justin Kuehlthau	Chairman	
	Jeffrey Nejdl	Commissioner	
	B-L Pellicore	Commissioner	
	Charlie Lowry	Commissioner	
	Tina DeAragon	Commissioner	
	Nicholas Mavraganis	Police Department Representative	
	Joesph Vena	Fire Department Representative	
	Scott Moe	Public Works Department Representative	
	Luke Foresman	Project Engineer – Staff Liaison	
Absent:	Christopher Prosperi	Vice Chairman	
Others in Attendance:	Debbie Geavaras	Resident	200 Audrey Lane
	Lisa and Kevin Cassaidy	Residents	13 Audrey Lane
	Becky and Len Xricu	Residents	5 South Pine #401

APPROVAL OF MINUTES

Commissioner Lowry, seconded by Commissioner Nejdl, moved to approve the minutes of the regular meeting of the Transportation Safety Commission held on April 14, 2025. The minutes were approved by a vote of 8-0.

CITIZENS TO BE HEARD

Mr. Len Xricu of 5 South Pine #410 had two questions related to biking in the Village. First was about outdated Village Code sections, particularly Chapter 18 Article 16 requiring bicyclists to have a license. Officer Mavraganis indicated those ordinances are not enforceable. Second Mr. Xricu asked if "BIKE ROUTE Use Pedestrian Signal To Cross XXXX Road" were a requirement. Liaison Foresman indicated they were guide signs and not regulatory signs and that bikes are allowed on street at these locations. The idea behind the signs is to encourage bikes to use the crosswalks as a safer way to cross intersections.

Lisa and Kevin Cassidy of 13 Audrey Lane expressed their comments on the Hatlen Heights Traffic Calming Trial, acknowledging some improvement, but stating they were concerned over the impact to residents, especially relating to on street parking. They asked about stop signs being an option and Liaison Foresman indicated that stop signs could not be used for speed control and that warrants were not met for stop signs at intersections with Grindel Drive.

Debbie Greavaras of 200 Audrey Lane expressed concerns over the Hatlen Heights Traffic Calming Trial. She indicated that the traffic calming devices did not seem to be too effective. She was especially concerned of children's safety on the block. Lastly, she mentioned concerns of fast electric toys/scooters that children ride on are becoming more prevalent, creating potential safety issues.

OLD BUSINESS

None.

NEW BUSINESS

South of Oakton Street Signage Modernization – Hamilton Road, Diane East, Elizabeth Drive and Weiler Road

Staff Liaison Foresman presented the following on South of Oakton Street Signage Modernization Study:

Request:	Review and update signs as needed in the newly annexed area of the Village south of Oakton Street. Streets include Hamilton Road, Diane East, Elizabeth Drive and Weiler Road.
Requested By:	Village of Mount Prospect – Engineering Division
Public Notice:	Businesses within the study area were notified twice of the signage review. The first notification was to introduce the study and solicit feedback on how businesses were currently using space within the right-of-way and existing traffic issues. The second notice was to present the proposed signage plan for comment from the businesses.
Area History:	The Village of Mount Prospect annexed the area south of Oakton Street including Hamilton Road, Diane East and Elizabeth Drive on June 17, 2024. Previously, Weiler Road was annexed into the Village on May 15, 2017. The Village is now conducting a study reviewing on-street parking, traffic control (stop signs and speed limits signs) and pavement markings within the newly annexed areas.

Current Traffic Regulations: There are various parking and traffic control signs throughout the study area. The Village updated signage on Weiler Road when it was annexed in 2017. Throughout the rest of the study area, signage does not meet current Village and/or Manual on Union Traffic Control Devices (MUTCD) regulations.

All intersections with Oakton Street are stop controlled for the minor leg of the intersection. Intersections internal to the study area are uncontrolled.

Current Traffic: Conditions: This is a commercial and industrial area. Businesses utilize on-street parking for their employees and customers. While on-street parking is heavily utilized, traffic volumes were observed as being relatively low due to the surrounding land use.

First Business Survey Results: The first notification sent to businesses included a survey requesting their input on how they were currently using space within the right-of-way and existing traffic issues. Four comments were received and are included as an attachment.

In general, businesses are heavily utilizing on-street parking for customers and employees.

Additionally, there were complaints relating to a queue on Oakton Street for the school at 2525 East Oakton Street. Staff forwarded those complaints onto the Police Department for review as they are out of scope of the study.

Proposed Improvements: Staff proposes to update all signage to be compliant with current Village and MUTCD regulations. This includes replacing all signs and poles within the study area, except on Weiler Road where they have already been updated. The new signs may have different sizes than existing due to MUTCD regulations.

Staff proposes to keep in place all existing no parking and loading zones so as not to disrupt business operations. Staff received no complaints or requests relating to these existing no parking zones. Signs will be updated to Village standards.

Staff proposes to install a new no parking zone at the corner of Weiler Road and Hamilton Road. This corner was brought up as a pinch point in one of the comments we received as part of the second public outreach. Staff also observed vehicles parking near/at the corner making it difficult for semi-trucks to navigate the corner. This corner is unique in the study area as parallel parking is currently allowed, narrowing the road when parking is utilized. The other 90 degree corner on Hamilton Road has perpendicular parking that does not take up roadway space making navigation much easier.

Staff proposes to install 25 MPH speed limit signs at the entrances to the study area off Oakton Street. This will establish the Village standard 25 MPH speed limit for local streets. There currently are no speed limit signs in this area.

Overnight parking prohibitions will be updated to be in accordance with Village Ordinance which prohibits parking on Village Streets between 2 AM and 6AM. This is different than the existing signs which prohibit parking between 11 PM and 6 AM. Staff foresees no issue with changing the overnight parking prohibition times.

Staff reviewed traffic control at internal intersections to the study area. Staff proposes to add a stop sign to southbound Diane East at the intersection with Hamilton Road to assign right-of-way at the intersection that is currently uncontrolled. This is a T intersection with Daine East being the north leg and Hamilton Road being the east and west legs. A formal traffic study was not completed, but staff determined Diane East to likely have less traffic volume and therefore stop control would be appropriate for the north leg of the intersection only.

The intersection of Elizabeth Drive and Hamilton Road was reviewed as well, and Staff proposes to keep the intersection as uncontrolled due to intersection geometry and surrounding land use. Due to the large radius returns, stop sign placement would be limited and a large amount of on-street parking would need to be prohibited for installation, potentially negatively affecting businesses. Crash history indicated there are no reported safety issues at the intersection. There was one recoded crash in 2019 that was related to construction on the street.

Second Business Survey Results:

The second notification sent to businesses included the proposed signage plan and a request for comment on the plan. Four comments were received and are included as an attachment to this memo. Two were related to the overnight parking prohibition times affecting employees. One was related to the queue of vehicles on Oakton Street (same as the complaints received from the first public outreach) and one was related to specific signage on Weiler Road.

The businesses indicated they use the perpendicular parking spaces along Hamilton Road starting as early as 3 AM for employee parking. Staff confirmed with the Police Department that the overnight parking restrictions would not be enforced for employee parking in the perpendicular spaces. Staff also removed the proposed overnight parking regulation signs from the perpendicular parking areas.

The Village Ordinance would still allow the Police Department to address any issues of abandoned vehicles or abuse of use of the perpendicular parking spaces.

Staff included new parking prohibitions at the corner of Weiler Road and Hamilton Road to address concerns of on-street parking at that corner making access for trucks difficult.

Staff responded to the comment requesting no trespassing or park at own risk signs saying the property owner can install these at their expense on their property, but the Village does not install or maintain those signs. The no trespassing signs included on the proposed signage sheet are existing, privately owned, and are shown so property owners know the Village will not be removing them as part of this study.

Recommendation: This recently annexed area to the Village has outdated signs and traffic control. Staff proposes to update all signage and traffic control within the recently annexed area to bring it into compliance with Village and MUTCD regulations. Staff proposes to maintain existing parking regulations within the area with the exception of changing the overnight parking prohibition to be from 2 AM to 6 AM instead of the existing signed 11 PM to 6 AM prohibition in compliance with Village Ordinance. A new no parking zone is proposed at the corner of Weiler Road and Hamilton Road to improve truck navigation of that corner. Staff also proposes to add a stop sign to the north leg of the intersection of Diane East and Hamilton Road.

Recommendation: Update signage and traffic control on Hamilton Road, Diane East, Elizabeth Drive and Weiler Road in accordance with the proposed signage plan.

Options: Action at the discretion of the Commission

Discussion: Commissioner Pellicore asked if comments received were addressed. Liaison Foresman indicated that Engineering will respond to all comments received indicating they have been received and answering specific questions when asked.

Commissioner Nejdl asked about vegetation blocking signs. Representative Moe indicated that Public Works would make sure any vegetation blocking new signs would be removed.

There was general discussion over the history of the area and any outstanding commitments Elk Grove Village Township had. Representative Moe indicated since the Village annexed the land, Elk Grove Village no longer has any transportation maintenance responsibility.

There was general discussion over specific sign placement, but no recommended changes to the proposed plan.

Motion: Chairman Kuehlthau motioned to approve the recommendation to update the signage as presented. Commissioner DeAragon seconded the motion.

The motion was approved by a vote of 8-0.

COMMISSION ISSUES

Commissioner Pellicore asked about the status of the William Street Traffic Calming Study. Liaison Foresman indicated staff was reviewing comments and traffic count data and will be preparing the final proposal for resident review. Once the final proposal is ready, it will be sent to residents with a ballot and an invitation to a Transportation Safety Commission meeting where the Commission will decide if the project should move forward or not. Staff is currently targeting late summer/early fall for that meeting. Residents will be contacted via mail.

Commissioner Pellicore asked about the crosswalk signs at the intersection of Northwest Highway and Maple Street. Representative Moe indicated the in-street signs were installed as part of a detour route while the sidewalk on the north side of Northwest Highway was closed for construction. Liaison Foresman indicated Staff would discuss internally on if the sign should be reinstalled.

Liaison Foresman informed the Commission of the recently completed bike lanes on Hunt Club Drive as part of the 2025 Street Resurfacing Program.

ADJOURNMENT

With no further business to discuss, the Transportation Safety Commission voted 8-0 to adjourn at 8:20 p.m. upon the motion of Commissioner Lowery. Commissioner DeAragon seconded the motion.

Respectfully submitted,

Luke Foresman, P.E.
Project Engineer

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Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO: TRANSPORTATION SAFETY COMMISSION

FROM: PROJECT ENGINEER

DATE: AUGUST 11, 2025

SUBJECT: WILLIAM STREET – PROSPECT AVENUE TO GOLF ROAD – FNSP PROJECT

Overview: Staff will be presenting their recommendation for a traffic calming project on South William Street between Prospect Avenue and Golf Road in accordance with the Friendly Neighborhood Streets Program. The Commission will then vote on whether the project should move forward to the Village Board for approval or not.

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

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

Background: Detailed project information can be found on the project website including the initial petition, traffic counts, public outreach summaries, alternative analysis memos and previous versions of the plan.
https://www.mountprospect.org/departments/public-works/engineering/traffic/traffic-calming/william-street-traffic-calming-project
This project was first presented to the Transportation Safety Commission at the March 10, 2025 meeting. Minutes are attached to this memo.

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

Initial Outreach and Plan

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

Staff sent a letter to all properties within the study area soliciting feedback on existing traffic issues, 78 surveys were sent out and 25 were returned. Primary concerns included vehicle volume and speed, stop sign compliance and pedestrian safety.

An initial plan was developed to address traffic issues on the street. The initial plan included median islands, intersection bump outs, parking changes, pavement markings and speed feedback signs. The initial plan was mailed to residents within the study area soliciting input. Additionally, the plan was presented to the Transportation Safety Commission for feedback.

In general, residents were concerned over the impact the traffic calming measures would have on the street and were unsure how effective they would be. The one measure that had particularly negative feedback was the median island on the 500 block of William Street. This was removed from the plan prior to the traffic calming trial.

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

Traffic Calming Trial

A traffic calming trial was installed on the street for three weeks from April 28th to May 19th. This trial consisted of cones, rubber curbs and temporary pavement markings to demonstrate median islands, intersection bump outs and parking changes. Full details of the trial are included in the attached memos. The results showed the trial measures reduced the number of drivers exceeding 35 MPH on the street by about 70% without an adverse impact on traffic operations. This shows how the traffic calming measures were designed to make it difficult for vehicles to reach excessive speeds but still allow vehicles to travel at appropriate speeds down the street. The relatively small change in average speed (from 27.6 MPH to 25.9 MPH) shows the measures have a limited impact on vehicles that previously were traveling close to the speed limit. However, the traffic calming measures would require parking changes on the street.

Residents were sent a letter prior to the trial requesting feedback on the trial measures. A total of 14 comments were received. 7 were generally in favor of some or all of the proposed measures, 5 were against them and 2 were general comments. The general theme from comments received was that the impact the traffic calming measures have on vehicle speed and pedestrian safety needs to be greater than any negative impact to residents on William Street.

Revised Design

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

- Reduce the size of the bump outs at the intersection of Sunset Road and William Street to make turning easier for vehicles
- Install additional No Parking Here to Corner signs near Sunrise Park to discourage illegal parking near crosswalks and stop signs to increase visibility for drivers and pedestrians
- Reduce the width of striped medians on William Street as the extra width wasn't needed to have the desired effect on vehicles
- Remove median island from the 500 block due to resident feedback

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

- Item 1: Parking changes, pavement markings and crosswalk installation between Prospect Avenue and Shabonee Trail.
- Item 2: Median island (Option 1) or speed feedback signs (Option 2) with a new crosswalk between the 600 and 700 blocks of William Street.
- Item 3: Median island at crosswalk just south of Weller Creek.
- Item 4: Intersection bump outs and striped parking on the 800 and 900 blocks of William Street. Prohibit parking on the west side of the street.

Balloting

The revised design plans and a ballot were sent to all residents on William Street, a detailed breakdown of the balloting is included in the attachments, the below table provides a brief summary:

William Street Balloting Summary							
Item 1			Item 2				
For	Neither For or Against	Against	For Option 1	For Option 2	For Either Option	Neither For or Against	Against Both Options
16	4	16	6	10	4	3	12
Item 3			Item 4				
For	Neither For or Against	Against	For	Neither For or Against	Against		
17	2	17	14	2	20		

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

The results of balloting are non-binding and were used to inform Staff's recommendation.

William Street Balloting Summary Responses from the Block the Traffic Calming Measure is Proposed							
Item 1 – 400 Block			Item 2 – 600 and 700 Blocks				
For	Neither For or Against	Against	For Option 1	For Option 2	For Either Option	Neither For or Against	Against Both Options
No Responses			3	6	2	1	2
Item 3 – 800 Block			Item 4 – 800 and 900 Blocks				
For	Neither For or Against	Against	For	Neither For or Against	Against		
5	0	3	3	0	11		

Staff Recommend-ation:

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

- Parking changes, pavement markings and crosswalk installation between Prospect Avenue and Shabonee Trail.
- Speed feedback signs with a new crosswalk between the 600 and 700 blocks of William Street.
- A median island at crosswalk just south of Weller Creek.
- Intersection bump outs at the intersection with Sunset Road. No parking changes on the 800 and 900 blocks of William Street.

This combination of traffic calming measures are expected to meet the projects goals of improving safety on the street while not greatly impacting residents. The total cost for these improvements is $20,000 to $30,000. Funding is included in the 2025 budget for general traffic calming. Construction would take place next year, either as part of the resurfacing program or as a stand alone project.

Options:

The Transportation Safety Commission can vote to:

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

Or action at the discretion of the Commission.

Attachments:

The below attachments are included for the project:

- Final Design Plans
- Balloting Summary
- Revised Design Memo
- Preliminary Plan and Temporary Measures Public Outreach Summary
- March Transportation Safety Commission Meeting Minutes

PROSPECT AVENUE

PAVEMENT MARKING HATCHING ADJACENT TO CROSSWALK FOR PEDESTRIAN SAFETY

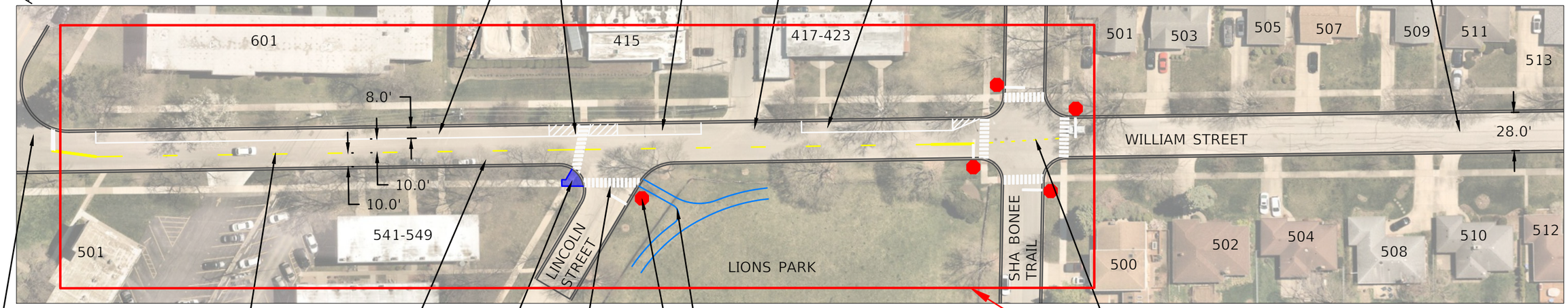
2 HOUR PARKING FROM PROPERTY LINE TO PROSPECT AVENUE
NO PARKING RESTRICTION SOUTH OF PROPERTY LINE

STRIPE PARKING ON EAST SIDE OF WILLIAM STREET FROM PROSPECT AVENUE TO SHA BONEE TRAIL TO VISUALLY NARROW ROADWAY

STRIPED PARKING OMITTED NEAR ALLEY ENTRANCE TO IMPROVE SIGHT LINES

ON STREET PARKING ON EAST SIDE

NO PROPOSED CHANGES TO THE 500 BLOCK OF WILLIAM STREET



ADD STRIPED CENTERLINE

NO PARKING ZONE ON WEST SIDE

NO PROPOSED CHANGES TO INTERSECTION

REBUILD SIDEWALK RAMP FOR NEW PARK ACCESS

ADD STRIPING FOR CROSSWALK

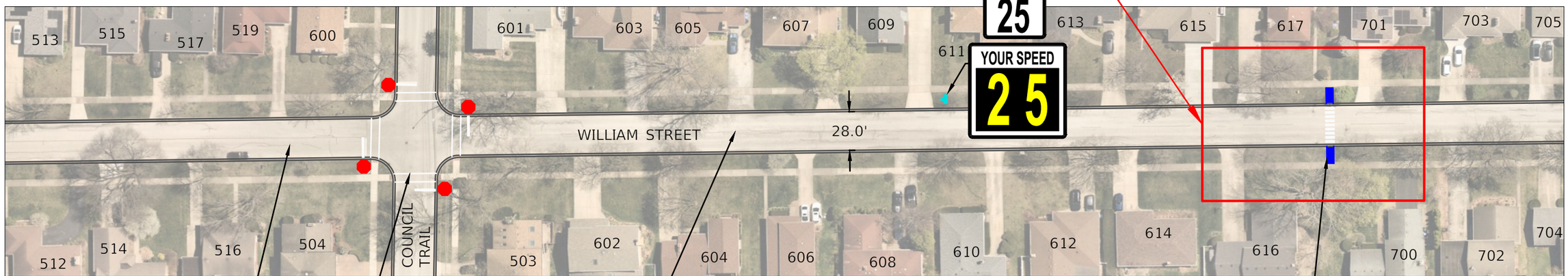
NEWLY CONSTRUCTED LIONS PARK WALKING PATH (NOT SHOWN ON AERIAL IMAGE)

EXISTING STOP SIGN (TYP)

STRIPE CENTERLINE THROUGH INTERSECTION DUE TO STRIPED PARKING LANE ON NORTH LEG

BALLOT ITEM #1

BALLOT ITEM #2



NO PROPOSED CHANGES TO THE 500 BLOCK OF WILLIAM STREET

STRIPE CROSSWALKS AT INTERSECTION

UN-STRIPED ON STREET PARKING MAINTAINED ON BOTH SIDES OF WILLIAM STREET FOR 600 AND 700 BLOCKS

INSTALL SPEED FEEDBACK SIGNS AND NEW CROSSWALK

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USER NAME = LJF	DESIGNED - LJF	REVISED -	**VILLAGE OF MOUNT PROSPECT**
	DRAW - LJF	REVISED -	
PLOT SCALE =	CHECKED - MPL	REVISED -	
PLOT DATE = 8/4/2025	DATE - 8/4/2025	REVISED -	

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - FINAL DESIGN OVERVIEW

SCALE: 1:75 | SHEET 1 OF 2 SHEETS | PROSPECT AVE - COUNCIL TRL

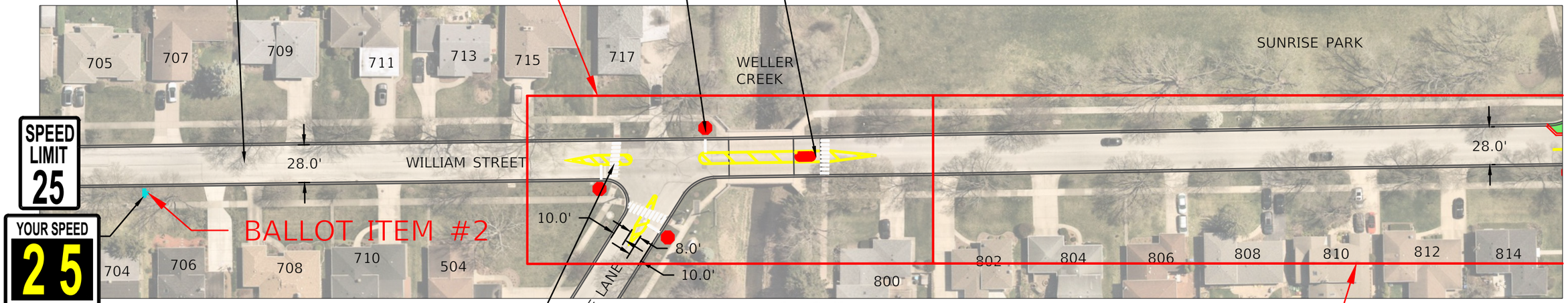
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	5	1
		CONTRACT NO. N/A		
	ILLINOIS			

UN-STRIPED ON STREET PARKING MAINTAINED ON BOTH SIDES OF WILLIAM STREET FOR 600 AND 700 BLOCKS

NEW RAISED MEDIAN ISLAND AT EXISTING CROSSWALK, ISLAND WILL INCREASE VISIBILITY AND SAFETY FOR PEDESTRIANS AND SLOW VEHICLES SEE DETAIL SHEET

EXISTING STOP SIGN (TYP)

BALLOT ITEM #3



BALLOT ITEM #2

INSTALL STRIPED MEDIAN ISLANDS TO INCREASE STOP SIGN COMPLIANCE. AND TO ALIGN VEHICLES FOR MEDIAN SOUTH OF THE BRIDGE. ALL TURN MOVEMENTS REMAIN

BALLOT ITEM #4

BALLOT ITEM #4



EXISTING STOP SIGN (TYP)

INTERSECTION NARROWED WITH CURB BUMP OUTS TO REDUCE CROSSING DISTANCES AND TO INCREASE STOP SIGN COMPLIANCE. BUMP OUT SIZES REDUCED FROM TRAFFIC CALMING TRIAL INSTALLATION. SEE DETAIL.

NO PROPOSED CHANGES TO INTERSECTION

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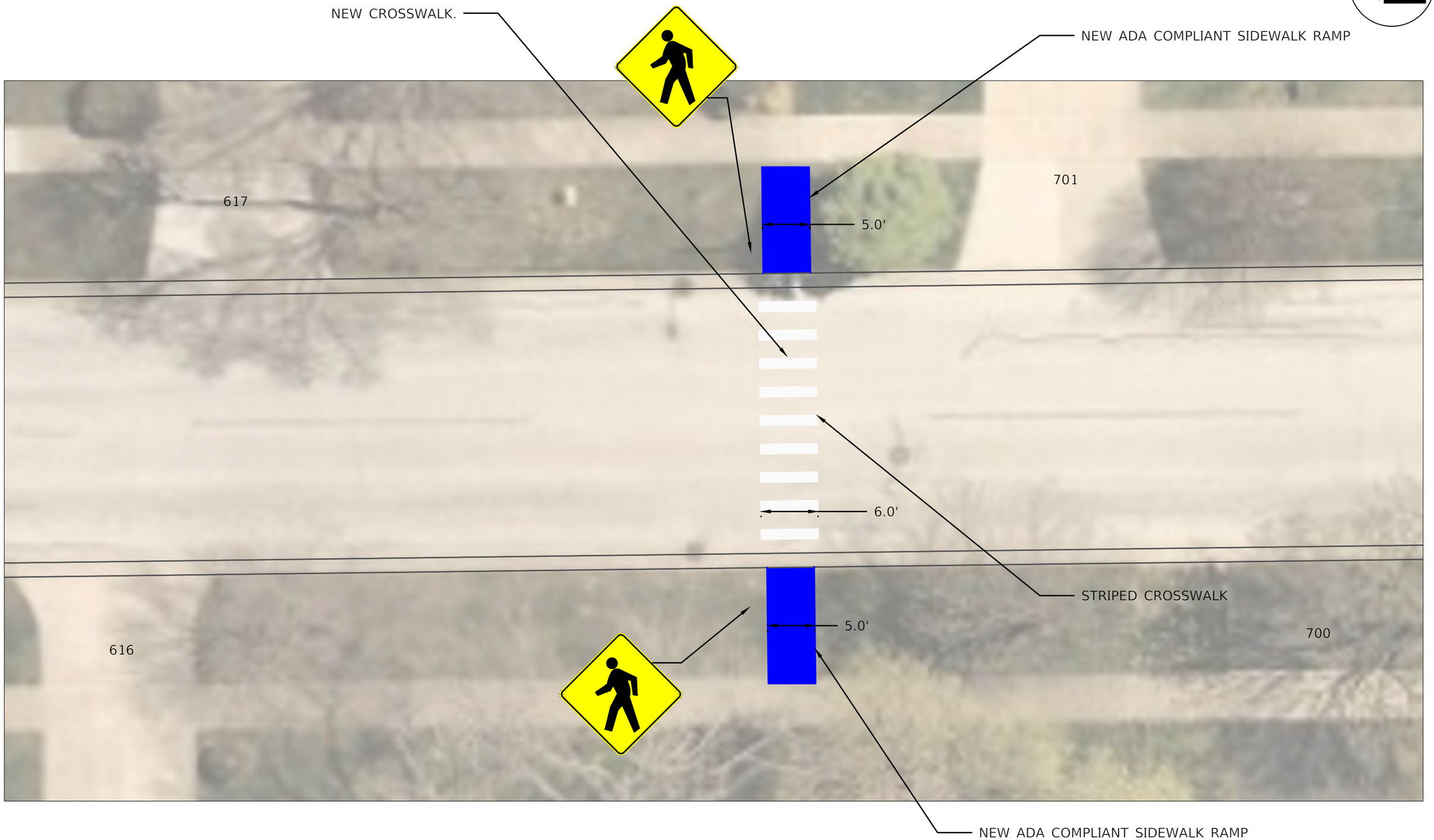
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FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - FINAL DESIGN OVERVIEW

SCALE: 1:75 | SHEET 2 OF 2 SHEETS | COUNCIL TRL - GOLF RD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	5
		CONTRACT NO. N/A		
	ILLINOIS			

BALLOT ITEM #2



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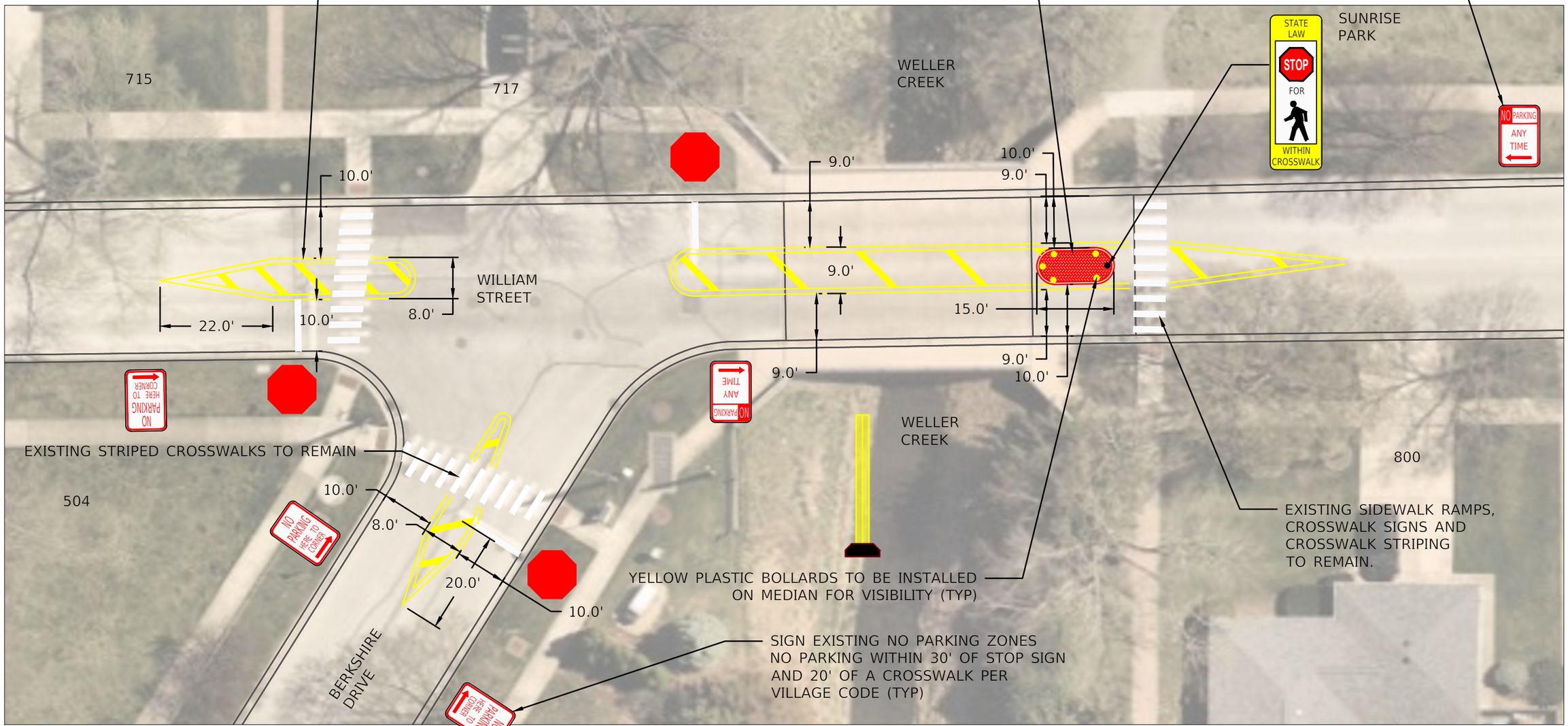
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PLOT DATE = 8/4/2025	DATE - 8/4/2025	REVISED -	

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - FINAL DESIGN DETAIL 1

SCALE: 1:10 | SHEET 1 OF 3 SHEETS | 600 AND 700 BLOCK

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

BALLOT ITEM #3



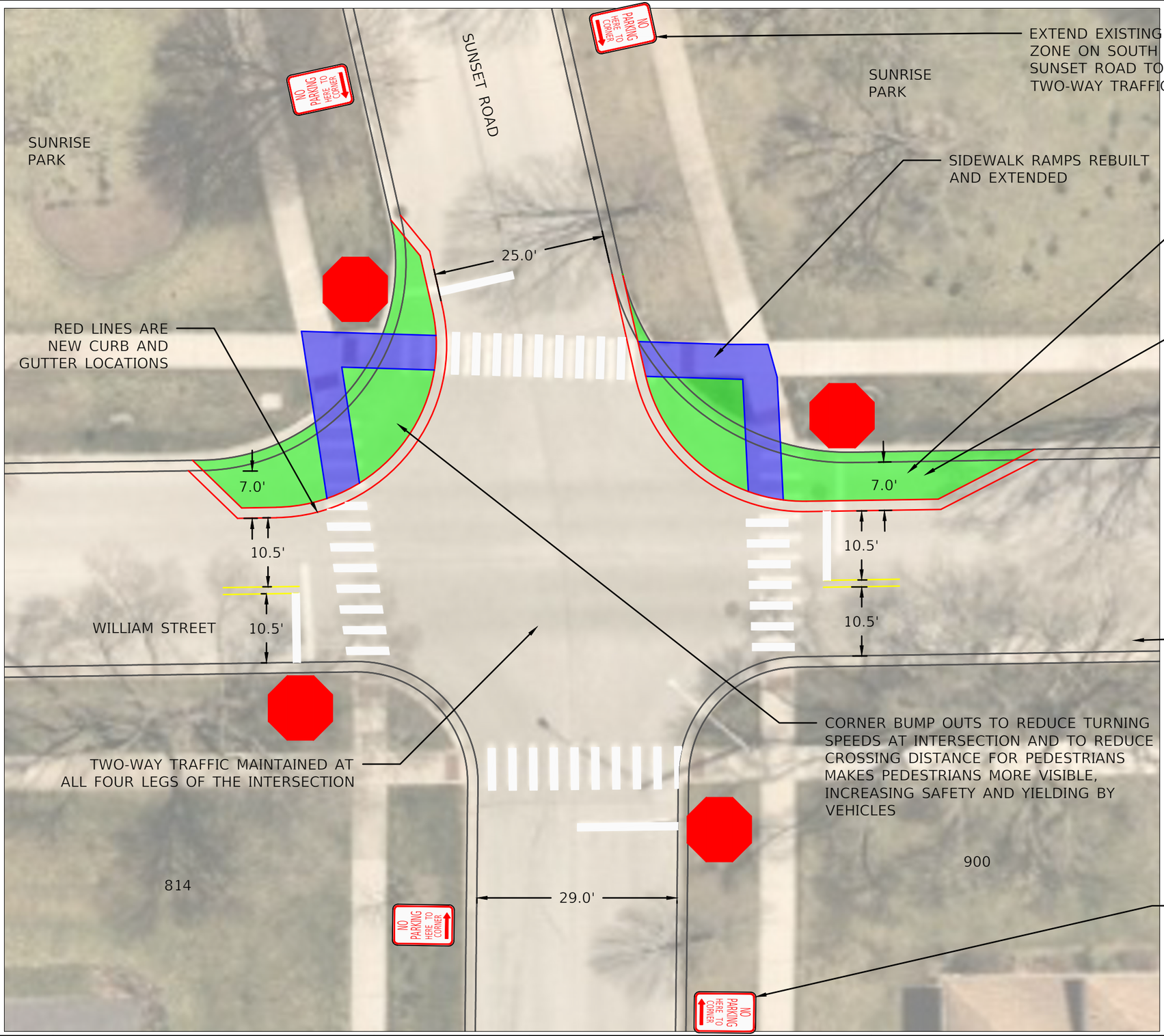
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	DRAW - LJF	REVISED -	
PLOT SCALE =	CHECKED - MPL	REVISED -	
PLOT DATE = 8/4/2025	DATE - 8/4/2025	REVISED -	

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - FINAL DESIGN DETAIL 2

SCALE: 1:20 | SHEET 4 OF 5 SHEETS | AT BRIDGE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	5	4
		CONTRACT NO. N/A		
	ILLINOIS			

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BALLOT ITEM #4

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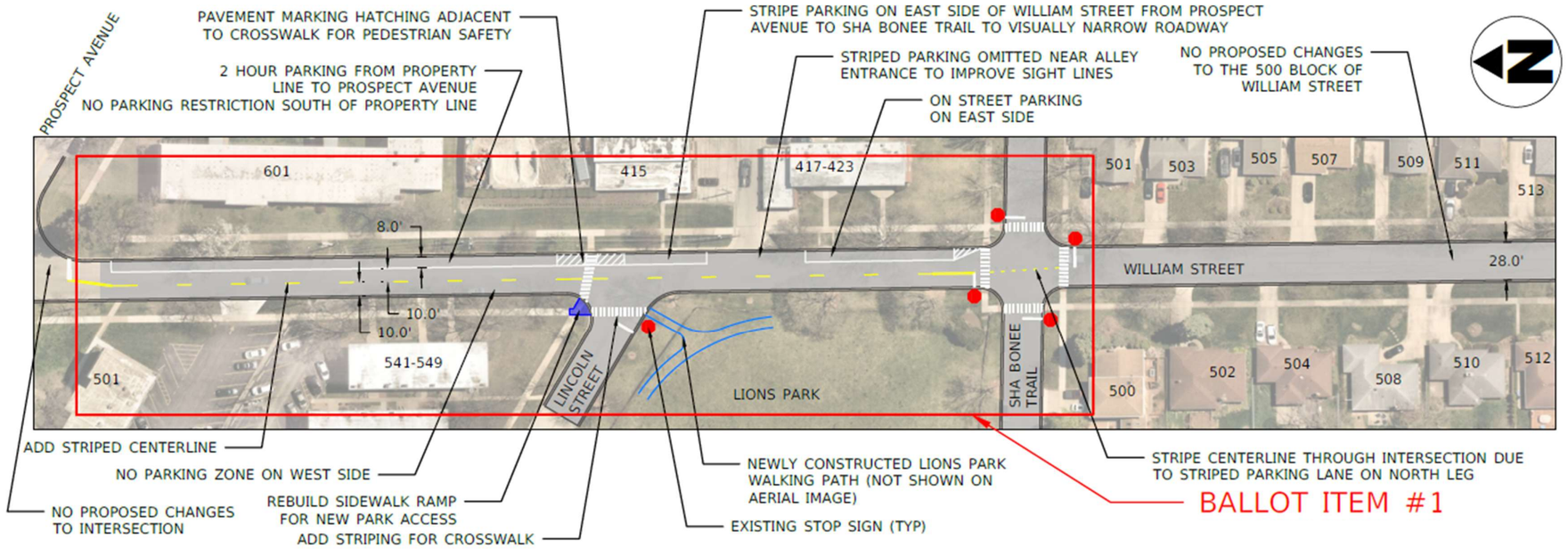
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PLOT DATE = 8/4/2025	DATE - 8/4/2025	REVISED -	

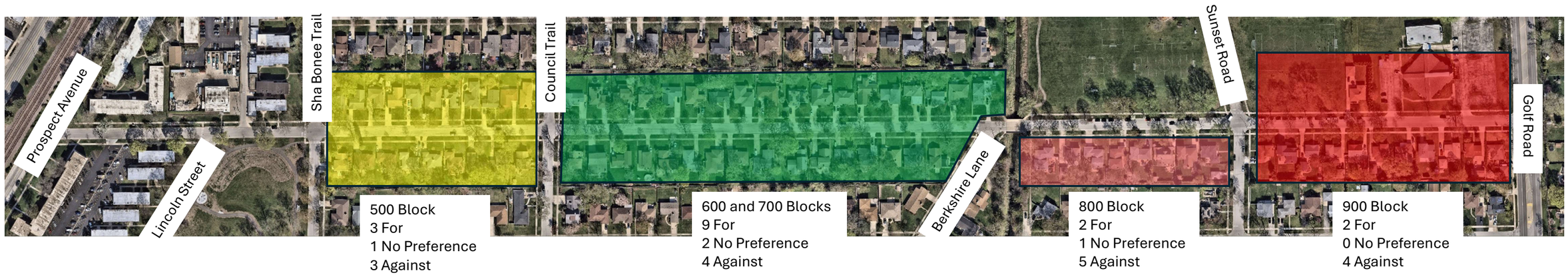
FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - FINAL DESIGN DETAIL 3

SCALE: 1:15 | SHEET 3 OF 3 SHEETS | AT SUNSET ROAD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	5	5
		CONTRACT NO. N/A		
	ILLINOIS			

Ballot Item 1: Striped Parking Lane Between Prospect Avenue and Sha Bonee Trail





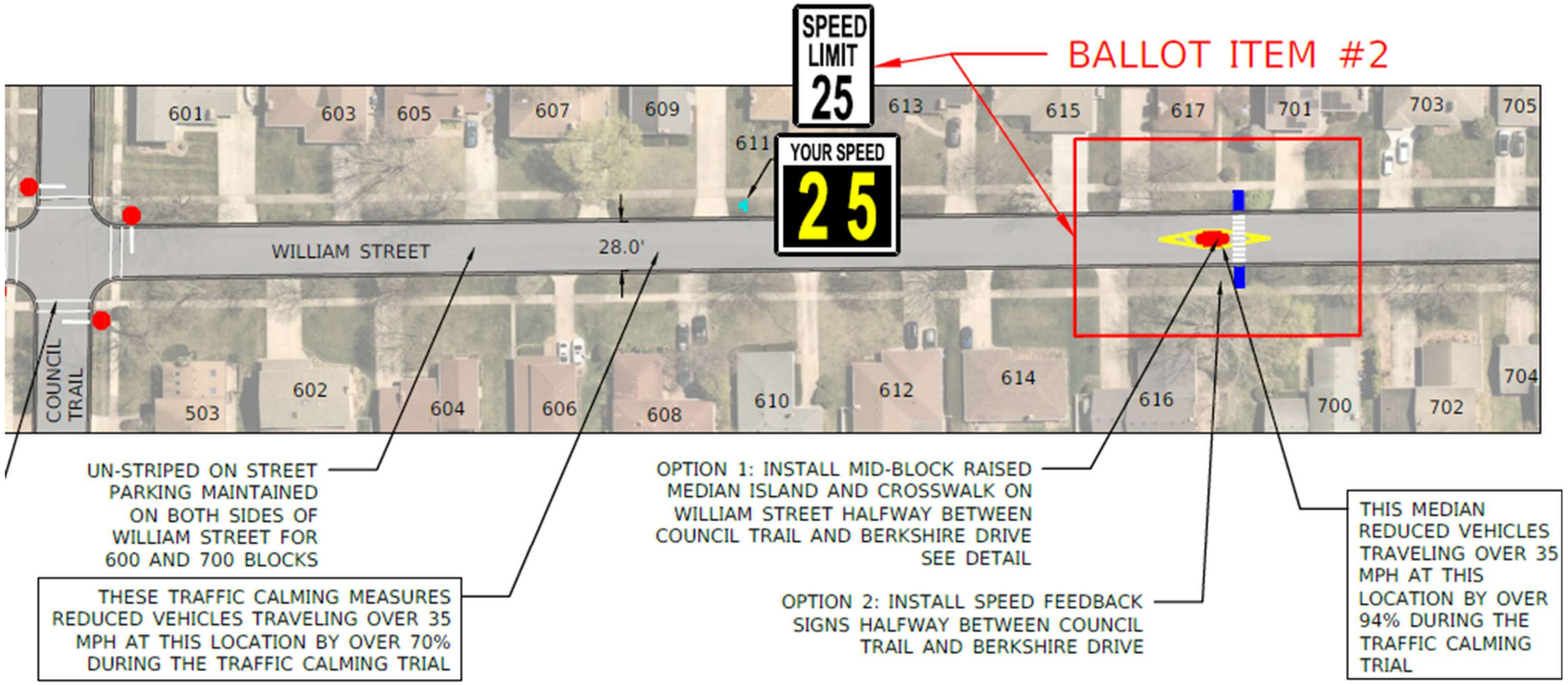
William Street Ballot Results By Block for Item # 1

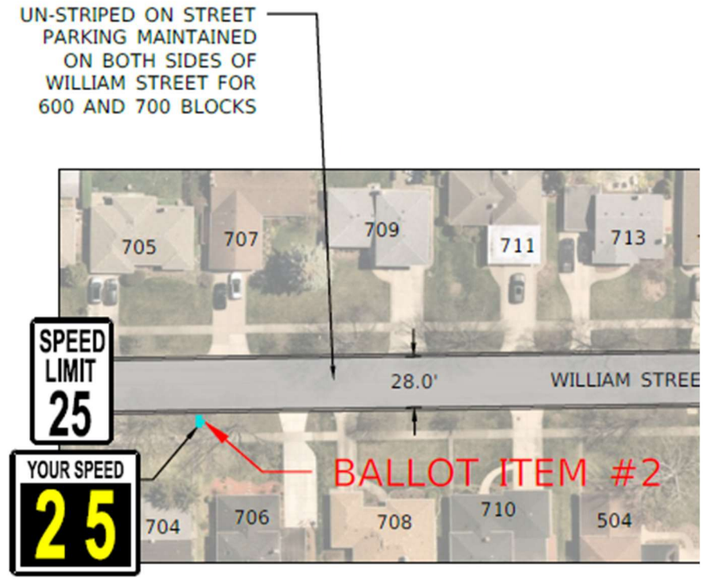
Item #1 Ballot Total:

16 For
4 Neither For or Against
16 Against

Staff Recommendation: As Proposed on Revised Plan

Ballot Item 2: Midblock Treatment between Council Trail and Berkshire Lane







500 Block
0 For Option 1
0 For Option 2
0 For Either
2 No Preference
5 Against

600 and 700 Blocks
3 For Option 1
6 For Option 2
2 For Either
1 No Preference
2 Against

800 Block
2 For Option 1
3 For Option 2
1 For Either
0 No Preference
2 Against

900 Block
1 For Option 1
1 For Option 2
1 For Either
0 No Preference
3 Against

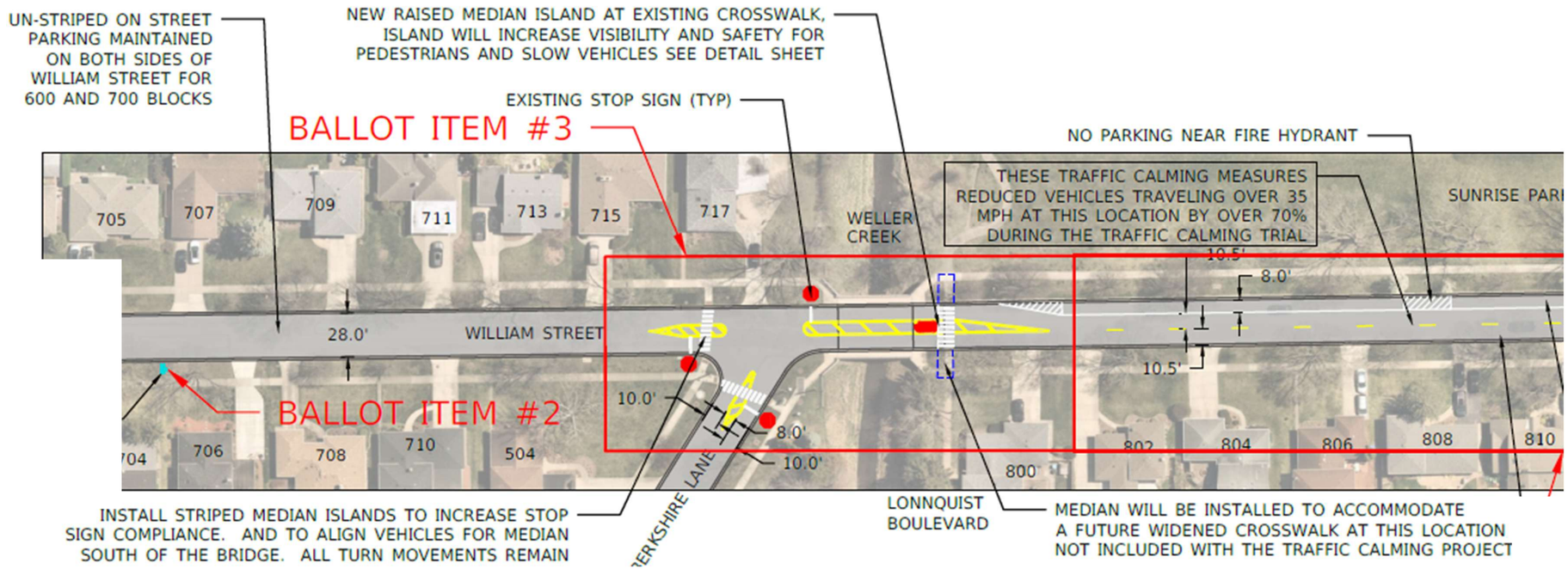
William Street Ballot Results By Block for Item # 2

Item #2 Ballot Total:

6 For Option 1
10 For Option 2
4 For Either Option 1 or Option 2
3 Neither For or Against Option 1 or Option 2
12 Against Both Option 1 and Option 2

Staff Recommendation: Option 2

Ballot Item 3: Median Island at Crosswalk





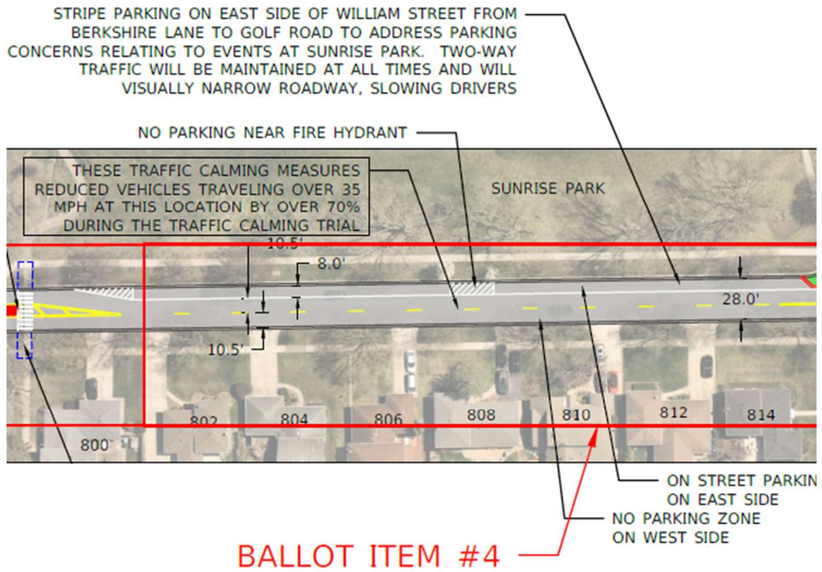
William Street Ballot Results By Block for Item # 3

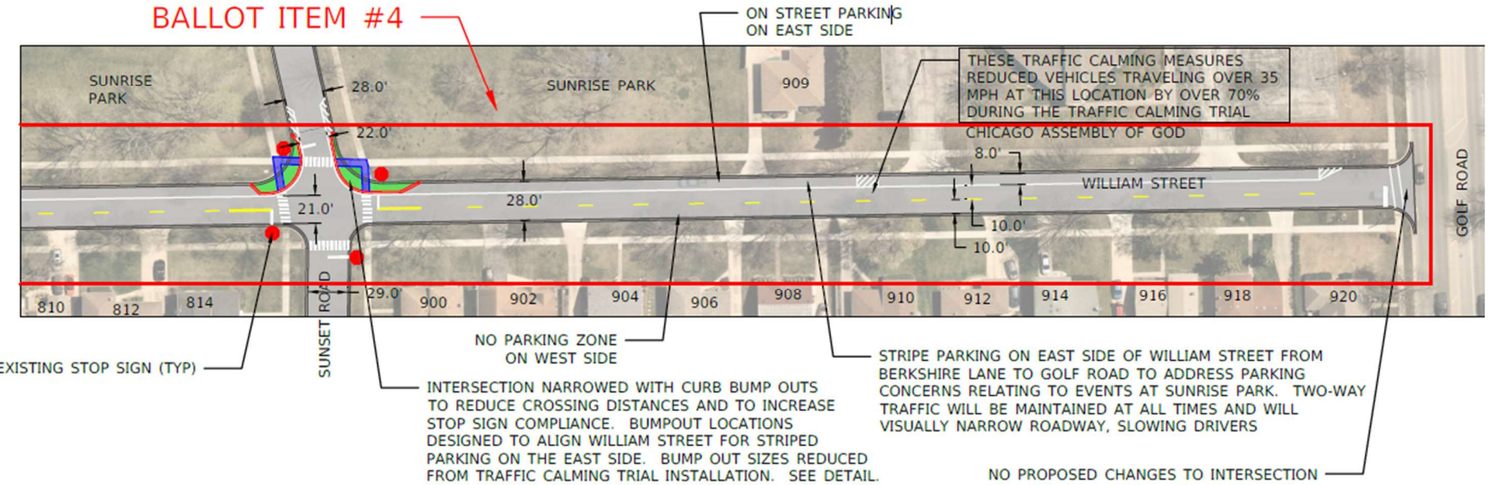
Item #3 Ballot Total:

17 For
2 Neither For or Against
17 Against

Staff Recommendation: As Proposed on Revised Plan

Ballot Item 4: Striped Parking and Intersection Bump Outs







William Street Ballot Results By Block for Item # 4

Item #4 Ballot Total:

14 For
2 Neither For or Against
20 Against

Staff Recommendation: Bump Outs Only

Combined Summary



Item #1
16 For
4 Neither For or Against
16 Against

Staff Recommendation: As Proposed on Revised Plan

Item #2
6 For Option 1
10 For Option 2
4 For Either Option 1 or Option 2
3 Neither For or Against Option 1 or Option 2
12 Against Both Option 1 and Option 2

Staff Recommendation: Option 2

Item #3
17 For
2 Neither For or Against
17 Against

Staff Recommendation: As Proposed on Revised Plan

Item #4
14 For
2 Neither For or Against
20 Against

Staff Recommendation: Bump Outs Only

Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO:	DIRECTOR OF PUBLIC WORKS
FROM:	PROJECT ENGINEER
DATE:	July 1, 2025
SUBJECT:	FNSP – S. WILLIAM STREET – REVISED DESIGN

This memo outlines the revised traffic calming design for the entire study limits. This design will be presented to the residents within the study limits and the Transportation Safety Commission. Residents will be mailed the revised design, along with a ballot, to allow them to vote if they want parts or all of the project to move forward. The results of that balloting will be presented to the Transportation Safety Commission at a future meeting where they will decide to recommend the project move forward to the Village Board for approval or not.

This design was revised from the initial design with input from residents, the Transportation Safety Commission and through Staff observations from a traffic calming trial. Please see the Alternative Analysis Memo to learn more on how the initial design was developed.

Public Outreach

Residents were solicitated their feedback on the initial design and the traffic calming trial. A summary of the comment received can be found in the Preliminary Plans and Temporary Measures Public Outreach Summary Memo. The conclusion from the public comments as listed in the memo was, “while Staff will consider all comments submitted, the general theme from comments received was that the impact the traffic calming measures have on vehicle speed and pedestrian safety needs to be greater than any negative impact to residents on William Street.”

Traffic Calming Trial and Traffic Count Results

From April 28th, 2025 to May 19th, 2025 Public Works conducted a traffic calming trial on William Street, see attached Traffic Calming Trial Plans. This trial consisted of temporary curbs, cones, bollards, signage and pavement markings to demonstrate what traffic calming measure could look like and to allow Staff to collect additional traffic counts to determine the effectiveness of the proposed measures.



Example Temporary Median Island Installed on William Street

Traffic Data Analysis: Below is a table summarizing the traffic counts on William Street

Traffic Count Summary										
William Street										
Year	Month	Location	Average Speed of Vehicles	85% Speed (Speed 15% of Drivers are Exceeding)	Average Volume Vehicles Per Day	Peak Hour Vehicles Per Hour	Number of Vehicles Over 35 MPH/Day	Percent of Vehicles Over 35 MPH	Total Days of Traffic Count	Days of the Week
Before Trial										
2024	October	615	28.1	35.3	1386.5	151.5	218.5	15.8%	2	Wed-Thr
2024	October	806	27.1	35.4	1697	152.5	267.5	15.8%	2	Wed-Thr
During Trial										
2025	May	609	25.7	30.4	1140	122	34.5	2.0%	3	Tue-Thr
2025	May	617 (At Island) Southbound Only	22	28	504.3	48	4.3	0.9%	3	Tue-Thr
2025	May	808	25.2	30.6	1310.7	128	39.3	3.0%	3	Tue-Thr
2025	May	910	26.7	31.9	1193.7	116.7	54.7	4.6%	3	Tue-Thr

The Village conducts 24-hour traffic counts, and averages multiple days in a row to determine typical traffic conditions on a street. Upon reviewing traffic data, Staff discovered an error for northbound vehicles at the traffic counter installed at 617 William Street during the traffic calming trial. Therefore, only the southbound summary is shown in the table.

Traffic counts were originally conducted in October of 2024, after the petition for the study was received, to see if the street was eligible for the Friendly Neighborhood Streets Program. These counts were collected mid-block between the 600 and 700 blocks and mid-block on the 800 block of South William Street as highest vehicle speeds were expected between intersections. These results showed the street was eligible for the program.

During the third week of the traffic calming trial, the traffic counters were reinstalled to determine the effectiveness of the temporary traffic calming measures. This allowed time for the public to get used to the temporary traffic calming measures and for traffic conditions to normalize. Traffic counters were installed near the same locations as the original counters for comparison. Additional counters were installed halfway between Council Trail and the temporary median island on the 600 block and midblock on the 900 block to get a better picture of traffic for the focus of the study area.

The 2024 counts recorded 15.8% of vehicles exceeding 35 miles per hour on both the 600 and 800 blocks, over 200 vehicles per day. During the trial, the highest recoded amount of vehicles exceeding 35 miles per hour was 4.6%, or about 75 vehicles per day when adjusting for traffic volume. This is over a 70% decrease in the amount of vehicles traveling over 35 miles per hour on the street.

One traffic counter was installed through the temporary median island between the 600 and 700 blocks of William Street. While this counter had an error when counting northbound vehicles, the southbound counts showed that less than 1% of vehicles were exceeding 35 miles per hour at the median. The 2024 counts at this location showed 15.8% of drivers exceeding 35 miles per hour. There was a 94% reduction in drivers exceeding 35 miles per hour with the traffic calming device installed.

In 2024 the average speed on William Street between Council Trail and Golf Road was 27.6 MPH with 15% of drivers exceeding 35.4 miles per hour (85^{th} percentile speed). Excluding the traffic counts at the temporary median island, during the traffic calming trial, the average speed fell to 25.9 miles per hour with 15% of drivers exceeding 31 miles per hour. This is a 6% reduction in average speed and a 12.4% reduction in 85^{th} percentile speed. **This shows how the traffic calming measures are designed to make it difficult for vehicles to reach excessive speeds but still allow vehicles to travel at appropriate speeds down the street. The relatively small change**

in average speed shows the measures have a limited impact on vehicles that previously were traveling close to the speed limit.

Overall, the traffic calming measures were statically successful in bringing vehicle speed on the street down and under the minimum limits for the Friendly Neighborhood Streets Program.

Staff observations during the trial. While the trial was ongoing, staff visited the study location to observe how drivers were interacting with the traffic calming measures and other safety benefits or issues present during the trial not shown in the traffic count results.

Congestion or issues with vehicles navigating the traffic calming measures were not observed. The medians were working as intended, requiring drivers to slow as they approached them to navigate around them. At the intersection of Sunset Road and William Street, personal vehicles were able to make all turns at all times, although some drivers were hesitant to turn due to a perceived lack of space. Larger vehicles, such as single unit trucks, buses or vehicles with trailers, would have to wait for the leg of the intersection they wished to turn onto to be clear of vehicles prior to turning. Due to traffic patterns at the intersection, this wait was never long and is required for large vehicles at many of the smaller intersections in the Village. Larger vehicles are able to make all turns when other vehicles are not present at the intersection.

Staff observed parking use during the day and during soccer games at Sunrise Park. During the day, parking along William Street was underutilized, with only a few cars parking sporadically on the street. However, during soccer games, on-street parking is heavily utilized. On a Monday night when multiple games were held at Sunrise Park, parking extended on William Street from Golf Road north to about 704 William Street. Vehicles were also parking on Berkshire Drive, Sunset Road, and Owen Street. During the trial, parking was prohibited on the west side of William Street between Golf Road and Berkshire Lane at all times, not just on the weekend as currently signed. This allowed two-way traffic on William Street adjacent to Sunrise Park and prevented patrons from parking on the west side of William Street, which would create a potential safety issue by encouraging pedestrians to cross the street at an unmarked location.

About 25 people each used the crosswalks at the intersection of Sunset Road and William Street and the midblock crosswalk just south of the bridge over Weller Creek during a 15-minute period when the soccer games ended. This coincided with when there is higher vehicle traffic on the street as patrons are leaving the area after the game, presenting potential conflicts between pedestrians and vehicles. The median island and bump outs at the intersection increase safety for pedestrians and mitigate conflicts between pedestrians and vehicles by increasing visibility of and yielding to pedestrians.

Having objects in the roadway requires vehicles to navigate around them, forcing drivers to pay attention to the street, reducing the likelihood of distracted driving causing a crash. They also encourage drivers to respect existing traffic laws, such as stopping for pedestrians in crosswalks and obeying stop signs. While these outcomes are hard to quantify, they are consistent with Staff observations and expectations for traffic calming measures.

Overall, the traffic calming trial was successful in showing that the proposed traffic calming measures would have the desired effect of slowing vehicles on the street and increasing safety for all users without negatively impacting drivers or traffic operations. However, these outcomes need to be weighed against the loss of parking required for the traffic calming measures to be installed and the effect that has on the neighborhood.

As a result of comments received, traffic count results and staff observations, the following changes were made to the initial plan as a result of the traffic calming trial. A full summary of the proposed traffic calming project is discussed in the next section:

- Reduce the size of the bump outs at the intersection of Sunset Road and William Street to make turning easier for vehicles
- Install additional No Parking Here to Corner signs near Sunrise Park to discourage illegal parking near crosswalks and stop signs to increase visibility for drivers and pedestrians
- Reduce the width of striped medians on William Street as the extra width wasn't needed to have the desired effect on vehicles
- Remove median island from the 500 block due to resident feedback

Revised Design Summary

William Street will be described from north to south, with each intersection or segment of street being discussed individually. Each discussion will include justification for the measure and any impact on residents.

<u>Intersection of William Street and Prospect Avenue</u>
No proposed changes – intersection is operating satisfactorily.

<u>Intersection of William Street and Lincoln Street</u>
Add a crosswalk across the west leg of the intersection and rebuild the sidewalk ramp at the northwest corner. This is to increase safety and provide an ADA compliant crosswalk to the new park access for Lions Park. No impact to residents.

<u>William Street between Prospect Avenue and Sha Bonee Trail</u>
Stripe a parking lane on the east side of the street and prohibit parking on the west side. 2 hour parking will be allowed from Prospect Avenue south to the lot line between 601 Prospect Avenue

and 415 South William Street. South of this there will be no daytime parking restrictions to limit impact to neighboring businesses. Striping the parking lane will visually narrow the road at all times, even when vehicles are not parked, increasing safety for this segment of the street. Additionally, during events at Lions Park when vehicles would park on both sides of the street, two-way traffic could not be maintained. Due to surrounding land use and available parking on adjacent streets for multi-family residential buildings, Staff does not foresee a large impact from removing the existing parking on the west side of the street. This is consistent with parking regulations on Lincoln Street that borders Lions Park as well.

Intersection of William Street and Sha Bonee Trail

No changes except to add centerline striping through the intersection to align vehicles on northbound William Street for the striped on-street parking lanes on the east side of William Steet between Sha Bonee Trail and Prospect Avenue. No impact to residents.

William Street between Sha Bonee Trail and Council Trail

No improvements proposed – Staff originally proposed a median island for this block, but resident feedback indicated they did not want one on this block. Additionally, the block is not a double block like the 600 and 700 blocks of William Street, therefore safety improvements would not be as great as speeds are not as high.

Intersection of William Street and Council Trail

Stripe crosswalks to increase safety for pedestrians due to this being a intersection of two collector streets and used for students to access Lions Park Elementary School. No impact to residents.

William Street between Council Trail and Berkshire Lane

Staff has developed two options for this section of William Street. A median island or speed feedback signs, both with a new midblock crosswalk. The median island would have a much greater impact on safety, by forcing drivers to slow down and providing refuge for pedestrians, but would also remove 8 on-street parking spots. The speed feedback signs would encourage drivers to slow down, but do not force them to like a median island. However, there is a less parking impact with the speed feedback signs, about 4 on-street parking spots would be removed for the crosswalk instead of 8 with the island.

Option 1: Median Island – A median island would be installed between the 600 and 700 blocks of William Street. This island will also include a new crosswalk south of the island. The median island will force drives to navigate around an obstruction in the middle of the street, causing them to slow down. Installing a median island requires prohibiting parking within a taper area to allow drivers to safety navigate around parked vehicles as they approach the island. The island as proposed will prohibit parking in front of the following houses, 616, 617, 700, and 701 William

Street. See attached plans for details and signage for the median island. As discussed earlier in the memo, the temporary median island reduced drivers going over 35 MPH by **94%** at the island and by **70%** 375' north of the island.

Option 2: Speed Feedback Signs – Speed feedback signs would be installed in the parkways between 609 and 611 William Street and 704 and 706 William Street. One sign would face north and one would face south. These signs include a speed limit sign and an electronic display that shows the drivers speed. When the driver exceeds the speed limit the sign flashes. When the driver exceeds 5 MPH above the speed limit, a strobe light flashes as well encouraging them to slow down. Where we have speed feedback signs installed elsewhere in the Village they have shown a reduction in vehicles exceeding 35 MPH of between **10%** and **40%**. Additionally, a midblock crosswalk with ADA ramps and crosswalk signs would be installed between the 600 and 700 blocks of South William Street.

<u>Intersection of William Street and Berkshire Lane</u>

Striped median islands and additional no parking here to corner signs to prevent parking near crosswalks and stop signs in compliance with Village Code. A striped median island is needed on the north leg of the intersection to align drivers heading southbound on William Street for the proposed median island south of the bridge. Additionally, the striped median islands encourage drivers to stop for pedestrians in crosswalks and can increase stop sign compliance. Pavement marking islands were chosen for this intersection instead of raised islands to preserve all turning movements at the intersection. As proposed, one parking spot on the east side of William Street would be eliminated for the striped median island.

<u>William Street Mid-Block Crossing South of Weller Creek</u>

Install a median island at the existing mid-block crosswalk just south of the bridge. The island would be installed between the bridge and the crosswalk to facilitate snow removal and would be designed to accommodate a potential future widening of the crosswalk. This is a heavily utilized pedestrian crossing during events at Sunrise Park as it connects to Owen Street via a sidewalk along Weller Creek where patrons park for park events. Staff observed this crossing being heavily utilized during the traffic calming trial. The median island will increase visibility of the crosswalk to drivers and will encourage them to follow the state law and stop for the pedestrians in the crosswalk. Additionally, the median island will slow drivers, especially on northbound William Street as they will need to shift to the right around the median island once the parking lane ends. This island has little effect on residents as parking was already prohibited due to the existing crosswalk, fire hydrant and proximately to the intersection with Berkshire Lane and William Street.

William Street between Berkshire Lane and Golf Road

Add a striped parking lane on the east side of William Street between the crosswalk south of Weller Creek and Golf Road and prohibit parking at all times on the west side. A striped center line will also be added. This will visually narrow the street, even when parked vehicles are not present, as was recently done on Westgate Road between Central Road and Thayer Street. This also addresses residents' concerns about parking during events at Sunrise Park, including on weeknights. Two-way traffic will be maintained at all times on William Street with this change in place. Additionally, park patrons will not cross Willaim Street mid-block to access vehicles parked on the west side resulting in a safety improvement.

Traffic count data showed that the striped parking lanes, combined with the other traffic calming measures, reduced the number of vehicles going over 35 MPH on this section of William Street by **70%.** However, this change has the largest impact on residents as they will no longer be able to park in front of their homes on their side of the street. During observations, Staff found there to be ample parking on the east side of the street during the trial period, outside of events at Sunrise Park. Parking is already prohibited on the west side of William Street on the weekends; therefore Staff does not anticipate operational impacts from permanently prohibiting parking on the west side of William Street at all times. Having parking prohibitions being consistent for all days of the week also increases compliance. Enacting this prohibition allows for bump outs to be installed at the intersection of William Street and Sunset Road as discussed next.

Intersection of William Street and Sunset Road

Install bump outs at the northeast and southeast corners of the intersection to physically narrow the street. The bump outs as shown are designed to re-align William Street through the intersection to accommodate a striped parking lane on the east side of William Street as discussed previously. This reduces crossing distances and increases visibility for pedestrians, increasing safety. Smaller corner radii require vehicles to slow down while making turns at the intersection. The visual narrowing of the street at the intersection forces drivers to pay attention, which can lead to higher compliance with stop signs. The bump outs were redesigned after the traffic calming trial to make turns easier for vehicles while preserving the pedestrian safety improvements. There is limited impact to residents. Large vehicles will have to wait for the leg of the intersection they wish to turn onto to clear prior to proceeding through the intersection. This is common on other small intersections in the Village.

Intersection of William Street and Golf Road

No proposed changes – intersection is operating satisfactorily.

Next Steps

The next steps of the traffic calming process are to present the revised design to residents with a ballot to allow them to vote on if they are in favor of some or all parts of the project. These results will be tabulated and used to develop Staff's recommendation for the Transportation Safety Commission. That recommendation will be posted online in the form of the Transportation Safety Commission Agenda Packet for the public to view at least two weeks prior to the meeting. At the Transportation Safety Commission meeting, Staff will present their recommendation and the results of the balloting. There will be time for public comment at the meeting and then the Transportation Safety Commission will vote to:

- Advance the project as recommended to the Village Board for approval
- Advance the project with changes from the Commission to the Village Board for approval
- Send the project back to Staff to make changes and present it again to the Transportation Safety Commission at a future meeting for consideration
- Reject the project and a traffic calming project will not move forward on William Street

The tentative schedule is as follows:

- July 10th: Letters sent to residents with revised design and ballot
- July 28th: Ballots due to Public Works (postmarked by this date)
- August 5th: Transportation Safety Commission agenda posted online – includes Staff recommendation for the project
- August 11th: Transportation Safety Commission Meeting

The letter to residents and ballot is attached to this memo.

Luke Foresman, PE

Luke Foresman

Project Engineer

Attachments:

- Revised Plan
- Fourth Public Outreach and Ballot
- Traffic Counts
- Traffic Calming Trial Plans

PROSPECT AVENUE

PAVEMENT MARKING HATCHING ADJACENT TO CROSSWALK FOR PEDESTRIAN SAFETY

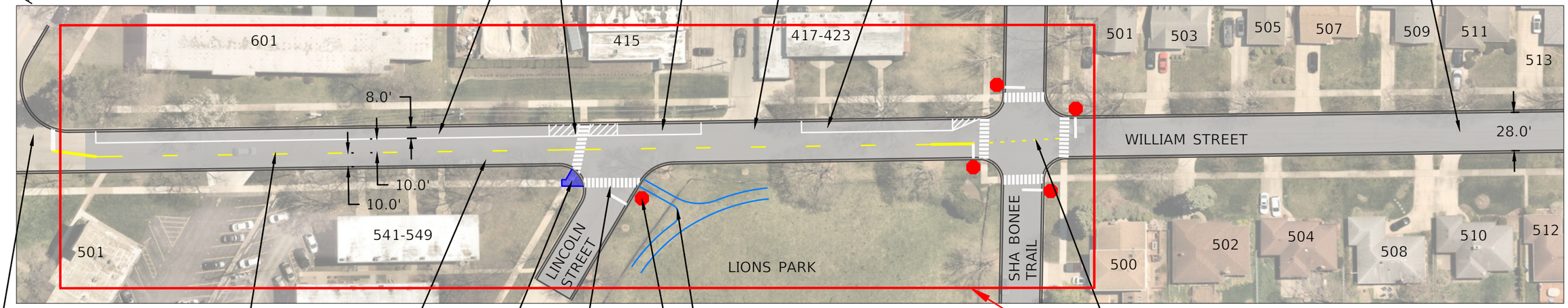
2 HOUR PARKING FROM PROPERTY LINE TO PROSPECT AVENUE
NO PARKING RESTRICTION SOUTH OF PROPERTY LINE

STRIPE PARKING ON EAST SIDE OF WILLIAM STREET FROM PROSPECT AVENUE TO SHA BONEE TRAIL TO VISUALLY NARROW ROADWAY

STRIPED PARKING OMITTED NEAR ALLEY ENTRANCE TO IMPROVE SIGHT LINES

ON STREET PARKING ON EAST SIDE

NO PROPOSED CHANGES TO THE 500 BLOCK OF WILLIAM STREET



ADD STRIPED CENTERLINE

NO PARKING ZONE ON WEST SIDE

NO PROPOSED CHANGES TO INTERSECTION

REBUILD SIDEWALK RAMP FOR NEW PARK ACCESS

ADD STRIPING FOR CROSSWALK

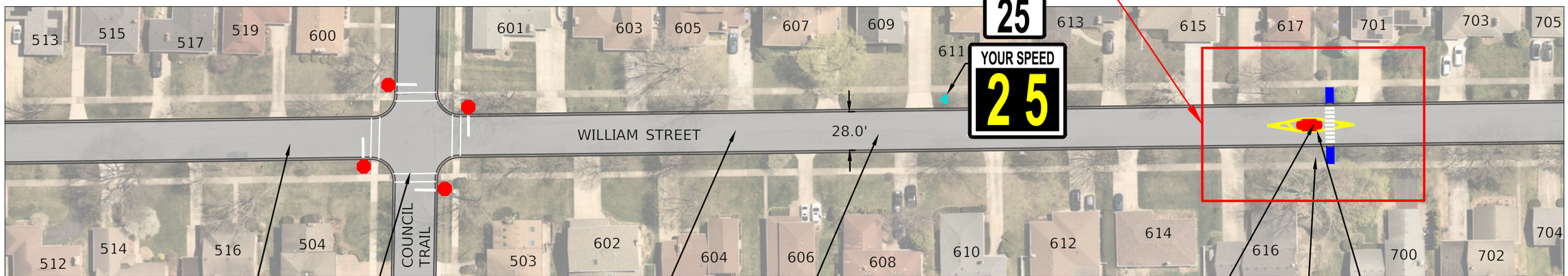
NEWLY CONSTRUCTED LIONS PARK WALKING PATH (NOT SHOWN ON AERIAL IMAGE)

EXISTING STOP SIGN (TYP)

STRIPE CENTERLINE THROUGH INTERSECTION DUE TO STRIPED PARKING LANE ON NORTH LEG

BALLOT ITEM #1

BALLOT ITEM #2



NO PROPOSED CHANGES TO THE 500 BLOCK OF WILLIAM STREET

STRIPE CROSSWALKS AT INTERSECTION

UN-STRIPED ON STREET PARKING MAINTAINED ON BOTH SIDES OF WILLIAM STREET FOR 600 AND 700 BLOCKS

THESE TRAFFIC CALMING MEASURES REDUCED VEHICLES TRAVELING OVER 35 MPH AT THIS LOCATION BY OVER 70% DURING THE TRAFFIC CALMING TRIAL

OPTION 1: INSTALL MID-BLOCK RAISED MEDIAN ISLAND AND CROSSWALK ON WILLIAM STREET HALFWAY BETWEEN COUNCIL TRAIL AND BERKSHIRE DRIVE SEE DETAIL

OPTION 2: INSTALL SPEED FEEDBACK SIGNS HALFWAY BETWEEN COUNCIL TRAIL AND BERKSHIRE DRIVE

THIS MEDIAN REDUCED VEHICLES TRAVELING OVER 35 MPH AT THIS LOCATION BY OVER 94% DURING THE TRAFFIC CALMING TRIAL

USER NAME = LJF	DESIGNED - LJF	REVISED -
	DRAW - LJF	REVISED -
PLOT SCALE =	CHECKED - MPL	REVISED -
PLOT DATE = 6/17/2025	DATE - 6/17/2025	REVISED -

VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - REVISED DESIGN OVERVIEW

SCALE: 1:75 | SHEET 1 OF 2 SHEETS | PROSPECT AVE - COUNCIL TRL

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	5	1
		CONTRACT NO. N/A		
	ILLINOIS			

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UN-STRIPED ON STREET PARKING MAINTAINED ON BOTH SIDES OF WILLIAM STREET FOR 600 AND 700 BLOCKS

NEW RAISED MEDIAN ISLAND AT EXISTING CROSSWALK, ISLAND WILL INCREASE VISIBILITY AND SAFETY FOR PEDESTRIANS AND SLOW VEHICLES SEE DETAIL SHEET

STRIPE PARKING ON EAST SIDE OF WILLIAM STREET FROM BERKSHIRE LANE TO GOLF ROAD TO ADDRESS PARKING CONCERNS RELATING TO EVENTS AT SUNRISE PARK. TWO-WAY TRAFFIC WILL BE MAINTAINED AT ALL TIMES AND WILL VISUALLY NARROW ROADWAY, SLOWING DRIVERS

EXISTING STOP SIGN (TYP)

BALLOT ITEM #3

NO PARKING NEAR FIRE HYDRANT

THESE TRAFFIC CALMING MEASURES REDUCED VEHICLES TRAVELING OVER 35 MPH AT THIS LOCATION BY OVER 70% DURING THE TRAFFIC CALMING TRIAL

SUNRISE PARK

WELLER CREEK

705 707 709 711 713 715 717

28.0' WILLIAM STREET 28.0'

10.5' 8.0' 10.5'

10.0' 8.0' 10.0'

704 706 708 710 504

BERKSHIRE LANE

800 802 804 806 808 810 812 814

LONNQUIST BOULEVARD

SPEED LIMIT 25

YOUR SPEED 25

BALLOT ITEM #2

INSTALL STRIPED MEDIAN ISLANDS TO INCREASE STOP SIGN COMPLIANCE. AND TO ALIGN VEHICLES FOR MEDIAN SOUTH OF THE BRIDGE. ALL TURN MOVEMENTS REMAIN

MEDIAN WILL BE INSTALLED TO ACCOMMODATE A FUTURE WIDENED CROSSWALK AT THIS LOCATION NOT INCLUDED WITH THE TRAFFIC CALMING PROJECT

ON STREET PARKING ON EAST SIDE

NO PARKING ZONE ON WEST SIDE

BALLOT ITEM #4

BALLOT ITEM #4

ON STREET PARKING ON EAST SIDE

SUNRISE PARK

28.0' 22.0' 21.0' 28.0' 29.0'

909

THESE TRAFFIC CALMING MEASURES REDUCED VEHICLES TRAVELING OVER 35 MPH AT THIS LOCATION BY OVER 70% DURING THE TRAFFIC CALMING TRIAL

CHICAGO ASSEMBLY OF GOD

8.0' 10.0' 10.0'

WILLIAM STREET

GOLF ROAD

SUNSET ROAD

810 812 814 900 902 904 906 908 910 912 914 916 918 920

EXISTING STOP SIGN (TYP)

NO PARKING ZONE ON WEST SIDE

INTERSECTION NARROWED WITH CURB BUMP OUTS TO REDUCE CROSSING DISTANCES AND TO INCREASE STOP SIGN COMPLIANCE. BUMPOUT LOCATIONS DESIGNED TO ALIGN WILLIAM STREET FOR STRIPED PARKING ON THE EAST SIDE. BUMP OUT SIZES REDUCED FROM TRAFFIC CALMING TRIAL INSTALLATION. SEE DETAIL.

STRIPE PARKING ON EAST SIDE OF WILLIAM STREET FROM BERKSHIRE LANE TO GOLF ROAD TO ADDRESS PARKING CONCERNS RELATING TO EVENTS AT SUNRISE PARK. TWO-WAY TRAFFIC WILL BE MAINTAINED AT ALL TIMES AND WILL VISUALLY NARROW ROADWAY, SLOWING DRIVERS

NO PROPOSED CHANGES TO INTERSECTION

H:\Engineering\Traffic\Calming\FNSP Projects\2024 - William Street\CAD\William Street CAD - Final Design.dwg

USER NAME = LJF	DESIGNED - LJF	REVISED -	**VILLAGE OF MOUNT PROSPECT**
	DRAW - LJF	REVISED -	
PLOT SCALE =	CHECKED - MPL	REVISED -	
PLOT DATE = 6/17/2025	DATE - 6/17/2025	REVISED -	

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - REVISED DESIGN OVERVIEW

SCALE: 1:75 | SHEET 2 OF 2 SHEETS | COUNCIL TRL - GOLF RD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	5
		CONTRACT NO. N/A		
		ILLINOIS		

BALLOT ITEM #2

OPTION 1 AND OPTION 2 WOULD INCLUDE A NEW CROSSWALK. FOR OPTION 2 WITHOUT THE ISLAND, PARKING WOULD ONLY BE PROHIBITED WITHIN 20 FEET OF THE CROSSWALK

NEW ADA COMPLIANT SIDEWALK RAMP

OPTION 1: RAISED MEDIAN ISLAND TO BE MADE OUT OF CONCRETE AND PINNED ON TOP OF PAVEMENT. DECORATIVE BRICK PATTERN AND COLORING TO BE USED IN MIDDLE OF MEDIAN

617

701

5.0'

CROSSWALK OUTSIDE OF ISLAND TO FACILITATE SNOW REMOVAL OPERATIONS

10.0'

9.0'

18.0'

15.0'

44.0'

46.0'

10.0'

9.0'

6.0'

STRIPED CROSSWALK

5.0'

616

700

STATE LAW STOP FOR WITHIN CROSSWALK

YELLOW PLASTIC BOLLARDS TO BE INSTALLED ON MEDIAN FOR VISIBILITY (TYP)

NEW ADA COMPLIANT SIDEWALK RAMP

H:\Engineering\Traffic\Calming\FNSP Projects\2024 - William Street\CAD\William Street CAD - Final Design.dwg

USER NAME = LJF	DESIGNED - LJF	REVISED -	**VILLAGE OF MOUNT PROSPECT**
	DRAW - LJF	REVISED -	
PLOT SCALE =	CHECKED - MPL	REVISED -	
PLOT DATE = 6/17/2025	DATE - 6/17/2025	REVISED -	

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - REVISED DESIGN DETAIL 1

SCALE: 1:10 | SHEET 1 OF 3 SHEETS | 600 AND 700 BLOCK

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	5	3
		CONTRACT NO. N/A		
	ILLINOIS			

BALLOT ITEM #3

EXISTING NO PARKING ZONE EXTENDED TO ACCOMMODATE STRIPED MEDIAN

MEDIAN PAVEMENT MARKINGS TO ALIGN VEHICLES THROUGH INTERSECTION AND INCREASE STOP SIGN COMPLIANCE (TYP)

RAISED MEDIAN ISLAND TO BE MADE OUT OF CONCRETE AND PINNED ON TOP OF PAVEMENT. DECORATIVE BRICK PATTERN AND COLORING TO BE USED IN MIDDLE OF MEDIAN

EXISTING NO PARKING ZONE EXTENDED TO ACCOMMODATE MEDIAN

N

715

717

WELLER CREEK

SUNRISE PARK

NO PARKING ANY TIME

STATE LAW STOP FOR WITHIN CROSSWALK

10.0'

9.0'

10.0'

9.0'

WILLIAM STREET

22.0'

10.0'

8.0'

9.0'

15.0'

9.0'

10.0'

NO PARKING HERE TO CORNER

NO PARKING ANY TIME

NO PARKING ANYTIME ON THE WEST SIDE OF WILLIAM STREET TO ENSURE TWO-WAY TRAFFIC AT ALL TIMES

800

EXISTING STRIPED CROSSWALKS TO REMAIN

504

10.0'

8.0'

20.0'

10.0'

WELLER CREEK

EXISTING SIDEWALK RAMPS, CROSSWALK SIGNS AND CROSSWALK STRIPING TO REMAIN. MEDIAN ISLAND POSITIONED TO ACCOMMODATE A FUTURE WIDER CROSSWALK

YELLOW PLASTIC BOLLARDS TO BE INSTALLED ON MEDIAN FOR VISIBILITY (TYP)

BERKSHIRE DRIVE

SIGN EXISTING NO PARKING ZONES NO PARKING WITHIN 30' OF STOP SIGN AND 20' OF A CROSSWALK PER VILLAGE CODE (TYP)

NO PARKING HERE TO CORNER

NO PARKING ANY TIME

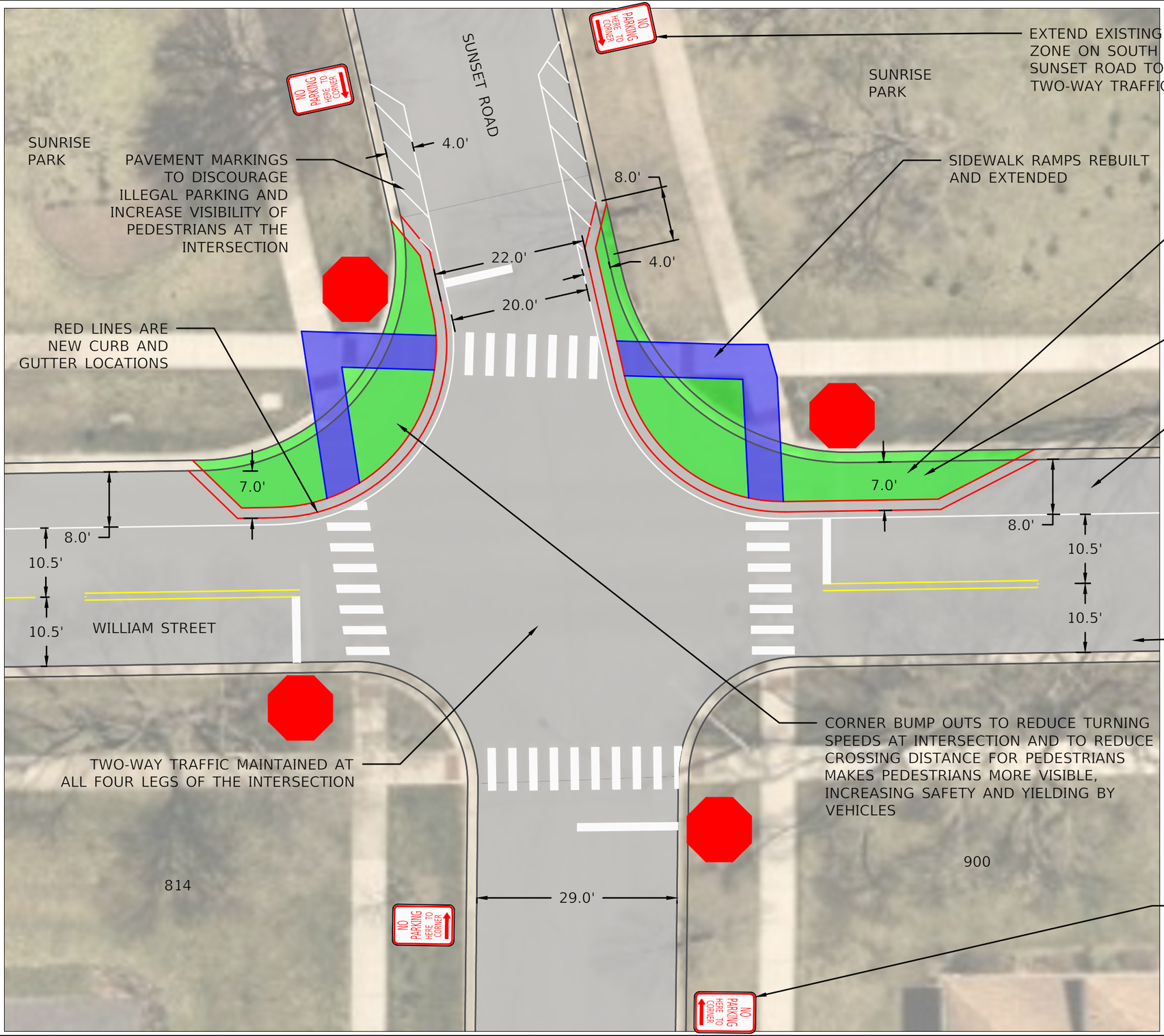
H:\Engineering\Traffic\Calming\FNSP Projects\2024 - William Street\CAD\William Street CAD - Final Design.dwg

USER NAME = LJF	DESIGNED - LJF	REVISED -	**VILLAGE OF MOUNT PROSPECT**
	DRAW - LJF	REVISED -	
PLOT SCALE =	CHECKED - MPL	REVISED -	
PLOT DATE = 6/172025	DATE - 6/17/2025	REVISED -	

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - REVISED DESIGN DETAIL 2

SCALE: 1:20 | SHEET 4 OF 5 SHEETS | AT BRIDGE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	5	4
		CONTRACT NO. N/A		
		ILLINOIS		



BALLOT ITEM #4

H:\Engineering\Traffic\Calming\FNSP Projects\2024 - William Street\CAD\William Street CAD - Final Design.dwg

USER NAME = LJF	DESIGNED - LJF	REVISED -	**VILLAGE OF MOUNT PROSPECT**
	DRAW - LJF	REVISED -	
PLOT SCALE =	CHECKED - MPL	REVISED -	
PLOT DATE = 6/17/2025	DATE - 6/17/2025	REVISED -	

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - REVISED DESIGN DETAIL 3

SCALE: 1:15 | SHEET 3 OF 3 SHEETS | AT SUNSET ROAD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	5	5
		CONTRACT NO. N/A		
	ILLINOIS			

Resident Information Bulletin #4
South William Street Traffic Calming Study

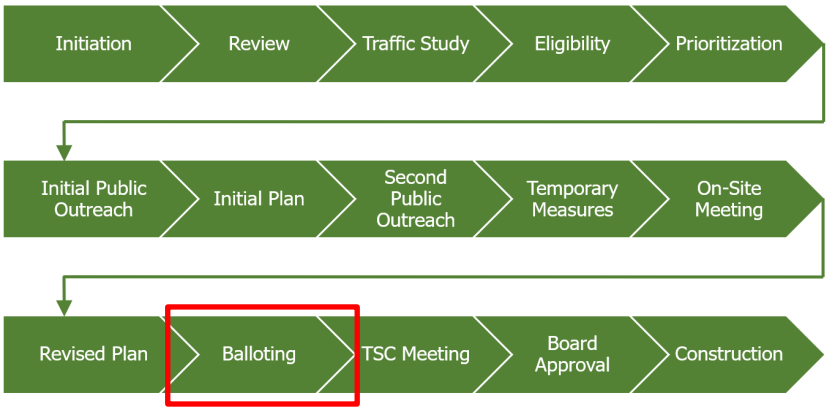
Village of Mount Prospect
Public Works Department
JULY 2025

INTRODUCTION:

The Village is conducting a traffic calming study on South William Street between Prospect Avenue and Golf Road. A traffic calming trial occurred in May and the revised design is now ready. The Village is seeking resident input on this design via the included ballot. The results of balloting will be presented to the Transportation Safety Commission and they will decide if the project should move to the Village Board for final consideration.

TRAFFIC CALMING PROCESS:

The traffic calming process can be found in the Friendly Neighborhood Streets Program on the Village website by searching "Traffic Calming". We are currently at step 12, Balloting. See timeline to the right. The next step is the Transportation Safety Commission meeting where the recommended design and results of balloting are presented. At this meeting, the Commission will make their recommendation on if the project should proceed.



PROPOSED IMPROVEMENTS

The revised design is shown on the included plan sheets. Please reach out to Public Works with any questions or clarifications on this design. Prosped traffic calming measures include pavement markings, raised median islands, crosswalk signage, pavement marking islands and intersection bump outs. An option includes speed feedback signs in place of one of the raised median islands. Some traffic calming measures will require parking changes, see the plans for more information.

BALLOTING

A ballot and pre-addressed stamped envelope are included in this letter. Please fill out the ballot and return to Public Works. This is the official way to submit comments on the revised plan. The results of the balloting will inform Staff's recommendation for the project and will be presented to the Transportation Safety Commission. The ballot is non-binding, ultimately the Transportation Safety Commission will decide if the project should proceed. If they recommend the project to move forward, it will go before the Village Board for final consideration. **Ballots shall be postmarked by July 28th.**

TRANSPORTATION SAFETY COMMISSION MEETING

This is scheduled to be presented to the Transportation Safety Commission at their meeting at 7:00 PM on August 11th, 2025 at the Emergency Operations Center at Public Works, 1720 W. Central Road. You are invited to attend and participate in the meeting. Unless the Commission decides otherwise, this will be the final Transportation Safety Commission Meeting on this study. **Staff's recommendation will be posted online as part of the agenda packet for the meeting by August 5th.** Please reach out to Public Works if you would like a copy of the agenda packet and are unable to access it online.

ADDITIONAL INFORMATION AVAILABLE

The following items are available on the study website, or by request. Please use the QR code below or search "Traffic Calming" on the Village website and navigate to "Current Traffic Calming Studies".

- Summaries of Public Comments Received
- Revised Design Memo describing the design, traffic count results, and justification for traffic calming measures

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

ACCREDITED AGENCY APWA

Ballot – Revised Design
South William Street Traffic Calming Study

Village of Mount Prospect
Public Works Department
JULY 2025

Please review the included revised plans and answer the following questions. Each question is identified on the plans. Additional information can be found on the study website. One ballot will be counted per address. Check one box per item. The results of balloting will be presented to the Transportation Safety Commission to help inform their decision on if the project should move forward or not. The balloting results are non-binding. Please reach out to Public Works with questions.

Address: _____

Item #1: Pavement striping and parking changes on William Street from Prospect Avenue to Sha Bonee Trail. Striped parking on one side of the street is proposed with a striped centerline to ensure two-way traffic at all times and to visually narrow the street to slow drivers. Parking would be prohibited on the west side of the street.

☐ I/we are in favor of Item #1 ☐ I/we are neither in favor or against Item #1 ☐ I/we are against Item #1

Item #2: Mid-block treatment between the 600 and 700 blocks of William Street. Option 1 is a raised median island that was shown to reduce vehicles going over 35 MPH on the street by 70%, but requires eliminating 8 on-street parking spots directly adjacent to the median island. Includes a new crosswalk. Option 2 is speed feedback signs that have been shown to reduce vehicles going over 35 MPH by 10%-40%. Includes a new crosswalk and eliminating 4 on-street parking spots.

☐ I/we are in favor of Option 1 – Median Island
☐ I/we are in favor of Option 2 – Speed Feedback Signs
☐ I/we are in favor of either Option 1 or Option 2
☐ I/we are neither in favor or against either of the options
☐ I/we are against Option1 and Option 2

Item #3: Raised median island at the crosswalk south of the bridge over Weller Creek and striped median islands at the intersection of William Street and Berkshire Lane. These improvements are designed to increase pedestrian safety.

☐ I/we are in favor of Item #3 ☐ I/we are neither in favor or against Item #3 ☐ I/we are against Item #3

Item #4: Pavement striping, parking changes and curb bump outs on William Street between Weller Creek and Golf Road. Striped parking is proposed on the east side of the street with parking prohibited on the west side. A striped centerline would be added and bump outs would be installed on the east side of the intersection of William Street and Sunset Road. This will allow two-way traffic at all times on the street. During the traffic calming trial, the number of vehicles exceeding 35 MPH was reduced by over 70%.

☐ I/we are in favor of Item #4 ☐ I/we are neither in favor or against Item #4 ☐ I/we are against Item #4

Submit via the enclosed pre-addressed envelope to Public Works or send a copy via email to publicworksdept@mountprospect.org. Please put "William Street Traffic Calming" in the subject line of your email. Ballots are required to be postmarked by **July 28th** to be included in the study.

VOID

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

Street : S. William Street
Address : 615
Engineer : LJF

Site: 2810
Wednesday, 10/16/2024 12:00 AM -
Friday, 10/18/2024 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	3.0	0.0	0.0	0.5	1.0	1.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.0	0.0	0.5	0.5	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.0	0.0	0.0	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.0	0.0	1.0	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	3.5	1.0	0.5	1.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	12.0	0.0	1.0	3.0	3.0	2.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	38.0	0.0	2.0	8.5	9.5	7.0	6.0	3.0	1.0	1.0	0.0	0.0	0.0	0.0
7:00 AM	60.0	4.5	5.5	17.0	12.5	8.5	7.0	3.0	2.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	58.5	1.0	3.0	14.5	11.5	9.0	10.0	4.5	2.0	2.5	0.5	0.0	0.0	0.0
9:00 AM	51.5	1.5	2.5	11.0	14.0	5.0	6.5	7.0	3.0	0.5	0.5	0.0	0.0	0.0
10:00 AM	35.0	2.0	0.5	8.5	8.5	6.5	5.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	41.5	3.0	2.5	9.5	15.5	3.0	3.0	3.5	1.5	0.0	0.0	0.0	0.0	0.0
12:00 PM	28.0	1.5	0.5	6.0	10.0	4.0	4.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	39.5	2.5	1.5	8.0	12.5	8.0	3.0	2.0	1.5	0.5	0.0	0.0	0.0	0.0
2:00 PM	39.0	2.5	2.0	12.5	8.5	6.0	4.5	2.0	0.0	0.5	0.5	0.0	0.0	0.0
3:00 PM	48.0	1.0	2.0	13.0	10.0	9.0	7.0	2.5	2.0	0.5	1.0	0.0	0.0	0.0
4:00 PM	52.0	3.5	3.5	10.5	11.0	10.5	5.5	6.0	1.5	0.0	0.0	0.0	0.0	0.0
5:00 PM	86.0	1.0	6.0	24.5	22.5	15.0	9.5	6.5	1.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	79.5	3.5	4.0	24.0	18.0	14.5	9.0	5.0	1.5	0.0	0.0	0.0	0.0	0.0
7:00 PM	35.0	1.0	4.0	12.0	7.5	7.0	2.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	32.5	0.0	1.5	12.0	7.5	8.0	2.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	19.0	0.5	0.5	5.0	6.5	3.5	1.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0
10:00 PM	7.5	0.0	0.5	1.0	2.5	1.0	0.5	1.0	0.0	1.0	0.0	0.0	0.0	0.0
11:00 PM	6.0	0.0	0.5	1.5	1.5	0.5	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	779.0	30.0	45.5	204.5	194.0	130.5	91.0	55.5	19.0	6.5	2.5	0.0	0.0	0.0

Average (Mean) 28.8 mph **Minimum** 1.0 mph **Maximum** 58.9 mph **Pace Range** 21.5 - 31.5 mph 829 vehicles (53.2%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	20.1	21.7	27.5	37.5	40.2

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	63.8% (994)	22.3% (347)	3.6% (56)	0.3% (5)	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	1558	60	91	409	388	261	182	111	38	13	5	0	0	0
		3.9%	5.8%	26.3%	24.9%	16.8%	11.7%	7.1%	2.4%	0.8%	0.3%	0.0%	0.0%	0.0%

Street : S. William Street
Address : 615
Engineer : LJF

Site: 2810
Wednesday, 10/16/2024 12:00 AM -
Friday, 10/18/2024 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	5.5	0.0	0.5	1.5	1.0	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	0.0	0.0	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	1.0	0.0	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	1.0	0.0	0.0	0.0	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	0.0	0.5	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	9.5	0.5	0.5	3.5	2.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	30.5	6.5	3.0	4.5	11.0	4.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	43.5	2.0	2.0	6.5	16.5	13.5	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	27.0	2.0	2.5	2.5	11.5	6.5	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	16.5	1.0	0.5	2.5	8.5	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	32.0	3.5	2.0	4.0	12.0	7.5	2.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0
12:00 PM	31.5	1.5	1.5	4.5	12.5	7.5	2.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	26.0	1.0	1.5	4.0	8.5	7.0	3.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	42.5	2.0	3.0	7.5	15.0	11.5	3.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	54.0	1.0	0.5	6.0	22.0	19.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	47.5	0.5	2.5	5.5	18.5	14.5	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	62.0	2.5	3.5	12.5	27.5	12.5	2.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0
6:00 PM	72.0	2.5	3.5	20.5	32.5	11.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	35.5	1.0	2.0	9.5	11.0	10.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	28.5	0.0	3.5	6.0	10.0	7.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	19.5	0.5	2.0	3.0	6.0	5.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	9.5	0.0	0.0	1.0	4.5	3.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	6.5	0.0	0.5	1.5	2.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	607.5	28.0	35.5	108.0	237.0	153.0	39.5	5.5	1.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 27.3 mph **Minimum** 1.0 mph **Maximum** 46.0 mph **Pace Range** 23.9 - 33.9 mph 812 vehicles (66.8%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	19.5	21.8	28.0	33.0	34.2

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	71.3% (866)	7.4% (90)	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
Northbound	1215	56	71	216	474	306	79	11	2	0	0	0	0	0
		4.6%	5.8%	17.8%	39.0%	25.2%	6.5%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : S. William Street
Address : 615
Engineer : LJF

Site: 2810
Wednesday, 10/16/2024 12:00 AM -
Friday, 10/18/2024 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	8.5	0.0	0.5	2.0	2.0	3.0	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0
1:00 AM	3.0	0.0	0.5	0.5	0.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	2.0	0.0	0.0	0.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.0	0.0	1.0	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	4.5	1.0	0.5	1.5	0.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	17.0	0.0	1.5	4.0	5.5	3.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	47.5	0.5	2.5	12.0	12.0	9.5	6.0	3.0	1.0	1.0	0.0	0.0	0.0	0.0
7:00 AM	90.5	11.0	8.5	21.5	23.5	12.5	8.0	3.5	2.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	102.0	3.0	5.0	21.0	28.0	22.5	13.0	4.5	2.0	2.5	0.5	0.0	0.0	0.0
9:00 AM	78.5	3.5	5.0	13.5	25.5	11.5	8.0	7.5	3.0	0.5	0.5	0.0	0.0	0.0
10:00 AM	51.5	3.0	1.0	11.0	17.0	9.5	6.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	73.5	6.5	4.5	13.5	27.5	10.5	5.0	4.0	2.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	59.5	3.0	2.0	10.5	22.5	11.5	7.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	65.5	3.5	3.0	12.0	21.0	15.0	6.5	2.5	1.5	0.5	0.0	0.0	0.0	0.0
2:00 PM	81.5	4.5	5.0	20.0	23.5	17.5	7.5	2.5	0.0	0.5	0.5	0.0	0.0	0.0
3:00 PM	102.0	2.0	2.5	19.0	32.0	28.5	12.0	2.5	2.0	0.5	1.0	0.0	0.0	0.0
4:00 PM	99.5	4.0	6.0	16.0	29.5	25.0	11.5	6.0	1.5	0.0	0.0	0.0	0.0	0.0
5:00 PM	148.0	3.5	9.5	37.0	50.0	27.5	11.5	7.5	1.5	0.0	0.0	0.0	0.0	0.0
6:00 PM	151.5	6.0	7.5	44.5	50.5	25.5	11.0	5.0	1.5	0.0	0.0	0.0	0.0	0.0
7:00 PM	70.5	2.0	6.0	21.5	18.5	17.0	4.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	61.0	0.0	5.0	18.0	17.5	15.5	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	38.5	1.0	2.5	8.0	12.5	9.0	4.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0
10:00 PM	17.0	0.0	0.5	2.0	7.0	4.0	1.0	1.5	0.0	1.0	0.0	0.0	0.0	0.0
11:00 PM	12.5	0.0	1.0	3.0	3.5	3.0	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	1386.5	58.0	81.0	312.5	431.0	283.5	130.5	61.0	20.0	6.5	2.5	0.0	0.0	0.0

Average (Mean) 28.1 mph **Minimum** 1.0 mph **Maximum** 58.9 mph **Pace Range** 22.4 - 32.4 mph 1610 vehicles (58.1%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	20.0	21.8	27.7	35.3	37.4

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	67.1% (1860)	15.8% (437)	2.1% (58)	0.2% (5)	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	2773	116	162	625	862	567	261	122	40	13	5	0	0	0
		4.2%	5.8%	22.5%	31.1%	20.4%	9.4%	4.4%	1.4%	0.5%	0.2%	0.0%	0.0%	0.0%
Southbound	1558	60	91	409	388	261	182	111	38	13	5	0	0	0
		3.9%	5.8%	26.3%	24.9%	16.8%	11.7%	7.1%	2.4%	0.8%	0.3%	0.0%	0.0%	0.0%
Northbound	1215	56	71	216	474	306	79	11	2	0	0	0	0	0
		4.6%	5.8%	17.8%	39.0%	25.2%	6.5%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : S. William Street
Address : 806
Engineer : LJF

Site: 2809
Wednesday, 10/16/2024 12:00 AM -
Friday, 10/18/2024 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	4.0	0.0	0.5	1.5	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	3.0	0.0	0.0	1.0	1.0	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	2.0	0.5	0.0	0.5	0.0	1.0	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	6.5	0.0	0.0	2.5	1.0	1.5	0.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0
5:00 AM	20.0	0.0	2.0	4.5	4.0	5.0	2.5	1.5	0.5	0.0	0.0	0.0	0.0	0.0
6:00 AM	61.5	2.0	4.0	15.0	16.0	8.0	7.0	7.5	1.5	0.5	0.0	0.0	0.0	0.0
7:00 AM	80.5	2.5	5.0	27.0	16.5	6.5	14.5	7.0	1.0	0.5	0.0	0.0	0.0	0.0
8:00 AM	106.0	3.0	4.0	32.5	22.5	13.5	15.5	11.0	3.5	0.5	0.0	0.0	0.0	0.0
9:00 AM	62.0	1.0	1.5	22.0	9.5	9.0	8.5	8.0	2.0	0.5	0.0	0.0	0.0	0.0
10:00 AM	51.0	0.5	4.5	18.5	8.0	7.5	8.5	2.5	1.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	66.0	1.0	4.5	18.5	14.5	9.5	7.5	8.0	1.0	1.5	0.0	0.0	0.0	0.0
12:00 PM	32.5	1.0	1.0	8.5	8.5	5.0	4.0	4.0	0.5	0.0	0.0	0.0	0.0	0.0
1:00 PM	66.0	0.5	0.0	20.0	13.5	10.5	14.0	6.0	1.0	0.5	0.0	0.0	0.0	0.0
2:00 PM	51.0	1.0	2.5	16.0	11.5	6.0	9.0	2.5	2.0	0.5	0.0	0.0	0.0	0.0
3:00 PM	81.0	1.5	7.0	24.0	19.0	8.0	14.0	4.0	2.5	0.5	0.5	0.0	0.0	0.0
4:00 PM	68.0	2.0	4.5	20.5	15.0	12.0	7.5	3.5	3.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	71.5	13.5	17.0	21.5	10.0	5.0	3.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	61.0	19.0	15.0	16.5	7.5	2.0	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0
7:00 PM	43.5	3.5	4.0	15.5	7.0	6.5	5.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	37.5	1.5	1.5	14.0	6.5	5.5	5.5	2.0	1.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	25.5	0.0	1.5	6.0	6.5	4.0	2.5	2.5	0.5	2.0	0.0	0.0	0.0	0.0
10:00 PM	8.0	0.0	0.0	1.0	3.0	1.5	0.0	2.0	0.5	0.0	0.0	0.0	0.0	0.0
11:00 PM	9.0	0.0	0.5	3.0	1.5	0.5	2.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	1017.0	54.0	80.5	310.0	203.5	129.0	132.0	77.0	23.5	7.0	0.5	0.0	0.0	0.0

Average (Mean) 27.9 mph **Minimum** 1.1 mph **Maximum** 55.4 mph **Pace Range** 20.0 - 30.0 mph 1035 vehicles (50.9%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	18.8	20.4	26.0	38.1	40.1

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	55.8% (1135)	23.3% (473)	3.0% (62)	0.0% (1)	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	2034	108	161	620	407	258	264	154	47	14	1	0	0	0
		5.3%	7.9%	30.5%	20.0%	12.7%	13.0%	7.6%	2.3%	0.7%	0.0%	0.0%	0.0%	0.0%

Street : S. William Street
Address : 806
Engineer : LJF

Site: 2809
Wednesday, 10/16/2024 12:00 AM -
Friday, 10/18/2024 12:00 AM

Speed Grand Totals

Hourly Averages Northboud

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	6.5	0.0	0.0	2.0	2.5	1.0	0.5	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	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.0	0.0	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	1.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	5.0	0.0	0.5	1.0	1.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	9.0	0.0	0.0	1.5	3.0	4.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	26.5	2.0	2.5	6.0	8.0	6.0	1.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0
8:00 AM	38.5	3.0	1.0	6.5	16.5	10.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	29.0	0.5	1.5	7.5	13.0	5.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	23.0	1.0	2.0	6.5	7.5	5.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	32.0	2.0	2.0	5.5	12.0	8.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	30.0	0.0	0.0	5.0	11.5	11.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	34.0	0.5	0.5	2.5	15.0	14.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	49.5	0.5	2.0	6.0	20.0	17.0	3.0	0.5	0.0	0.5	0.0	0.0	0.0	0.0
3:00 PM	64.5	3.0	3.0	10.0	20.5	25.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	64.5	4.0	2.0	9.5	22.0	21.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	81.0	15.5	17.0	27.0	15.5	5.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	67.5	17.0	16.0	22.0	9.5	2.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	38.0	3.5	2.0	4.5	16.5	9.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	35.5	1.0	1.0	6.0	16.5	9.0	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	21.0	0.5	0.0	3.0	8.5	8.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	13.5	0.0	0.0	1.0	7.5	4.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	9.0	0.0	0.5	2.5	3.0	2.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	680.0	54.0	53.5	136.0	231.5	172.0	28.5	3.5	0.5	0.5	0.0	0.0	0.0	0.0

Average (Mean) 26.0 mph **Minimum** 1.0 mph **Maximum** 50.7 mph **Pace Range** 23.1 - 33.1 mph 843 vehicles (62.0%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	16.4	19.4	27.0	32.4	33.5

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	63.9% (869)	4.6% (62)	0.1% (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
Northboud	1360	108	107	272	463	344	57	7	1	1	0	0	0	0
		7.9%	7.9%	20.0%	34.0%	25.3%	4.2%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%

Street : S. William Street
Address : 806
Engineer : LJF

Site: 2809
Wednesday, 10/16/2024 12:00 AM -
Friday, 10/18/2024 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	10.5	0.0	0.5	3.5	3.5	2.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	3.5	0.0	0.0	1.0	1.0	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	3.0	0.5	0.0	1.0	0.5	1.0	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	7.5	0.0	0.0	2.5	2.0	1.5	0.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0
5:00 AM	25.0	0.0	2.5	5.5	5.5	7.0	2.5	1.5	0.5	0.0	0.0	0.0	0.0	0.0
6:00 AM	70.5	2.0	4.0	16.5	19.0	12.0	7.5	7.5	1.5	0.5	0.0	0.0	0.0	0.0
7:00 AM	107.0	4.5	7.5	33.0	24.5	12.5	15.5	7.5	1.5	0.5	0.0	0.0	0.0	0.0
8:00 AM	144.5	6.0	5.0	39.0	39.0	23.5	17.0	11.0	3.5	0.5	0.0	0.0	0.0	0.0
9:00 AM	91.0	1.5	3.0	29.5	22.5	14.5	9.0	8.5	2.0	0.5	0.0	0.0	0.0	0.0
10:00 AM	74.0	1.5	6.5	25.0	15.5	13.0	9.0	2.5	1.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	98.0	3.0	6.5	24.0	26.5	17.5	10.0	8.0	1.0	1.5	0.0	0.0	0.0	0.0
12:00 PM	62.5	1.0	1.0	13.5	20.0	16.5	6.0	4.0	0.5	0.0	0.0	0.0	0.0	0.0
1:00 PM	100.0	1.0	0.5	22.5	28.5	24.5	15.5	6.0	1.0	0.5	0.0	0.0	0.0	0.0
2:00 PM	100.5	1.5	4.5	22.0	31.5	23.0	12.0	3.0	2.0	1.0	0.0	0.0	0.0	0.0
3:00 PM	145.5	4.5	10.0	34.0	39.5	33.5	16.5	4.0	2.5	0.5	0.5	0.0	0.0	0.0
4:00 PM	132.5	6.0	6.5	30.0	37.0	33.0	12.5	4.5	3.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	152.5	29.0	34.0	48.5	25.5	10.0	4.0	0.5	1.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	128.5	36.0	31.0	38.5	17.0	4.5	1.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0
7:00 PM	81.5	7.0	6.0	20.0	23.5	15.5	7.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	73.0	2.5	2.5	20.0	23.0	14.5	7.0	2.5	1.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	46.5	0.5	1.5	9.0	15.0	12.0	3.5	2.5	0.5	2.0	0.0	0.0	0.0	0.0
10:00 PM	21.5	0.0	0.0	2.0	10.5	6.0	0.5	2.0	0.5	0.0	0.0	0.0	0.0	0.0
11:00 PM	18.0	0.0	1.0	5.5	4.5	3.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	1697.0	108.0	134.0	446.0	435.0	301.0	160.5	80.5	24.0	7.5	0.5	0.0	0.0	0.0

Average (Mean) 27.1 mph **Minimum** 1.0 mph **Maximum** 55.4 mph **Pace Range** 20.9 - 30.9 mph 1800 vehicles (53.0%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	18.1	20.2	26.6	35.4	37.9

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	59.0% (2004)	15.8% (535)	1.9% (64)	0.0% (1)	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	3394	216	268	892	870	602	321	161	48	15	1	0	0	0
		6.4%	7.9%	26.3%	25.6%	17.7%	9.5%	4.7%	1.4%	0.4%	0.0%	0.0%	0.0%	0.0%
Southbound	2034	108	161	620	407	258	264	154	47	14	1	0	0	0
		5.3%	7.9%	30.5%	20.0%	12.7%	13.0%	7.6%	2.3%	0.7%	0.0%	0.0%	0.0%	0.0%
Northboud	1360	108	107	272	463	344	57	7	1	1	0	0	0	0
		7.9%	7.9%	20.0%	34.0%	25.3%	4.2%	0.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%

Street : William Street
Address : 609
Engineer : LJF

Site: 000000202208
Tuesday, 5/13/2025 12:00 AM -
Friday, 5/16/2025 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	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
1:00 AM	0.3	0.0	0.0	0.3	0.0	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	0.0	0.0	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.3	0.0	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	1.3	0.3	0.0	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	11.0	0.7	0.7	3.7	3.7	1.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	20.3	0.3	0.3	4.0	11.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	43.7	1.3	1.3	8.3	21.3	10.3	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	35.0	1.3	2.0	10.0	15.0	6.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	26.7	2.7	1.3	7.7	9.7	5.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	20.3	1.3	1.0	4.7	10.3	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	29.0	1.3	3.7	9.7	9.3	4.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	26.7	0.0	4.3	9.0	9.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	30.7	2.0	3.3	8.7	11.3	5.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	21.0	1.0	2.0	5.7	6.3	5.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	38.0	2.3	1.7	10.3	15.3	7.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	35.3	0.3	1.7	5.3	18.0	8.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	52.0	1.7	1.0	10.3	27.0	9.3	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	49.7	1.3	2.7	10.0	25.3	10.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	29.3	0.3	1.3	9.7	13.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	20.0	0.7	1.3	7.0	10.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	17.3	0.0	1.7	6.3	6.7	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	11.7	0.7	1.0	1.7	4.7	2.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.7	0.0	0.3	2.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	525.0	19.7	33.3	134.7	231.0	94.3	10.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 26.0 mph **Minimum** 1.0 mph **Maximum** 41.9 mph **Pace Range** 22.1 - 32.1 mph 1165 vehicles (74.0%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	20.0	21.4	26.5	30.8	31.9

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	64.3% (1012)	2.0% (31)	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
Southbound	1575	59	100	404	693	283	30	6	0	0	0	0	0	0
		3.7%	6.3%	25.7%	44.0%	18.0%	1.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : William Street
Address : 609
Engineer : LJF

Site: 000000202208
Tuesday, 5/13/2025 12:00 AM -
Friday, 5/16/2025 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	3.3	0.0	0.3	1.0	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.3	0.0	0.0	0.3	1.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 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
4:00 AM	2.3	0.0	0.0	0.3	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	3.0	0.0	0.0	0.0	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	12.0	0.7	2.3	4.0	3.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	27.0	1.7	2.7	8.3	10.7	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	43.0	3.0	3.7	12.3	14.3	9.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	28.0	2.7	2.7	8.0	11.3	2.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	23.0	0.3	1.7	7.0	10.7	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	26.7	2.3	2.3	9.0	9.0	3.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	26.0	1.0	1.3	9.7	10.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	31.0	0.3	3.3	6.7	15.0	4.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	27.0	1.0	0.0	9.3	10.0	6.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
3:00 PM	55.7	1.3	1.3	12.0	29.3	10.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	51.0	1.7	1.3	17.0	23.3	6.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	70.0	1.3	1.7	19.3	34.0	12.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	69.3	2.3	3.0	24.3	30.3	8.3	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	41.0	1.7	1.7	16.3	16.3	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	27.0	1.0	4.0	8.3	10.7	2.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	25.0	0.0	2.3	9.3	9.3	3.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	12.7	1.3	1.0	3.3	4.7	1.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	8.0	0.3	0.7	4.3	1.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	615.0	24.0	37.7	190.3	262.3	88.0	11.0	1.3	0.3	0.0	0.0	0.0	0.0	0.0

Average (Mean) 25.5 mph **Minimum** 1.1 mph **Maximum** 45.5 mph **Pace Range** 20.9 - 30.9 mph 1415 vehicles (76.7%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	19.9	21.4	25.9	30.2	31.2

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	59.0% (1089)	2.1% (38)	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
Northbound	1845	72	113	571	787	264	33	4	1	0	0	0	0	0
		3.9%	6.1%	30.9%	42.7%	14.3%	1.8%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : William Street
Address : 609
Engineer : LJF

Site: 000000202208
Tuesday, 5/13/2025 12:00 AM -
Friday, 5/16/2025 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	0.7	1.0	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.7	0.0	0.0	0.7	1.7	0.0	0.3	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	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.7	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	3.7	0.3	0.0	0.7	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	14.0	0.7	0.7	3.7	6.3	2.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	32.3	1.0	2.7	8.0	14.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	70.7	3.0	4.0	16.7	32.0	13.7	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	78.0	4.3	5.7	22.3	29.3	15.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	54.7	5.3	4.0	15.7	21.0	7.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	43.3	1.7	2.7	11.7	21.0	5.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	55.7	3.7	6.0	18.7	18.3	7.7	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	52.7	1.0	5.7	18.7	20.3	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	61.7	2.3	6.7	15.3	26.3	9.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	48.0	2.0	2.0	15.0	16.3	11.3	0.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0
3:00 PM	93.7	3.7	3.0	22.3	44.7	17.3	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	86.3	2.0	3.0	22.3	41.3	15.0	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	122.0	3.0	2.7	29.7	61.0	22.0	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	119.0	3.7	5.7	34.3	55.7	18.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	70.3	2.0	3.0	26.0	30.0	8.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	47.0	1.7	5.3	15.3	20.7	3.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	42.3	0.0	4.0	15.7	16.0	6.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	24.3	2.0	2.0	5.0	9.3	4.0	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	11.7	0.3	1.0	6.3	3.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	1140.0	43.7	71.0	325.0	493.3	182.3	21.0	3.3	0.3	0.0	0.0	0.0	0.0	0.0

Average (Mean) 25.7 mph **Minimum** 1.0 mph **Maximum** 45.5 mph **Pace Range** 21.4 - 31.4 mph 2577 vehicles (75.4%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	20.0	21.4	26.1	30.4	31.6

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	61.4% (2101)	2.0% (69)	0.0% (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	3420	131	213	975	1480	547	63	10	1	0	0	0	0	0
		3.8%	6.2%	28.5%	43.3%	16.0%	1.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southbound	1575	59	100	404	693	283	30	6	0	0	0	0	0	0
		3.7%	6.3%	25.7%	44.0%	18.0%	1.9%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Northbound	1845	72	113	571	787	264	33	4	1	0	0	0	0	0
		3.9%	6.1%	30.9%	42.7%	14.3%	1.8%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : S. William Steet
Address : 617
Engineer : LJF

Site: 2810
Tuesday, 5/13/2025 12:00 AM -
Friday, 5/16/2025 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	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	0.3	0.0	0.0	0.3	0.0	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	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.7	0.3	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	2.0	0.0	0.7	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	13.0	0.7	3.0	4.0	3.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	23.0	1.3	2.3	10.0	7.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	43.0	3.0	9.0	11.3	15.7	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	31.7	3.0	7.0	11.0	8.7	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	22.7	2.3	4.7	7.0	6.0	2.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	22.0	2.0	4.3	7.7	6.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	30.3	4.7	8.0	9.3	6.0	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	23.3	3.7	7.0	9.7	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	29.3	4.3	7.0	9.7	5.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	20.7	2.3	4.3	9.0	3.0	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	33.7	6.3	8.0	8.3	8.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	40.3	5.3	5.3	14.0	10.0	5.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	46.7	3.0	7.3	19.7	12.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	48.0	6.3	10.3	17.3	11.3	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	26.0	3.0	6.0	9.7	6.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	18.3	3.3	5.0	6.7	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	16.3	2.3	4.3	5.0	3.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	8.3	1.3	0.7	2.0	2.7	0.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.3	1.0	1.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	504.3	59.7	106.3	174.0	123.0	37.0	4.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 22.0 mph **Minimum** 1.0 mph **Maximum** 42.0 mph **Pace Range** 18.4 - 28.4 mph 960 vehicles (63.5%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	14.2	16.1	22.6	28.0	29.3

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	31.9% (482)	0.9% (13)	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
Southbound	1513	179	319	522	369	111	12	1	0	0	0	0	0	0
		11.8%	21.1%	34.5%	24.4%	7.3%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : S. William Steet
Address : 617
Engineer : LJF

Site: 2810
Tuesday, 5/13/2025 12:00 AM -
Friday, 5/16/2025 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	6.0	0.7	0.7	2.0	0.7	1.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	3.0	0.0	0.3	0.7	1.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.7	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.7	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	6.0	0.0	1.7	2.0	1.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	5.3	0.3	0.7	1.7	1.0	0.7	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0
6:00 AM	20.0	2.0	6.7	3.3	5.3	1.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	44.7	6.7	14.3	9.0	8.7	4.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	60.3	7.0	14.3	18.0	9.0	5.3	4.0	1.7	0.7	0.3	0.0	0.0	0.0	0.0
9:00 AM	43.0	3.3	11.0	12.3	9.3	3.0	2.7	0.0	1.0	0.3	0.0	0.0	0.0	0.0
10:00 AM	38.7	2.3	12.3	10.7	6.7	4.0	2.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	40.3	2.0	13.3	11.3	6.0	5.3	1.3	0.3	0.7	0.0	0.0	0.0	0.0	0.0
12:00 PM	40.0	4.3	10.3	11.3	7.3	3.7	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	51.0	2.0	11.0	16.0	10.7	6.7	3.0	0.3	1.0	0.3	0.0	0.0	0.0	0.0
2:00 PM	51.7	1.3	13.3	16.0	9.0	5.7	3.3	1.7	1.0	0.0	0.3	0.0	0.0	0.0
3:00 PM	89.0	8.7	20.7	29.7	12.7	9.0	6.3	1.0	0.7	0.3	0.0	0.0	0.0	0.0
4:00 PM	70.3	6.0	22.0	21.0	13.3	3.7	3.3	0.0	0.7	0.3	0.0	0.0	0.0	0.0
5:00 PM	107.7	9.3	25.3	38.7	16.0	12.3	5.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	122.7	8.3	36.0	35.7	22.3	12.0	5.7	2.0	0.0	0.7	0.0	0.0	0.0	0.0
7:00 PM	62.3	6.3	19.0	14.7	13.7	6.0	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	44.3	5.3	11.3	13.3	6.3	5.7	1.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	39.0	4.7	12.0	11.3	5.0	3.3	2.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
10:00 PM	19.7	2.0	6.3	4.0	4.3	1.3	0.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0
11:00 PM	10.7	0.3	4.0	2.3	2.7	0.3	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Daily Average	977.0	83.0	267.0	285.7	172.0	96.0	51.0	12.3	7.3	2.3	0.3	0.0	0.0	0.0

Average (Mean) 23.3 mph **Minimum** 1.0 mph **Maximum** 57.4 mph **Pace Range** 16.3 - 26.3 mph 1731 vehicles (59.1%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	15.6	17.0	22.2	31.1	33.4

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	34.9% (1022)	7.4% (218)	1.0% (30)	0.0% (1)	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	2931	249	801	857	516	288	153	37	22	7	1	0	0	0
		8.5%	27.3%	29.2%	17.6%	9.8%	5.2%	1.3%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%

Street : S. William Steet
Address : 617
Engineer : LJF

Site: 2810
Tuesday, 5/13/2025 12:00 AM -
Friday, 5/16/2025 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	6.3	0.7	0.7	2.0	1.0	1.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	3.3	0.0	0.3	1.0	1.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.7	0.0	0.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.3	0.3	0.3	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	8.0	0.0	2.3	3.0	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	18.3	1.0	3.7	5.7	4.7	2.0	0.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0
6:00 AM	43.0	3.3	9.0	13.3	12.3	3.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	87.7	9.7	23.3	20.3	24.3	7.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	92.0	10.0	21.3	29.0	17.7	7.0	4.3	1.7	0.7	0.3	0.0	0.0	0.0	0.0
9:00 AM	65.7	5.7	15.7	19.3	15.3	5.3	2.7	0.3	1.0	0.3	0.0	0.0	0.0	0.0
10:00 AM	60.7	4.3	16.7	18.3	12.7	6.0	2.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	70.7	6.7	21.3	20.7	12.0	7.3	1.7	0.3	0.7	0.0	0.0	0.0	0.0	0.0
12:00 PM	63.3	8.0	17.3	21.0	9.3	4.7	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	80.3	6.3	18.0	25.7	16.3	9.3	3.0	0.3	1.0	0.3	0.0	0.0	0.0	0.0
2:00 PM	72.3	3.7	17.7	25.0	12.0	7.3	3.7	1.7	1.0	0.0	0.3	0.0	0.0	0.0
3:00 PM	122.7	15.0	28.7	38.0	21.3	11.3	6.3	1.0	0.7	0.3	0.0	0.0	0.0	0.0
4:00 PM	110.7	11.3	27.3	35.0	23.3	8.7	4.0	0.0	0.7	0.3	0.0	0.0	0.0	0.0
5:00 PM	154.3	12.3	32.7	58.3	28.3	16.7	5.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	170.7	14.7	46.3	53.0	33.7	14.7	5.7	2.0	0.0	0.7	0.0	0.0	0.0	0.0
7:00 PM	88.3	9.3	25.0	24.3	20.3	6.7	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	62.7	8.7	16.3	20.0	9.3	6.0	1.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	55.3	7.0	16.3	16.3	8.7	4.3	2.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
10:00 PM	28.0	3.3	7.0	6.0	7.0	2.0	1.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0
11:00 PM	14.0	1.3	5.7	2.7	3.0	0.3	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0
Daily Average	1481.3	142.7	373.3	459.7	295.0	133.0	55.0	12.7	7.3	2.3	0.3	0.0	0.0	0.0

Average (Mean) 22.8 mph **Minimum** 1.0 mph **Maximum** 57.4 mph **Pace Range** 17.0 - 27.0 mph 2671 vehicles (60.1%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	15.1	16.7	22.4	29.7	31.9

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	33.8% (1504)	5.2% (231)	0.7% (30)	0.0% (1)	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	4444	428	1120	1379	885	399	165	38	22	7	1	0	0	0
		9.6%	25.2%	31.0%	19.9%	9.0%	3.7%	0.9%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%
Southbound	1513	179	319	522	369	111	12	1	0	0	0	0	0	0
		11.8%	21.1%	34.5%	24.4%	7.3%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Northbound	2931	249	801	857	516	288	153	37	22	7	1	0	0	0
		8.5%	27.3%	29.2%	17.6%	9.8%	5.2%	1.3%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%

Street : William Street (South)
Address : 808
Egnineer : LJF

Site: 2809
Tuesday, 5/13/2025 12:00 AM -
Friday, 5/16/2025 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	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
1:00 AM	0.3	0.0	0.0	0.3	0.0	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	0.0	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	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	0.3	1.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	17.7	0.7	1.3	4.7	8.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	34.3	1.0	0.7	4.7	17.7	9.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	49.3	1.3	2.7	9.7	23.7	11.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	51.0	1.3	4.3	16.0	20.7	8.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	28.7	0.7	1.3	6.7	13.0	6.0	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	28.3	1.7	1.3	5.3	13.3	6.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	36.7	1.0	4.0	7.7	15.0	8.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	23.3	0.7	1.3	6.0	11.0	3.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	27.0	0.3	2.3	7.7	10.3	5.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	15.7	0.7	0.7	4.3	8.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	54.3	2.0	2.3	19.0	23.0	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	43.0	1.7	3.3	11.3	16.7	9.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	49.0	7.0	4.3	15.0	16.7	4.7	1.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
6:00 PM	46.3	5.0	7.7	15.7	13.7	4.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	30.0	3.7	3.0	11.0	10.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	17.0	1.0	1.0	6.0	6.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	18.7	0.0	1.0	5.7	9.7	1.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	8.7	0.3	0.3	2.3	2.3	2.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.7	0.3	0.0	1.0	1.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	587.3	30.3	43.0	160.3	242.3	100.0	10.3	0.7	0.0	0.0	0.3	0.0	0.0	0.0

Average (Mean) 25.5 mph **Minimum** 1.0 mph **Maximum** 57.6 mph **Pace Range** 22.1 - 32.1 mph 1281 vehicles (72.7%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	18.8	20.8	26.2	30.6	31.6

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	59.5% (1048)	1.9% (33)	0.1% (1)	0.1% (1)	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	1762	91	129	481	727	300	31	2	0	0	1	0	0	0
		5.2%	7.3%	27.3%	41.3%	17.0%	1.8%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%

Street : William Street (South)
Address : 808
Egnineer : LJF

Site: 2809
Tuesday, 5/13/2025 12:00 AM -
Friday, 5/16/2025 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	0.3	2.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.3	0.0	0.0	0.0	1.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 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
3:00 AM	1.0	0.7	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	4.0	0.0	0.0	0.3	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	5.0	0.0	0.0	1.0	2.0	1.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
6:00 AM	15.7	0.3	1.7	3.0	8.7	1.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	32.0	2.3	2.0	11.0	10.3	5.7	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
8:00 AM	49.3	1.3	3.0	14.7	15.0	8.7	5.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0
9:00 AM	32.7	1.3	3.0	12.0	9.3	4.3	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	33.3	0.7	3.3	10.7	10.3	8.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
11:00 AM	31.3	1.3	0.7	10.0	13.7	4.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	32.3	0.7	2.7	9.0	12.3	6.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	38.0	2.0	1.7	9.7	15.0	7.3	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	28.3	1.0	2.3	11.0	8.7	4.3	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0
3:00 PM	72.0	4.7	4.3	19.7	26.3	13.3	3.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	60.3	3.7	3.3	17.3	24.0	8.3	2.7	0.7	0.0	0.3	0.0	0.0	0.0	0.0
5:00 PM	79.0	13.3	10.7	24.3	26.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	75.0	10.3	14.3	24.0	21.3	4.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	44.7	5.3	6.3	17.7	11.3	3.0	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	31.3	1.3	2.7	11.3	11.0	4.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	29.0	1.0	1.0	9.7	11.3	4.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	15.7	1.0	0.3	4.7	6.7	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	8.0	0.0	0.0	2.3	4.0	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	723.3	52.3	63.3	223.7	254.0	101.0	22.0	5.0	1.7	0.3	0.0	0.0	0.0	0.0

Average (Mean) 24.9 mph **Minimum** 1.0 mph **Maximum** 50.9 mph **Pace Range** 20.8 - 30.8 mph 1461 vehicles (67.3%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	17.4	19.6	25.4	30.6	32.0

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	52.8% (1145)	3.9% (85)	0.3% (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
Northbound	2170	157	190	671	762	303	66	15	5	1	0	0	0	0
		7.2%	8.8%	30.9%	35.1%	14.0%	3.0%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : William Street (South)
Address : 808
Egnineer : LJF

Site: 2809
Tuesday, 5/13/2025 12:00 AM -
Friday, 5/16/2025 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	3.3	0.0	0.0	0.3	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.7	0.0	0.0	0.3	1.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.0	0.7	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	7.0	0.0	0.0	0.7	5.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	22.7	0.7	1.3	5.7	10.0	4.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
6:00 AM	50.0	1.3	2.3	7.7	26.3	11.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	81.3	3.7	4.7	20.7	34.0	17.0	1.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
8:00 AM	100.3	2.7	7.3	30.7	35.7	16.7	6.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0
9:00 AM	61.3	2.0	4.3	18.7	22.3	10.3	2.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	61.7	2.3	4.7	16.0	23.7	14.3	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
11:00 AM	68.0	2.3	4.7	17.7	28.7	12.3	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	55.7	1.3	4.0	15.0	23.3	10.0	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	65.0	2.3	4.0	17.3	25.3	13.0	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	44.0	1.7	3.0	15.3	16.7	6.3	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0
3:00 PM	126.3	6.7	6.7	38.7	49.3	20.3	4.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	103.3	5.3	6.7	28.7	40.7	17.3	3.7	0.7	0.0	0.3	0.0	0.0	0.0	0.0
5:00 PM	128.0	20.3	15.0	39.3	43.0	9.0	1.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
6:00 PM	121.3	15.3	22.0	39.7	35.0	8.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	74.7	9.0	9.3	28.7	21.7	5.0	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	48.3	2.3	3.7	17.3	17.0	7.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	47.7	1.0	2.0	15.3	21.0	6.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	24.3	1.3	0.7	7.0	9.0	4.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	11.7	0.3	0.0	3.3	5.7	1.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	1310.7	82.7	106.3	384.0	496.3	201.0	32.3	5.7	1.7	0.3	0.3	0.0	0.0	0.0

Average (Mean) 25.2 mph **Minimum** 1.0 mph **Maximum** 57.6 mph **Pace Range** 21.2 - 31.2 mph 2730 vehicles (69.4%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	18.1	20.1	25.8	30.6	31.9

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	55.8% (2193)	3.0% (118)	0.2% (7)	0.0% (1)	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	3932	248	319	1152	1489	603	97	17	5	1	1	0	0	0
		6.3%	8.1%	29.3%	37.9%	15.3%	2.5%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Southbound	1762	91	129	481	727	300	31	2	0	0	1	0	0	0
		5.2%	7.3%	27.3%	41.3%	17.0%	1.8%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%
Northbound	2170	157	190	671	762	303	66	15	5	1	0	0	0	0
		7.2%	8.8%	30.9%	35.1%	14.0%	3.0%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : William Street
Address : 910
Engineer : LJF

Site: 0000202207
Tuesday, 5/13/2025 12:00 AM -
Friday, 5/16/2025 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	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
1:00 AM	0.3	0.0	0.0	0.3	0.0	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	0.0	0.0	0.3	0.3	0.3	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	0.3	0.0	0.7	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	15.0	0.7	0.3	2.7	9.3	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	30.3	1.3	1.0	3.7	11.3	10.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	54.3	1.3	3.0	6.7	21.0	19.0	2.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	47.7	1.0	2.3	7.0	21.3	13.3	1.7	0.3	0.3	0.0	0.3	0.0	0.0	0.0
9:00 AM	30.0	1.3	2.0	5.3	10.3	7.0	3.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	27.3	0.7	0.3	3.3	12.7	8.7	1.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0
11:00 AM	33.7	2.0	1.7	7.0	13.7	8.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	25.7	0.0	1.3	3.3	11.3	6.7	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	31.7	0.3	0.7	8.7	12.0	8.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	25.3	2.3	0.7	6.3	8.7	6.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	38.3	2.3	1.7	9.7	15.0	8.0	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	30.7	1.3	1.7	5.3	12.7	5.3	3.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	42.7	3.0	0.7	7.0	18.0	11.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	43.3	3.3	3.0	12.0	15.7	7.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	32.0	0.7	1.7	9.3	12.3	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	12.0	0.3	0.7	4.7	5.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	17.7	0.0	0.3	4.7	7.7	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	10.7	0.3	0.7	2.3	4.0	2.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	4.3	0.0	0.3	2.0	1.0	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	557.3	22.7	24.0	112.0	224.3	138.7	31.0	3.7	0.3	0.3	0.3	0.0	0.0	0.0

Average (Mean) 27.2 mph **Minimum** 1.0 mph **Maximum** 58.0 mph **Pace Range** 23.0 - 33.0 mph 1183 vehicles (70.8%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	20.6	22.2	27.7	32.6	33.7

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	71.5% (1196)	6.0% (100)	0.2% (3)	0.1% (1)	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	1672	68	72	336	673	416	93	11	1	1	1	0	0	0
		4.1%	4.3%	20.1%	40.3%	24.9%	5.6%	0.7%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%

Street : William Street
Address : 910
Engineer : LJF

Site: 0000202207
Tuesday, 5/13/2025 12:00 AM -
Friday, 5/16/2025 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	4.3	0.3	0.0	1.3	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.7	0.0	0.0	0.0	1.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 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
3:00 AM	0.7	0.0	0.0	0.0	0.0	0.3	0.3	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	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	3.0	0.0	0.0	0.3	1.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	10.3	0.3	1.0	2.0	3.7	1.7	1.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0
7:00 AM	22.3	1.3	1.3	7.0	8.0	4.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	27.7	1.7	1.7	8.7	8.7	5.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	25.3	1.3	2.7	4.3	12.0	4.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	28.3	0.3	1.7	8.0	12.3	5.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	27.3	0.3	1.3	8.0	11.0	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	32.0	2.0	1.0	7.0	13.3	6.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	36.0	1.3	0.7	7.7	15.3	10.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	38.0	1.7	1.7	6.7	16.7	9.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	52.7	3.0	0.7	10.3	24.0	11.3	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	58.0	2.7	2.0	12.3	28.3	11.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	74.0	3.0	3.0	15.3	37.0	14.0	1.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
6:00 PM	66.0	4.7	2.0	18.0	31.0	8.0	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	37.7	2.7	1.7	12.3	14.0	6.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	31.3	0.3	2.0	10.7	11.3	6.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	29.7	1.7	1.7	9.7	12.7	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	16.7	2.0	0.7	5.0	6.0	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	9.3	1.7	1.3	2.7	1.3	1.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	636.3	32.3	28.0	157.3	275.0	121.7	20.3	1.0	0.7	0.0	0.0	0.0	0.0	0.0

Average (Mean) 26.2 mph **Minimum** 1.0 mph **Maximum** 46.4 mph **Pace Range** 21.4 - 31.4 mph 1417 vehicles (74.2%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	20.2	21.8	26.9	31.1	32.3

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	65.8% (1256)	3.4% (64)	0.1% (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
Northbound	1909	97	84	472	825	365	61	3	2	0	0	0	0	0
		5.1%	4.4%	24.7%	43.2%	19.1%	3.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : William Street
Address : 910
Engineer : LJF

Site: 0000202207
Tuesday, 5/13/2025 12:00 AM -
Friday, 5/16/2025 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	4.7	0.3	0.0	1.3	2.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	3.0	0.0	0.0	0.3	1.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.0	0.0	0.0	0.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.7	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	6.0	0.3	0.0	0.7	3.3	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	18.0	0.7	0.3	3.0	11.0	2.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	40.7	1.7	2.0	5.7	15.0	12.3	3.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0
7:00 AM	76.7	2.7	4.3	13.7	29.0	23.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	75.3	2.7	4.0	15.7	30.0	18.3	3.7	0.3	0.3	0.0	0.3	0.0	0.0	0.0
9:00 AM	55.3	2.7	4.7	9.7	22.3	11.7	4.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	55.7	1.0	2.0	11.3	25.0	13.7	2.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0
11:00 AM	61.0	2.3	3.0	15.0	24.7	14.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	57.7	2.0	2.3	10.3	24.7	13.3	4.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	67.7	1.7	1.3	16.3	27.3	18.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	63.3	4.0	2.3	13.0	25.3	15.0	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	91.0	5.3	2.3	20.0	39.0	19.3	4.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	88.7	4.0	3.7	17.7	41.0	16.7	5.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	116.7	6.0	3.7	22.3	55.0	25.7	3.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0
6:00 PM	109.3	8.0	5.0	30.0	46.7	15.7	3.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	69.7	3.3	3.3	21.7	26.3	14.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	43.3	0.7	2.7	15.3	16.7	7.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	47.3	1.7	2.0	14.3	20.3	8.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	27.3	2.3	1.3	7.3	10.0	4.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	13.7	1.7	1.7	4.7	2.3	2.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	1193.7	55.0	52.0	269.3	499.3	260.3	51.3	4.7	1.0	0.3	0.3	0.0	0.0	0.0

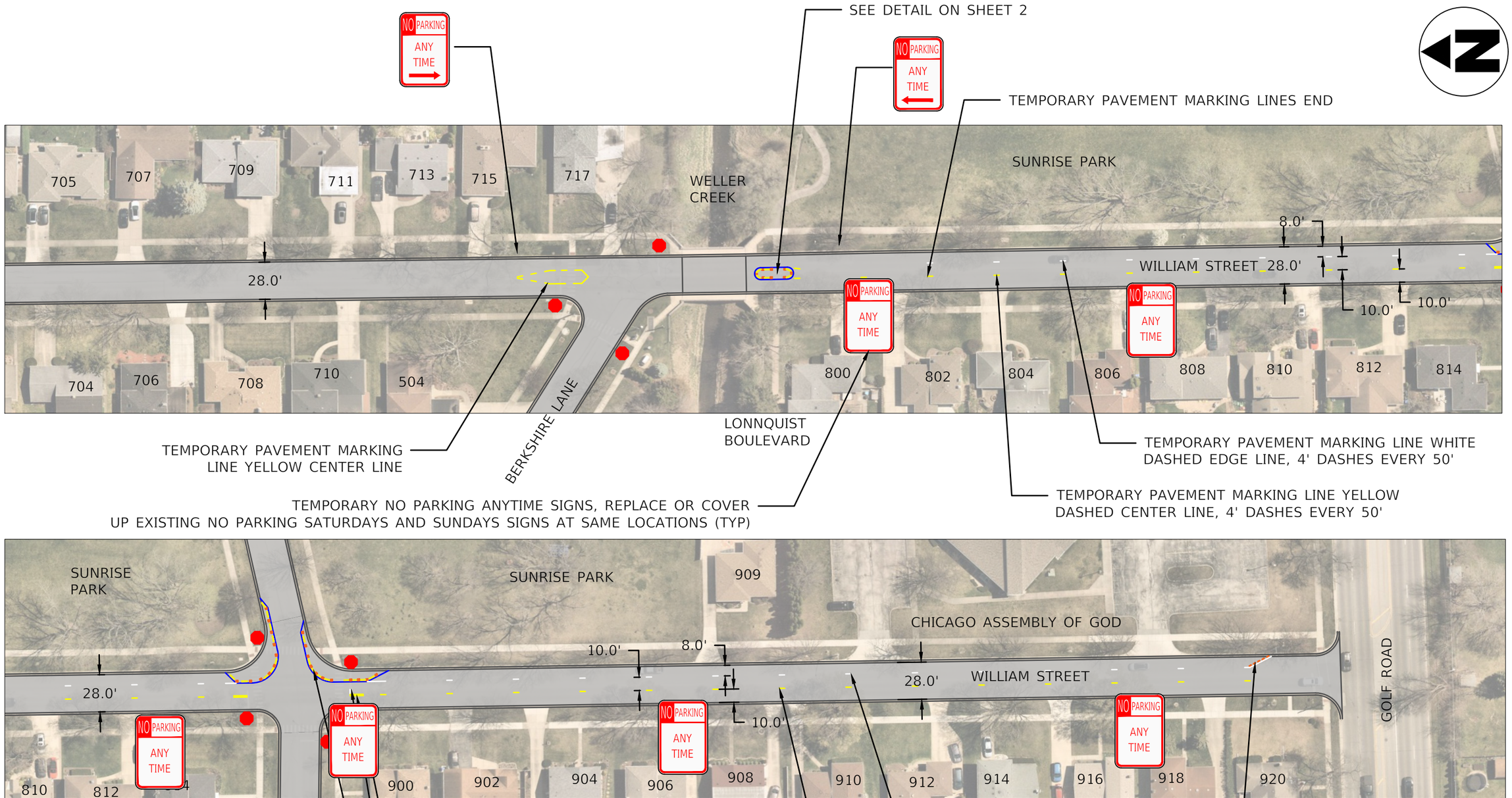
Average (Mean) 26.7 mph **Minimum** 1.0 mph **Maximum** 58.0 mph **Pace Range** 22.8 - 32.8 mph 2579 vehicles (72.0%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	20.4	22.0	27.3	31.9	33.0

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	68.5% (2452)	4.6% (164)	0.1% (5)	0.0% (1)	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	3581	165	156	808	1498	781	154	14	3	1	1	0	0	0
		4.6%	4.4%	22.6%	41.8%	21.8%	4.3%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Southbound	1672	68	72	336	673	416	93	11	1	1	1	0	0	0
		4.1%	4.3%	20.1%	40.3%	24.9%	5.6%	0.7%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%
Northbound	1909	97	84	472	825	365	61	3	2	0	0	0	0	0
		5.1%	4.4%	24.7%	43.2%	19.1%	3.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%



QUANTITIES:
8 TEMPORARY NO PARKING SINGS
150 FEET WHITE PAVEMENT MARKING
150 FEET YELLOW PAVEMENT MARKING
5 CONES

ENGINEERING DIVISION TO MARK LOCATIONS ON PAVEMENT WITH PAINT

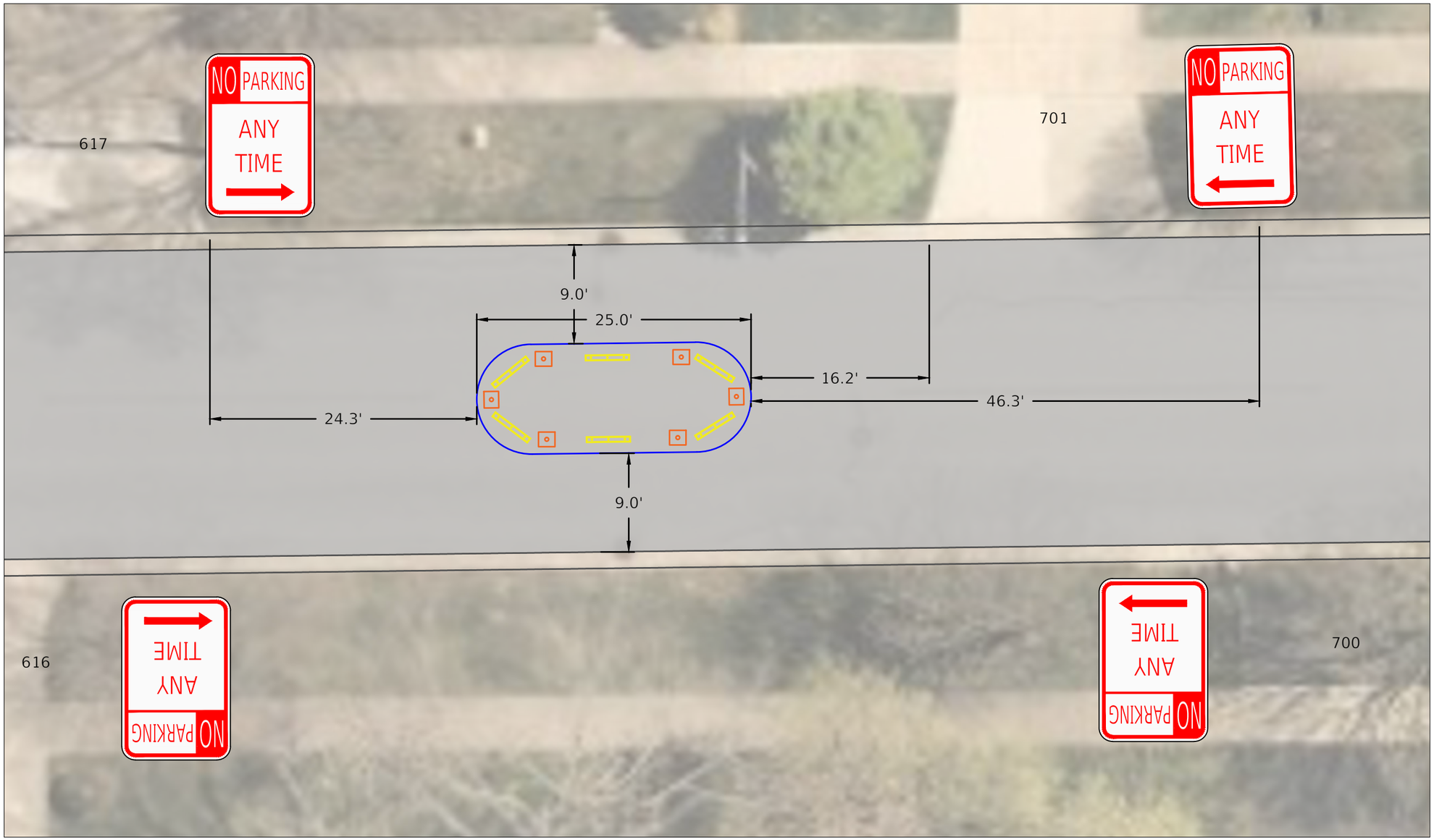
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	DRAW - LJF	REVISED -	
PLOT SCALE =	CHECKED - MPL	REVISED -	
PLOT DATE = 1/21/2025	DATE - 1/21/2025	REVISED -	

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - TEMPORARY INSTALLATION

SCALE: 1:75 | SHEET 1 OF 5 SHEETS | COUNCIL TRL - GOLF RD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	5	1
		CONTRACT NO. N/A		
	ILLINOIS			



LEGEND

= 4' RUBBER CURB

= PLASTIC BOLLARD WITH RUBBER BASE

QUANTITIES:
6 CURBS
6 BOLLARDS WITH RUBBER BASES
4 NO PARKING SIGNS ON BARRICADES

ENGINEERING DIVISION TO MARK
LOCATIONS ON PAVEMENT WITH PAINT

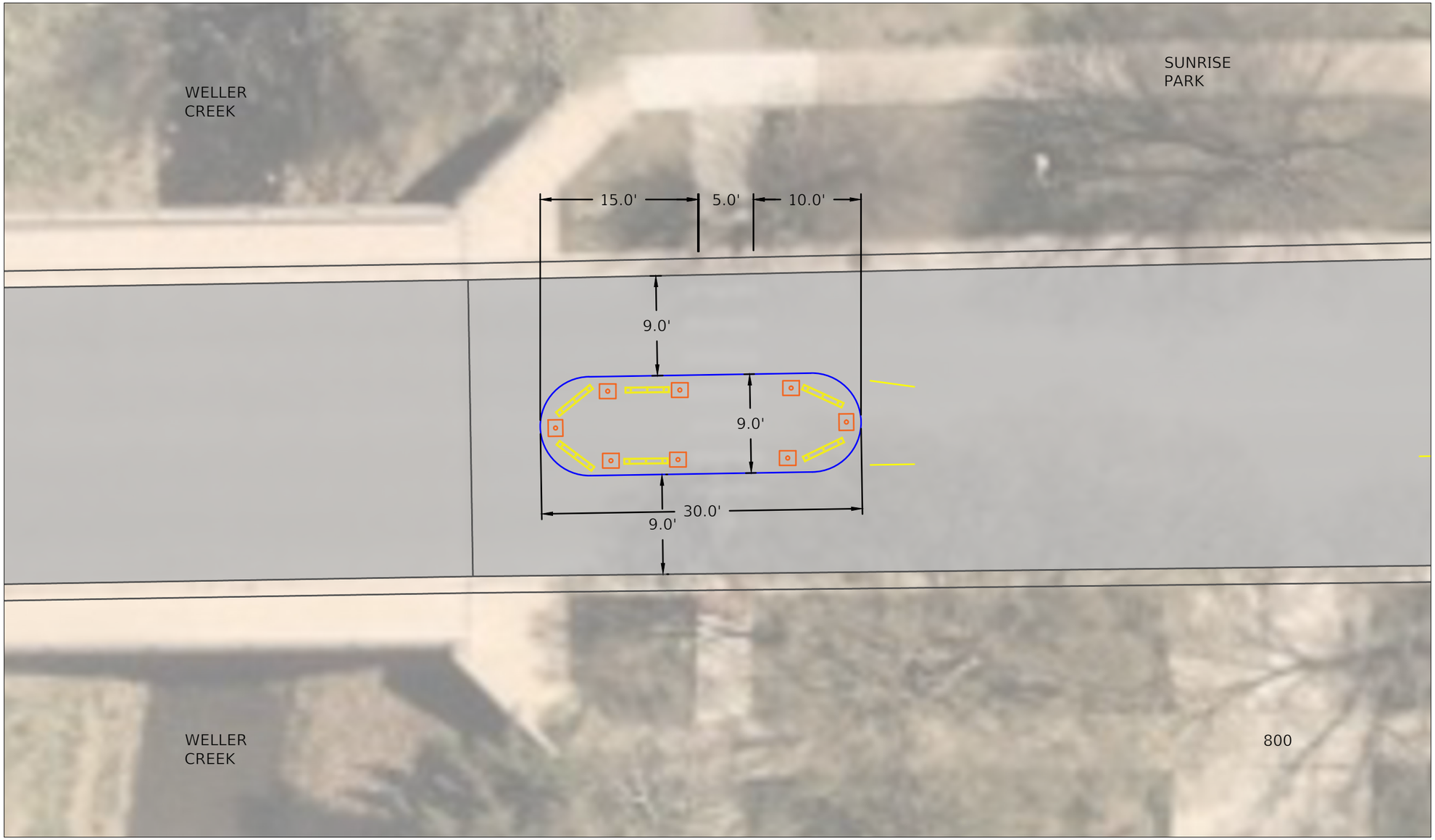
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PLOT SCALE =	CHECKED - MPL	REVISED -	
PLOT DATE = 4/10/2025	DATE - 4/10/2025	REVISED -	

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - TEMPORARY INSTALLATION

SCALE: 1:10 | SHEET 2 OF 5 SHEETS | 600 AND 700 BLOCK

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	5	2
		CONTRACT NO. N/A		
	ILLINOIS			

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LEGEND

= 4' RUBBER CURB

= PLASTIC BOLLARD
WITH RUBBER BASE

QUANTITIES:
6 CURBS
8 BOLLARDS WITH RUBBER BASES

ENGINEERING DIVISION TO MARK
LOCATIONS ON PAVEMENT WITH PAINT

SEE SHEET 4 FOR NO PARKING SIGNS

USER NAME = LJF	DESIGNED - LJF	REVISED -
	DRAW - LJF	REVISED -
PLOT SCALE =	CHECKED - MPL	REVISED -
PLOT DATE = 4/10/2025	DATE - 4/10/2025	REVISED -

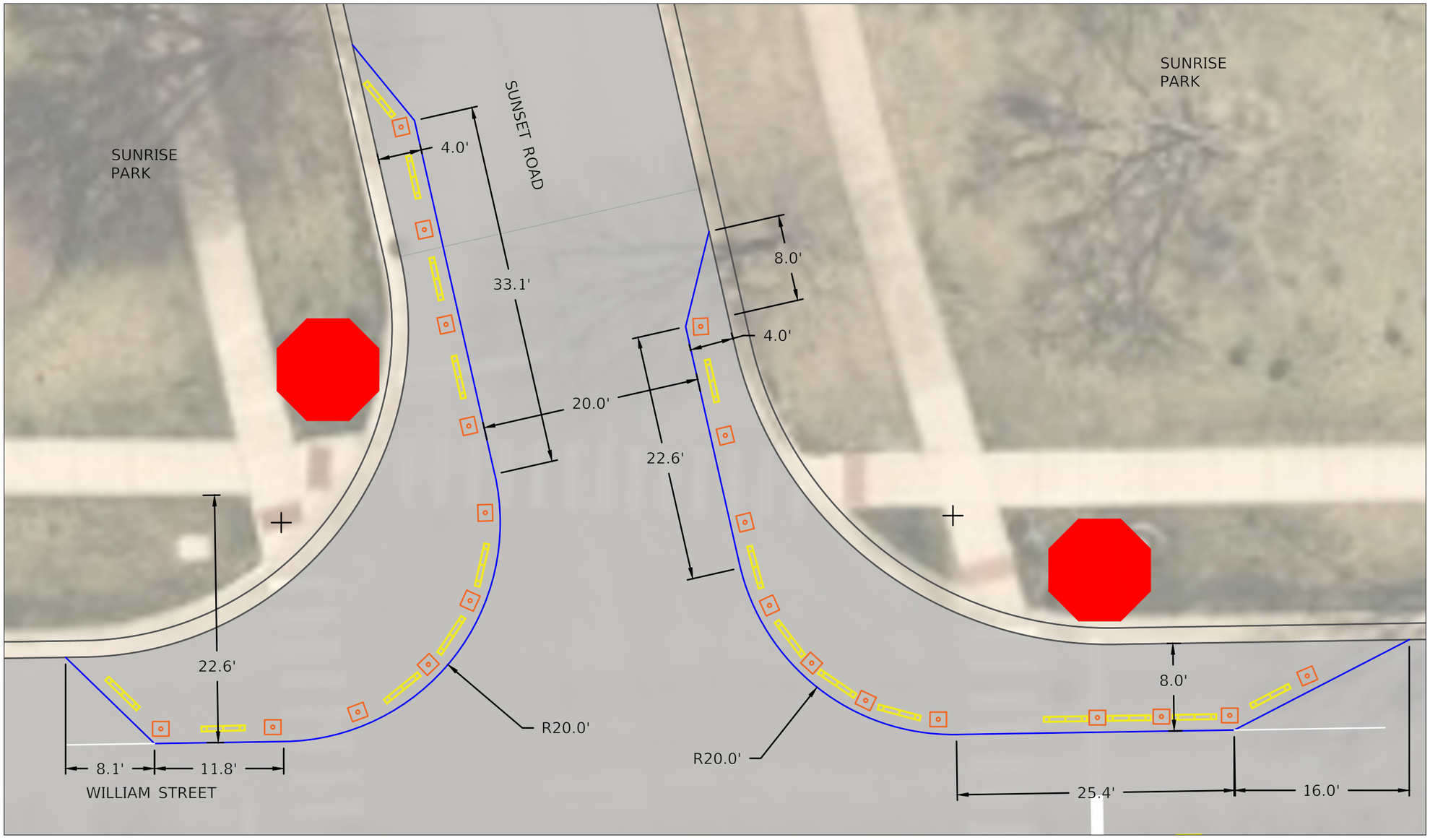
VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - TEMPORARY INSTALLATION

SCALE: 1:10 | SHEET 3 OF 5 SHEETS | AT BRIDGE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	5	3
		CONTRACT NO. N/A		
	ILLINOIS			

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LEGEND

= 4' RUBBER CURB

= PLASTIC BOLLARD
WITH RUBBER BASE

QUANTITIES:
18 CURBS
21 BOLLARDS WITH RUBBER BASES OR CONES

ENGINEERING DIVISION TO MARK LOCATIONS ON PAVEMENT WITH PAINT

SEE SHEET 4 FOR NO PARKING SIGNS

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USER NAME = LJF	DESIGNED - LJF	REVISED -	VILLAGE OF MOUNT PROSPECT
	DRAW - LJF	REVISED -	
PLOT SCALE =	CHECKED - MPL	REVISED -	
PLOT DATE = 4/10/2025	DATE - 4/10/2025	REVISED -	

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - TEMPORARY INSTALLATION

SCALE: 1:10 | SHEET 4 OF 5 SHEETS | AT SUNSET ROAD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	5	4
		CONTRACT NO. N/A		
	ILLINOIS			

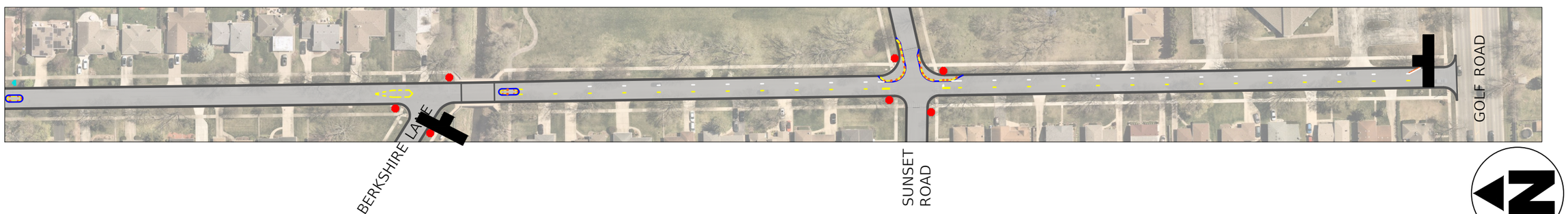


QUANTITIES:
3 CUSTOM SIGNS ON BARRICADES
36" X 36"

INSTALLED ON:
SB WILLIAM STREET SOUTH OF COUNCIL TRAIL
SB BERKSHIRE LANE WEST OF WILLIAM STREET
NB WILLIAM STREET NORTH OF GOLF ROAD

= SIGN LOCATIONS





USER NAME = LJF	DESIGNED - LJF	REVISED -	**VILLAGE OF MOUNT PROSPECT**
	DRAW - LJF	REVISED -	
PLOT SCALE =	CHECKED - MPL	REVISED -	
PLOT DATE = 1/21/2025	DATE - 1/21/2025	REVISED -	

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - TEMPORARY INSTALLATION

SCALE: 1:75 | SHEET 5 OF 5 SHEETS | COUNCIL TRL - GOLF RD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	5	5
		CONTRACT NO. N/A		
	ILLINOIS			

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Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO:	DIRECTOR OF PUBLIC WORKS
FROM:	PROJECT ENGINEER
DATE:	June 13, 2025
SUBJECT:	FNSP – S. WILLIAM STREET – PRELIMINARY PLANS AND TEMPORARY MEASURES PUBLIC OUTREACH SUMMARY

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

Initial Public Outreach

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

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

Preliminary Plan and Second Public Outreach

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

The second public outreach was sent out via mail on February 18th, 2025 and included the preliminary plan and a survey seeking feedback on the preliminary plan. The survey was open until Friday March 14th, 2025. The letter was sent to 78 addresses. Surveys from 33 addresses were returned, of which 3 were from addresses outside of the study area or an address was not provided. Addresses where multiple responses were received were combined and considered one response to the survey. This is a 38% return rate, slighter higher than the 32% return rate from the first public outreach.

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

The first question on the survey was to submit an address so Staff could track comments. All responses except three were from South William Street.

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

- 7 residents were for the plan as proposed
- 5 residents were for parking restrictions
- 2 residents were for the pedestrian median island south of the bridge only
- 10 residents were against median islands
    - Of this, 6 were from the 500 block of William Street
- 8 residents saw no traffic issues or were against the proposal completely
- 1 resident was against the parking changes specifically
- One resident brought up considerations for the alley between Lincoln Street and Shabonee Trail due to high residential and commercial vehicle volumes.

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

- 4 said speedbumps should be considered
- 3 said road closures should be considered
- 1 said speed cameras should be considered (not allowed by Illinois Law)
- 6 said speed feedback signs should be considered
- 2 said turn restrictions off Golf Road into the neighborhood should be considered
- 4 said more Police presence would correct traffic issues

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

- 1 resident indicated stop sign compliance is an issue
- 3 residents had issues with traffic counts being conducted during soccer season
- 2 residents were concerned about snow removal operations

Transportation Safety Commission Meeting 1

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

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

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

- Remove the median island from the 500 block of Wiliam Street due to resident feedback and because the 500 block is not a double block like the 600-700 block of William Street.
- Remove the median island from the intersection of Lincoln Street and William Street. There is potential that this island could limit truck movements for the nearby businesses and benefits for the island were low.
- Remove the bump out from the northeast corner of the intersection of Berkshire Lane and William Street to preserve turning movements for vehicles. This bump out was removed due to the large skew of the intersection causing the bump out to make turning difficult. The bump outs at the intersection of Sunset Road and William Street were kept for the traffic calming trial because there is less of a skew at that intersection and higher pedestrian volumes since they are directly adjacent to the park.

Temporary Traffic Calming Measures

Staff sent out Resident Information Bulletin 3 on April 21, 2025 (attached to the memo). This bulletin informed residents that temporary traffic calming measures would be installed soon and solicited feedback on the traffic calming trial. The comment period was open until Friday May 16th and comments could be sent directly to Public Works, there was not a formal survey as part of the traffic calming trial.

The temporary measures consisted of cones, plastic bollards, rubber curbs, pavement markings and parking restrictions. They were installed on Monday April 28th and removed on Monday May 19th. Plans for the temporary traffic calming measures are attached to this memo.

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

A total of 14 comments were received on the traffic calming trial, most from residents within the study area. 7 of the comments were generally in favor or some of all of the proposed traffic calming measures, 5 were against the traffic calming measures and 2 were general comments.

Full text of the comments received are attached to the memo. Those in favor of some or all of the traffic calming measures were generally in favor of limiting parking to one side of William Street for the 800 and 900 blocks and in favor of the median island for the mid-block crosswalk south of the bridge. Responses were more mixed for the bump outs at the intersection with residents indicating they made turning harder and they felt there was not enough space for turns at the intersection. Concerns were also raised relating to parking impacts the median island

between the 600 and 700 blocks of William Street would have. Those who were against the temporary traffic calming measures felt traffic calming was not needed at all on the street, would increase safety issues as drivers would need to navigate around them or were not effective.

Summary

While Staff will consider all comments submitted, the general theme from comments received was that the impact the traffic calming measures have on vehicle speed and pedestrian safety needs to be greater than any negative impact to residents on William Street.

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

Luke Foresman, PE



Project Engineer

Attachments:

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

Resident Information Bulletin #2
South William Street Traffic Calming Study

Village of Mount Prospect
Public Works Department
FEBRUARY 2025

INTRODUCTION:

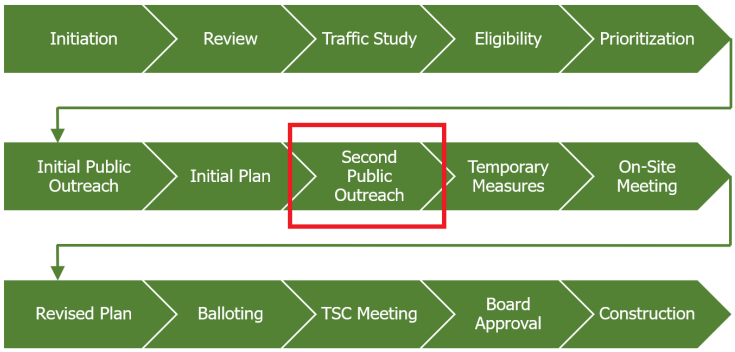
The Village is conducting a traffic calming study on South William Street between Prospect Avenue and Golf Road and is seeking your input on the preliminary preferred alternative that the Engineering Division developed based on resident surveys that were sent out late last year. Last year, the Village initiated a traffic calming study for South William Street based on a petition submitted by residents. Traffic calming is infrastructure designed to slow vehicle speeds or reduce the number of vehicles on a neighborhood street to increase safety for all users.

PRELIMINARY PREFERRED ALTERNATIVE:

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

TRAFFIC CALMING PROCESS:

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



PUBLIC INPUT

A comment form is available on the study website to provide input on the initial preferred alternative. Please use the QR code below or search "William Street" on the Village website to find the study website. Additionally, public comments can be submitted to Public Works by using the enclosed comment form and mailing it to or dropping off at Public Works, Attn: Luke Foresman, 1700 West Central Road, Mount Prospect, IL 60056. Residents can also submit comments by phone at (847) 870-5640 or by email at publicworksdept@mountprospect.org. Please put "William Street Traffic Calming" in the subject line of your email. **Comments need to be submitted by Friday March 14th for inclusion in this part of the study.**

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

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

VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT

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

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

Comment Form
South William Street Traffic Calming Study

Village of Mount Prospect
Public Works Department
FEBRUARY 2025

Please answer the follow questions to help us as we work to develop a preferred alternative for traffic calming on South William Street. Comments can also be submitted on the study website, see QR code below or search "William Street" on the Village website.

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

Address: _____

Provide any comments regarding the preferred alternative as proposed:

_____

_____

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

_____

_____

Provide any additional comments regarding the study:

_____

_____

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

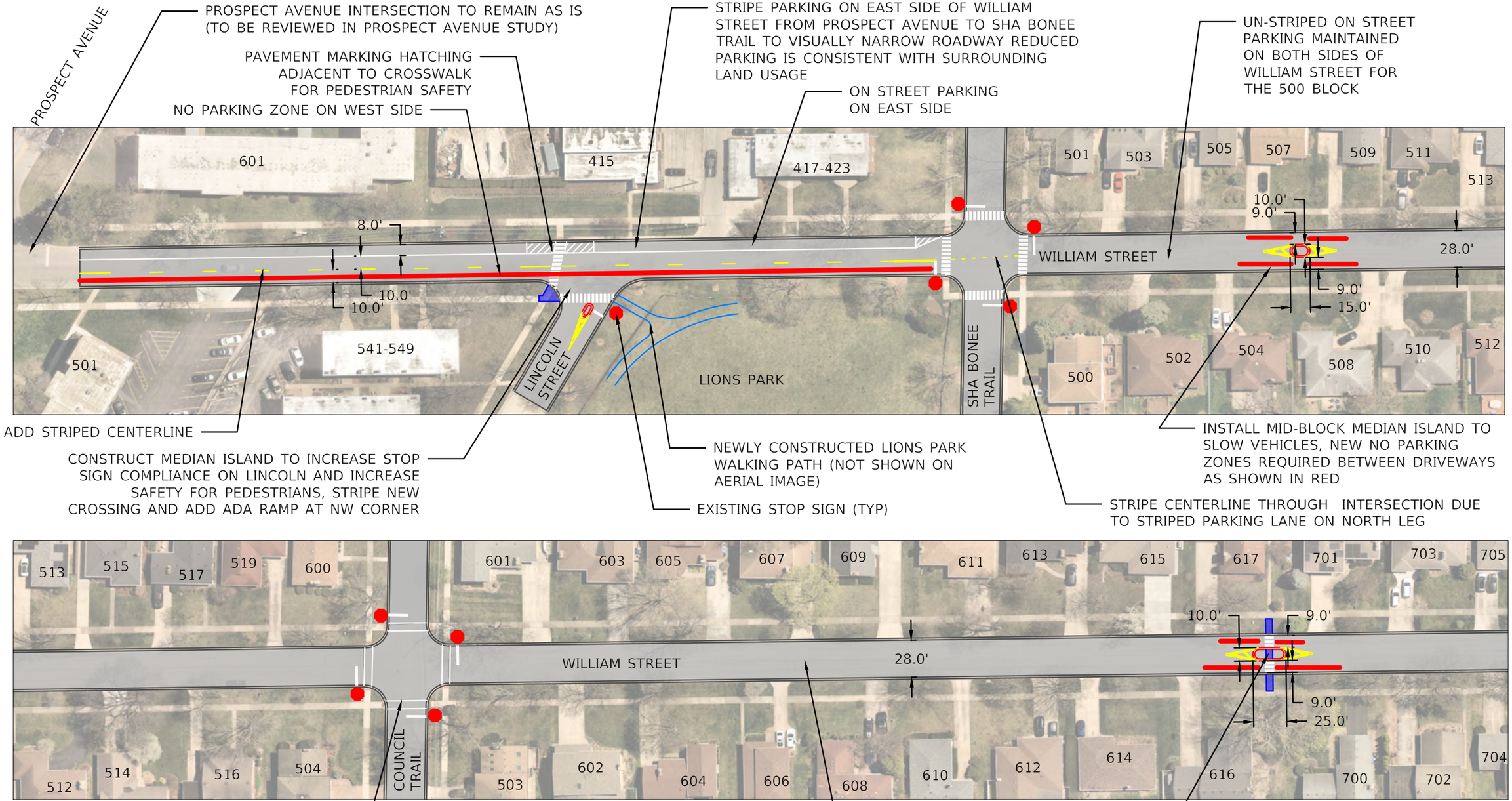
Or email the form to publicworksdept@mountprospect.org. Please put "William Street Traffic Calming" in the subject line of your email. **Please submit by Friday, March 14th, 2025 for inclusion in the study.**

VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT

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

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

ACCREDITED AGENCY APWA



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PLOT DATE = 1/21/2025	DATE - 1/21/2025	REVISED -	

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - INITIAL DESIGN PREFERRED ALTERNATIVE

SCALE: 1:75 | SHEET 1 OF 2 SHEETS | PROSPECT AVE - COUNCIL TRL

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	1
		CONTRACT NO. N/A		
	ILLINOIS			

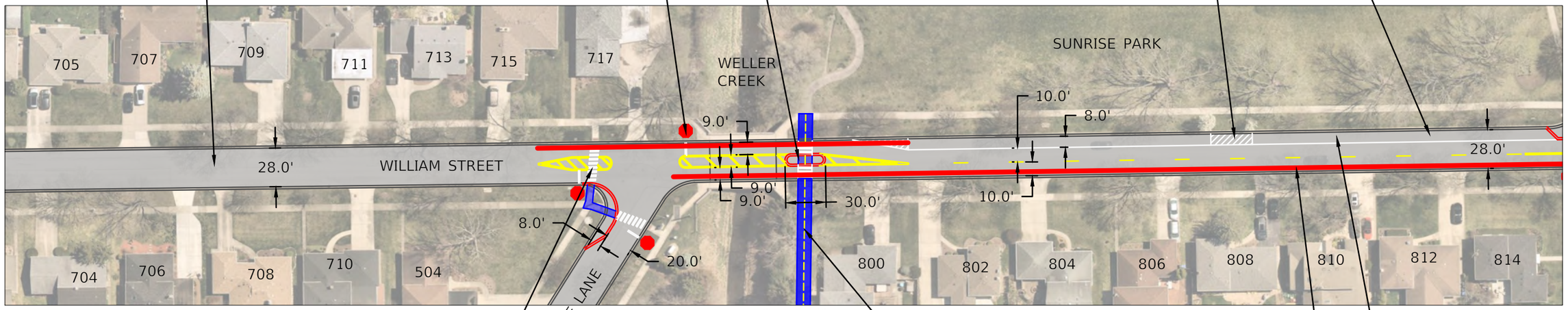
UN-STRIPED ON STREET PARKING MAINTAINED ON BOTH SIDES OF WILLIAM STREET FOR 600 AND 700 BLOCKS

NEW PEDESTRIAN REFUGE ISLAND TO CROSS WILLIAM STREET AT EXISTING CROSSWALK, ISLAND WILL INCREASE VISIBILITY FOR PEDESTRIANS AND SLOW VEHICLES BY FORCING THEM TO NAVIGATE THE ISLAND.

EXISTING STOP SIGN (TYP)

STRIPE PARKING ON EAST SIDE OF WILLIAM STREET FROM BERKSHIRE LANE TO GOLF ROAD TO ADDRESS PARKING CONCERNS RELATING TO EVENTS AT SUNRISE PARK. WILL MAINTAIN TWO-WAY TRAFFIC AT ALL TIMES AND WILL VISUALLY NARROW ROADWAY, SLOWING DRIVERS

NO PARKING NEAR FIRE HYDRANT



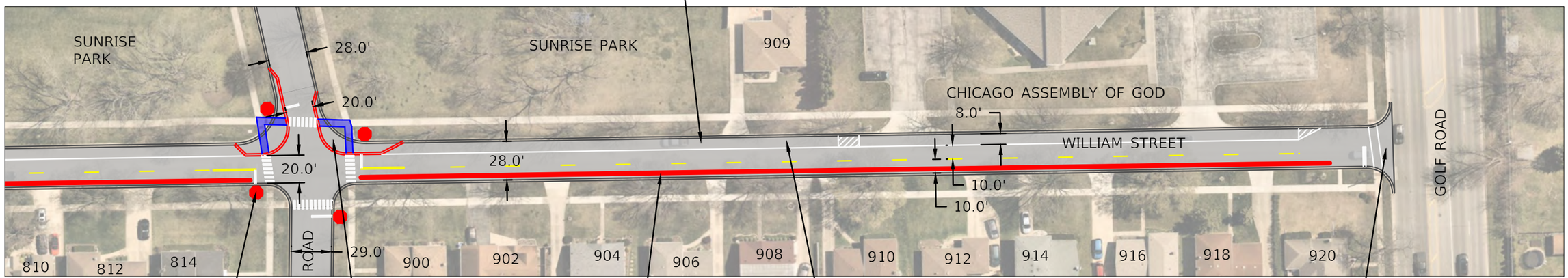
INSTALL CURB BUMP OUR AND STRIPED MEDIAN ISLANDS TO INCREASE STOP SIGN COMPLIANCE AND REDUCE PEDESTRIAN CROSSING DISTANCES. ALL TURN MOVEMENTS REMAIN

OPTION TO REPLACE EXISTING SIDEWALK WITH 10' SHARED USE PATH TO CONNECT LONNQUIST BOULEVARD TO SUNRISE PARK IN EXISTING EASEMENT, SOME TREE REMOVAL REQUIRED

ON STREET PARKING ON EAST SIDE

NO PARKING ZONE ON WEST SIDE

ON STREET PARKING ON EAST SIDE



EXISTING STOP SIGN (TYP)

NO PARKING ZONE ON WEST SIDE

INTERSECTION NARROWED WITH CURB BUMP OUTS TO REDUCE CROSSING DISTANCES AND TO INCREASE STOP SIGN COMPLIANCE. BUMPOUT LOCATIONS DESIGNED TO ALIGN WILLIAM STREET FOR STRIPED PARKING ON THE EAST SIDE.

STRIPE PARKING ON EAST SIDE OF WILLIAM STREET FROM BERKSHIRE LANE TO GOLF ROAD TO ADDRESS PARKING CONCERNS RELATING TO EVENTS AT SUNRISE PARK. WILL MAINTAIN TWO-WAY TRAFFIC AT ALL TIMES AND WILL VISUALLY NARROW ROADWAY, SLOWING DRIVERS

NO CHANGES TO WILLIAM STREET AND GOLF ROAD INTERSECTION

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	DRAW - LJF	REVISED -	
PLOT SCALE =	CHECKED - MPL	REVISED -	
PLOT DATE = 1/21/2025	DATE - 1/21/2025	REVISED -	

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - INITIAL DESIGN PREFERRED ALTERNATIVE

SCALE: 1:75 | SHEET 2 OF 2 SHEETS | COUNCIL TRL - GOLF RD

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

#1

COMPLETE

[redacted]

[redacted]
226

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

There isn't any consideration for the intersection of Lincoln and the alley across williams by Katco. This is where there's a lot of close calls. With the new town homes on Edwards, the town homes on Shabonne Trl and the apartments of Timberlane, there's a lot of people coming in and out of that alley. With Katco workers parking on the east side of Williams it blocks the views trying to turn out of the alley which causes near misses. This needs to be addressed during this study.

Q3

Provide any suggestions for changes to the preferred alternative

Due to the parking by the alley entrance causing reduced vision, I think there needs to be no parking for at least 2-3 car lengths on either side of the alley. Also, if Katco could figure out a better parking arrangment for their employees that would help. This is also a bus stop location at lincoln and William. I think possibly closing off Lincoln at that intersection would cut down on a lot and provide more parking options for lion's park. This would also be great for the summer events held at the park to be able to spill into the street and possibly have food trucks and such. Other options would be better signage at the Alley and giving it a street name despite no one living on it, there's a lot of parking and traffic. A mini traffic circle would look nice being close to the park and would help signal to slow down, though I'd be worried of Katco having challenges navigating it. Creating a choke point is another option from Lincoln to Sha Bonee. This would cause possibly more of an issue to turning in and out of the alley but would allow more room for the park, and helps break up the sightlines. Again Katco would be the main issue here. Out of the ones listed, I think closing Lincoln street at William would be the most ideal.

Q4

Provide other ideas for traffic calming

I'm not sure.

Q5

Provide additional comments regarding the study

I'd love to see an update to accomadate the Lincoln/William/Alley by Katco traffic that will also provide the bus stop there some protection. Thank you for doing this.

#2

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

our preference is as proposed: curb bump outs and NO PARKING on the west side of the 900 block of south William.

Q3

Provide any suggestions for changes to the preferred alternative

straight speed bumps across the 900 block of S William is my actual preference, but alas it does not appear on the list

Q4

Provide other ideas for traffic calming

as written in #3

Q5

Provide additional comments regarding the study

stop sign compliance at the intersection of S William and E Sunset Rd has been historically awful. Thank you to everyone involved in trying to improve this.

#3

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

- Do not like the option of choke points - think it could cause dangerous situations with only one lane & people not wanting to wait
- Do not like option at William & Lincoln for median islands which would allow right turns only and prohibit left turns from NB William to WB Lincoln. Would be out of the way to be able to get to Lions Park Bldg.

Q3

Respondent skipped this question

Provide any suggestions for changes to the preferred alternative

Q4

Respondent skipped this question

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

Agree that main issues are speed of vehicles, not stopping at stop signs, traffic congestion at Sunrise Park, commercial & heavy construction traffic

#4

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

I STRONGLY DO NOT feel there is any necessity to calm William ST. traffic. Although I am not able to see what your plans are, despite spending a half hour on your website trying to find them, this is overreaction by a few residents and will cause much inconvenience for those residents who live just south of the complaining residents. Speed bumps ion particular would be disastrous. I have lived here since 1979 and fail to see what the residents are complaining about unless it is the traffic during soccer games which is mostly in front of my house, not theirs. Of course there will be an increase in traffic during rush hours, but this street is not even remotely crowded except during soccer games. See #3 for my solution to the soccer problem. I am sorry I didn't receive the original survey but it appears that went out to the complaining street only and not the other residents on William who will also be impacted by these changes if implemented. Once again, I STRONGLY disagree with speed bumps and medians. I don't know what your plans are, so I can only speak to what I can see on your website. The traffic on William Street is light compared to other metropolitan streets.

Q3

Provide any suggestions for changes to the preferred alternative

To "calm" the traffic problems that do occur on William Street during the soccer seasons, a police patrol giving tickets to people driving and parking illegally, would control this situation.

Q4

Provide other ideas for traffic calming

Since I don't see the problem, I have no other comments. Yes people occasionally run the stop sign or drive faster than the speed limits, but I don't see this is a general problem.

Q5

Provide additional comments regarding the study

I wish I knew what prompted this study and how you designated this street as busy. As a long time resident, I hate to see you lock me up by creating a hostile driving environment for me when using the street I live on.

#5

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

I am not in favor of any changes to the street. I do not perceive traffic issues on William Street.

Q3

Provide any suggestions for changes to the preferred alternative

No traffic calming needed.

Q4

Provide other ideas for traffic calming

None.

Q5

Provide additional comments regarding the study

I don't think changes are needed to William Street.

#6

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

I do appreciate the village looking at ways to increase safety on William Street, but I do have concerns about the plans to add medians to William Street. I am in full support of the plan to reduce parking to one side of the street--especially by Sunrise Park. And, I also fully support the pavement hatching and striped crosswalks, but I would prefer to not have the medians in the middle of the street

Q3

Provide any suggestions for changes to the preferred alternative

I would like to see if the parking restrictions and better striping/crosshatching/etc. call traffic before also adding the medians.

Q4 Respondent skipped this question

Provide other ideas for traffic calming

Q5 Respondent skipped this question

Provide additional comments regarding the study

#7

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

We haven't seen any issues with speeding or people not obeying the stop signs and we can see the stop sign out our front window. I really hope the city doesn't add any speed bumps. However, the parking near the soccer field closer to Golf Road is an issue. It is very hard to get by and gets very narrow with the cars parked on the street.

Q3

Provide any suggestions for changes to the preferred alternative

Provide parking for the soccer field area. Or at least allow only one side of the street to have parking so people can drive by.

Q4

Provide other ideas for traffic calming

For those concerned about speeding (which again I am not) perhaps add one of those signs that light up and tell you your speed.

Q5 Respondent skipped this question

Provide additional comments regarding the study

#8

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

I support limiting parking on the west side of S William St, at the very least seasonally during sports season. I hope you exercise the option for the 10' shared use path from Lonnquist to Sunrise Park.

Q3

Provide any suggestions for changes to the preferred alternative

I support this plan as written.

Q4

Provide other ideas for traffic calming

Seasonal targeted traffic enforcement.

Q5 Respondent skipped this question

Provide additional comments regarding the study

#9

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

I like the proposal. I love the idea of expanding the sidewalk in the Lonnquist easement to a 10' shared use path. The houses there don't bother to shovel snow on that path, so smoothing it would help me push a stroller.

I anticipate that these changes will result in more overflow event parking around my house on Owen St. But it hasn't been too bad.

Q3

Provide any suggestions for changes to the preferred alternative

Is there any way to make the sidewalks along the William bridge safer? They are frequently covered in ice/snow in the winter and are unsafe, especially with a stroller. I have to walk in the street.

Q4

Provide other ideas for traffic calming

Emerson St between Lonnquist and Prospect could also use striped parking lines and a center dashed line. Parked cars there are incredibly obstructive to traffic.

Q5 Respondent skipped this question

Provide additional comments regarding the study

#10

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

Detailed comment: make sure that anywhere new designated parking (curb) spaces leave private driveway/parkway striping marked as such.

Q3

Provide any suggestions for changes to the preferred alternative

Resident provided a sketch on the hard copy of this survey. Sketch outlines parking in relation to the driveway apron and the street.

Q4 Respondent skipped this question

Provide other ideas for traffic calming

Q5 Respondent skipped this question

Provide additional comments regarding the study

#11

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

The "preferred alternative" refers to an island median which would negatively impact my business.

Q3

Provide any suggestions for changes to the preferred alternative

Taken from attached letter:

Good Morning-
I own the property at [redacted].
We are a plumbing and excavating company zoned industrial.

Presently our large trucks come into the alley off of Edward, come down the alley headed west and back into our parking area on the east side of our building.
Then when we leave, we pull out into the alley headed west, and turn north onto William Street, and then to Prospect Ave where we go east or west.

The "preferred alternative" drawing refers to a median island being installed from Prospect Ave to Shabonee Trail.
If an island is constructed- we will NOT be able to exit the alley and go north with our trucks, which most of the time pulls trailers. We will not be able to make that turn.
If you force us to make a left turn out of the alley and go south- then where do we go? There is a weight limit on the side roads and on the bridge going over the creek on William. And you would have more traffic on William Street.

Can you please not install a median island?

Please call me to discuss? [redacted]

[redacted] tried to email this but the email came back.

[redacted]
[redacted]

Q4

Respondent skipped this question

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study



#12

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

I mentioned previously that you can put a speed limit sign on my parkway. [redacted]

Q3

Provide any suggestions for changes to the preferred alternative

Respondent skipped this question

Q4

Provide other ideas for traffic calming

Respondent skipped this question

Q5

Provide additional comments regarding the study

Respondent skipped this question

#13

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

Thank you for asking for our input! Thank you for not resorting to speed bumps. We hate speed bumps. Like the white line to designate parking side vs. non parking side.

Q3

Provide any suggestions for changes to the preferred alternative

Your idea to do a trial run with cones is smart. We do not think the sidewalk should be expanded to a 10' path at Lonnquist.

Q4 Respondent skipped this question

Provide other ideas for traffic calming

Q5 Respondent skipped this question

Provide additional comments regarding the study

#14

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

My preference is NO to the Choke Points & NO to median proposals.

YES--please do reduce parking by Sunset park to only one side of the street.
YES--please do paint crosswalks.

Q3

Provide any suggestions for changes to the preferred alternative

The biggest problem with this stretch of Street is in the 800-900 block. When vehicles are parked on both sides, especially by Sunset Park, it is very difficult to pass through and I have even seen someone hit a parked car. This is worsened by Sunset Park when kids run across the street from a car to the park.

The other issue is: PLEASE DO A TRAFFIC STUDY FOR A TRAFFIC LIGHT AT GOLF & WILLIAM ST. This is a horrible intersection and one of the few where people can exit the subdivision and turn either right or left. If we need to spend taxpayer money on this street, please have a traffic light installed!

Q4

Provide other ideas for traffic calming

Install "Speed Signs" to alert drivers to their current speed.
Install a Traffic Light at Golf & William OR make William a Dead End/Culdesac at Weller Creek and find some other street to access to Golf Road.

Q5

Provide additional comments regarding the study

The 800-900 blocks of William Street are the problems. Not the northern parts of this street.

I am not in favor of narrowing the street or creating the curb bump-outs. When cars are parked, this street is narrow enough and I am seeing more and more cars parking on the street.

Please do not change the appearance of the neighborhood.

#15

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

Do not want a median placed in front of our home. Will cause problems when needing to leave the driveway as there are different directions that people need to travel.

Q3

Provide any suggestions for changes to the preferred alternative

Do not place a median in the 500 block. Find an alternative that does not impede those that currently live on the block.

Q4 Respondent skipped this question

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

Who complete completed the study and with so few feedback, how was this the determined with medians only had an 8% vote!

#16

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

I prefer to not have the proposed mid-block median islands in the 500 and 600/700 blocks. I find the 500 block specifically dark at night with no street lights. What is going to make them very visible (will there be reflective signs?).

Q3

Provide any suggestions for changes to the preferred alternative

No medians, less curb bump outs.

Q4

Provide other ideas for traffic calming

Rather than proposed ideas, I find it most beneficial if there is occasionally police presence monitoring the street. For example, I see police presence on the side of the road between Lincoln Middle school and Busse on Lincoln which makes you pay attention to speed.

Q5

Provide additional comments regarding the study

I understand there are speed and traffic concerns per the petition, but I don't think this proposal is going to stop the cars from continuing the way they drive down the street or produce less traffic.

#17

COMPLETE

[redacted]

Page 1

Q1 Respondent skipped this question

Please list your Address

Q2

Provide any comments regarding the preferred alternative as proposed

Do not wish to have the preferred alternative

Q3

Provide any suggestions for changes to the preferred alternative

At this time, there is nothing that I want to change

Q4 Respondent skipped this question

Provide other ideas for traffic calming

Q5 Respondent skipped this question

Provide additional comments regarding the study

#18

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

Don't believe we need a median

Q3

Provide any suggestions for changes to the preferred alternative

I believe you need to go down by sunset park and fix that area.

Q4

Provide other ideas for traffic calming

Parking lot by sunset park.

Q5 Respondent skipped this question

Provide additional comments regarding the study

#19

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

Unacceptable

Q3

Provide any suggestions for changes to the preferred alternative

No median is going to change the traffic patterns down William, As well as the proposed location down the 500 block will effect my ability to street park as well as exiting my driveway.

Q4

Provide other ideas for traffic calming

Add a speed warning sign, like the ones down S SEE GWUN AVE.

Q5

Provide additional comments regarding the study

This study is not done correctly, and with an 8% approval rate this should not even be an option. If you are so concerned with the traffic patterns down William you should focus on the portions of the blocks with the most complaints i.e 600 block

#20

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

UNACCEPTABLE

Q3

Provide any suggestions for changes to the preferred alternative

SPEED BUMP

Q4 **Respondent skipped this question**

Provide other ideas for traffic calming

Q5 **Respondent skipped this question**

Provide additional comments regarding the study

#21

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

I vote no to the preferred alternative as proposed. I do not want traffic circles, concrete planters, bump outs, medians or any other permanent changes which would reduce the size of William Street. I do not feel calming is necessary on William Street.

Q3

Provide any suggestions for changes to the preferred alternative

I do not feel calming is necessary on William St. If I was forced to accept suggestions, I could live with the blinking speed limit signs and to limited street parking to one side of the street with limited hours. I want nothing permanent which would limit the size of the street as it is now.

Q4

Provide other ideas for traffic calming

A suggestion I made at the March 10th meeting was for a stronger police presence which I felt would take care of speeding and stop sign misuse. One of the commissioners answered by saying the police have better things to do. To me that suggested William St. really isn't much of a problem.

Q5

Provide additional comments regarding the study

I do not feel William St. needs calming. The petition was signed by 12 residents in the 600-700 blocks. This represents 35% of the residents on those two blocks; and one of those who signed now disagrees with the calming measures. This also represents 14% of the residents who would be effected by these changes. This is too small a representation of the residents in my opinion. Also the Village rule of counting any resident who doesn't answer this comment form as a vote for the changes gives an unfair advantage to the proposed changes.
The petition lead to a safety study. I feel this study is flawed. It is skewed by the choice of the time of year it was done. During 8 weeks the park across from the 800-900 blocks of the street is very busy with soccer traffic. This 8 weeks represents 15% of the year. The rest of the year the park has only walking track and playground use with occasional people running their dogs or using the grounds for recreational purposes. So for 85% of the year the traffic on William St. is significantly lower than the study shows. Also the largest amount of traffic on this study was represented by a house, 815, which doesn't exist.
A flawed study and a small percent of residents has brought about the proposed changes.
Traffic calming would severely reduce the size of the road. This would cause parking problems for lawn service trucks, Amazon trucks, visitors to the residents including Home Health professionals. Bikers would find a more dangerous narrow road to ride on. Traffic circles at the intersections would be more dangerous for pedestrian crossing especially for little ones. Medians would restrict the street to one lane in each direction which would cause U turns as residents could only turn right out of their driveways and would have have to make a U turn to travel in the other direction. I visualize snowplow and other service truck problems especially with bump outs (which also collect water, leaves and other debris) , traffic circles, and medians. Front yard areas would be cut out for traffic circles.

#22

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

Absolutely NO to all alternatives! Will look ridiculous...we live in the suburbs not city!

Q3

Provide any suggestions for changes to the preferred alternative

Remove mid-block median...will not deter drivers but will probably cause more damage to our street & neighborhood

Q4 Respondent skipped this question

Provide other ideas for traffic calming

Q5 Respondent skipped this question

Provide additional comments regarding the study

#23

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

i think it will cause more unnecessary problems. These changes will also make it so i cannot park infront of my own house.

Q3

Provide any suggestions for changes to the preferred alternative

no median block in the middle of a the 500 block

Q4

Provide other ideas for traffic calming

Speed bump will slow traffic and allow people to park infront of their homes

Q5

Provide additional comments regarding the study

i think the study might be over complicated. it's a simple problem that needs a simple solution not a complex system of future problems.

#24

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

To invasive to the residents down the 500 and 600 block. No street parking will be able to take place for residents of the 500 and 600 block, due to the median and park cars blocking flow of traffic once median is built.

Q3

Provide any suggestions for changes to the preferred alternative

No median down the 500 and 600 block, but keep the no parking on the west side of the 800 block

Q4

Provide other ideas for traffic calming

Speed warning sign, like the ones down South See-Gwun Ave, make the 800 block of William wider at Sunrise park to allow for parking, that wont impede the flow of traffic.

Q5

Provide additional comments regarding the study

I have lived down William Street for 24 years and I have never had an issue, until I would drive down the Sunrise park when Soccer was taking place, even then it was really never a big problem, this is becoming more of headache than a solution due to the inconvenience possibly having to deal with a median that will block the exit of my driveway impeding my ability to navigate the street south. This proposed plan is going to please the few who have complained, rather than the many that haven't had an issue.

#25

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

I would rather see the median islands and NOT choke points. It seems a little excessive but I understand.

Q3

Provide any suggestions for changes to the preferred alternative

Respondent skipped this question

Q4

Provide other ideas for traffic calming

Respondent skipped this question

Q5

Provide additional comments regarding the study

Respondent skipped this question

#26

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

This will not work and would be a problem on our street. I don't like this plan at all.

Q3

Provide any suggestions for changes to the preferred alternative

It would be cheaper to install speed cameras and the village would. Make a lot of money from the tickets it would give out. It would slow down drivers when they would see a sign that said speed cameras enforced.

Q4

Provide other ideas for traffic calming

Just signage that there's speed cameras and put speed cameras in and it definitely will work!

Q5

Provide additional comments regarding the study

It would be costly to install these islands and would be a huge hindrance for us. Please don't install these islands.

#27

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

We are not in favor of any of the upgrades except for the pedestrian refuge island south of Weller Creek.

Q3

Respondent skipped this question

Provide any suggestions for changes to the preferred alternative

Q4

Respondent skipped this question

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

We vote no to everything else.

#28

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

To whom it may concern:

I live on the 700 block of William and have read over the plans and I hope this is NOT approved as is. Some of the ideas are good and some are not. I agree with mid block median islands as this will stop the drag racing and no parking on the west side which will help traffic on soccer days. There are a lot of games at Sunrise Park so where do you think all these people are going to park? I would suggest if you do this, the Park District needs to schedule some games at other parks to decrease the amount of people and cars at this one park. That would help tremendously.

What I don't agree with is where you project to narrow the intersections with curb bump outs to narrow the lane. I think this is not necessary and will cause a lot more traffic build up. I also disagree with removing ANY trees from the walkway from William to Lonnquist. They have been trimmed up and the walkway is fine. Let's NOT cut down any trees when that walkway is not used by a lot of people.

I hope these suggestions will be taken into consideration before this plan is approved.

What I don't see on this plan is for turning restrictions on William from Golf Road and Prospect Road at busy times of days. That is what is NEEDED for sure to stop all the traffic from coming down this street now that people have found it to be a cut through street from Prospect to Golf. THAT would really help. I hope that is taken into consideration for the future.

Thank you,

[redacted]

Q3 Respondent skipped this question

Provide any suggestions for changes to the preferred alternative

Q4 Respondent skipped this question

Provide other ideas for traffic calming

Q5 Respondent skipped this question

Provide additional comments regarding the study

#29

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

To whom it may concern:

I am a resident at [redacted]. I have lived here for 17 years. As a resident of the block, I am aware that this is a pass through from Golf to Prospect Ave. I am also aware that there are 2 parks along the block. I moved to the area because of the open spaces. Extra traffic comes with being near parks, a school, and downtown businesses. I am concerned about the traffic medians and/or speed bumps that would cause more braking-accelerating in front of my home. I am also concerned that at rush hour a median or a speed bump might create congestion along the middle of the block. I would be opposed to those traffic calming measures as I believe it would change the feel of the street and possibly decrease the curb appeal.

I would support temporary or permanent speed check signs and flashing stop signs by the bridge.

Thanks for your consideration,

[redacted]

Q3 Respondent skipped this question

Provide any suggestions for changes to the preferred alternative

Q4 Respondent skipped this question

Provide other ideas for traffic calming

Q5 Respondent skipped this question

Provide additional comments regarding the study

#30

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

Crosswalk should be added however the median islands will unnecessarily impact resident parking abilities.

Q3

Provide any suggestions for changes to the preferred alternative

Flashing signage and speed reminders would serve as better options while staying respectful to residents.

Q4 **Respondent skipped this question**

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

A recount should be done of the cars since Sunrise's soccer season has artificially inflated the collected data.

#31

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

I agree that the preferred alternative would help at the bridge intersection how ever the minor parking options for William street south would be a better option the option to replace the existing sidewalk from lonnquist to William is a good idea

Q3

Provide any suggestions for changes to the preferred alternative

Respondent skipped this question

Q4

Provide other ideas for traffic calming

Respondent skipped this question

Q5

Provide additional comments regarding the study

Respondent skipped this question

#32

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

None

Q3

Provide any suggestions for changes to the preferred alternative

None

Q4

Provide other ideas for traffic calming

Re-building a dead end at the Weller Creek Bridge. Speed bumps.

Q5

Provide additional comments regarding the study

None

#33

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

Thank you for asking for our feedback! I personally do see that there is a problem and I appreciate the suggestion as to how to fix the issue. Some of my neighbors have expressed concerns about the proposed plans. I wonder if they could be trialed with cones and or tape to see how it works. I thought that I read that was going to happen. I didn't notice if it did though so it must have been pretty short if it did happen. Could you use tape to mark off a parking lane on the 800 block to show how that would work? Could you put cones instead of islands for a period of time? Then, we could see if the plan has the desired impact and ensure there are not unexpected negative results.

Q3

Provide any suggestions for changes to the preferred alternative

I do trust your expertise in terms of the suggestions provided. I just maybe a trial and continued study may increase comfort of residents.

Q4 **Respondent skipped this question**

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

My neighbor mentioned that the study was conducted during soccer season. In a way, I think this makes sense because it is a busy time but her point was that it is not the typical time. I wonder if maybe showing a study of a typical time as well would be beneficial. I appreciate you listening and asking for feedback!

#34

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

Make no changes, keep William St as is.

Q3

Provide any suggestions for changes to the preferred alternative

Make no changes, keep William St as is.

Q4

Provide other ideas for traffic calming

Make no changes, keep William St as is.

Q5

Provide additional comments regarding the study

Make no changes, keep William St as is.

#35

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

We vote NO to the Preferred Alternative for South William Street! As residents on William Street for over 45 years, we do not feel that William Street needs calming except for Soccer Season.

A. This study was flawed from the very beginning in that the information collected by tire counting was done at the height of Soccer Season on the days that multiple practices or games were played. Saturday, Sunday, and Monday are the most popular game days and practices on Tuesday and Friday when William Street would incur more traffic--Saturday and Sunday all day and Monday after school from 4-7 PM. This is NOT all year long! It is a short season only in the Spring and Fall. If necessary, parking could be restricted Monday to Friday from 4-7 PM during soccer season only. This would lessen the impact on the residents that live there 365 days a year. The following suggestions might cut down on this type of traffic:

1) Stagger the soccer games by 15 minutes which would allow the people from one game to leave before the next team comes. There is a terrible mess when people are trying to park before the previous game leaves.
2) Check with the Mount Prospect Park District and see if any of these games can be moved to a different location.
3) Create a drop off Zone by the corner of William and Sunset so parents can drop off the player and family members. Now they try to drop off at the fire hydrant. The driver would then have to procure parking in the neighborhood.
4) Higher police presence during Soccer Season and ticket cars that are not in compliance with the signage.
5) Digital speed monitoring & display signs in 2 or 3 locations on William St.

B. Traffic calming would severely impact the width of the drivable portion of William Street. With permanent parking on the East side of William Street on the 800-900 blocks, the balance of the street would be divided into a northbound and southbound lane with hash tag dividers. This action would bring moving traffic much closer to the parkway and sidewalk- reducing the safety buffer from the pedestrian sidewalk. As previously mentioned, the traffic on William Street is only heavy during Soccer season. We believe no designated parking lane is needed for a large portion of the year. the width of the street would be better purposed for everyday traffic throughout the greater portion of the year.

As for the 600-700 blocks of William Street, the proposed concrete islands in the middle of the block will slow the flow of traffic for a brief moment. An opportunity to speed down those blocks is still quite high. Residents on William Street with homes adjacent to the proposed traffic calming measures are frustrated with the lack of ability to park in front of their own home, especially if they are expecting guests. Soccer parking would also get pushed further north during the week if parking was restricted south of the creek.

C. Obviously, our most precious commodity on our street is the residents and their families. With being a long-time resident of William Street, we would like to see all of our residents remain safe. We do not believe that the traffic islands are going to fix this problem. Let us, as a community, brainstorm and come up with some other alternatives that will truly create change.

D) As for the pedestrian island on William Street and Weller Creek, we are uncertain if this pedestrian island is relevant or properly located at that particular spot. For example, if a car is traveling eastbound on Berkshire toward William Street, the stop sign for this vehicle is well behind the actual turn onto William Street. After the driver stops, the car proceeds to turn onto William Street with no other stop or yield. If a pedestrian was crossing the street at the same time, the driver would NOT have seen this pedestrian. This median would not help those pedestrians.

To wrap this up, we believe that a solution can be obtained WITHOUT spending an exorbitant amount of money and village resources. Let us take our time as a village to come up with a plan that works well with all aspects of the community.

[redacted]

Q3

Provide any suggestions for changes to the preferred alternative

Respondent skipped this question

Q4

Provide other ideas for traffic calming

Respondent skipped this question

Q5

Provide additional comments regarding the study

[redacted]

#36

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

We live at [redacted] and totally object to the proposed parking ban on the west side of the street.

Q3 **Respondent skipped this question**

Provide any suggestions for changes to the preferred alternative

Q4 **Respondent skipped this question**

Provide other ideas for traffic calming

Q5 **Respondent skipped this question**

Provide additional comments regarding the study

#37

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

Vote "NO"

Q3 **Respondent skipped this question**

Provide any suggestions for changes to the preferred alternative

Q4 **Respondent skipped this question**

Provide other ideas for traffic calming

Q5 **Respondent skipped this question**

Provide additional comments regarding the study

#38

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

600-700 blocks:
-No to mid-block median island between 617 and 701 - no need then for no-parking zones
-OK for crosswalk but with sufficient signage
-Add a no-parking zone for fire hydrant between 707 and 709 and enforce. At soccer times, vehicles park here all the time.
-No to raised median on north side of Berkshire- striped island OK- not sure what is drawn on proposal.
- No to bump out on Berkshire
- Many vehicles park here at soccer times- maybe have a no-parking on one side of the street but only at soccer times, maybe only weekends during soccer hours. Do not want no-parking all the time.

800-900 blocks:
-No to raised pedestrian refuge island just south of the creek. Crosswalk with appropriate signage.
-No-parking for fire hydrant across from 808- good idea, but enforce
-No bump outs at Sunset- looks exaggerated and looks like might cause traffic issues due to narrowed lanes.
-No to parking on west side of the street- don't feel fair to people living there. Maybe only at soccer times, maybe weekends only during soccer hours.

400-500 blocks:
-No to median island on Lincoln- will eliminate turning options
-Agree to no parking on west side of street on 400 blocks, especially along side of Lions Park- very difficult to get through street when people park there
-No to mid-block median island between 507 and 509- no need then for no-parking zones.

Q3

Respondent skipped this question

Provide any suggestions for changes to the preferred alternative

Q4 Respondent skipped this question

Provide other ideas for traffic calming

Q5 Respondent skipped this question

Provide additional comments regarding the study

#39

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

I've filled out the Comment Form (survey) online but I wanted to also vote NO on the mid-block median islands on William Street.

I live at: [redacted]
I've never experienced a high volume of traffic here, except way down near Golf Rd when there are parking problems at the soccer field.

Please don't put medians on this street and make it so we can't park in front of our house. It is unnecessary and won't fix the parking problem near the soccer field.

Thank you,
Deanna Eallonardo

Q3 **Respondent skipped this question**

Provide any suggestions for changes to the preferred alternative

Q4 **Respondent skipped this question**

Provide other ideas for traffic calming

Q5 **Respondent skipped this question**

Provide additional comments regarding the study

#40

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

I originally signed the South William Street Traffic Calming petition, but I am opposed to the changes* being proposed.

*Mentioned at March 10 public works meeting.

Q3

Provide any suggestions for changes to the preferred alternative

I originally signed the petition to help enforce the current speed limit and stop sign issues. I favor a stronger police presence and the use of speed limit blinking signage.

Q4 **Respondent skipped this question**

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

Mt. Prospect is known for its excellent snow removal. The proposed changes would impact this essential service. Traffic circles could make the street more dangerous.

#41

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

Please consider this a "No" to your suggested changes. Currently there are no parking signs along the west side of William Street from Golf Rd to Berkshire Lane. This should be sufficient. William Street is one of few streets that crosses William Creek. It should stay wide open for emergency vehicles, fire truck, etc.

Q3

Respondent skipped this question

Provide any suggestions for changes to the preferred alternative

Q4

Respondent skipped this question

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

How about a study to reprime & resurface the park across Sunrise Park. It could use some expensive. And the drive south of Weller Creek could use some fill .

MAYOR
Paul Wm. Hoefert

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

VILLAGE MANAGER
Michael J. Cassady

DIRECTOR OF PUBLIC WORKS
Sean Dorsey

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

Village of Mount Prospect
Public Works

1700 W. Central Road, Mount Prospect, Illinois 60056

MINUTES OF THE MOUNT PROSPECT TRANSPORTATION SAFETY COMMISSION

CALL TO ORDER

The meeting of the Mount Prospect Transportation Safety Commission was called to order at 7:00 p.m. on Monday, March 10, 2025.

ROLL CALL

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

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

APPROVAL OF MINUTES

Staff Liaison Foresman presented the following to the Commission for inclusion as an addition to the draft minutes that were included in the agenda packet:
Under the discussion section for the Arterial Bike Network Study, add the following.

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

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

CITIZENS TO BE HEARD

None.

OLD BUSINESS

None.

NEW BUSINESS

A: Hatlen Heights – Friendly Neighborhood Streets Program

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

Background:

The study limits include:

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

A petition for the Friendly Neighborhood Streets Program for Audrey Lane was received on October 2, 2024. Staff found the street qualified for the program and determined the study area.

Initial Public Outreach:

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

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

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

Initial Plan:

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

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

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

The following measures were not included in the initial plan:

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

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

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

Second Public Outreach:

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

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

On-Site Meeting: This Transportation Safety Commission meeting is serving as the "on-site" meeting as outlined in the Friendly Neighborhood Streets Program due to the study taking place over the winter.

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

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

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

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

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

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

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

B: William Street – Friendly Neighborhood Streets Program

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

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

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

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

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

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

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

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

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

The following measures were not included in the initial plan:

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

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

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

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

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

On-Site Meeting: This Transportation Safety Commission meeting is serving as the "on-site" meeting as outlined in the Friendly Neighborhood Streets Program due to the study taking place over the winter.

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

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

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

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

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

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

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

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

C: Arterial Bike Network Study

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

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

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

Comments received at those meeting were incorporated into the final report.

Changes from Draft Report: Below are changes made to the study between the draft and final document. The page numbers are the page of the PDF study document:

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

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

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

Option: Action at the discretion of the Commission.

Discussion: None.

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

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

Representative Mavraganis was not present for the vote.

COMMISSION ISSUES

Liaison Foresman informed the Commission that the Village's Human Services department was currently developing a Transit Study and provided information on the public survey for that study: https://www.mountprospect.org/departments/human-services/transit-study#!/

ADJOURNMENT

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

Respectfully submitted,

Luke Foresman, P.E.
Project Engineer

Resident Information Bulletin #3
South William Street Traffic Calming Study

Village of Mount Prospect
Public Works Department
APRIL 2025

INTRODUCTION:

The Village is conducting a traffic calming study on South William Street between Prospect Avenue and Golf Road. The next step of this study is to install temporary traffic calming measures to help refine the proposed design. Last year, the Village initiated a traffic calming study for South William Street based on a petition submitted by residents. Traffic calming is infrastructure designed to slow vehicle speeds or reduce the number of vehicles on a neighborhood street to increase safety for all users.

TEMPORARY MEASURES:

Public Works will be installing temporary median islands, bump outs and pavement markings on William Street between Council Trail and Golf Road within the next few weeks to demonstrate the proposed traffic calming measures. Staff will use the demonstration as an opportunity to observe, revise the design as needed, and collect additional traffic counts to evaluate the effectiveness of the measures. Staff has removed the median island from the 500 block of South William Street from the proposed design. **NOTE: THE TEMPORARY MEASURES ARE NOT THE FINAL DESIGN. STAFF WILL MAKE REVISIONS AND WILL SEND A FOLLOW-UP LETTER WITH THE FINAL DESIGN FOR RESIDENTS TO REVIEW AND COMMENT ON.**

TRAFFIC CALMING PROCESS:

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



PUBLIC INPUT

The Village is soliciting comments from residents on the temporary measures. There is not a formal survey. Comments can be submitted to Public Works by mail or in person at Public Works, Attn: Luke Foresman, 1700 West Central Road, Mount Prospect, IL 60056. Residents can also submit comments by phone at (847) 870-5640 or by email at publicworksdept@mountprospect.org. Please put "William Street Traffic Calming" in the subject line of your email. **Comments need to be submitted by Friday May 16th for inclusion in this part of the study.**

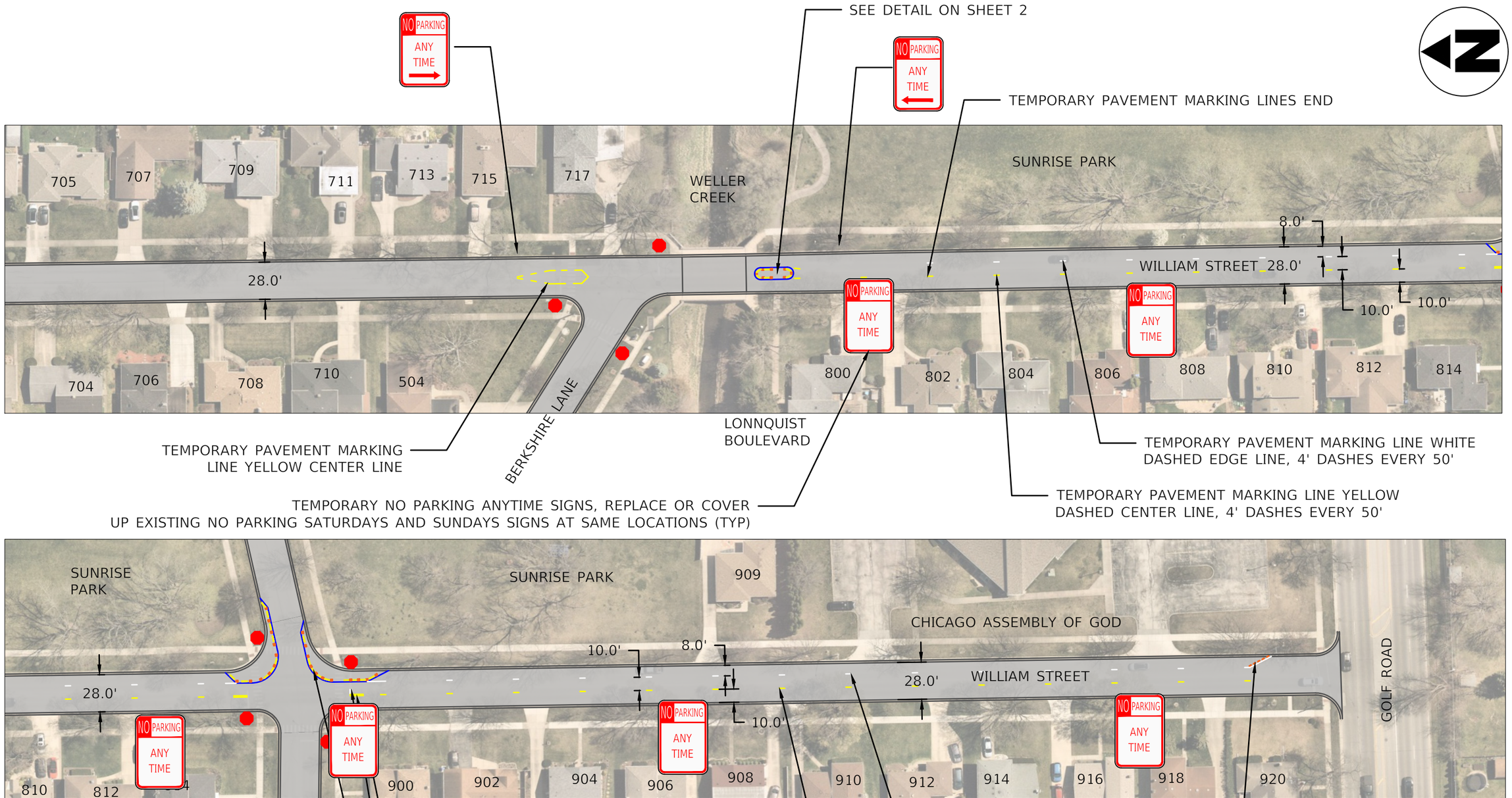
Once comments are received, Staff will finalize the proposed design, send out a ballot to residents and invite them to the Transportation Safety Commission meeting to discuss the project. This meeting will determine if the project is recommended to move forward to the Village Board for approval or not.

Further study information can be found on the project website. Search "Traffic Calming" on the Village's website. The South William Street Traffic Calming Study website can be found under the "Current Traffic Calming Studies" section, or scanning the QR code below will take you directly to the website.

VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT

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

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



QUANTITIES:
8 TEMPORARY NO PARKING SINGS
150 FEET WHITE PAVEMENT MARKING
150 FEET YELLOW PAVEMENT MARKING
5 CONES

ENGINEERING DIVISION TO MARK LOCATIONS ON PAVEMENT WITH PAINT

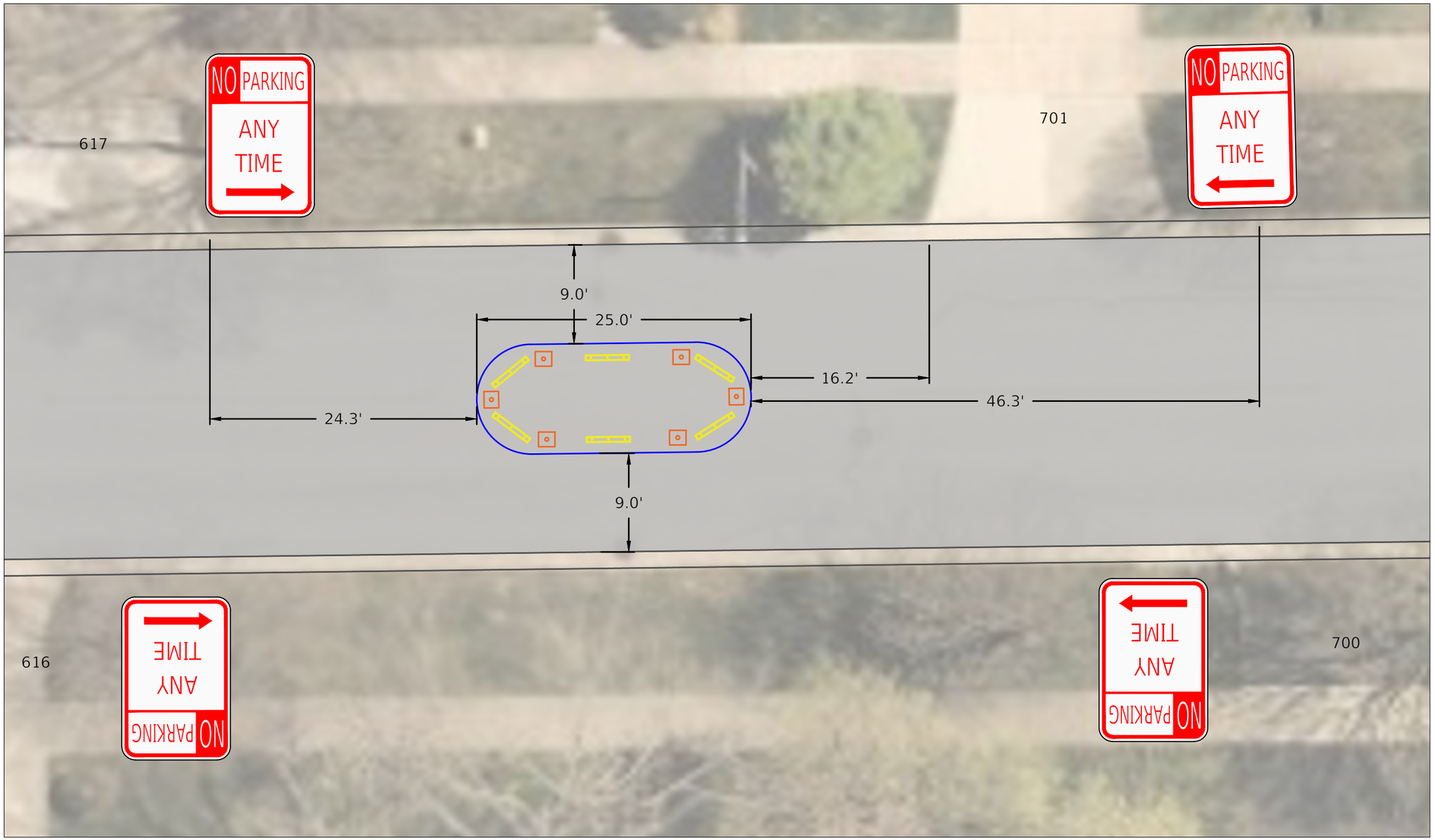
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USER NAME = LJF	DESIGNED - LJF	REVISED -	**VILLAGE OF MOUNT PROSPECT**
	DRAW - LJF	REVISED -	
PLOT SCALE =	CHECKED - MPL	REVISED -	
PLOT DATE = 1/21/2025	DATE - 1/21/2025	REVISED -	

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - TEMPORARY INSTALLATION

SCALE: 1:75 | SHEET 1 OF 5 SHEETS | COUNCIL TRL - GOLF RD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	5	1
		CONTRACT NO. N/A		
	ILLINOIS			



LEGEND

= 4' RUBBER CURB

= PLASTIC BOLLARD WITH RUBBER BASE

QUANTITIES:
6 CURBS
6 BOLLARDS WITH RUBBER BASES
4 NO PARKING SIGNS ON BARRICADES

ENGINEERING DIVISION TO MARK
LOCATIONS ON PAVEMENT WITH PAINT

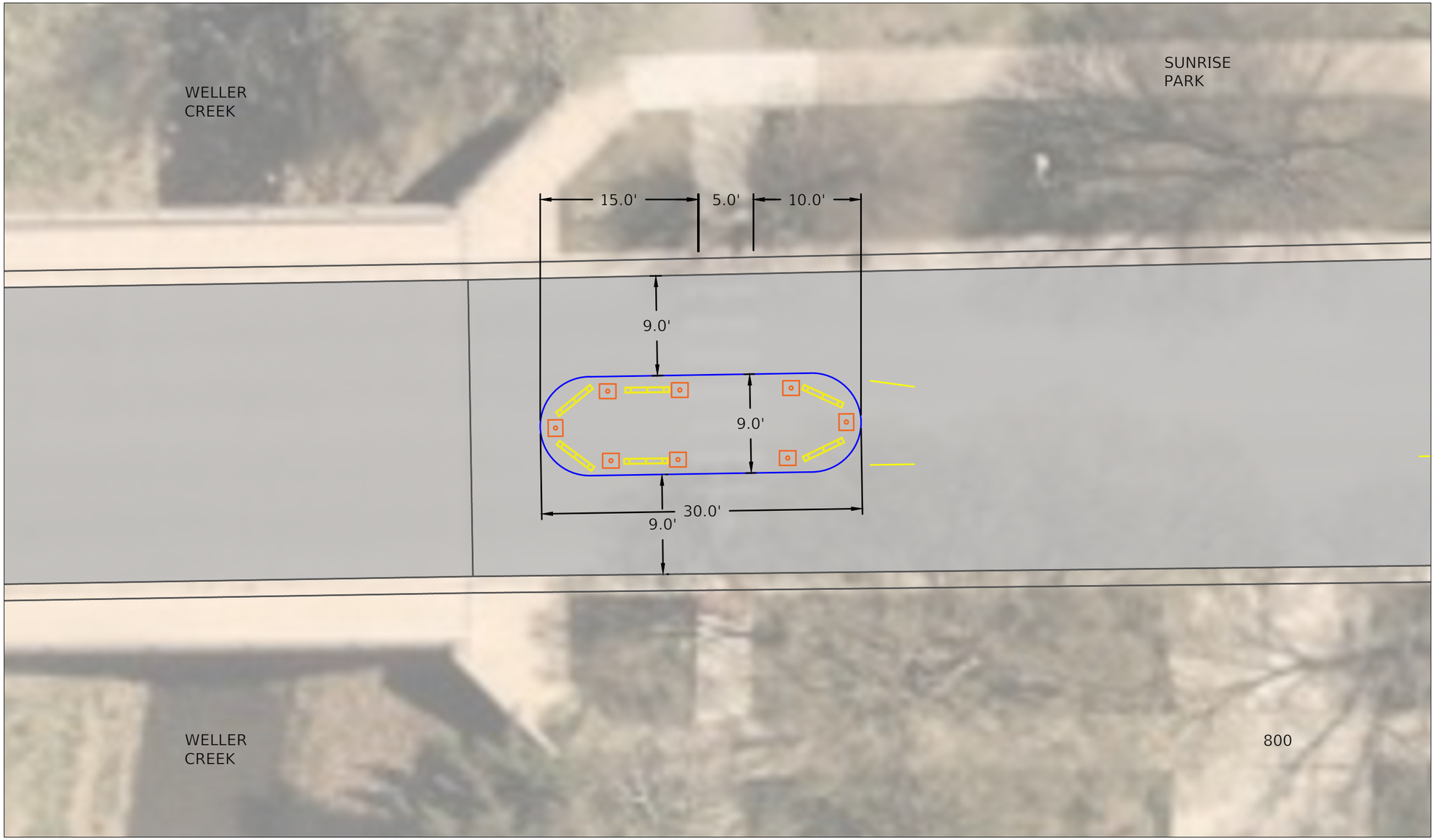
USER NAME = LJF	DESIGNED - LJF	REVISED -	**VILLAGE OF MOUNT PROSPECT**
	DRAW - LJF	REVISED -	
PLOT SCALE =	CHECKED - MPL	REVISED -	
PLOT DATE = 4/10/2025	DATE - 4/10/2025	REVISED -	

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - TEMPORARY INSTALLATION

SCALE: 1:10 | SHEET 2 OF 5 SHEETS | 600 AND 700 BLOCK

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	5	2
		CONTRACT NO. N/A		
	ILLINOIS			

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LEGEND

= 4' RUBBER CURB

= PLASTIC BOLLARD
WITH RUBBER BASE

QUANTITIES:
6 CURBS
8 BOLLARDS WITH RUBBER BASES

ENGINEERING DIVISION TO MARK
LOCATIONS ON PAVEMENT WITH PAINT

SEE SHEET 4 FOR NO PARKING SIGNS

USER NAME = LJF	DESIGNED - LJF	REVISED -
	DRAW - LJF	REVISED -
PLOT SCALE =	CHECKED - MPL	REVISED -
PLOT DATE = 4/10/2025	DATE - 4/10/2025	REVISED -

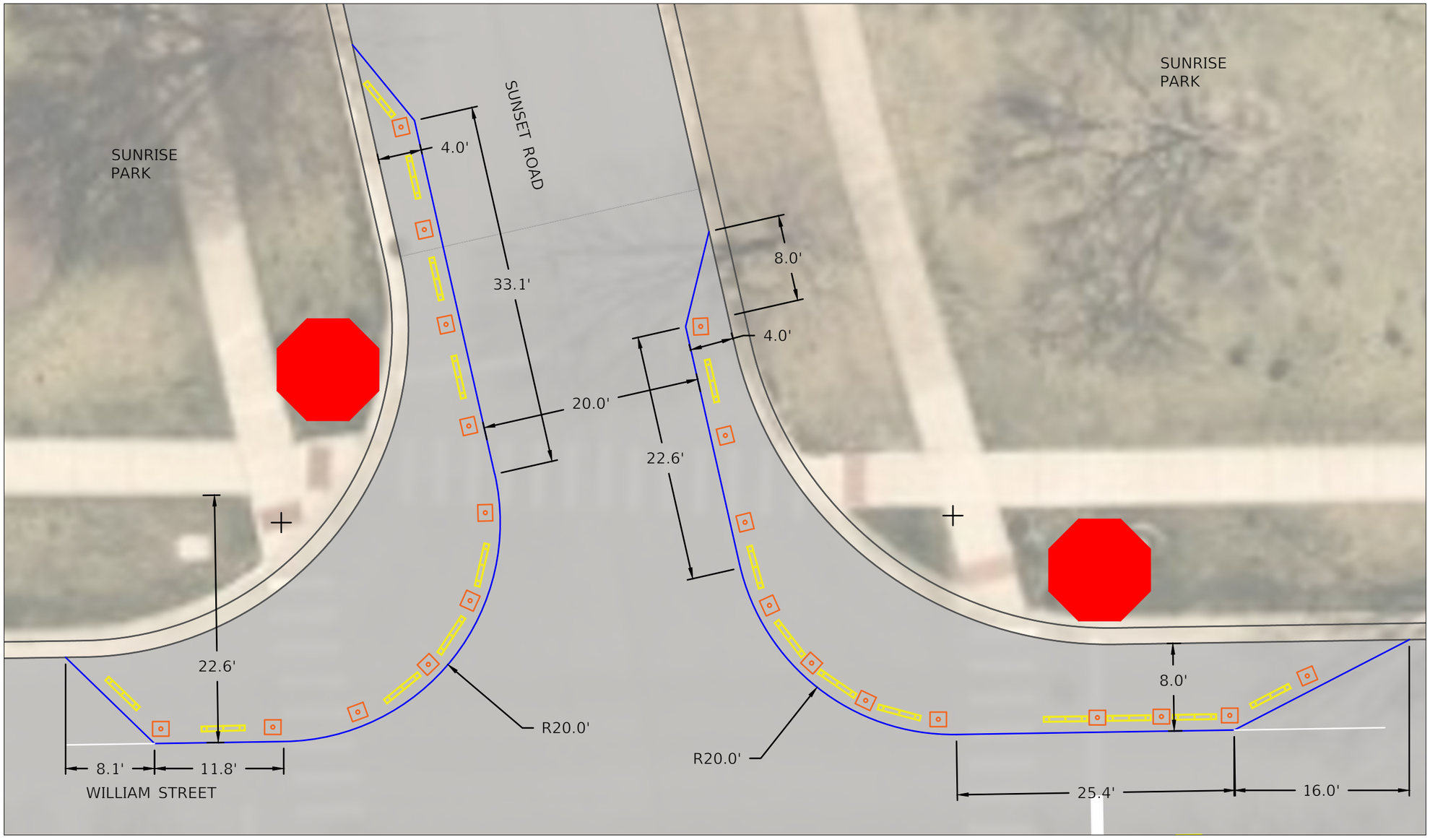
VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - TEMPORARY INSTALLATION

SCALE: 1:10 | SHEET 3 OF 5 SHEETS | AT BRIDGE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	5	3
		CONTRACT NO. N/A		
	ILLINOIS			

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LEGEND

= 4' RUBBER CURB

= PLASTIC BOLLARD
WITH RUBBER BASE

QUANTITIES:
18 CURBS
21 BOLLARDS WITH RUBBER BASES OR CONES

ENGINEERING DIVISION TO MARK LOCATIONS ON PAVEMENT WITH PAINT

SEE SHEET 4 FOR NO PARKING SIGNS

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USER NAME = LJF	DESIGNED - LJF	REVISED -	VILLAGE OF MOUNT PROSPECT
	DRAW - LJF	REVISED -	
PLOT SCALE =	CHECKED - MPL	REVISED -	
PLOT DATE = 4/10/2025	DATE - 4/10/2025	REVISED -	

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - TEMPORARY INSTALLATION

SCALE: 1:10 | SHEET 4 OF 5 SHEETS | AT SUNSET ROAD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	5	4
		CONTRACT NO. N/A		
	ILLINOIS			

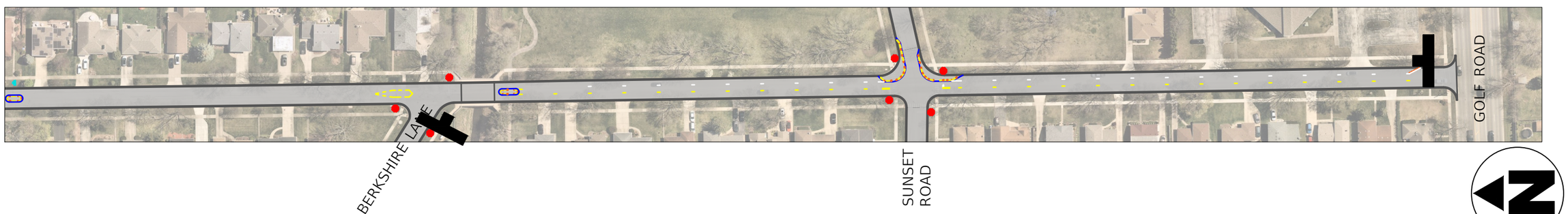


QUANTITIES:
3 CUSTOM SIGNS ON BARRICADES
36" X 36"

INSTALLED ON:
SB WILLIAM STREET SOUTH OF COUNCIL TRAIL
SB BERKSHIRE LANE WEST OF WILLIAM STREET
NB WILLIAM STREET NORTH OF GOLF ROAD

= SIGN LOCATIONS





USER NAME = LJF	DESIGNED - LJF	REVISED -	**VILLAGE OF MOUNT PROSPECT**
	DRAW - LJF	REVISED -	
PLOT SCALE =	CHECKED - MPL	REVISED -	
PLOT DATE = 1/21/2025	DATE - 1/21/2025	REVISED -	

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - TEMPORARY INSTALLATION

SCALE: 1:75 | SHEET 5 OF 5 SHEETS | COUNCIL TRL - GOLF RD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	5	5
		CONTRACT NO. N/A		
	ILLINOIS			

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William Street

Temporary Measures Comments

We received a total of 14 comments, in general 7 were for the temporary measures (included comments that liked some of the traffic calming measures but not all), 5 were against and 2 were general comments.

Phone Call Received, Resident was primarily concerned with the Park District and how soccer is affecting the neighborhood. Wants the Park District to address the issues, try to spread out game times or limit the number of games at one time.

Oversized vehicles would not be able to make right turn from SB William onto Berkshire if Striped median was raised

Can hear braking NB before the median by the bridge

Traffic calming has little impact on stop sign compliance

No calming for people NB continuing NB on Berkshire

I very much welcome the traffic calming study for William street. I believe the new configuration will influence cars to reduce their speed. I do think a speed bumps are needed on Williams between council & shabonee and council & Berkshire as they are a bit longer blocks. There are lots of young families near that area that do attend Lions Park.

As a parent whose children do play soccer at Sunrise, in the spring and fall, it is very difficult to park our car near there. So this new configuration will influence us to walk (we live a few blocks away) knowing that parking appears to be limited more around sunrise

I do feel the bridge also needs an extension of the sidewalk or small fence so it’s a bit safer.

Hi Luke,

I think it's been about a week since the installation of temporary traffic calming measures on William Street.

Referring specifically to the measures on the 600-700 blocks, I don't think they were necessary in the first place and I don't believe they are helping with calming traffic now. It's a busy "cut through" street and the volume of traffic at peak periods (which is the real issue) will not be affected by making permanent these current temporary measures.

In addition, I believe that the temporary measure installed on the street in front of the houses at approximately the 614-701 lots will be problematic during winter. Currently, the temporary measures are a minor inconvenience; however with snow and attendant plowing issues, permanent measures will at best make things less safe and at worst possibly make conditions more dangerous...I believe that would be the result of installing permanent "obstacles" in the middle of a fairly busy street when the pavement is slippery.

The William Street project reflects multiple approaches to help reduce speed, increase safety, and address parking issues near Sunrise Park. Please consider this feedback in your planning.

#1 The curb bump outs at William and Sunset are a bad idea as currently implemented. I have observed many cars taking wider turns into oncoming traffic lanes to navigate the curb bump out. This also is causing delays at the stop sign waiting for drivers to negotiate the turn, or drivers who perceive they do not have enough space to turn and wave the other driver through so they can turn once there is space. Reduce the size of the curb bump out or eliminate them all together.

#2 The medians on William to address parking issues during activities at Sunrise Park have pushed parking onto both sides of Berkshire, forcing people to use the bridge to cross to reach the park, reducing space to drive on Berkshire, and causing congestion. Consider partnering with the church at Golf & William to offer their parking lot when it is available to people who are at events at Sunset Park. Consider turn restrictions or one-way-only traffic to mitigate traffic congestion during hours when the park is used. Consider designating parking on the grass in a less-used area during busy times. Consider designating an area for drop-off only to encourage parking elsewhere. Consider shuttles to/from the parking lot at Lions Park School. Consider engaging soccer teams to carpool.

#3 Pedestrian safety at William & Council Trail needs improvement during the hours when kids are traveling to and from Lions Park School. Stop signs are rolled, ignored, traffic approaching those stop signs at too high a speed, u-turns, and inconsistent use of signals for which direction the driver intends to drive. Consider adding more signage to alert drivers to slow down, stop sign ahead, and put pedestrian crosswalk markings at this busy intersection. Consider making this intersection part of the school zone. Consider recruiting help from the neighborhood for an adult presence at the intersection to help kids navigate the intersection before or after school. Pro tip: Post a police officer there (and by Lions Park School) and issue tickets for illegal driving & stunts and horrible parking manners because it's the same people in the morning and the afternoon. Mostly Subaru or Audi drivers.

#4 Reduce speed on William between Golf and Prospect Ave. Consider installing speed tables which could double as a pedestrian walkway. Install solar powered speed feedback signs. Install mid-way between Weller Creek & Sunset, between Berkshire & Council Trail, and near Lions Park.

#5 The medians on William between Council Trail and Berkshire are OK, but in our experience people are ignoring the no parking signs, forcing through traffic to navigate into the opposing lane to pass the median.

It's been two weeks since the installation of temporary median islands, bump outs, pavement markings, altered traffic signage/no parking signs.

During those two weeks, I've been home most hours on most days, and have NOT SEEN ANY village PW, engineering, Police vehicles, staff, or other village vehicles "observing" any of the traffic activity on the actual street. It's rather disappointing to realize that no apparent follow through effort is being made to actaully OBSERVE the driver behaviors that have changed since the install of these features, to determine if they actually produce the desired results.

Second, I reside at 909 S. William Street and can personally attest to driving my street multiple times each day. Since the installation of the temporary changes to test their effectiveness, I have seen NO vehicle counting devices/cameras or other methods deployed to actually MEASURE THE ACTUAL NUBMER OF VEHICLES using the street.

How can the village determine if traffic counts are up/down/increasing/decreasing if YOU DON'T COUNT THE TRAFFIC?????? Count the cars/vehicles BEFORE THE MEASURES, during the measures, and AFTER the temporary changes. Any statistics the village will be presenting must be ACCURATE and RELIABLE data.....

Third, my personal observations have been that driver behavior of customary/patterned/regular users of Southbound William street traffic have become even MORE AGRESSIVE and SPEEDING HAS INCREASED because of the temporary restraining of traffic flows. Drivers who stop at Sunset/William St. (headed southbound) now are presented with UNIMPEEDED open lane and have therefore ACCELLERATED their speeds in the final block (900) of southbound william, immediately in front of my home.

Fourth, yesterday, I had to contact the MP Police Department for an officer to respond to address vehicles/traffic problems in the affected area. I have had multiple occasions (going back multiple YEARS), about street parking and vehicles blocking the apron of my private residential driveway, as well as illegal parking, congestion and speeding vehicles. Since the initial launch of the calming study, and the years previous to it, I can count on 1 hand, the number of times I actually saw a police officer conducting traffic speed ENFORCEMENT

ACTIVITY on my street (particularly when traffic enters William street from Golf Rd, or, near parks/schools or other areas that mandate more stringent safety enforcement.

Lastly, I have tried to be a friendly and responsible, courteous neighbor and citizen of my community. However, I have reached the end of my capacity for sympathy of other reckless, selfish, arrogant and frankly, beligerent drivers and users of the village streets and surrounding parks that continue to cause dangerous, frustrating and incredibly hazardous conditions in my own hometown. I will not hesitate to contact 911 in the future, and repeatedly will do so to emphasize the nature and depth of frustrations that those who must live with these circumstances. I will also monitor the Police Department traffic enforcement activities & hold the Village accountable for providing the most basic services our community expects. I thinks its fairly easy to find out if the PD has actually written ANY speeding/traffic violation enforcemnet citations in the affected study area through court records. If the Village can't find the resources to actually ENFORCE the rules already available, that will be a telling set of circustances and data points.

I will attend the future meetings and participate in this calming process, but, as I vote today, these measures have been wholly ineffective in acheiving the desired results, the study is a classic examply of delay, deny and failure to achieve the desired results.

My recommedation is to install (11) speed bumbs along the entirety of William Street, from Golf Road to Prospect Ave. , and to supplement these with vigourous TRAFFIC speed ENFORCEMENT, to train and educate vehicle operators to respect the ordinances/laws/regulations of my community and my neighborhood.

Hello,

I previously have voiced my <u>opposition</u> for the proposed traffic calming and will continue to do so.

<u>Streets are for vehicles</u>. These islands and narrowing of lanes impedes traffic which makes it more dangerous as cars are veering around attempting to navigate the islands. The other day I was driving home and a car literally STOPPED mid-way around the island--they were trying to pull into a driveway there and they struggled to do so. Yesterday, I watched a fire truck barely able to pass the island in the middle of the 600 block. **PLEASE REMOVE THE ISLAND IN THE MIDDLE OF THE 600 BLOCK OF WILLIAM!**

The island that is SOUTH of Weller Creek is TOO CLOSE to the parking spots. When the streets are parked up, it is difficult and dangerous to pass around that lane.

The island that is NORTH of Weller Creek (Berkshire & William--only marked by yellow lines at this time) will also be impassable if you build this one up with a curb/island too. **PLEASE**

DO NOT. The poor man that lives across from that is going to have people running up the curb and parkway to avoid the island. (I haven't measured it, but it appears the island is wider than either lane allowed for traffic.) This makes the vehicles travel far too close to the curb AND THE SIDEWALK.

The bump outs at Sunset and William are FAR TOO LARGE. Turning is difficult and I do not see how this makes it safer for pedestrians. They will still be next to traffic--only now the cars have a smaller turning radius which is more dangerous to the pedestrians.

I am asking you to RECONSIDER all these ridiculous islands. They are problematic in and of themselves. They make traffic here worse. When it snows and the snow plows push the snow to the edge, I don't think large cars/trucks/firetrucks/ambulances will be able to make it around them safely. Have you considered what these will be like in the winter with snow and ice?

- **ELIMINATE the island in the middle of 600 block of William**
- **ELIMINATE the island at Berkshire & William**
- **NARROW the island at Weller Creek and William**
- **DECREASE THE SIZE OR ELIMINATE the bump outs at Sunset & William.**

There is one thing you did right--parking on only one side of the street near Sunset Park.

I do not know why you scheduled the On-Site Meeting for before this trial. People really need the ability to speak up now that we have had these traffic impeding measures thrust upon us.

To the employees of the public works department,

My name is XXXX, and I am a current resident of Mount Prospect. While I do not live within the 600-700 blocks directly on South William Street, I live in Maple Street Lofts and regularly walk to Sunrise Park. I saw the QR code while walking and have been looking over the proposal since.

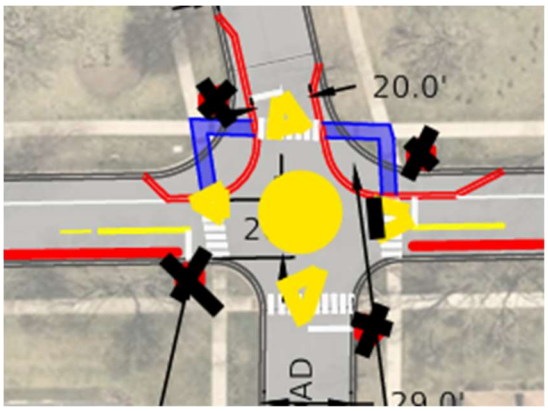
Overall, I am glad with the proposals within the study, and support it. However, I have 2 alternative options I would like to bring forth. I would like to clarify that even if my proposals are infeasible, the study as-is should proceed, as taking any action to fix the traffic would be better than complacency.

Why Roundabouts

Roundabouts effectively decrease traffic speeds by introducing curves that force drivers to slow down. They also keep traffic moving, offering a better compromise than stop signs, which can be ignored, cause backups, or just be outright annoying. Additionally, roundabouts can enhance the aesthetic appeal of neighborhoods by incorporating landscaping and beautifying the central island/splitters. They also improve safety by reducing the likelihood of severe accidents and facilitate smoother pedestrian crossings, as the splitter islands in the center mean a pedestrian only has to cross one lane of traffic at a time instead of waiting for a clearing in both directions. Ultimately, while stop signs are an easy way to put a band-aid on a solution, introducing curves and obstructions which innately cause a human to slow down get human nature to work in our favor, not against it.

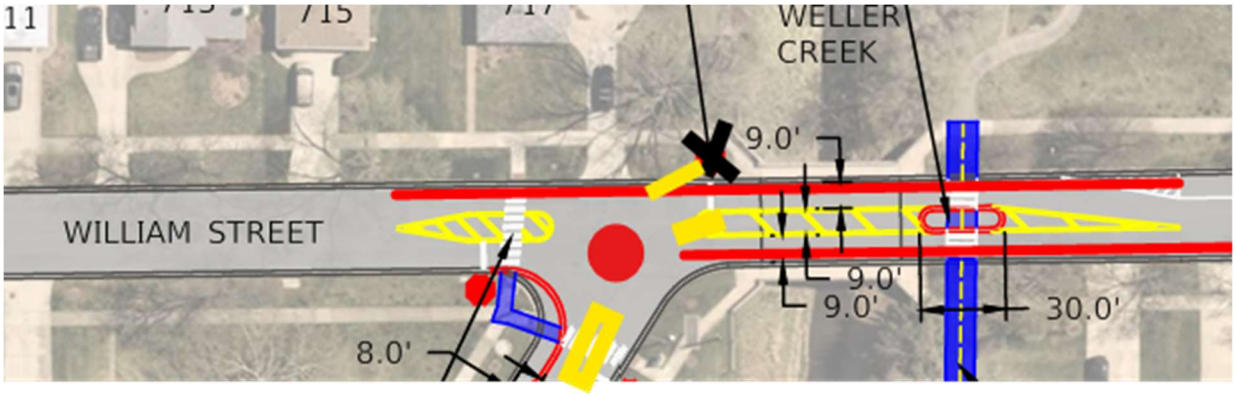
Berkshire Lane/William Street Intersection

While the current proposal for the intersection is an improvement, I believe that a roundabout here would better improve traffic calming. The current proposal already has traces of a roundabout within it, as the two yellow striped sections can act as splitter islands. Below, I have crudely mocked up a drawing in MS paint to demonstrate my idea.



Sunset Road/William Street Intersection

Similarly, I propose a small roundabout here, as there should be ample space for one. Again, I have mocked up a drawing for reference.



Cost Effectiveness

When people think of roundabouts, they often think of costly cement structures. However, roundabouts need not be expensive nor permanent. If a study needed to be conducted, a rubber roundabout could be used. These low-cost, temporary alternatives sit low-enough to where no damage would be incurred from vehicles driving over them. There are several instances of these roundabouts being installed in neighborhoods successfully, with one such study being demonstrated here.

Alternatively, if a more permanent yet cheaper structure was preferred, the cost of the roundabout could also be lowered with the use of a mini rubber roundabout.



Please consider installing these roundabouts as I believe they are a more effective solution for marginally more cost.

Hello.

Writing to share feedback on this study. I am thankful that this is being conducted because as a resident in this area who walks her dog twice daily, there are many residents and commercial trucks that use William street especially in the morning that fly through this area. Without any street lights, I was growing even more concerned during the winter. This is pretty bad on Owen Street as well between Sunset and Golf. There are no speed bumps or stop signs to prevent people from flying through this area. I hope for safety measure to be put in place to prevent any accidents.

Thank you and hope to see permanent solutions soon.

Hello

I'm commenting on the current temporary measures in place for the William St Taffic Calming study.

I propose to remove the median island from the 600 block and the bump outs on the corner by the park.

Thank you for removing the median island from the 500 block of S William St from the proposed design.

Thanks

Hello,

I wanted to respond to the temporary measures on William Street. I live on William Street and have never seen any trouble, speeding cars, or issues that would warrant the dividers now set up on the street.

I do understand that parking needs to be limited to one side of the street near the soccer field.

But the temporary medians down the street (away from the soccer field) don't seem to do anything other than create frustration, keep people from parking in front of their homes, and encourage cars to drive closer to the sidewalk. As a walker, I don't want the cars coming closer, as more people are texting now and distracted.

In addition, the medians will create problems when delivery trucks come by, workers needing to park when people are getting work done on their house, emergency vehicles, moving trucks, mail trucks, etc.

I personally don't wish my tax dollars to pay for these, as they are unnecessary and will cause more headaches.

I believe we are better without these medians on our street.

I appreciate the opportunity to comment on the William Street Traffic Calming Project and hope that my comments are helpful in your decision-making.

I am completely opposed to the implementation of the traffic calming measures proposed fro William Street south of Council Trail. What little traffic there is along William does not need to be calmed, nor are the proposed traffic islands necessary for safety, nor is there any need to narrow the intersection at William and Sunset. The proposed changes will irritate drivers because they are unnecessary, and they will push many drivers to seek alternate routes to and from Golf Road through neighboring streets, such as Golfview Circle. Although this item does not affect me, I am sure the proposed changes around Sunrise Park would be a major irritant to the sporadic visitors to Sunrise Park who arrive en mass to watch youth soccer games and practices.

Please register me as a strong “No” on this proposal.

When I first heard about this project a few weeks back, my first reaction was, "Traffic calming on William Street? How on earth did they come up with the notion that traffic on William Street is bad enough to need calming?"

This reaction stems from my perception of William Street, built up after living in the neighborhood since the 1970s. To me, William Street, from Prospect Avenue to Golf Road is a minor collector street for people in the neighborhood east of Emerson Street to gain access to Golf Road, and gain access to the neighborhood from Golf Road. Occasionally – usually on Sundays – the stretch alongside Sunrise Park is packed with cars from youth sports spectators. In addition, I’m sure the stretch south of Council Trail experiences sporadic, but short-lived, traffic surges related to Lions Park School and sports events at Lions Park. I regard all of this as “normal traffic” and not something that needs to be “calmed” by anything other than existing traffic laws, parking ordinances, and occasional police ticketing in the area to remind drivers that they should obey traffic laws.

I have lived a half-block from Lions Park School for almost 50 years and know what it is like to have our street occasionally difficult to negotiate because of 1) a sudden surge in volume of temporary drop-off traffic and pedestrian traffic in the morning, 2) another more prolonged surge in volume of temporary parked vehicles and pedestrian traffic in the afternoon, (3) plus occasional evening school events that again temporarily flood the local streets with parked vehicles for a few hours. Despite this, I would be opposed to any traffic calming measures

applied to Elm Street or to adjacent streets. The problems are to be expected, and they are temporary, and they are short-lived. We can live with it.

Hello,

I am a resident living near William and Sunset. I am very supportive of only allowing parking on one side of the Steet on William by Sunrise Park. However, this has caused over crowding on the nearby cross streets on Sunset between William and Owen. It has made the intersection of William and Sunset more dangerous with cars trying to find places to park and the streets are lined with cars on both sides of the surrounding streets which only allow one car to pass.

I would like consideration to extending the ability to only park on one side of the street to the nearby side streets.

Also, despite the traffic calming measures. People still speed down the street. A set of speed bumps may also help drivers be more cautious.

This is a late comment to say I really liked the William street calming study at sunrise park and was sad to see it end. Crossing William at the bridge crosswalk or at Sunset Rd always seems a bit dangerous and this helped.

MAYOR
Paul Wm. Hoefert

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

VILLAGE MANAGER
Michael J. Cassady

DIRECTOR OF PUBLIC WORKS
Sean Dorsey

Phone: 847/870-5640
Fax: 847/253-9377
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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, March 10, 2025.

ROLL CALL

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

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

APPROVAL OF MINUTES

Staff Liaison Foresman presented the following to the Commission for inclusion as an addition to the draft minutes that were included in the agenda packet:
Under the discussion section for the Arterial Bike Network Study, add the following.

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

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

CITIZENS TO BE HEARD

None.

OLD BUSINESS

None.

NEW BUSINESS

A: Hatlen Heights – Friendly Neighborhood Streets Program

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

Background:

The study limits include:

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

A petition for the Friendly Neighborhood Streets Program for Audrey Lane was received on October 2, 2024. Staff found the street qualified for the program and determined the study area.

Initial Public Outreach:

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

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

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

Initial Plan:

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

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

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

The following measures were not included in the initial plan:

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

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

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

Second Public Outreach:

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

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

On-Site Meeting: This Transportation Safety Commission meeting is serving as the "on-site" meeting as outlined in the Friendly Neighborhood Streets Program due to the study taking place over the winter.

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

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

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

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

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

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

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

B: William Street – Friendly Neighborhood Streets Program

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

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

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

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

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

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

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

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

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

The following measures were not included in the initial plan:

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

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

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

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

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

On-Site Meeting: This Transportation Safety Commission meeting is serving as the "on-site" meeting as outlined in the Friendly Neighborhood Streets Program due to the study taking place over the winter.

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

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

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

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

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

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

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

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

C: Arterial Bike Network Study

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

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

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

Comments received at those meeting were incorporated into the final report.

Changes from Draft Report: Below are changes made to the study between the draft and final document. The page numbers are the page of the PDF study document:

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

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

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

Option: Action at the discretion of the Commission.

Discussion: None.

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

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

Representative Mavraganis was not present for the vote.

COMMISSION ISSUES

Liaison Foresman informed the Commission that the Village's Human Services department was currently developing a Transit Study and provided information on the public survey for that study: https://www.mountprospect.org/departments/human-services/transit-study#!/

ADJOURNMENT

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

Respectfully submitted,

Luke Foresman, P.E.
Project Engineer