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

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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
September 8, 2025
7:00 p.m.

I. Call to Order

II. Roll Call

III. Approval of Minutes – August 11, 2025, Regular Meeting

IV. Citizens to be Heard

V. Old Business

VI. New Business
   A. Hatlen Heights – Audrey Lane, Hatlen Avenue, Bonita Avenue, Connie Lane and Meier Road north of Lincoln Street – 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, August 11, 2025.

ROLL CALL

Present upon roll call:	Justin Kuehlthau	Chairman
	Christopher Prosperi	Vice Chairman
	Jeffrey Nejdl	Commissioner
	B-L Pellicore	Commissioner
	Charlie Lowry	Commissioner
	Tina DeAragon	Commissioner
	Joesph Vena	Fire Department Representative
	Scott Moe	Public Works Department Representative
	Luke Foresman	Project Engineer – Staff Liaison
Absent:	Nicholas Mavraganis	Police Department Representative – Arrived at 8:10 PM

Others in Attendance:	Carrie Radon	Resident	612 S. William Street
	Wayne Grubaugh	Resident	916 S. William Street
	Donna & Jim Prandini	Residents	812 S. William Street
	Carole Martz	Residents	105 W. Berkshire Lane
	Peg Mangon	Residents	709 S. William Street
	Ellie Slesicki	Resident	814 S. William Street
	George Clowes	Resident	604 S. Elm Street
	Debbie Geavaras	Resident	200 S. Audrey Lane
	Patrick & Robin Moran	Residents	800 S. William Street
	Craig Wolfe	Resident	810 S. William Street
	Vito LiRosi	Resident	17 S. Audrey Lane

APPROVAL OF MINUTES

Commissioner Nejdl, seconded by Commissioner Pellicore, moved to approve the minutes of the regular meeting of the Transportation Safety Commission held on June 9, 2025. The minutes were approved by a vote of 7-0. Vice Chairman Prosperi abstained.

CITIZENS TO BE HEARD

Ms. Martz, of 105 W. Berkshire Drive, spoke to the Commission about golf cart safety. Specifically, she spoke on the golf carts that were used by the Lions Club during the Fourth of July Festival. Ms. Martz presented, and gave copies to the Commission, various statistics regarding golf cart related injuries and requested the Village institute specific regulations regarding golf cart safety.

There was discussion among the Commission and Commissioner Pellicore motioned that the Commission recommend the Village Board consider golf cart safety regulations at the same time as e-bike and e-scooter regulations. This was seconded by Commission DeAragon. The Commission voted 3-3 with the Fire Department Representative and Public Works Representative abstaining. The motion failed.

The was a second motion by Vice Chairman Prosperi to have Staff review existing golf cart regulations in Mount Prospect, surrounding communities and the state and present to the Commission at a future meeting. This motion was seconded by Commissioner Lowry. The Commission voted 7-0 with the Fire Department Representative abstaining. The motion passed.

Ms. Geavaras, of 200 S. Audrey Lane, spoke on the Hatlen Heights Friendly Neighborhood Streets Program Project and had questions for the Commission. These included: why certain traffic calming measures are proposed over others, why stop signs were not considered, how the traffic calming projects are evaluated after completion and why these traffic calming measures are not in neighboring communities. Staff Liaison Foresman answered the questions with reference to the Friendly Neighborhood Streets Program documents. Liaison Foresman also indicated that addressing traffic and safety concerns in neighborhoods is a priority of the Village Board. As such, Staff developed this program, and it is one of the first in our area that is this robust.

Mr. LiRosi, of 17 S. Audrey Lane, spoke on the Hatlen Heights Friendly Neighborhood Street Program Project and asked if the proposed traffic calming measures would address cut-through traffic. Staff Liaison Foresman indicated that the traffic calming measures were selected to reduce vehicle speed and increase safety but would not specifically address cut-through traffic. Instead, having the traffic calming measures in place would likely discourage cut-through traffic from using the route.

OLD BUSINESS

None.

NEW BUSINESS

William Street – Prospect Avenue to Golf Road – Friendly Neighborhood Streets Program Project

Staff Liaison Foresman presented the following on the William Street Friendly Neighborhood Streets Program 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 on 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 available 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 below.

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 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 Village Budge for general traffic calming. Construction would take place next year, either as part of the resurfacing program or as a stand-alone project.

Options:

The Transportation Safety Commission can vote to:

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

Or action at the discretion of the Commission.

Discussion:

Police Representative Mavraganis arrived at 8:10 PM.

There was general discussion among Commission members asking about large vehicle and maintenance impacts from the traffic calming measures. Liaison Foresman indicated the measures are designed to allow large vehicles through at low speeds and that Public Works maintenance activities will be able to negotiate around the measures.

In general, the Commission understood the traffic calming measures and their anticipated effects. Additionally, they were appreciative of the Friendly Neighborhood Streets Program process.

Numerous members of the public commented on the recommended traffic calming plan.

Ms. Slesicki of 814 S. William Street read from prepared comments regarding the project. She mentioned moving to Mount Prospect for wide streets and that wide streets promoted safety. She was upset with a perceived lack of transparency with the project and indicated she didn't believe anything needed to be done since any traffic issues only occur for a minor part of the day.

Ms. Radon of 612 S. William Street indicated the initial petitioners were not aware that the petition was for a project of this magnitude. Additionally, on the ballot, the wording for item #2 was confusing. She felt the 10' lanes recommended in item #3 were too

narrow and that the recommended bump outs at the intersection of William Street and Sunset Road were likely to increase traffic crashes.
Mr. Prandini of 812 S. William Street requested the current parking regulations stay in place. He suggested an option of installing "No Parking Here to Corner" signs at all four legs of the intersection of William Street and Sunset Road instead of the bump outs. He also commented on dangerous pedestrian behavior increasing safety issues at the crosswalk south of the bridge.

Mr. Clowes of 604 S. Elm Street was surprised traffic was an issue and mentioned that William Street is a key access route for residents in the neighborhood due to the bridge. He suggested police enforcement to address traffic issues during specific times.

After those comments there was general discussion among the audience and the Commission. Representative Mavraganis indicated the point of this program is to create self-enforcing streets with the idea that police enforcement is not needed to improve safety due to the way the street is designed.

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

Ballot Item #1: Pavement striping and parking changes on William Street between Prospect Avenue and Shabonee Trail.

Motion 1 by Vice Chairman Prosperi, seconded by Commissioner Nejdl: Recommend crosswalk improvements only; no parking changes or pavement markings.

Motion failed by a vote of 0-9.

Motion 2 by Commissioner Lowery, seconded by Commissioner Pellicore: Approving Staff's recommendation.

Motion passed by a vote of 8-1.

Ballot Item #2: New crosswalk with speed feedback signs or median island.

Motion 1 by Commissioner Pellicore, seconded by Vice Chairman Prosperi: Approve Staff's recommendation (Option 2) including speed feedback signs and a new midblock crosswalk.

Motion failed by a vote of 4-5.

Motion 2 by Commissioner Lowery, seconded by Representative Moe: Recommend speed feedback signs only, no new crosswalk.

Motion passed by a vote of 7-2.

Ballot Item #3: Median island south of Weller Creek bridge and intersection striping at the intersection with Berkshire Lane.

Motion by Commissioner Lowery, seconded by Commissioner Pellicore: Approve Staff's recommendation of installing the median island and intersection pavement markings.

Motion passed by a vote of 8-0. Commissioner Nejdl was absent for this vote.

Ballot Item #4: Parking changes on William Street between Weller Creek and Golf Road and intersection bump outs at the intersection of William Street and Sunset Road.

Motion by Commissioner Pellicore, seconded by Chaiman Kuehlthau: Recommend only installing "No Parking Here to Corner" signs at the intersection; no bump outs or parking changes.

The motion passed by a vote of 6-2. Commissioner Nejdl abstained.

Overall, the Commissions recommends the following:

- Parking changes, pavement markings and crosswalk improvements on William Street between Prospect Avenue and Shabonee Trail
- Speed feedback signs only on the 600 and 700 blocks of William Street
- Median island south of Weller Creek and intersection pavement markings at the intersection of William Street and Berkshire Lane
- "No Parking Here to Corner" Signs at the intersection of William Street and Sunset Road

COMMISSION ISSUES

Vice Chairman Prosperi asked Police Representative Mavraganis if they had noticed an increase in noise complaints relating to vehicles. Representative Mavraganis indicated the Police had noticed an increase in complaints and are working internally on ways to address the issue.

Chairman Kuehlthau brought up to the Commission that the Village Board recently passed an ordinance giving the Chairperson the ability to limit public comment to 4 minutes per person. He asked the Commission if they wished to implement this limit going forward. There was general discussion, and the consensus was that the Commission was comfortable with how the meetings have been run and do not wish to implement the time limit at this time.

ADJOURNMENT

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

Respectfully submitted,

Luke Foresman

Luke Foresman, P.E.
Project Engineer

Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO: TRANSPORTATION SAFETY COMMISSION

FROM: PROJECT ENGINEER

DATE: SEPTEMBER 2, 2025

SUBJECT: HATLEN HEIGHTS – FNSP PROJECT

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

Project Status: Below are the steps of the Friendly Neighborhood Streets Program. We are currently at the bolded steps:

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

Background: Detailed project information can be found on the project website including the initial petition, traffic counts, public outreach summaries, alternative analysis memos and previous versions of the plan.
https://www.mountprospect.org/departments/public-works/engineering/traffic/traffic-calming/hatlen-heights-neighborhood-traffic-calming-study

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

Initial Outreach and Plan

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

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

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

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

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

Traffic Calming Trial

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

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

Revised Design

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

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

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

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

Balloting

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

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

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

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

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

Staff Recommend-ation:

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

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

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

Options:

The Transportation Safety Commission can vote to:

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

Or action at the discretion of the Commission.

Attachments:

The below attachments are included for the project:

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

BALLOT ITEM #2

NO IMPROVEMENTS

NEW SPEED FEEDBACK SIGN

PROPOSED MINI-TRAFFIC CIRCLE TO SLOW VEHICLES THROUGH INTERSECTION SEE DETAIL

CENTRAL ROAD

HATLEN AVENUE

1 3 5 7 9 11 13 15 17 19 21 101 103

2 4 6 8 10 12 14 16 18 20 22 100 102

24.0'

GRINDEL DRIVE

NO IMPROVEMENTS

PROPOSED MINI-TRAFFIC CIRCLE TO SLOW VEHICLES THROUGH INTERSECTION SEE DETAIL

CENTRAL ROAD

AUDREY LANE

1 3 5 7 9 11 13 15 17 19 21 101 103

2 4 6 8 10 12 14 16 18 20 22 100 102

GRINDEL DRIVE

SPEED FEEDBACK SIGN TO BE RELOCATED

BALLOT ITEM #1

H:\Engineering\Traffic\Calming\FNSP Projects\2024 - Hatlen Heights\CAD\Hatlen Heights CAD - Final - TSC.dwg

USER NAME = LJF	DESIGNED - LJF	REVISED -	VILLAGE OF MOUNT PROSPECT
	DRAW - LJF	REVISED -	
PLOT SCALE =	CHECKED - MPL	REVISED -	
PLOT DATE = 8/29/2025	DATE - 8/29/2025	REVISED -	

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - TSC DESIGN

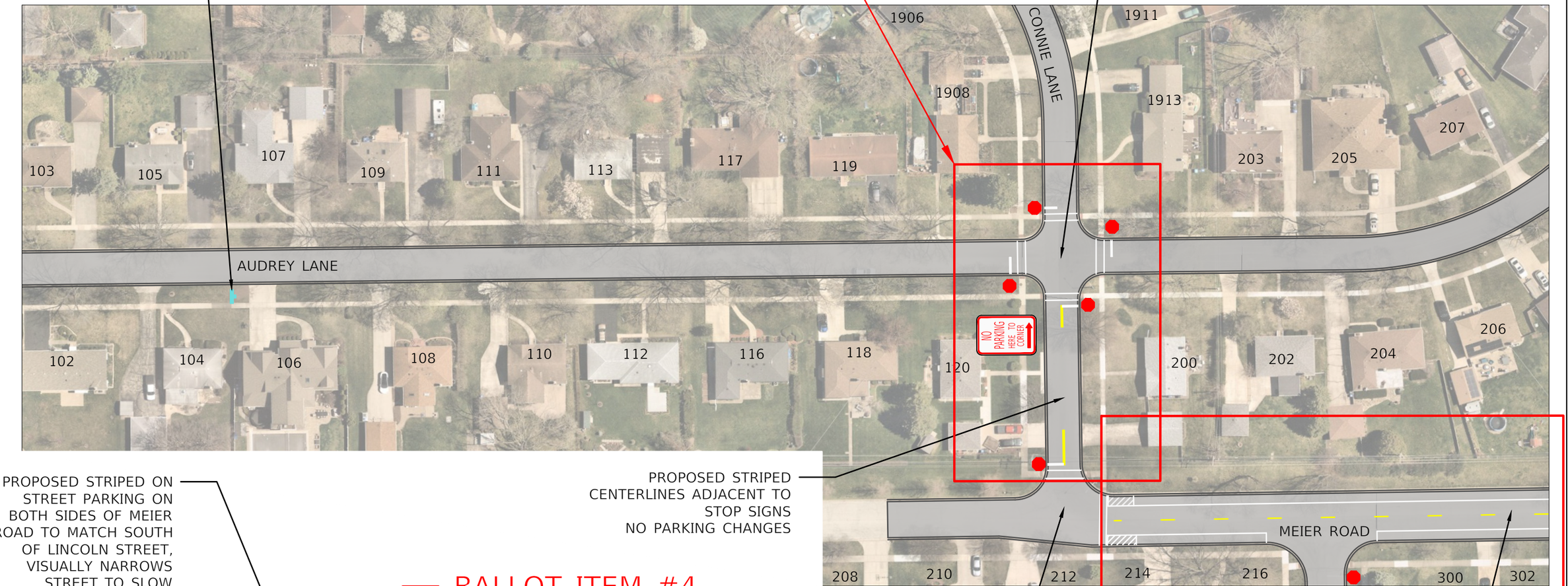
SCALE: 1:75 | SHEET 1 OF 3 SHEETS | CENTRAL RD - GRINDEL DR

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	3	1
		CONTRACT NO. N/A		
	ILLINOIS			

SPEED FEEDBACK SIGN TO BE RELOCATED

BALLOT ITEM #3

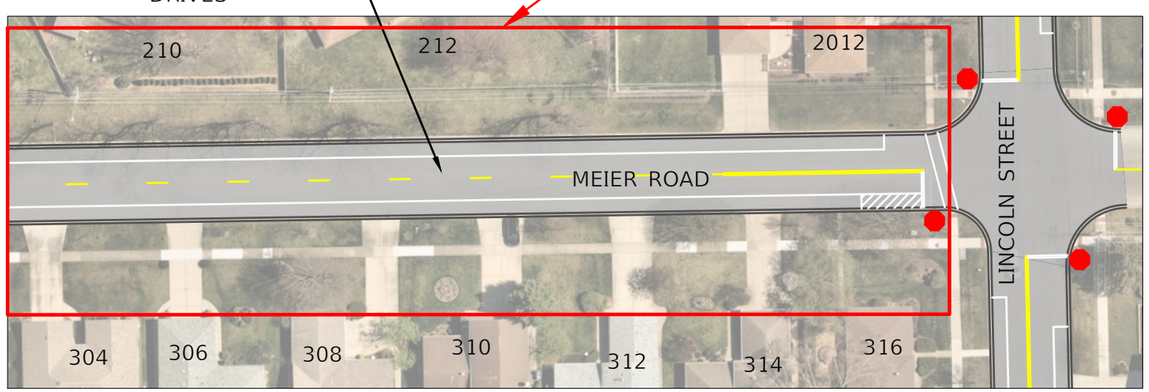
PROPOSED ALL-WAY STOP CONTROL



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

PROPOSED STRIPED CENTERLINES ADJACENT TO STOP SIGNS NO PARKING CHANGES

BALLOT ITEM #4



EXISTING STOP CONTROL ON CONNIE LANE ONLY

BALLOT ITEM #4

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

H:\Engineering\Traffic\Calming\FNSP Projects\2024 - Hatlen Heights\CAD\Hatlen Heights CAD - Final - TSC.dwg

USER NAME = LJF	DESIGNED - LJF	REVISED -	**VILLAGE OF MOUNT PROSPECT**	FRIENDLY NEIGHBORHOOD STREETS PROGRAM HATLEN HEIGHTS - TSC DESIGN	
	DRAW - LJF	REVISED -			
PLOT SCALE =	CHECKED - MPL	REVISED -			
PLOT DATE = 8/29/2025	DATE - 8/29/2025	REVISED -		SCALE: 1:75 SHEET 2 OF 3 SHEETS GRINDEL DR - WHITE OAK ST	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	3	2
		CONTRACT NO. N/A		
	ILLINOIS			

BALLOT ITEM #2

EXISTING STOP SIGNS TO REMAIN (TYP)

PROPOSED WARNING SIGN
(175' FROM INTERSECTION)

NO PARKING IMPACTS

GRINDEL DRIVE

MINI TRAFFIC CIRCLE AHEAD

AUDREY LANE OR
HATLEN AVENUE

MINI TRAFFIC CIRCLE AHEAD

FLEXIBLE OBJECT MARKER SIGNS IN THE MIDDLE OF THE MINI-TRAFFIC CIRCLE FOR VISIBILITY

PROPOSED WARNING SIGN
(160' FROM INTERSECTION)

MOUNTABLE MINI TRAFFIC CIRCLE. APPROXIMATELY 3" HIGH MOUNTABLE CURB TO ALLOW LARGE VEHICLES TO DRIVE OVER THE TRAFFIC CIRCLE AT LOW SPEEDS. ISLAND TO BE CONSTRUCTED OF CONCRETE CURB WITH DECORATIVE BRICK IN THE MIDDLE.

USER NAME = LJF	DESIGNED - LJF	REVISED -	**VILLAGE OF MOUNT PROSPECT**
	DRAW - LJF	REVISED -	
PLOT SCALE =	CHECKED - MPL	REVISED -	
PLOT DATE = 8/29/2025	DATE - 8/29/2025	REVISED -	

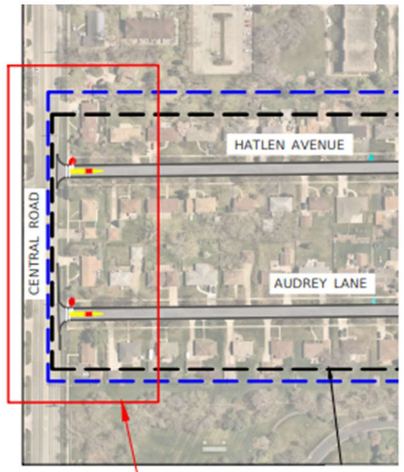
FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - TSC DESIGN - MINI-TRAFFIC CIRCLE

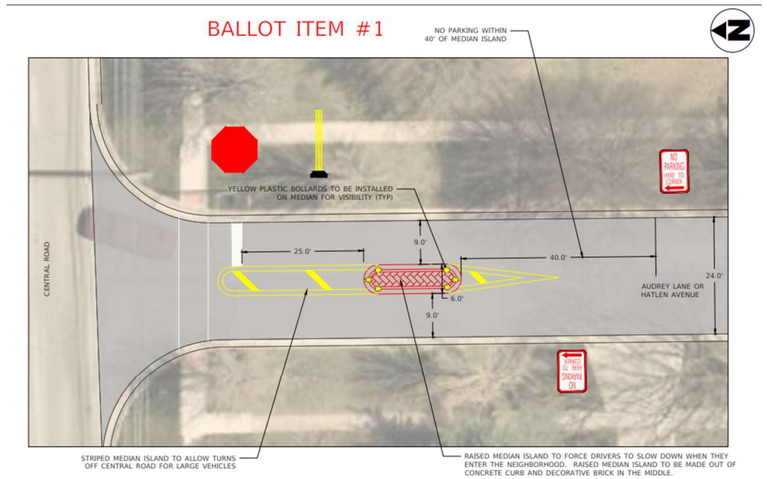
SCALE: 1:10 | SHEET 3 OF 3 SHEETS | GRINDEL DRIVE

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

H:\Engineering\Traffic\Calming\FNSP Projects\2024 - Hatlen Heights\CAD\Hatlen Heights CAD - Final - TSC.dwg

Ballot Item 1: Raised Median Entrance Islands on Audrey Lane and Hatlen Avenue





Item #1 Ballot Total:
<u>16</u> For
<u>4</u> Neither for or Against
<u>46</u> Against

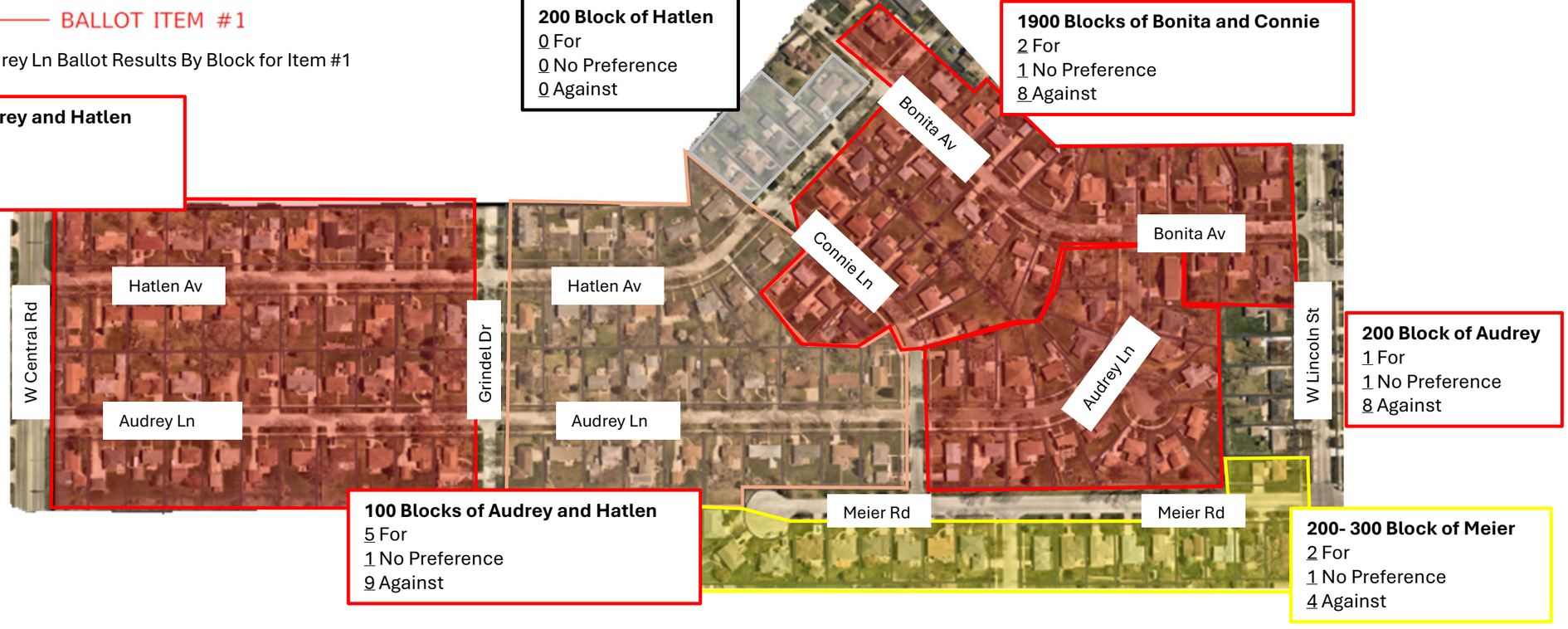
Staff Recommendation:
No changes to neighborhood entrance.

Hatlen Ave and Audrey Ln Ballot Results By Block for Item #1

0 Blocks of Audrey and Hatlen
<u>6</u> For
<u>0</u> No Preference
<u>17</u> Against

200 Block of Hatlen
<u>0</u> For
<u>0</u> No Preference
<u>0</u> Against

1900 Blocks of Bonita and Connie
<u>2</u> For
<u>1</u> No Preference
<u>8</u> Against

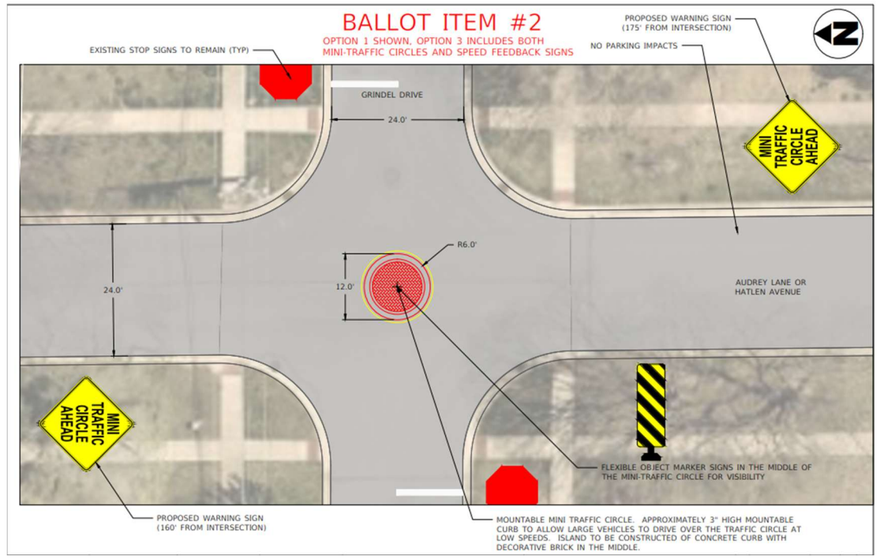


100 Blocks of Audrey and Hatlen
<u>5</u> For
<u>1</u> No Preference
<u>9</u> Against

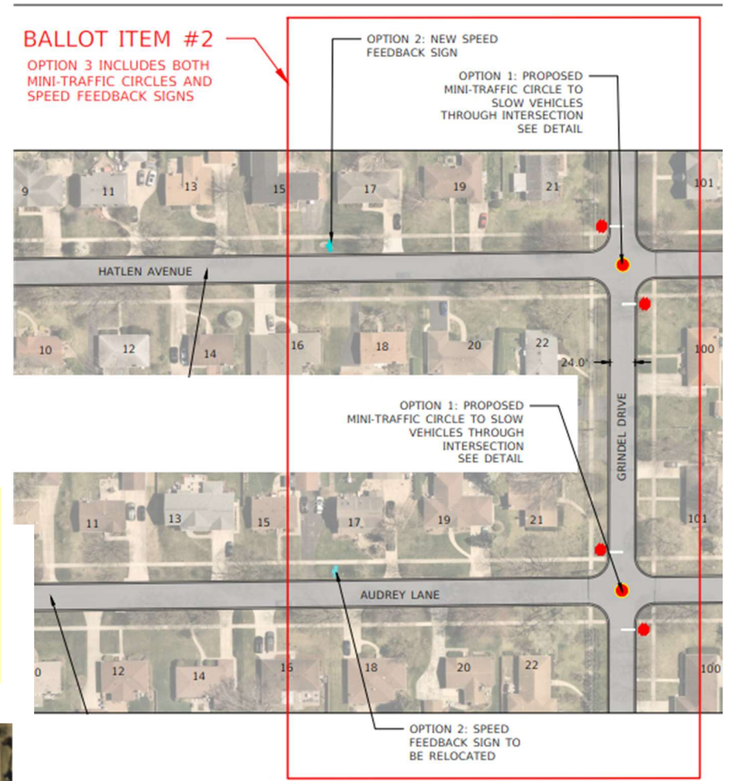
200 Block of Audrey
<u>1</u> For
<u>1</u> No Preference
<u>8</u> Against

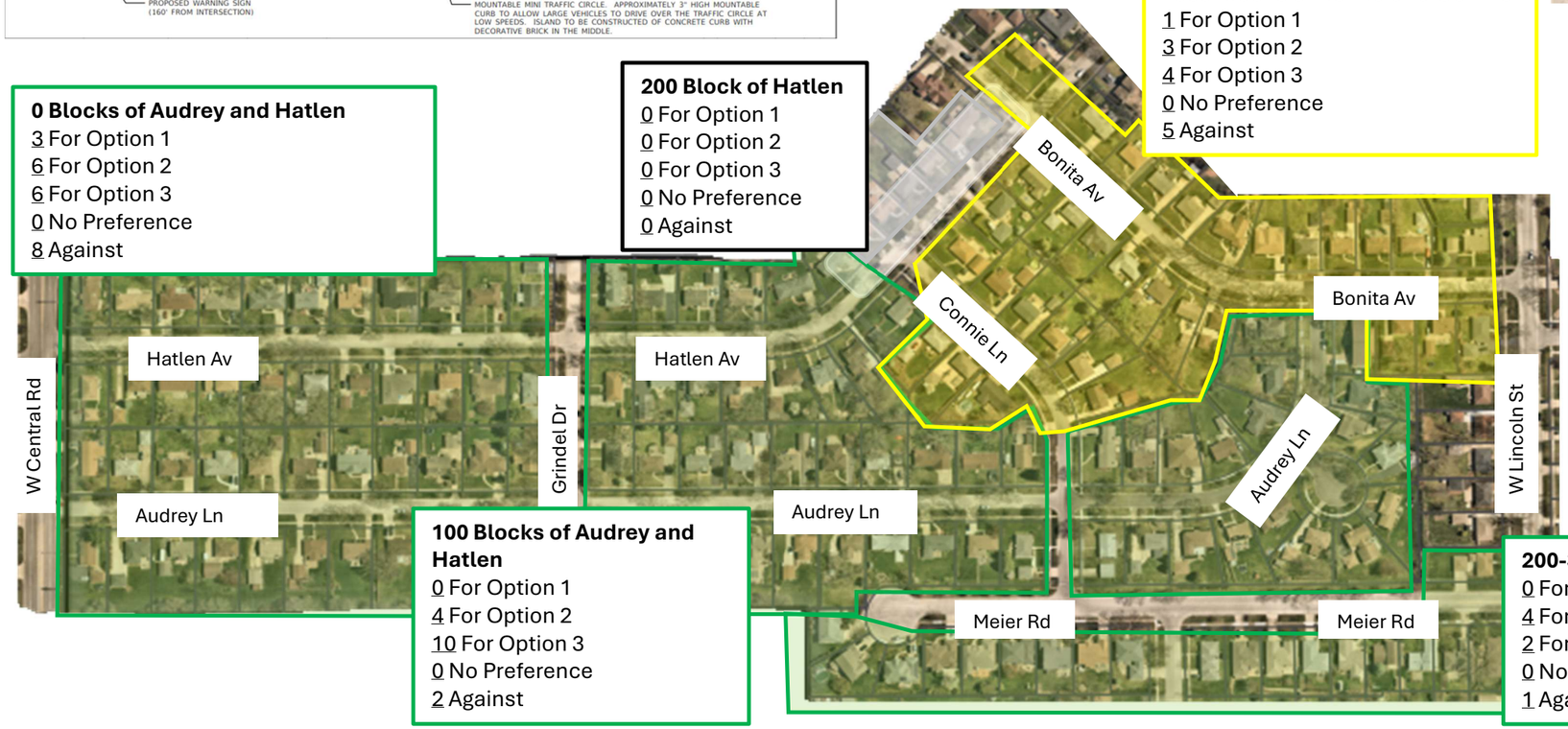
200- 300 Block of Meier
<u>2</u> For
<u>1</u> No Preference
<u>4</u> Against

Ballot Item 2: Intersection Treatment at Audrey Lane and Hatlen Avenue with Grindel Drive



Item #2 Ballot Total:
5 For Option 1 – Mini Traffic Circles Only
21 For Option 2 – Speed Feedback Signs Only
25 For Option 3 – Mini Traffic Circles and Speed Feedback Signs
0 Neither for or Against
18 Against
Staff Recommendation: Option 3





1900 Blocks of Bonita and Connie
1 For Option 1
3 For Option 2
4 For Option 3
0 No Preference
5 Against

200 Block of Hatlen
0 For Option 1
0 For Option 2
0 For Option 3
0 No Preference
0 Against

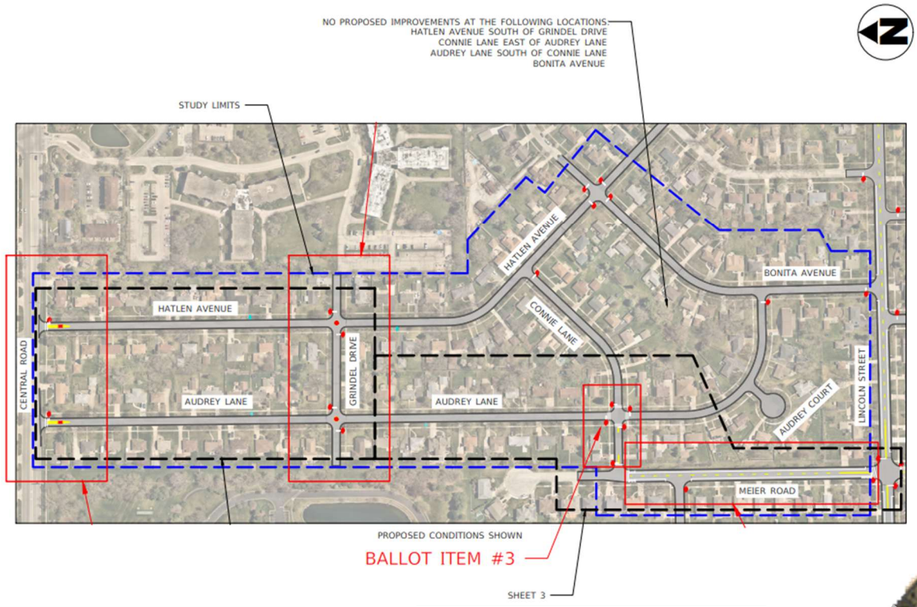
0 Blocks of Audrey and Hatlen
3 For Option 1
6 For Option 2
6 For Option 3
0 No Preference
8 Against

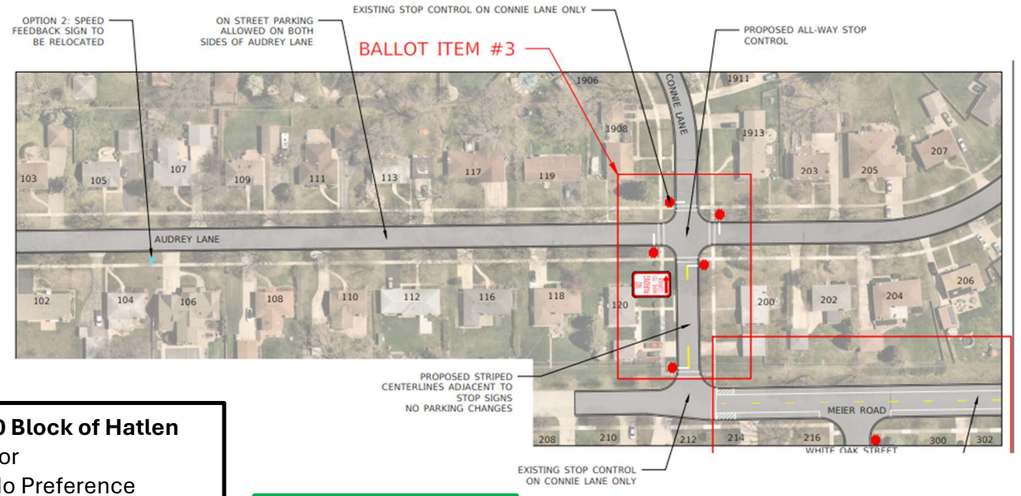
200 Block of Audrey
1 For Option 1
4 For Option 2
3 For Option 3
0 No Preference
2 Against

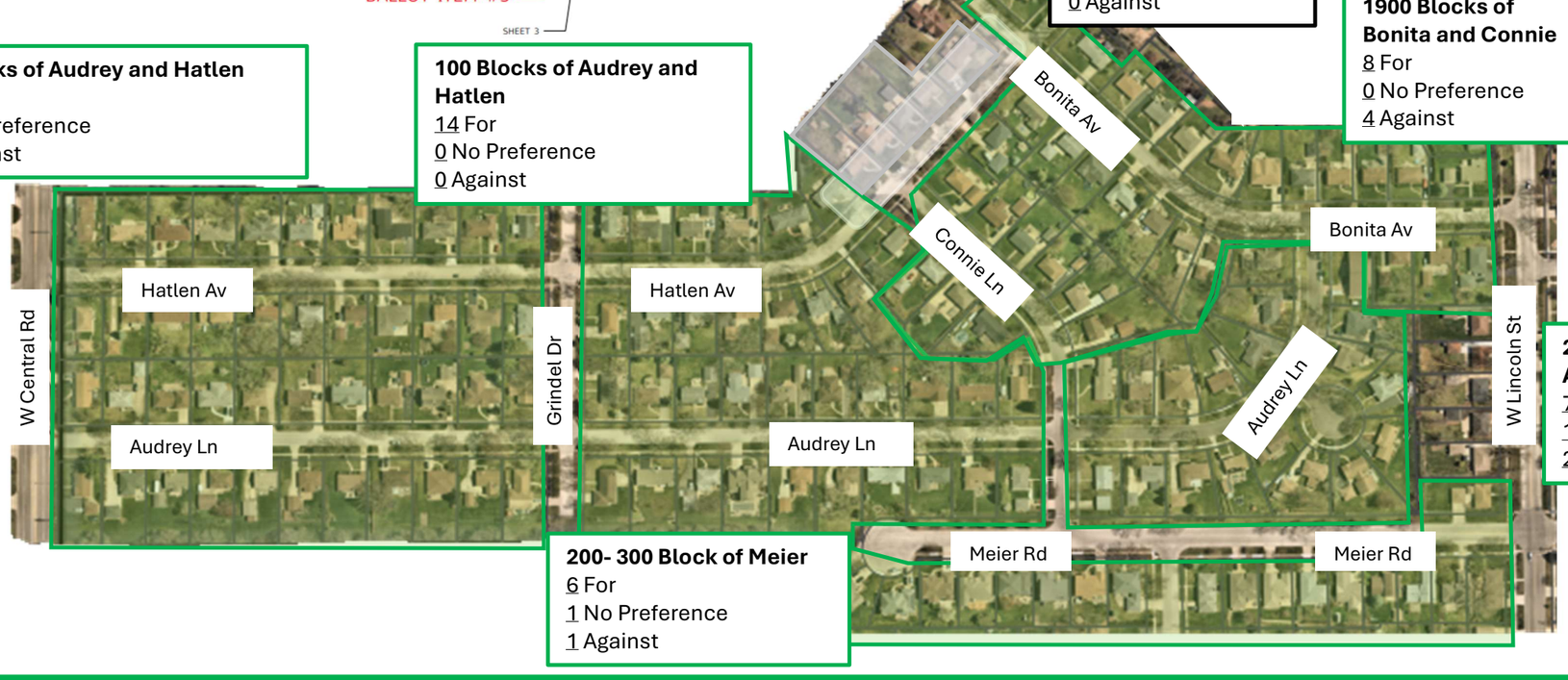
100 Blocks of Audrey and Hatlen
0 For Option 1
4 For Option 2
10 For Option 3
0 No Preference
2 Against

200-300 block of Meier
0 For Option 1
4 For Option 2
2 For Option 3
0 No Preference
1 Against

Ballot Item 3: All-Way Stop Control and Pavement Markings at Connie Lane and Audrey Lane







0 Blocks of Audrey and Hatlen
12 For
4 No Preference
7 Against

100 Blocks of Audrey and Hatlen
14 For
0 No Preference
0 Against

200 Block of Hatlen
0 For
0 No Preference
0 Against

1900 Blocks of Bonita and Connie
8 For
0 No Preference
4 Against

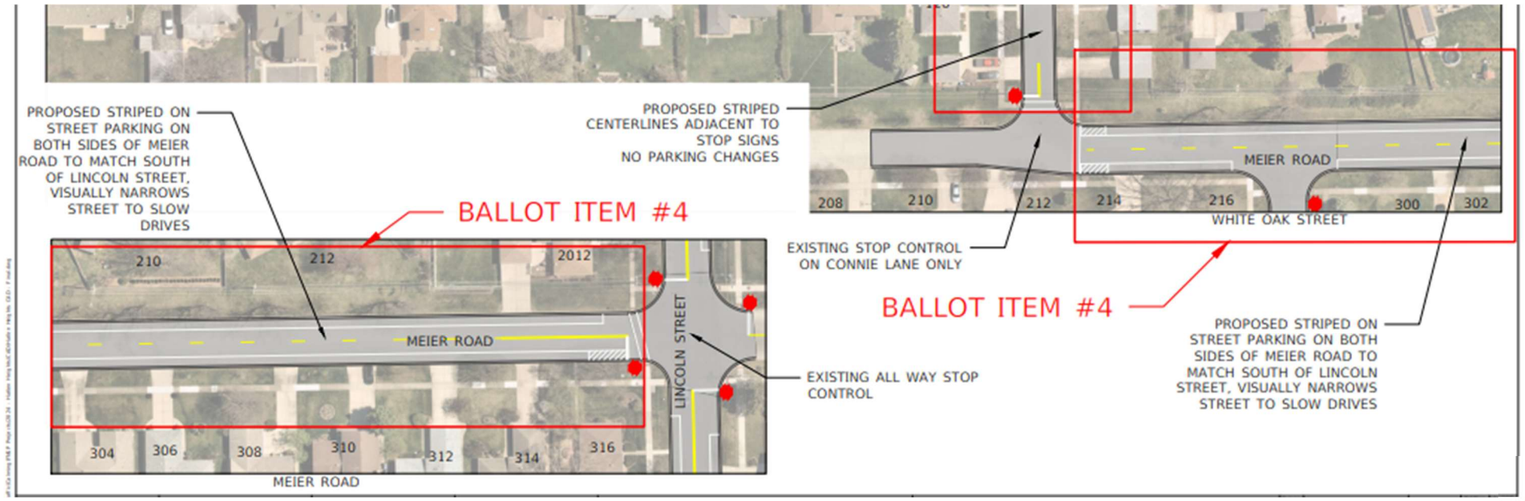
200- 300 Block of Meier
6 For
1 No Preference
1 Against

200 Block of Audrey
7 For
1 No Preference
2 Against

Item #3 Ballot Total:
47 For
6 Neither for or Against
14 Against

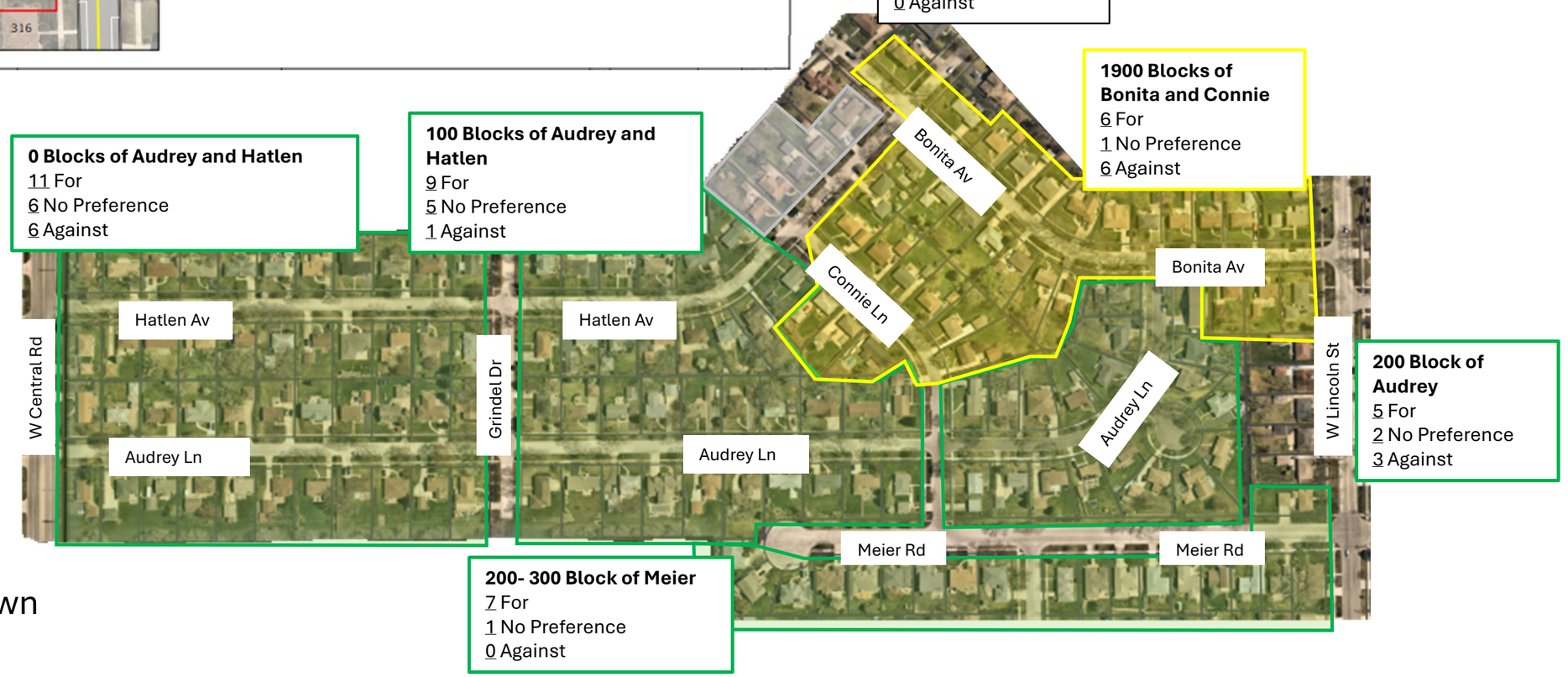
Staff Recommendation: All-Way Stop Control

Ballot Item 4: Pavement Markings on Meier Road between Lincoln Street and Connie Lane



Item #4 Ballot Total:
38 For
15 Neither for or Against
16 Against

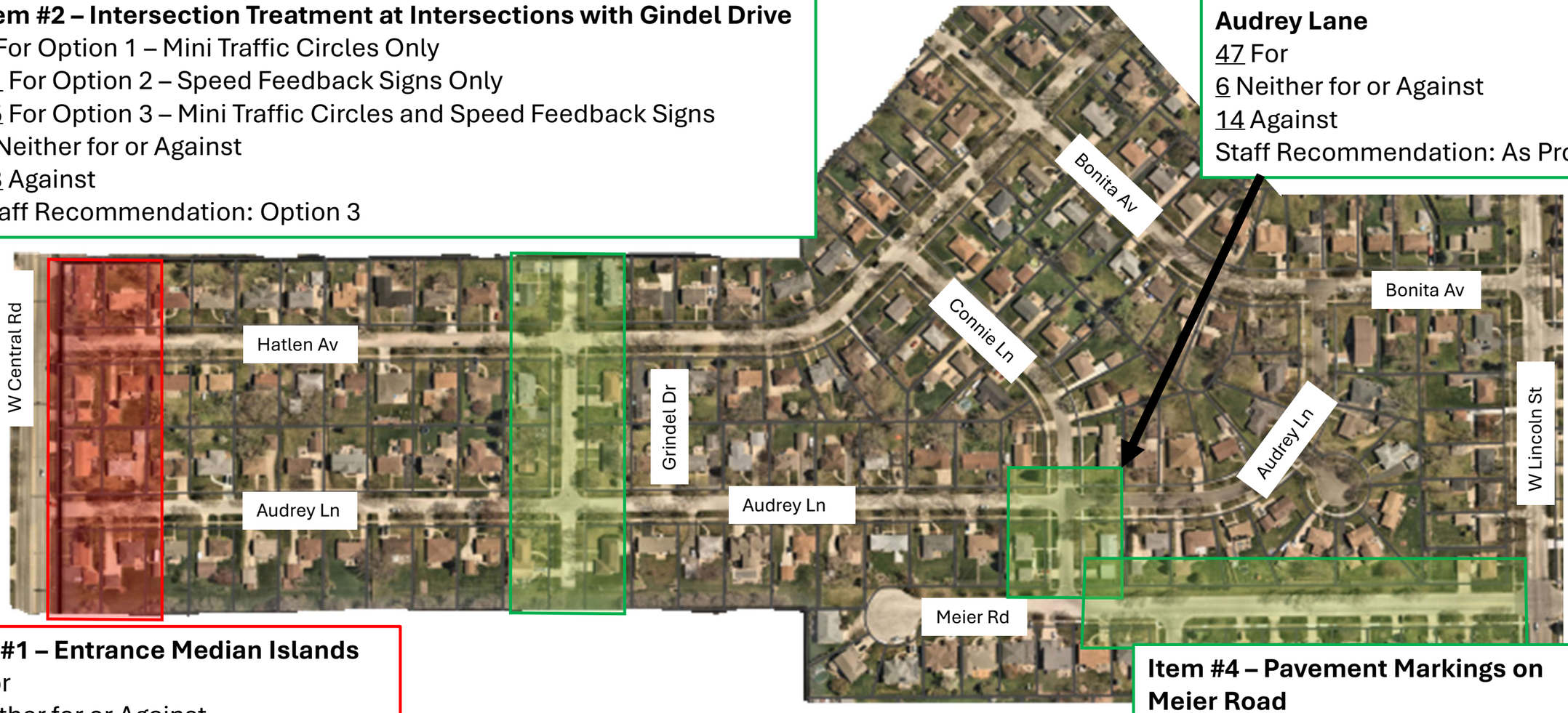
Staff Recommendation: As Shown



Overall Summary by Ballot Item

Item #2 – Intersection Treatment at Intersections with Gindel Drive
5 For Option 1 – Mini Traffic Circles Only
21 For Option 2 – Speed Feedback Signs Only
25 For Option 3 – Mini Traffic Circles and Speed Feedback Signs
0 Neither for or Against
18 Against
Staff Recommendation: Option 3

Item #3 – All-Way Stop Signs at the Intersection of Connie Lane and Audrey Lane
47 For
6 Neither for or Against
14 Against
Staff Recommendation: As Proposed



Item #1 – Entrance Median Islands
16 For
4 Neither for or Against
46 Against
Staff Recommendation: No Changes to Neighborhood Entrance

Item #4 – Pavement Markings on Meier Road
38 For
15 Neither for or Against
16 Against
Staff Recommendation: As Proposed

Hatlen Heights

Balloting Comments

We received comments from 10 of the ballots that were sent in. Below are the comments received with the ballots.

The police presence in the neighborhood on Audrey has been the most positive deterrent. People don't stop for the 2 signs already there.

Write tickets!!! It works!!

Item 1: At Public Works meeting it was discussed that approximately 10 parking spaces would be forfeited on each street. That is a 24/7 punitive solution to residents for a 5/5 problem.

Item 2: Move the stop signs on Grindel to face Audrey & Hatlen. Why use 4 stop signs for 8 houses instead of the 1000+ each day on Audrey & Hatlen.

Item 4: In favor with further modifications of a stop sign at Connie & Meier preferably denoting turns during rush hour.

I feel speed bumps would be better.

Item 5: There should be no left turn (going west) onto Central from Hatlen.

Item 2: Option 4: 4-way stop signs at Hatlen and Grindel

Biggest offenders seem to be school buses and locals!

Please not Item #1 – This is a very dangerous idea! Also bad for snow removal! Traffic off of Central will slow toa point causing rear or side accidents, especially with multiple cars, MP will be responsible.

August 24, 2025

To The Transportation Committee and Village Trustees:

My name is [redacted] Audrey Lane, Mount Prospect in the Hatlen Heights subdivision. My home faces north on Grindle Drive. **I am against putting a round about on the corner of Grindle Drive and Audrey Lane, as well ~~and~~ as on on the corner of Grindle Drive and Hatlen Ave.** With my research , study, and observations:

1. Roundabouts are dangerous, especially at night for bicycle riders and vehicles, causing accidents.

2. During the Hatlen Heights transportation study, I observed many cars **NOT** slowing down, even when the study said that there was an improvement by 70%, of cars slowing down that were going over 35 mph.

3. Roundabouts are invasive to our neighborhood drivers.

4. Roundabouts are expensive , using our taxes foolishly.

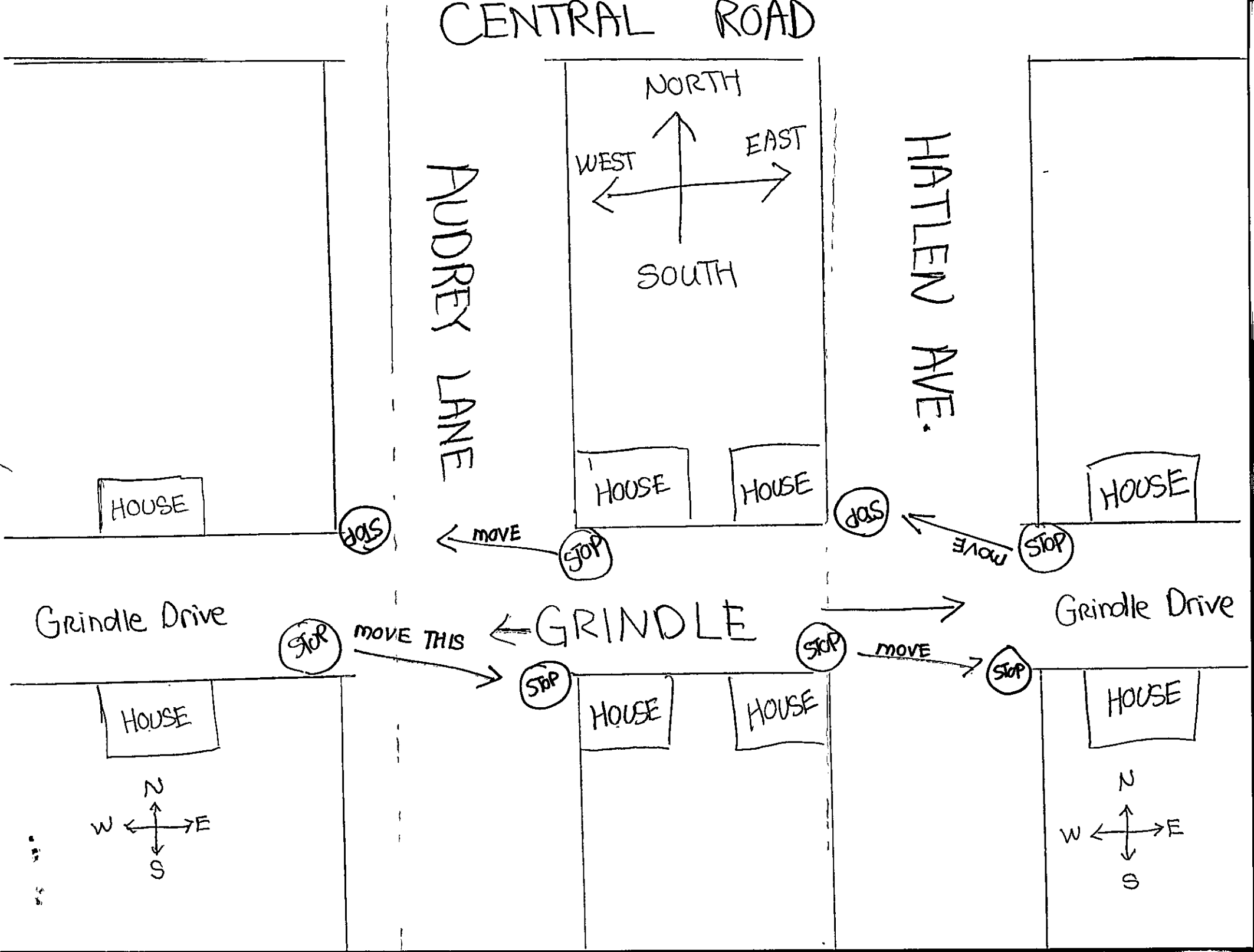
I have suggested numerous times, during this study, of putting a Stop sign on the corners of Audrey Lane and Grindle Drive, stopping traffic going north and south; and a Stop sign on Hatlen Ave. and Grindle Drive, stopping traffic going north and south. It makes sense that a car would have to stop , slowing speed and taking time before it could accelerate again. For many years there is a Stop sign on Grindle Drive and Audrey Lane,(facing east) on a dead end street with only 2 houses on that street. There are Stop signs on Grindle Drive and Audrey Lane, (facing west) and Grindle Drive and Hatlen Ave. (facing east). Between these stop signs there are only 4 houses. There is another stop sign on Grindle Drive and Hatlen Ave.(facing west) on a dead end street, with only 2 houses on that street. Traffic is minimal on the above streets mentioned, yet there are stop signs placed there. **Why not take these signs and put them on Grindle Drive and Audrey Lane (facing north and south and Grindle Drive and Hatlen Ave. (facing north and south).** This make more sense, it would be less expensive, and non invasive to homeowners in the subdivision.

PLEASE CONSIDER PLACING STOP SIGNS ON THE ABOVE MENTIONED STREETS, INSTEAD OF A ROUNDABOUT!

Thank you,

[redacted]

* see attached


CENTRAL ROAD
NORTH
WEST
EAST
SOUTH
AUDREY LANE
HATLEN AVE.
HOUSE
HOUSE
HOUSE
HOUSE
GO
STOP
move
STOP
GO
move
STOP
Grindle Drive
Grindle Drive
GRINDLE
STOP
move this
STOP
STOP
move
STOP
HOUSE
HOUSE
HOUSE
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[redacted]

August 9, 2025

To: Village of Mount Prospect
Public Works Department – ENG

Re: Hatlen Heights Traffic Calming Study, Ballot – Revised Design

We would like to thank you for your continued efforts to keep our neighborhood informed about the ongoing developments of the Hatlen Heights Traffic Calming Study. We understand that this project is complex and contains a number of inherent limitations that prevent the consideration of more options to lessen the speed of vehicles passing through Hatlen and Audrey.

However, in reviewing the four ballot measures presented to us in your recent communique, we were disappointed that the Village did not offer the one option that would better control the speeding problem on Hatlen, and that is to install a stop sign for north- and southbound traffic at Hatlen and Grindel.

The three items under consideration by the Village all have serious weaknesses.

The first item calling for a raised median entrance island is too passive a restraint for the problem being studied. Furthermore, the parking prohibition will prevent residents in the affected area from parking on the street when necessary.

The second item advocating a mountable mini-traffic circle was not in place for the recently completed in-field trial (it was a flat, not a mountable space at the time). Consequently, where did the Village get its statistic of a 70% impact for this idea when the actual idea was not in the trial? Is this figure a nationwide statistic offered by the NTSB or some other safety organization?

The second item also called for a speed feedback sign at Hatlen and your communique stated that the impact of this improvement is minimal at best.

Installation of a stop sign at Hatlen and Grindel for north-south traffic does not ensure universal compliance. However, the force of law enforcement is greatest with the place of a stop sign, as evidenced by the increasing number of police cars near Audrey and Connie in recent weeks. We are certain that national traffic slowing studies conclude that drivers will invariably slow down and stop or, at worse, slow down at stop signs. And isn't that the purpose of this study – to calm the traffic that presently is speeding excessively on Hatlen?

To summarize, we are not in favor of any of the Hatlen-related items offered on the ballot for consideration, but rather strongly support the installation of a stop sign at Hatlen and Grindel for north- and southbound traffic.

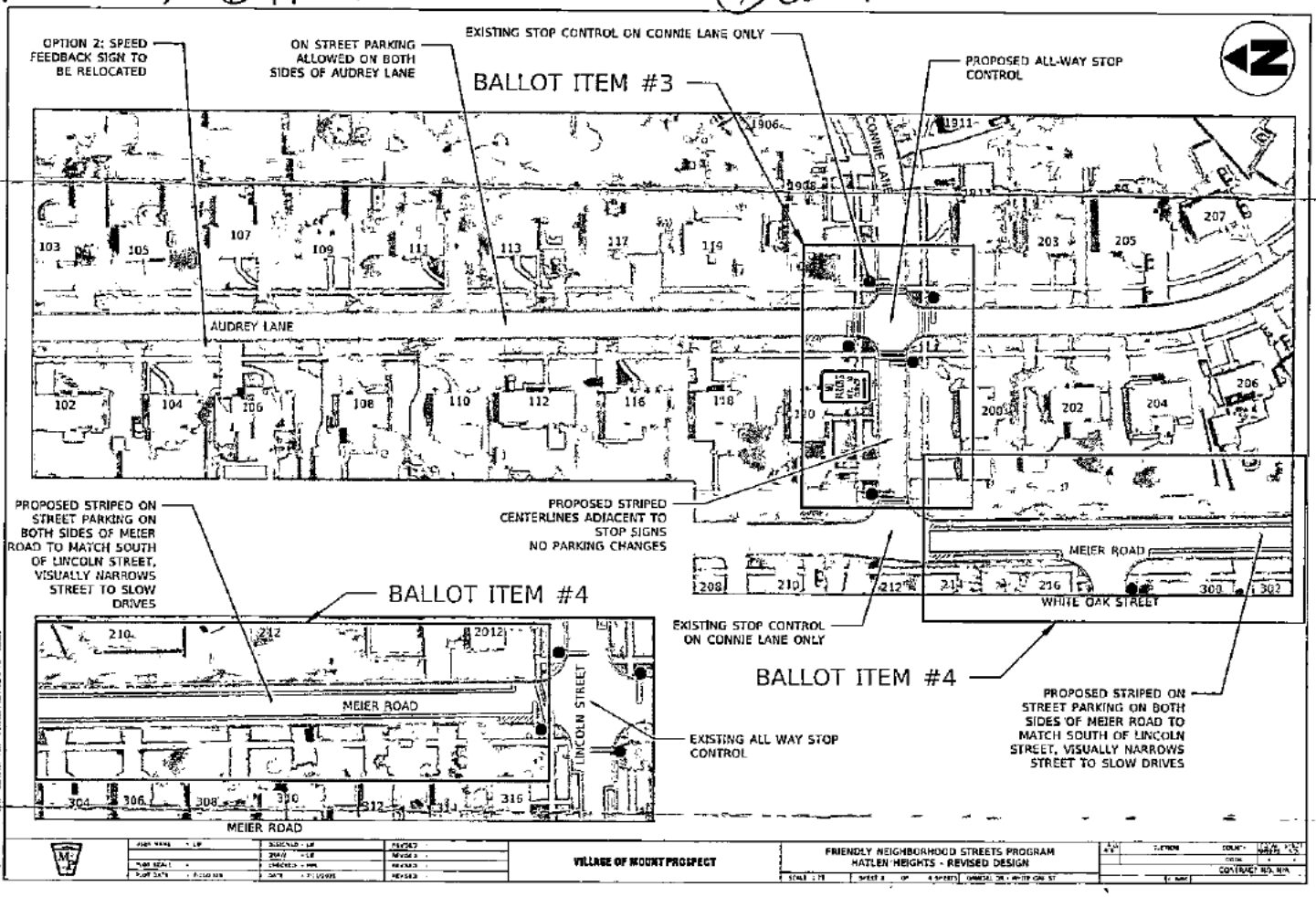
Thank you once again for listening to the residents in our neighborhood and taking steps to address this ongoing speeding problem for both streets. If you have any questions, please feel free to contact [redacted] at [redacted]

Sincerely,

[redacted]

what about the drag racing on Bonita & through from Lincoln to Hatlen or from Bonita rounding on to Audrey? Lots of traffic.

DO NOT Put a stop sign at Bonita & Audrey as it will increase noise outside my bedroom window. I vote for Option 2 - at Both Corners - / Directions on Bonita



[redacted]

[redacted]

Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO:	DIRECTOR OF PUBLIC WORKS
FROM:	PROJECT ENGINEER
DATE:	July 28, 2025
SUBJECT:	FNSP – HATLEN HEIGHTS – 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 comments received can be found in the Preliminary Plan and Temporary Measures Public Outreach Summary Memo. The conclusion as listed in the memo was, “the general theme from comments received was that the impact the trialed traffic calming measures had on vehicle speed was not great enough to justify the impacts the traffic calming measures had on residents in the neighborhood.”

Traffic Calming Trial and Traffic Count Results

From May 19th, 2025 to June 6th, 2025 Public Works conducted a traffic calming trial in the Hatlen Heights Neighborhood, 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 Mini Traffic Circle Installed on Hatlen Avenue at Grindel Drive



Example Temporary Median Island Installed on Hatlen Avenue

Traffic Data Analysis: Below is a table summarizing the traffic counts for the study

Hatlen Heights Traffic Count Comparison Table					
Location	Average Speed (MPH)				
	2023 No Traffic Calming	**2024** Speed Feedback Signs	Percent Change from 2023 to 2024	**2025** Traffic Calming Trial	Percent Change from 2023 to 2025
0 Block Audrey Lane	28.0	25.5	-8.9%	23.4	-16.4%
100 Block Audrey Lane	26.5	25.5	-3.8%	21.7	-18.1%
0 Block Hatlen Avenue	27.8	N/A		25.4	-8.6%
Location	Vehicles Per Day over 35 MPH				
	2023 No Traffic Calming	**2024** Speed Feedback Signs	Percent Change from 2023 to 2024	**2025** Traffic Calming Trial	Percent Change from 2023 to 2025
0 Block Audrey Lane	69	52	-24.6%	22	-68.1%
100 Block Audrey Lane	42	29	-31.0%	9	-78.6%
0 Block Hatlen Avenue	55	N/A		26	-52.7%
Location	Vehicles Per Day				
	2023 No Traffic Calming	**2024** Speed Feedback Signs	Percent Change from 2023 to 2024	**2025** Traffic Calming Trial	Percent Change from 2023 to 2025
0 Block Audrey Lane	894	1026	14.8%	975	9.1%
100 Block Audrey Lane	905	903	-0.2%	827	-8.6%
0 Block Hatlen Avenue	672	N/A		671	-0.1%

Note, the 2025 traffic counts on the 100 block of Audrey Lane occurred across the median island, recording the highest impact the temporary traffic calming measures would have on the street.

Below is a table summarizing the traffic counts on Connie Lane between Audrey Lane and Meier Road. There were no historical counts on Connie Lane to compare them too.

Connie Lane Traffic Count Summary						
Year	Average Speed of Vehicles	85% Speed (Speed 15% of Drivers are Exceeding)	Average Volume	Peak Hour	Number of Vehicles Over 35 MPH/Day	Percent of Vehicles Over 35 MPH
			Vehicles Per Day	Vehicles Per Hour		
2025	14.0	16.8	765.6	77.0	0.8	0%

The Village conducts 24-hour traffic counts, and averages multiple days in a row to determine typical traffic conditions on a street. Due to the timing of the trial, staff conducted traffic counts on Tuesday through Thursday during all three weeks the trial was in place and averaged the results. Staff compared results week to week and found little differences in speed and a slight decrease in traffic volume as school was no longer in session by the end of the trial.

Traffic counts were originally conducted on Hatlen Avenue and Audrey Lane in 2023 after resident complaints. This was prior to the Friendly Neighborhood Streets program being created. Speed feedback signs were installed on Audrey Lane in early 2024 as a way to mitigate speeding on the street. A follow up traffic count was conducted on Audrey Lane in 2024 to document the results of the speed feedback signs. Once the Friendly Neighborhood Streets Program was adopted, a petition was received indicating residents wanted more done on their street to address traffic issues. The final traffic counts were conducted during the traffic calming trial in 2025.

Counters were installed on the 0 block of Hatlen Avenue as part of the 2023 and 2025 counts. Counters were installed on the 0 and 100 blocks of Audrey Lane as part of the 2023, 2024 and 2025 counts. On the 100 block of Audrey Lane, the 2025 traffic counts were conducted at the temporary median island to determine the maximum effect the island was having on vehicle speeds. On the 0 block of Audrey Lane, the 2025 traffic counts occurred midway between traffic calming measures, targeting the highest speeds on the block. A counter was also installed on Connie Lane between Meier Road and Audrey Lane in 2025 to determine the number of vehicles on Connie Lane.

The 2023 counts recorded around 8% of vehicles exceeding 35 miles per hour on the 0 blocks of Audrey Lane and Hatlen Avenue. On the 100 block of Audrey Lane, about 4.5% of vehicles exceeded 35 miles per hour. After the speed feedback signs were installed on Audrey Lane, there was about a 30% drop in vehicles exceeding 35 miles per hour.

During the traffic calming trial, there was **a 70% reduction of vehicles over 35 miles per hour** on the 0 block of Audrey Lane, from 69 vehicles per day to 22 vehicles per day. This count was conducted mid-point between the temporary traffic calming measures. On Hatlen Avenue, the traffic calming measures were spaced further apart due to driveway locations, but there was still a **50% reduction in vehicles going over 35 miles per hour,** down from 55 vehicles per day to 26.

In 2023 the average speed on Audrey Lane and Hatlen Avenue was between 26.5 MPH and 28 MPH depending on location. During the traffic calming trial, this was reduced to between 23.4 MPH and 25.4 MPH, excluding the counter at the median island. This is a reduction of 9% - 16% in average 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 smaller 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 statistically 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 and mini traffic circles were working as intended, requiring drivers to slow as they approached them to navigate around them. For the mini traffic circles, busses and other large vehicles were able to proceed at a slow speed through the intersections. Larger vehicles making left turns were required to turn in front of the mini traffic circle, when safe to do so, as anticipated.

On Connie Lane, the pavement markings and on-street parking narrowed the travel lanes, slowing some drivers. However, vehicles regularly drove over the centerlines when other vehicles were not present. Two-way traffic was maintained at all times, with 9’ travel lanes in each direction. Some drivers were hesitant to make the turn when another vehicle was on Connie Lane, but there was space available. We would expect smoother operations in the future as drivers got used to the new lane configuration.

Staff observed delivery drivers parking in the no parking zones near the medians on occasion. This would require vehicles to travel on the opposite side of the median from where the delivery driver was parked. They would need to wait until it was safe for them to navigate around the median, however, this is no different than when two vehicles are parked opposite each other on the street without the median, drivers need to take turns navigating around parked vehicles when it is safe to do so. Staff did not observe any issues relating to the medians.

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. There was not an immediate effect on vehicles volumes observed during the trial.

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

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

Revised Design Summary

The Hatlen Heights study area will be generally 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. Similar traffic calming measures are proposed for both Hatlen Avenue and Audrey Lane to not shift traffic from one street to the other.

<u>Intersections of Audrey Lane and Hatlen Avenue with Central Road</u>
Add raised median islands to serve as an entryway into the neighborhood. These islands will be placed south of Central Road so as not to impact turning movements off Central Road, but they will require drivers to enter the neighborhood slowly and alert them to pay attention as the drive in the neighborhood. This will signify to drivers that they are no longer on a higher speed arterial roadway and that they should drive differently on the neighborhood streets. Additionally, this will prevent parking near the intersections, making more space for turning vehicles, increasing safety at the intersections with Central Road.

The houses adjacent to the proposed islands front Central Road. As a result, there should be minimal impact to on-street parking near the intersections. A few existing street parking spots will be eliminated at each entrance, but there are already parking prohibitions near the intersections, so additional parking spaces removed are minimal.

<u>Hatlen Avenue and Audrey Lane mid-block between Central Road and Grindel Drive</u>
No proposed improvements. Resident feedback indicated the mid-block median islands were too impactful, even though they have shown to reduce excessive speeds (over 35 MPH) by 50% - 70% on the streets.

Intersections of Audrey Lane and Hatlen Avenue with Grindel Drive

Staff has developed three options for these intersections including mini-traffic circles and/or speed feedback signs. The mini-traffic circles would provide a greater safety impact by forcing drivers to slow down as they navigate the intersections. The speed feedback signs would encourage drivers to slow down, but do not force them to like a mini traffic circle. Additionally, speed feedbacks signs have been in place on Audrey Lane and residents requested more be done to address traffic issues. Combining both would have the greatest impact.

Option 1: Mini-Traffic Circles – Mini-traffic circles would be installed in the intersections with Grindel Drive. The min-traffic circle would be made out of concrete and/or bricks and would be mountable with a 3" curb. This means large vehicles would be able to drive over the island at slow speeds, maintaining access on the street, while still preventing vehicles from navigating the intersection at high speeds. This would slow vehicles through the intersection, increasing safety for vehicles and pedestrians alike. During the traffic calming trial, the mini traffic circles, along with median islands, resulted in a 50% to 70% reduction in vehicles traveling over 35 MPH on the street. Without medians, we would expect less of an impact mid-block, but the same impact at the intersections. There would be no parking impacts with mini-traffic circles.

Option 2: Speed Feedback Signs – Speed feedback signs would be installed in the parkways on Hatlen Avenue similar to the ones on Audrey Lane. 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. The existing speed feedback signs on Audrey Lane have shown a reduction in vehicles exceeding 35 MPH of between **25%** and **30%**. We would anticipate similar results on Hatlen Avenue. This is about half the impact the mini traffic circles would be expected to have.

Option 3: Mini-Traffic Circles and Speed Feedback Signs – Option 3 would include both traffic calming measures to affect speeds both at the intersection and midblock. The mini-traffic circles would be most effective at the intersection as outlined above. The speed feedback signs would be located to have an impact on midblock speeds as well as through the intersections. There would be no parking impacts with this option.

All options require no parking changes and therefore would have a limited impact on residents.

Hatlen Avenue and Audrey Lane mid-block between Grindel Drive and Connie Lane

No proposed improvements. Resident feedback indicated the mid-block median islands were too impactful, even though they have shown to reduce excessive speeds (over 35 MPH) by 50% - 70% on the streets.

Intersection of Audrey Lane and Connie Lane

Convert intersection to all-way stop control from two-way stop control. A stop sign warrant analysis was completed using the 2025 traffic counts and determined that all way stop control was warranted at the intersection because the two streets had similar operation characteristics. See stop sign warrant analysis attached to this memo. No impact to residents.

Hatlen Avenue and Audrey Lane south of Connie Lane and Bonita Avenue

No proposed improvements. Resident feedback indicated the mid-block median islands were too impactful.

Connie Lane between Meier Road and Audrey Lane

Stripe centerlines within 30' of stop bars to align vehicles on Connie Lane. No proposed parking changes. Resident feedback was generally negative on the parking changes and striping on Connie Lane.

Meier Road between Lincoln Street and Connie Lane

Stripe parking lanes and centerlines to match Meier Road south of Lincoln Street. Striping the street will visually narrow the street, slowing drivers. No impact to residents as all existing parking will remain.

Traffic Volume

The proposed traffic calming measures do not directly address traffic volumes in the neighborhood. As outlined in the Alternatives Analysis Memo, Staff looked into options to reduce traffic volumes in the neighborhood but determined that negative impacts were too great compared to the anticipated benefits. The proposed traffic calming measures will make the neighborhood less desirable for through traffic, potentially removing some trips from the neighborhood, but the primary goal of the traffic calming measures is speed control.

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 one week 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 in the Hatlen Heights Neighborhood

The tentative schedule is as follows:

- August 1st: Letters sent to residents with revised design and ballot
- August 25th: Ballots due to Public Works (postmarked by this date)
- September 2nd: Transportation Safety Commission agenda posted online – includes Staff recommendation for the project
- September 8th: Transportation Safety Commission Meeting

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

Luke Foresman, PE



Project Engineer

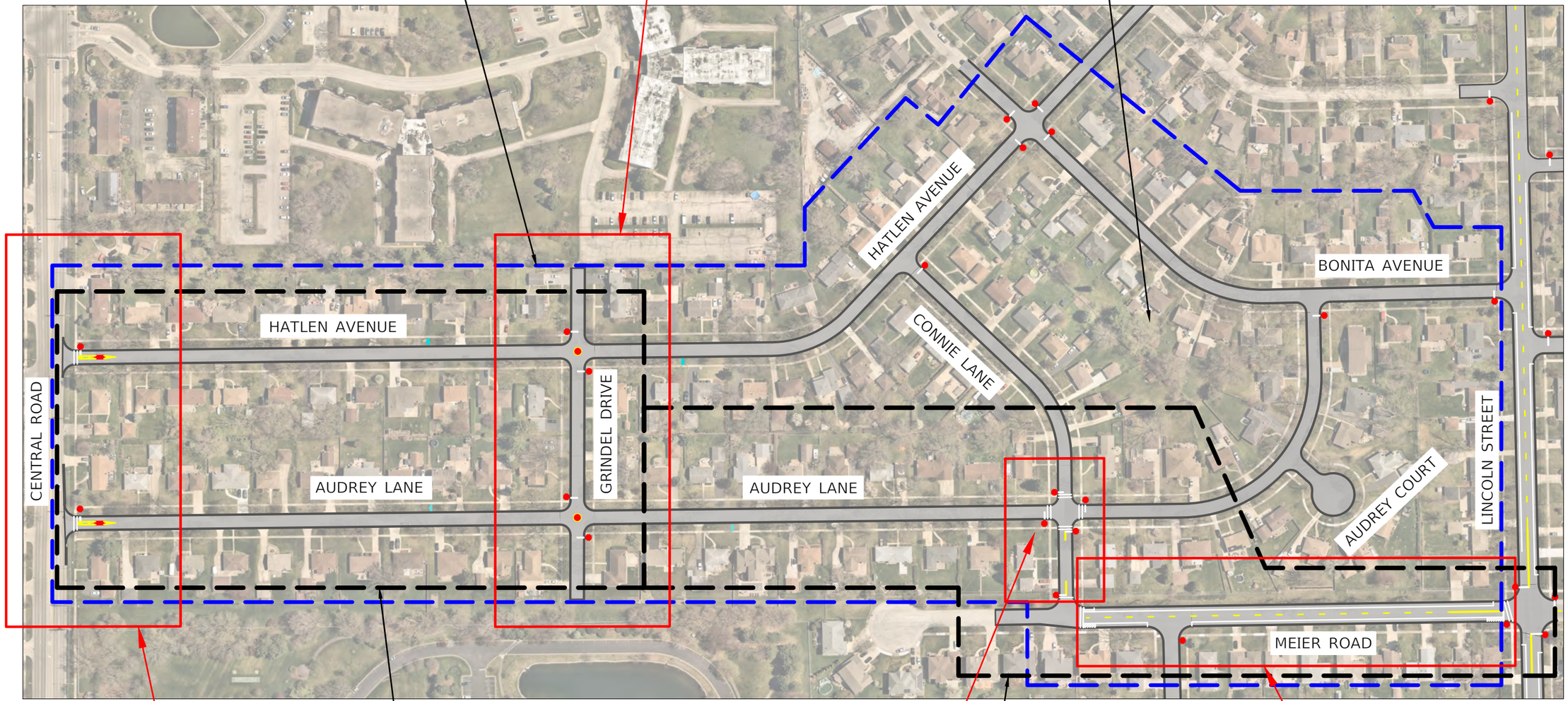
Attachments:

- Revised Plan
- Stop Sign Warrant Analysis
- Fourth Public Outreach and Ballot
- Traffic Calming Trial Plans
- Traffic Counts

NO PROPOSED IMPROVEMENTS AT THE FOLLOWING LOCATIONS:
HATLEN AVENUE SOUTH OF GRINDEL DRIVE
CONNIE LANE EAST OF AUDREY LANE
AUDREY LANE SOUTH OF CONNIE LANE
BONITA AVENUE

STUDY LIMITS

BALLOT ITEM #2



SHEET 2

BALLOT ITEM #1

PROPOSED CONDITIONS SHOWN

BALLOT ITEM #3

SHEET 3

BALLOT ITEM #4

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USER NAME = LJF	DESIGNED - LJF	REVISED -	**VILLAGE OF MOUNT PROSPECT**	FRIENDLY NEIGHBORHOOD STREETS PROGRAM HATLEN HEIGHTS - REVISED DESIGN - OVERVIEW	F.A.U. RTE. / SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
	DRAW - LJF	REVISED -			COOK 5 1
PLOT SCALE =	CHECKED - MPL	REVISED -			CONTRACT NO. N/A
PLOT DATE = 7/11/2025	DATE - 7/11/2025	REVISED -		SCALE: 1:75 SHEET 1 OF 1 SHEETS HATLEN HEIGHTS NEIGHBORHOOD	ILLINOIS

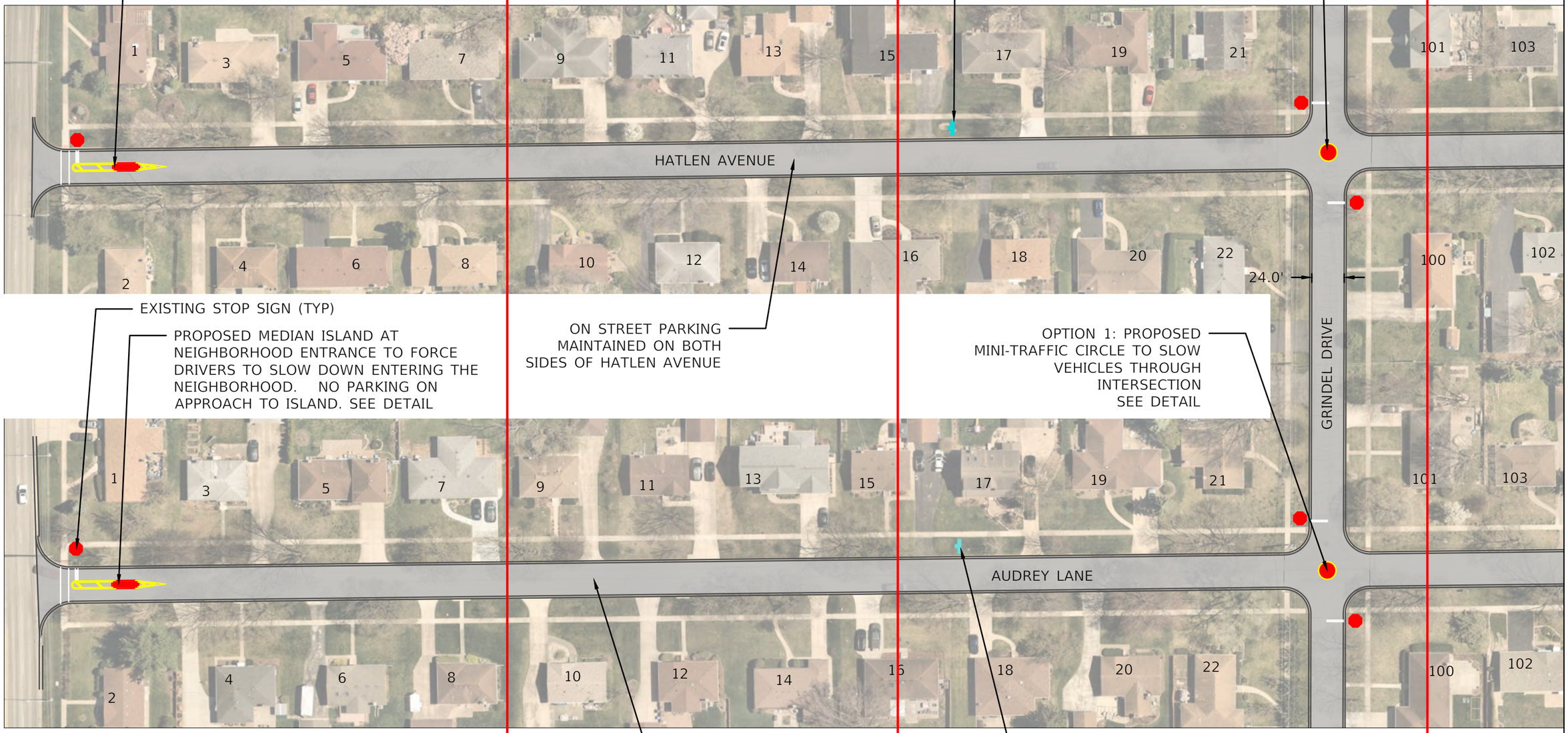
BALLOT ITEM #2

OPTION 3 INCLUDES BOTH MINI-TRAFFIC CIRCLES AND SPEED FEEDBACK SIGNS

PROPOSED MEDIAN ISLAND AT NEIGHBORHOOD ENTRANCE TO FORCE DRIVERS TO SLOW DOWN ENTERING THE NEIGHBORHOOD. NO PARKING ON APPROACH TO ISLAND. SEE DETAIL

OPTION 2: NEW SPEED FEEDBACK SIGN

OPTION 1: PROPOSED MINI-TRAFFIC CIRCLE TO SLOW VEHICLES THROUGH INTERSECTION SEE DETAIL



EXISTING STOP SIGN (TYP)

PROPOSED MEDIAN ISLAND AT NEIGHBORHOOD ENTRANCE TO FORCE DRIVERS TO SLOW DOWN ENTERING THE NEIGHBORHOOD. NO PARKING ON APPROACH TO ISLAND. SEE DETAIL

ON STREET PARKING MAINTAINED ON BOTH SIDES OF HATLEN AVENUE

OPTION 1: PROPOSED MINI-TRAFFIC CIRCLE TO SLOW VEHICLES THROUGH INTERSECTION SEE DETAIL

ON STREET PARKING MAINTAINED ON BOTH SIDES OF AUDREY LANE

OPTION 2: SPEED FEEDBACK SIGN TO BE RELOCATED

BALLOT ITEM #1

USER NAME = LJF	DESIGNED - LJF	REVISED -	VILLAGE OF MOUNT PROSPECT	FRIENDLY NEIGHBORHOOD STREETS PROGRAM HATLEN HEIGHTS - REVISED DESIGN	F.A.U. RTE. / SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
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PLOT DATE = 7/11/2025	DATE - 7/11/2025	REVISED -		SCALE: 1:75 SHEET 1 OF 4 SHEETS CENTRAL RD - GRINDEL DR	ILLINOIS

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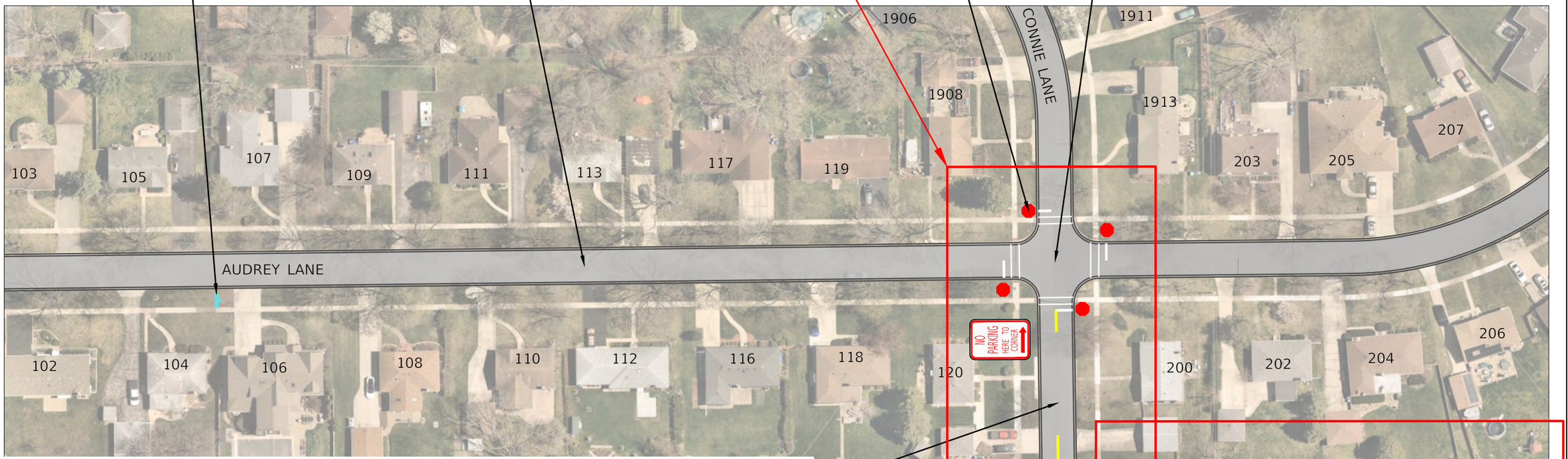
OPTION 2: SPEED FEEDBACK SIGN TO BE RELOCATED

ON STREET PARKING ALLOWED ON BOTH SIDES OF AUDREY LANE

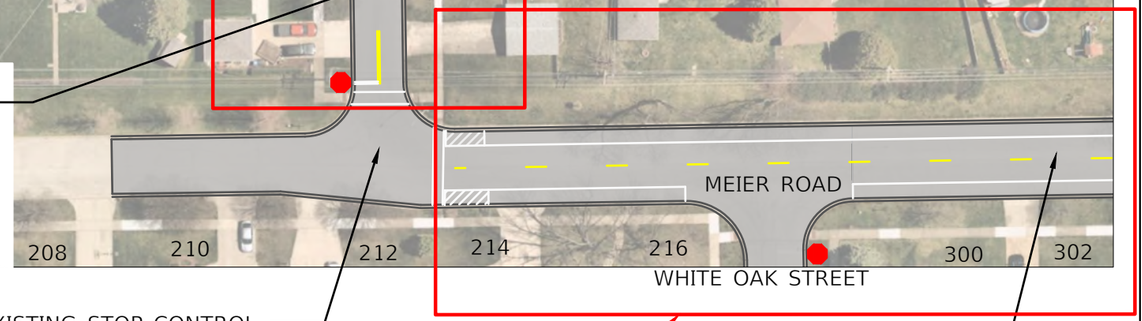
EXISTING STOP CONTROL ON CONNIE LANE ONLY

PROPOSED ALL-WAY STOP CONTROL

BALLOT ITEM #3

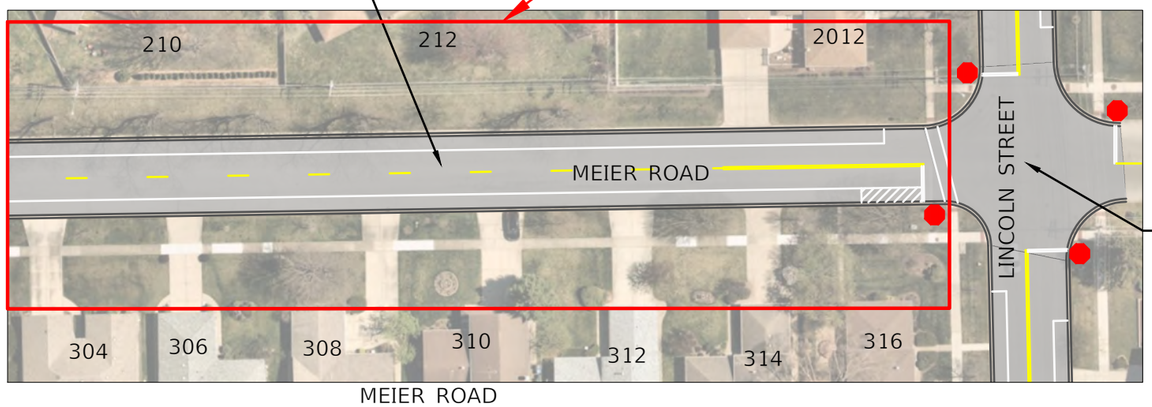


PROPOSED STRIPED CENTERLINES ADJACENT TO STOP SIGNS NO PARKING CHANGES



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

BALLOT ITEM #4



EXISTING STOP CONTROL ON CONNIE LANE ONLY

BALLOT ITEM #4

EXISTING ALL WAY STOP CONTROL

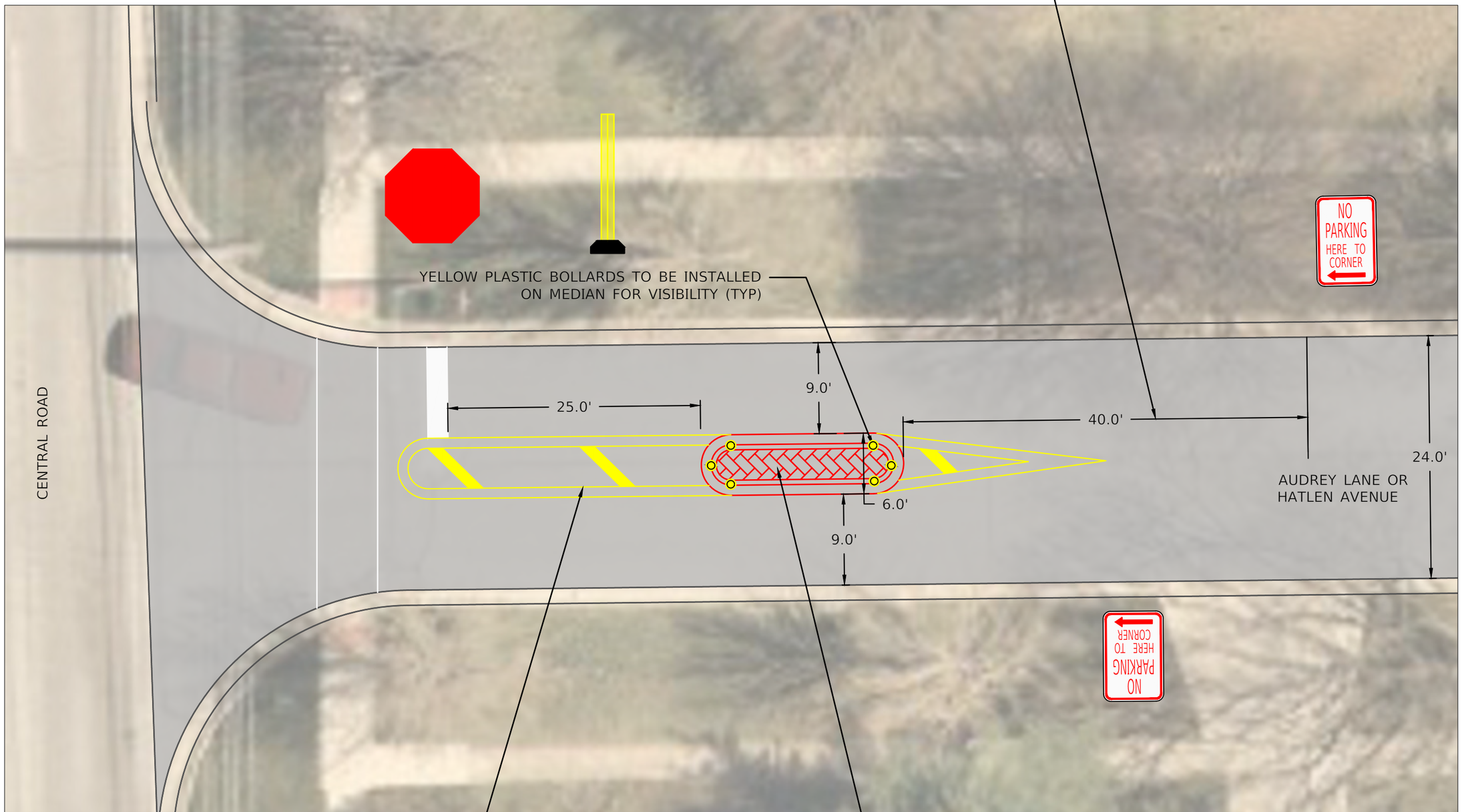
PROPOSED STRIPED ON STREET PARKING ON BOTH SIDES OF MEIER ROAD TO MATCH SOUTH OF LINCOLN STREET, VISUALLY NARROWS STREET TO SLOW DRIVES

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USER NAME = LJF	DESIGNED - LJF	REVISED -	VILLAGE OF MOUNT PROSPECT	FRIENDLY NEIGHBORHOOD STREETS PROGRAM HATLEN HEIGHTS - REVISED DESIGN	
	DRAW - LJF	REVISED -			
PLOT SCALE =	CHECKED - MPL	REVISED -			
PLOT DATE = 7/11/2025	DATE - 7/11/2025	REVISED -		SCALE: 1:75 | SHEET 2 OF 4 SHEETS | GRINDEL DR - WHITE OAK ST	

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

BALLOT ITEM #1

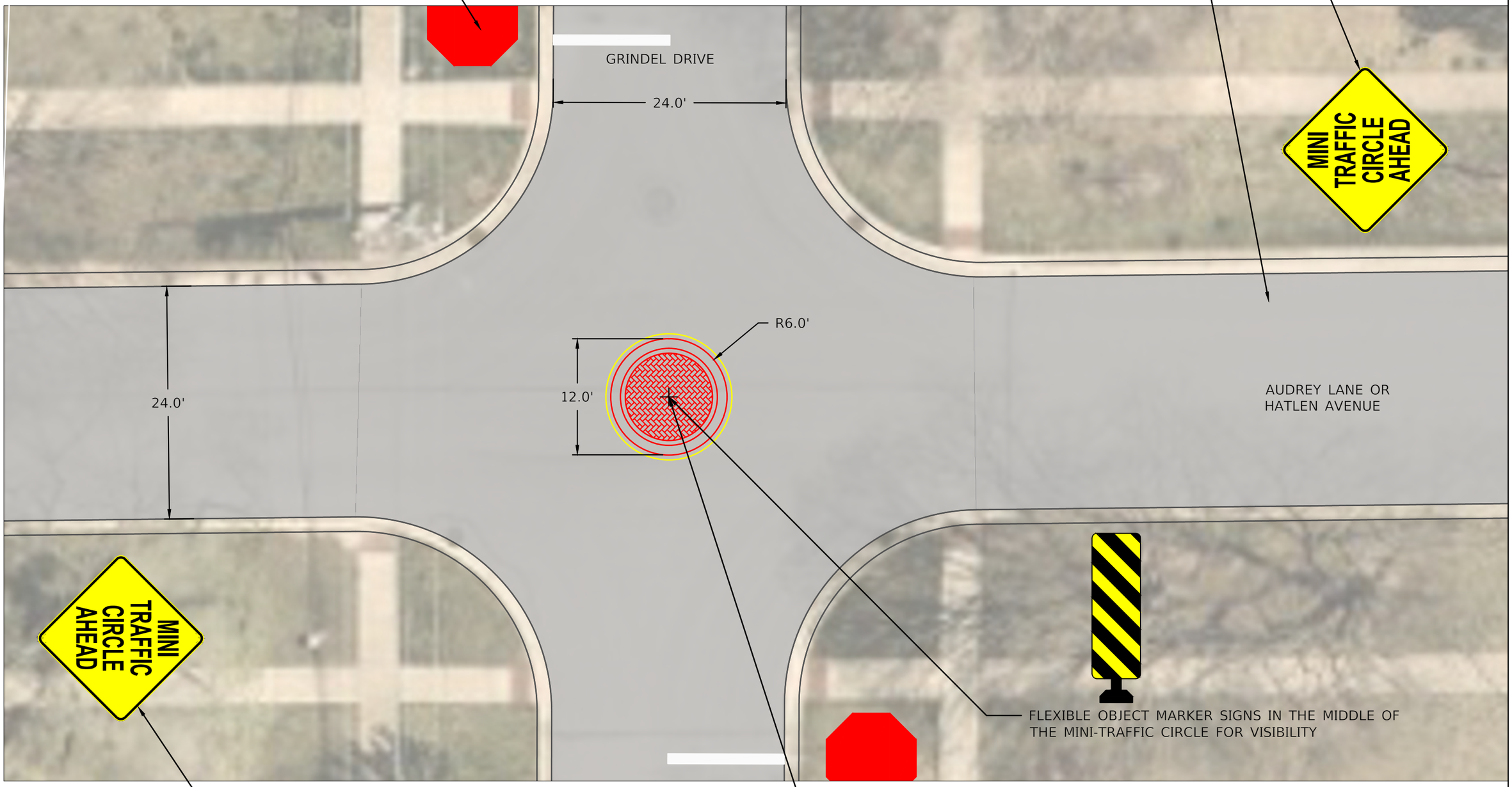


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PLOT DATE = 7/11/2025	DATE - 7/11/2025	REVISED -		SCALE: 1:75 | SHEET 3 OF 4 SHEETS | CENTRAL ROAD	ILLINOIS

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BALLOT ITEM #2

OPTION 1 SHOWN, OPTION 3 INCLUDES BOTH
MINI-TRAFFIC CIRCLES AND SPEED FEEDBACK SIGNS



USER NAME = LJF	DESIGNED - LJF	REVISED -	**VILLAGE OF MOUNT PROSPECT**
	DRAW - LJF	REVISED -	
PLOT SCALE =	CHECKED - MPL	REVISED -	
PLOT DATE = 7/11/2025	DATE - 7/11/2025	REVISED -	

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - REVISED DESIGN - MINI-TRAFFIC CIRCLE

SCALE: 1:75 | SHEET 4 OF 4 SHEETS | GRINDEL DRIVE

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

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Multi-Way Stop Sign Warrant Analysis - DRAFT	
Major Street	Audrey Lane
Minor Street	Connie Lane
Date	7/10/2025
Existing Traffic Control	Two-Way Stop Control on Connie Lane

Multi-Way Stop Control Criteria

A. Five or more reported crashes in a 12-month period or six or more crashes in a 36-month periord that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right -angle collisions.

There were no reported crashes at this intersection within the past five years, Criteria A is not met

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

Sight issues are not present at this intersection with no landscaping or fences near the right-of way lines, Criteria B is not met

C. All-way stop control may be installed at locations where all-way stop control is an interim measure that can be installed to control traffic while arrangements are being made for the installation of a traffic control signal at the intersection or for the installation of yield control at a circular intersection.

Traffic control signal or yeild control circular intersection is not justified based on traffic volumes, Criteria C is not met

D. Minimum Volume

1. The vehicular, pedestrian, and bicycle volume volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day; and

Maximum major street volume is 81 vehicles in an hour - D.1 is not met

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units for the same 8 hour.

Maximum minor street volume is 77 vehicles in an hour- D.2 is not met

3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the values provided in Items 1 and 2.

85th Percentile Speed is 32.0 MPH - C.3 is not met (from 2023 count)

Multi-Way Stop Sign Warrant Analysis - DRAFT	
Major Street	Audrey Lane
Minor Street	Connie Lane
Date	7/10/2025
Existing Traffic Control	Two-Way Stop Control on Connie Lane

Other Criteria

A. The need to control left-turn conflicts;
There were no crashes in the last 5 years, Criteria A is not met

B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristic where multi-way stop control would improve traffic operational characteristics of the intersection.

Audrey Lane and Connie Lane have the same roadway cross section (24') and similar operating conditions. Generally, traffic turns from Connie Lane onto Audrey Lane, or the opposite as it is a primary route in the neighborhood between Meier Road and Central Road. While the lack of all-way stop control has not resulted in accidents, there has been complaints of vehicles thinking the intersection is all-way stop controlled on proceeding when they do not have the right-of way. Due to the unique charateristics of this interseciton in the neighborhood, all-way stop control would improve operational charateristics. Criteria B is met.

C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.
There are no pedestrian generators adjacent to the intersection. There is a signed bike route at the interseciton but no adjacent bicycle generators. Criteria C is not met.

Summary

Multi-Way Stop Control Criteria is not met for this intersection, therefore Staff does not recommend installing multi-way stop control at this intersection.

Multi-Way Stop Sign Warrant Analysis - DRAFT	
Major Street	Audrey Lane
Minor Street	Connie Lane
Date of Study	6/3/2025-6/6/2025
Existing Traffic Control	Two-Way Stop Control on Connie Lane
Audrey Lane 85th Percentile Speed	32.0 MPH
Connie Lane 85th Percentile Speed	17.0 MPH

Average Traffic Volumes

Time	Audre Lane Volume (Both Approaches) Major St.	Connie Lane Volume (Both Approaches) Minor St.	Total Volume	8 Peak Hours
12:00 AM - 1:00 AM	2	1	3	
1:00 AM - 2:00 AM	2	1	3	
2:00 AM - 3:00 AM	1	1	2	
3:00 AM - 4:00 AM	2	1	3	
4:00 AM - 5:00 AM	1	2	3	
5:00 AM - 6:00 AM	11	10	21	
6:00 AM - 7:00 AM	21	28	49	
7:00 AM - 8:00 AM	42	33	75	
8:00 AM - 9:00 AM	41	32	73	
9:00 AM - 10:00 AM	39	38	77	
10:00 AM - 11:00 AM	42	34	76	
11:00 AM - 12:00 PM	**45**	**42**	**87**	**X**
12:00 PM - 1:00 PM	38	40	78	
1:00 PM - 2:00 PM	**49**	**49**	**98**	**X**
2:00 PM - 3:00 PM	**47**	**47**	**94**	**X**
3:00 PM - 4:00 PM	**75**	**75**	**150**	**X**
4:00 PM - 5:00 PM	**82**	**77**	**159**	**X**
5:00 PM - 6:00 PM	**77**	**72**	**149**	**X**
6:00 PM - 7:00 PM	**75**	**66**	**141**	**X**
7:00 PM - 8:00 PM	**50**	**49**	**99**	**X**
8:00 PM - 9:00 PM	31	32	63	
9:00 PM - 10:00 PM	28	24	52	
10:00 PM - 11:00 PM	14	11	25	
11:00 PM - 1200 PM	7	8	15	
Total	**822**	**773**	**1595**	

Resident Information Bulletin #4
Hatlen Heights Traffic Calming Study

Village of Mount Prospect
Public Works Department
JULY 2025

INTRODUCTION:
The Village is conducting a traffic calming study within the Hatlen Heights Neighborhood on Audrey Lane, Hatlen Avenue, Connie Lane, Bonita Avenue and Meier 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, mini-traffic circles and speed feedback signs. Some traffic calming measures will require parking changes, see the plans for more information. **Mid-block median islands have been removed from the revised design.**

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 August 25th.**

TRANSPORTATION SAFETY COMMISSION MEETING
This is scheduled to be presented to the Transportation Safety Commission at their meeting at 7:00 PM on September 8th, 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 September 2nd.** Please reach out to Public Works if you would like a copy of the agenda packet or 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
Hatlen Heights 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: Raised median entrance islands on Audrey Lane and Hatlen Avenue just south of Central Road to slow vehicles as they enter the neighborhood and signify drivers need to drive differently than when they were on Central Road. Parking would be prohibited adjacent to the median islands.

☐ 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: Intersection treatment at the intersections of Audrey Lane and Hatlen Avenue with Grindel Drive. Option 1 is mountable mini-traffic circles that were shown to reduce vehicles traveling over 35 MPH on the street by 70%, made out of concrete and/or brick pavers. Option 2 is speed feedback signs that have been shown to reduce vehicles going over 35 MPH by 25%-30%. Option 3 includes both mountable mini-traffic circles and speed feedback signs. Parking prohibitions are not required for any of the options.

☐ I/we are in favor of Option 1 – Mini-Traffic Circles
☐ I/we are in favor of Option 2 – Speed Feedback Signs
☐ I/we are in favor of Option 3 – Mini-Traffic Circles and Speed Feedback Signs
☐ I/we are neither in favor or against either of the options
☐ I/we are against Option1, Option 2 and Option 3

Item #3: All-way stop control and pavement markings at the intersection of Connie Lane and Audrey Lane. These improvements are designed to enhance intersection safety. Parking prohibitions are not required.

☐ 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 markings on Meier Road between Lincoln Street and Connie Lane. The pavement markings would match Meier Road south of Lincoln Street. These changes would slow drivers by visually narrowing the street. No changes to on-street parking are proposed.

☐ 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 "Hatlen Heights Traffic Calming" in the subject line of your email. Ballots are required to be postmarked by **August 25th** to be included in the study. Additional information is on the project website.

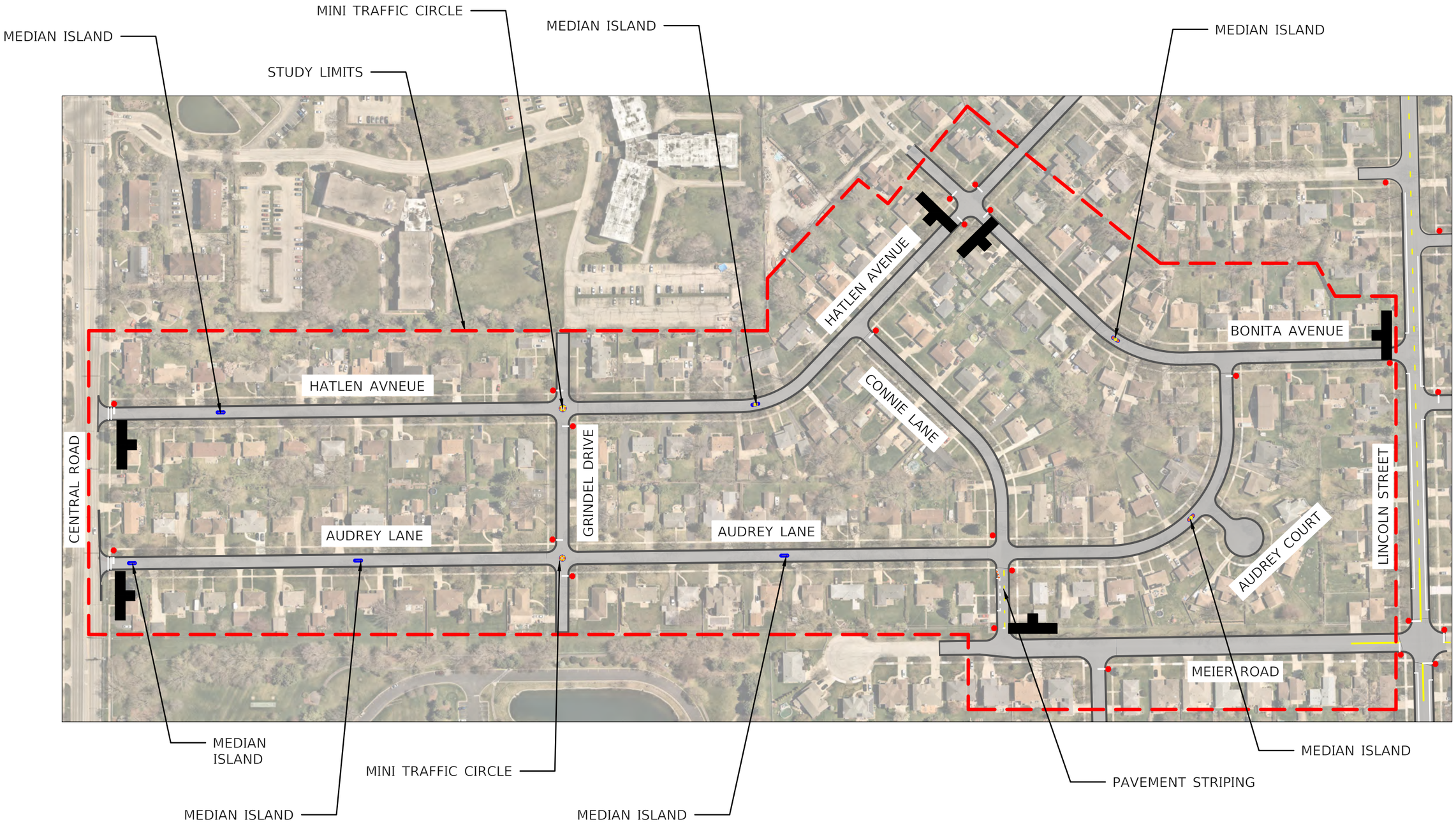
VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT

1700 W. Central Road
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www.mountprospect.org

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

ACCREDITED AGENCY APWA

= INFORMATION SIGN LOCATIONS



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USER NAME = LJF	DESIGNED - LJF	REVISED -	**VILLAGE OF MOUNT PROSPECT**	FRIENDLY NEIGHBORHOOD STREETS PROGRAM HATLEN HEIGHTS - TEMPORARY MEASURES OVERVIEW	
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PLOT SCALE =	CHECKED - MPL	REVISED -			
PLOT DATE = 4/23/2025	DATE - 4/23/2025	REVISED -		SCALE: 1:200 / SHEET 1 OF 1 SHEETS / HATLEN HEIGHTS NEIGHBORHOOD	

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

Street : Audrey Lane
Address : 15
Engineer : LJF

Site: 2809
Tuesday, 5/20/2025 12:00 AM -
Friday, 5/23/2025 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	2.7	0.0	0.3	1.3	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 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
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	0.7	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
4:00 AM	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	5.7	1.3	0.3	2.3	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	13.7	0.0	0.7	6.7	4.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	32.3	2.3	3.7	13.3	12.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	34.3	1.7	4.7	14.7	11.0	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	29.0	1.3	7.0	10.3	7.0	2.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	25.0	0.7	7.0	8.0	6.7	2.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
11:00 AM	30.7	1.0	7.0	12.7	6.0	3.0	0.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0
12:00 PM	27.3	1.3	4.3	9.7	10.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	34.3	5.7	8.0	8.0	9.7	2.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	41.7	3.0	9.7	13.0	9.0	5.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	46.7	2.7	8.3	15.0	14.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	39.7	2.3	9.7	13.3	9.3	4.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	45.0	2.7	7.7	17.0	13.0	3.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	30.7	1.7	3.7	11.0	11.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	20.7	0.7	2.3	10.0	5.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	15.3	1.3	3.3	6.0	4.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	10.0	0.0	1.7	5.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	5.0	0.0	1.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.0	0.0	0.0	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	494.0	29.7	91.3	180.7	142.0	43.3	6.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0

Average (Mean) 23.3 mph **Minimum** 1.0 mph **Maximum** 53.1 mph **Pace Range** 18.5 - 28.5 mph 1023 vehicles (69.0%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	16.5	18.3	23.6	28.6	30.0

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	38.5% (571)	1.4% (21)	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	1482	89	274	542	426	130	18	1	1	1	0	0	0	0
		6.0%	18.5%	36.6%	28.7%	8.8%	1.2%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 15
Engineer : LJF

Site: 2809
Tuesday, 5/27/2025 12:00 AM -
Friday, 5/30/2025 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	0.0	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
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	1.3	0.3	0.7	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	2.7	0.0	0.0	1.7	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.7	0.0	0.3	0.3	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	3.7	0.0	0.3	1.3	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	11.7	0.0	2.0	4.7	1.3	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	20.3	2.0	4.3	8.3	2.3	2.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	37.3	2.0	3.7	17.3	6.3	6.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	29.0	2.3	6.3	10.3	5.7	1.7	1.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	25.0	1.7	5.0	10.3	3.0	4.0	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0
11:00 AM	19.7	0.0	3.3	9.3	3.7	2.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	26.3	1.7	3.7	12.0	7.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	24.3	2.7	5.0	9.0	6.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	29.3	2.3	4.7	11.7	9.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	32.7	1.3	6.7	14.0	7.7	2.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	48.3	4.0	11.0	21.3	9.3	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	51.0	1.0	8.3	23.0	11.7	5.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	41.7	3.0	5.7	16.7	10.0	4.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	28.7	2.7	3.3	10.0	8.0	3.7	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0
8:00 PM	20.7	1.3	4.7	8.3	4.3	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	15.0	0.3	1.0	7.7	3.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	8.0	0.0	1.3	2.7	3.3	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.7	0.0	0.7	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	481.3	28.7	82.0	201.7	107.0	46.7	12.3	2.0	1.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 23.5 mph **Minimum** 1.0 mph **Maximum** 48.7 mph **Pace Range** 18.3 - 28.3 mph 990 vehicles (68.6%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	17.3	18.8	23.0	29.3	31.2

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	34.6% (499)	3.2% (46)	0.2% (3)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Southbound	1444	86	246	605	321	140	37	6	3	0	0	0	0	0
		6.0%	17.0%	41.9%	22.2%	9.7%	2.6%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 16
Engineer : LJF

Site: 2810
Tuesday, 9/12/2023 12:00 AM -
Friday, 9/15/2023 12:00 AM

Speed Grand Totals

Hourly Averages SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	0.7	0.0	0.3	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	0.0	0.0	0.0	0.0	0.3	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	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	1.0	0.0	0.0	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	5.7	0.0	0.7	0.7	2.3	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	22.3	0.3	1.0	4.7	8.7	6.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	28.3	2.0	2.0	6.3	11.7	4.3	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	22.7	0.7	0.3	5.3	9.0	5.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	20.7	0.7	0.3	4.3	9.3	4.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	17.0	0.0	0.3	2.0	9.7	4.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	25.0	0.0	0.7	4.7	12.3	5.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	25.0	1.0	0.7	5.7	11.3	5.0	0.7	0.0	0.3	0.3	0.0	0.0	0.0	0.0
2:00 PM	22.7	1.3	0.3	6.0	9.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	33.7	0.7	1.7	9.0	13.0	7.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	40.0	2.3	1.7	8.3	17.3	9.0	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	46.3	1.3	1.3	6.7	21.3	14.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	41.0	1.0	2.0	4.0	22.0	10.7	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	26.3	1.0	2.0	7.0	12.0	3.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	15.7	0.7	0.7	3.3	7.0	3.0	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0
9:00 PM	14.0	0.0	0.0	3.3	6.7	2.7	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	6.0	0.3	0.3	1.0	2.7	1.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.7	0.0	0.0	1.0	0.7	0.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Daily Average	418.0	13.7	16.7	84.0	187.0	94.0	18.7	2.7	1.0	0.3	0.0	0.0	0.0	0.0

Average (Mean) 27.2 mph **Minimum** 1.0 mph **Maximum** 54.3 mph **Pace Range** 23.1 - 33.1 mph 928 vehicles (74.0%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	21.3	22.8	27.6	32.0	33.1

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	71.9% (902)	5.4% (68)	0.3% (4)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
SB	1254	41	50	252	561	282	56	8	3	1	0	0	0	0
		3.3%	4.0%	20.1%	44.7%	22.5%	4.5%	0.6%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 16
Engineer : LJF

Site: 2810
Tuesday, 9/12/2023 12:00 AM -
Friday, 9/15/2023 12:00 AM

Speed Grand Totals

Hourly Averages NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	0.0	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
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	0.7	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.3	0.0	0.3	0.7	0.3	0.3	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.0	0.0	0.0	0.0	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	8.0	1.0	0.0	1.7	2.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	11.7	0.0	0.0	2.7	5.7	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	34.7	1.0	2.7	7.3	13.0	8.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	38.0	0.3	1.3	3.7	10.0	16.7	5.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0
9:00 AM	29.0	0.3	0.3	5.7	11.3	8.0	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	22.3	0.3	0.7	1.3	8.0	10.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	26.3	0.0	0.7	3.3	10.3	10.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	35.0	0.0	1.0	3.3	13.3	13.3	3.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	21.3	0.7	1.0	3.3	7.3	8.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	35.3	1.3	0.7	4.7	14.0	10.3	3.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0
3:00 PM	34.0	0.7	0.7	5.3	12.3	9.0	5.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	33.7	1.7	0.3	2.7	14.3	11.7	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	47.0	1.7	1.3	4.0	17.3	17.3	5.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	41.0	2.3	1.0	7.0	17.7	10.0	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	23.0	0.3	0.3	5.0	10.0	6.0	1.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
8:00 PM	16.3	0.0	0.3	3.7	6.7	4.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	8.3	0.3	0.0	1.7	3.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	2.7	0.0	0.0	0.3	0.7	0.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.7	0.0	0.0	0.3	1.7	1.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	475.7	12.0	12.7	68.0	180.7	154.3	42.3	4.3	1.0	0.3	0.0	0.0	0.0	0.0

Average (Mean) 28.6 mph **Minimum** 1.0 mph **Maximum** 53.1 mph **Pace Range** 23.9 - 33.9 mph 1026 vehicles (71.9%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	23.0	24.0	29.1	33.8	35.0

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	80.2% (1145)	9.8% (140)	0.3% (4)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
NB	1427	36	38	204	542	463	127	13	3	1	0	0	0	0
		2.5%	2.7%	14.3%	38.0%	32.4%	8.9%	0.9%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 16
Engineer : LJF

Site: 2810
Tuesday, 9/12/2023 12:00 AM -
Friday, 9/15/2023 12:00 AM

Speed Grand Totals

Hourly Averages Combined

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	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	0.7	0.0	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.7	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	3.3	0.3	0.7	1.0	0.3	0.3	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.0	0.0	0.0	0.0	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	9.0	1.0	0.0	2.0	3.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	17.3	0.0	0.7	3.3	8.0	4.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	57.0	1.3	3.7	12.0	21.7	14.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	66.3	2.3	3.3	10.0	21.7	21.0	6.7	1.0	0.3	0.0	0.0	0.0	0.0	0.0
9:00 AM	51.7	1.0	0.7	11.0	20.3	13.7	4.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	43.0	1.0	1.0	5.7	17.3	15.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	43.3	0.0	1.0	5.3	20.0	14.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	60.0	0.0	1.7	8.0	25.7	18.7	5.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	46.3	1.7	1.7	9.0	18.7	13.0	1.7	0.0	0.3	0.3	0.0	0.0	0.0	0.0
2:00 PM	58.0	2.7	1.0	10.7	23.0	15.3	4.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0
3:00 PM	67.7	1.3	2.3	14.3	25.3	16.3	7.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	73.7	4.0	2.0	11.0	31.7	20.7	3.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	93.3	3.0	2.7	10.7	38.7	31.7	6.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	82.0	3.3	3.0	11.0	39.7	20.7	3.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	49.3	1.3	2.3	12.0	22.0	9.0	2.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0
8:00 PM	32.0	0.7	1.0	7.0	13.7	7.3	1.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0
9:00 PM	22.3	0.3	0.0	5.0	10.3	5.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	8.7	0.3	0.3	1.3	3.3	2.0	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	6.3	0.0	0.0	1.3	2.3	1.7	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0
Daily Average	893.7	25.7	29.3	152.0	367.7	248.3	61.0	7.0	2.0	0.7	0.0	0.0	0.0	0.0

Average (Mean) 28.0 mph **Minimum** 1.0 mph **Maximum** 54.3 mph **Pace Range** 23.4 - 33.4 mph 1952 vehicles (72.8%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	22.1	23.5	28.3	33.1	34.4

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	76.4% (2047)	7.8% (208)	0.3% (8)	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	2681	77	88	456	1103	745	183	21	6	2	0	0	0	0
		2.9%	3.3%	17.0%	41.1%	27.8%	6.8%	0.8%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%
SB	1254	41	50	252	561	282	56	8	3	1	0	0	0	0
		3.3%	4.0%	20.1%	44.7%	22.5%	4.5%	0.6%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%
NB	1427	36	38	204	542	463	127	13	3	1	0	0	0	0
		2.5%	2.7%	14.3%	38.0%	32.4%	8.9%	0.9%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Cross Street : Grindle Drive
Engineer : LJF

Site: 2809
Wednesday, 5/15/2024 12:00 AM -
Friday, 5/17/2024 12:00 AM

Speed Grand Totals

Hourly Averages Southbound

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	1.5	0.0	0.0	0.0	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.5	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	2.5	0.0	0.0	1.5	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	11.0	1.0	0.0	4.5	2.5	2.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	26.5	0.5	1.5	7.5	9.5	3.5	2.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0
8:00 AM	41.5	5.0	5.5	11.0	12.5	5.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	30.0	3.0	5.5	12.0	5.0	3.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	19.5	0.5	3.0	8.0	6.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	31.5	1.5	1.0	15.5	9.5	2.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	27.0	1.5	3.0	11.5	6.5	3.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	29.0	3.5	1.5	11.0	10.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	38.0	1.5	2.5	15.0	11.5	4.5	2.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0
3:00 PM	42.0	3.5	1.5	18.5	10.0	6.5	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	45.5	2.0	4.5	20.5	12.5	4.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	67.0	3.5	1.5	25.0	20.0	10.5	4.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	46.0	1.0	3.0	18.5	9.5	9.0	3.0	1.5	0.5	0.0	0.0	0.0	0.0	0.0
7:00 PM	27.5	0.5	1.5	11.0	7.5	4.5	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	22.5	0.0	1.5	9.5	6.5	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	14.0	0.0	0.0	5.5	3.5	3.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	7.5	0.5	0.0	3.5	2.5	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	4.0	0.0	0.0	2.0	0.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	537.5	29.5	38.0	212.0	147.0	75.5	24.5	9.5	1.5	0.0	0.0	0.0	0.0	0.0

Average (Mean) 25.2 mph **Minimum** 1.0 mph **Maximum** 47.2 mph **Pace Range** 19.7 - 29.7 mph 730 vehicles (67.9%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	19.3	20.6	24.8	31.6	33.2

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	46.8% (503)	6.6% (71)	0.3% (3)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Southbound	1075	59	76	424	294	151	49	19	3	0	0	0	0	0
		5.5%	7.1%	39.4%	27.3%	14.0%	4.6%	1.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Cross Street : Grindle Drive
Engineer : LJF

Site: 2809
Wednesday, 5/15/2024 12:00 AM -
Friday, 5/17/2024 12:00 AM

Speed Grand Totals

Hourly Averages Northbound

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	2.5	0.0	0.0	0.0	1.5	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.5	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.5	0.5	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	2.0	0.0	0.0	0.0	1.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	5.0	0.0	0.0	2.5	2.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	15.0	1.0	0.0	5.5	6.0	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	33.5	0.0	0.5	8.5	16.0	8.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	35.5	2.5	1.0	9.5	15.0	5.5	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	29.5	1.5	2.5	9.5	11.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	28.5	0.0	3.5	10.5	11.0	3.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	27.0	2.0	1.0	9.0	11.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	34.0	0.5	2.0	13.0	13.5	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	24.0	0.5	1.5	9.5	9.0	3.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	29.5	2.0	3.5	7.0	11.0	3.5	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	42.5	0.5	2.0	11.5	21.0	7.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	41.0	1.5	5.0	10.5	16.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	43.0	3.0	4.5	10.5	18.5	5.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	35.0	0.5	0.0	9.5	17.0	6.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	25.0	0.5	1.5	10.0	8.5	3.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	18.0	0.0	0.5	4.5	10.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	8.5	0.0	0.0	2.0	5.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	4.5	0.0	0.0	1.5	2.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.0	0.0	0.0	1.0	0.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	488.5	16.5	29.0	146.0	208.0	72.0	14.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 25.9 mph **Minimum** 1.0 mph **Maximum** 43.8 mph **Pace Range** 21.4 - 31.4 mph 739 vehicles (75.6%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	20.3	21.9	26.0	30.7	32.0

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	60.2% (588)	3.4% (33)	0% (0)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Northbound	977	33	58	292	416	144	29	5	0	0	0	0	0	0
		3.4%	5.9%	29.9%	42.6%	14.7%	3.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Cross Street : Grindle Drive
Engineer : LJF

Site: 2809
Wednesday, 5/15/2024 12:00 AM -
Friday, 5/17/2024 12:00 AM

Speed Grand Totals

Hourly Averages Combined

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	4.0	0.0	0.0	0.0	2.0	1.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.5	0.0	0.5	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	3.0	1.0	0.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	3.0	0.0	0.0	0.0	2.0	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	7.5	0.0	0.0	4.0	2.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	26.0	2.0	0.0	10.0	8.5	4.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	60.0	0.5	2.0	16.0	25.5	11.5	3.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0
8:00 AM	77.0	7.5	6.5	20.5	27.5	11.0	3.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	59.5	4.5	8.0	21.5	16.0	7.0	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	48.0	0.5	6.5	18.5	17.5	4.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	58.5	3.5	2.0	24.5	20.5	5.5	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	61.0	2.0	5.0	24.5	20.0	8.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	53.0	4.0	3.0	20.5	19.0	6.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	67.5	3.5	6.0	22.0	22.5	8.0	4.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0
3:00 PM	84.5	4.0	3.5	30.0	31.0	14.0	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	86.5	3.5	9.5	31.0	28.5	12.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	110.0	6.5	6.0	35.5	38.5	16.0	5.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	81.0	1.5	3.0	28.0	26.5	15.0	5.0	1.5	0.5	0.0	0.0	0.0	0.0	0.0
7:00 PM	52.5	1.0	3.0	21.0	16.0	8.0	3.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	40.5	0.0	2.0	14.0	16.5	6.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	22.5	0.0	0.0	7.5	8.5	4.5	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	12.0	0.5	0.0	5.0	4.5	0.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	7.0	0.0	0.0	3.0	1.0	2.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	1026.0	46.0	67.0	358.0	355.0	147.5	39.0	12.0	1.5	0.0	0.0	0.0	0.0	0.0

Average (Mean) 25.5 mph **Minimum** 1.0 mph **Maximum** 47.2 mph **Pace Range** 21.6 - 31.6 mph 1448 vehicles (70.6%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	19.7	21.1	25.4	31.2	32.5

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	53.2% (1091)	5.1% (104)	0.1% (3)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Combined	2052	92	134	716	710	295	78	24	3	0	0	0	0	0
		4.5%	6.5%	34.9%	34.6%	14.4%	3.8%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Southbound	1075	59	76	424	294	151	49	19	3	0	0	0	0	0
		5.5%	7.1%	39.4%	27.3%	14.0%	4.6%	1.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%
Northbound	977	33	58	292	416	144	29	5	0	0	0	0	0	0
		3.4%	5.9%	29.9%	42.6%	14.7%	3.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 111
Engineer : LJF

Site: 000000202208
Tuesday, 9/12/2023 12:00 AM -
Friday, 9/15/2023 12:00 AM

Speed Grand Totals

Hourly Averages SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	0.7	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3	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	1.7	1.7	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	1.7	0.0	0.3	0.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	6.3	0.0	0.7	2.3	1.0	1.0	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	26.0	0.3	2.0	3.0	9.7	9.3	0.7	0.3	0.7	0.0	0.0	0.0	0.0	0.0
8:00 AM	27.0	1.3	3.0	5.0	10.3	5.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	24.3	2.0	1.7	2.7	11.3	6.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	21.7	1.3	2.7	6.0	5.7	5.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	21.7	2.3	2.0	5.0	7.0	4.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	21.3	1.3	0.3	4.3	7.7	6.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	27.7	3.0	3.0	8.3	6.3	6.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	25.7	2.0	2.0	6.3	9.3	5.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	37.0	1.0	2.0	8.0	14.0	10.0	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	40.7	1.7	0.0	7.0	19.3	11.0	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	44.7	1.3	1.0	5.3	18.0	17.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	43.3	1.3	1.3	4.3	17.0	16.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	26.3	0.7	1.3	4.7	11.3	6.0	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	16.3	1.0	0.0	2.7	6.7	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	13.3	0.3	0.3	2.7	4.7	3.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	5.3	0.3	0.0	1.0	2.3	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.7	0.0	0.3	0.0	1.3	0.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Daily Average	435.7	23.0	24.0	79.0	164.0	121.3	19.7	3.7	1.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 27.1 mph **Minimum** 1.0 mph **Maximum** 49.5 mph **Pace Range** 23.1 - 33.1 mph 915 vehicles (70.0%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	19.5	22.0	28.0	32.6	33.6

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	71.1% (929)	5.4% (71)	0.2% (3)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
SB	1307	69	72	237	492	364	59	11	3	0	0	0	0	0
		5.3%	5.5%	18.1%	37.6%	27.9%	4.5%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 111
Engineer : LJF

Site: 000000202208
Tuesday, 9/12/2023 12:00 AM -
Friday, 9/15/2023 12:00 AM

Speed Grand Totals

Hourly Averages NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	0.3	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 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
2:00 AM	0.7	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.3	0.0	0.0	0.0	0.3	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.0	0.0	0.0	0.0	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	6.7	0.0	0.3	1.3	2.3	2.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	11.0	0.0	1.3	3.7	3.0	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	26.7	0.3	1.7	8.0	11.3	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	36.3	1.3	2.3	7.7	18.3	6.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	30.3	1.7	3.3	9.3	12.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	23.0	1.0	1.7	6.7	8.7	4.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	26.7	2.0	2.7	9.7	9.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	35.3	3.3	2.7	10.0	13.3	5.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	18.7	2.3	1.3	7.7	5.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	35.3	2.3	1.7	12.7	12.7	4.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	36.3	0.3	4.0	7.3	16.7	6.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	36.0	1.7	2.7	7.0	16.7	5.7	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	46.3	3.0	3.7	9.3	15.3	11.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	39.3	1.0	1.7	7.0	20.7	7.0	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	24.7	0.7	1.3	5.7	10.7	5.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	18.0	0.0	1.3	3.3	8.0	4.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	8.0	0.7	0.3	2.0	3.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	3.7	0.0	0.0	0.3	1.3	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	4.0	0.3	0.0	0.7	1.0	1.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	469.7	22.0	34.0	119.3	191.7	83.3	17.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 26.0 mph **Minimum** 1.0 mph **Maximum** 42.9 mph **Pace Range** 22.1 - 32.1 mph 1009 vehicles (71.6%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	19.1	21.1	26.4	31.2	32.4

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	62.7% (883)	3.8% (54)	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
NB	1409	66	102	358	575	250	51	7	0	0	0	0	0	0
		4.7%	7.2%	25.4%	40.8%	17.7%	3.6%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 111
Engineer : LJF

Site: 000000202208
Tuesday, 9/12/2023 12:00 AM -
Friday, 9/15/2023 12:00 AM

Speed Grand Totals

Hourly Averages Combined

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.7	0.0	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	3.0	1.7	0.0	0.0	0.3	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.0	0.0	0.0	0.0	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	8.3	0.0	0.7	1.7	3.3	2.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	17.3	0.0	2.0	6.0	4.0	3.7	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	52.7	0.7	3.7	11.0	21.0	14.7	0.7	0.3	0.7	0.0	0.0	0.0	0.0	0.0
8:00 AM	63.3	2.7	5.3	12.7	28.7	11.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	54.7	3.7	5.0	12.0	23.3	10.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	44.7	2.3	4.3	12.7	14.3	9.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	48.3	4.3	4.7	14.7	16.7	7.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	56.7	4.7	3.0	14.3	21.0	11.3	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	46.3	5.3	4.3	16.0	12.0	7.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	61.0	4.3	3.7	19.0	22.0	10.0	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	73.3	1.3	6.0	15.3	30.7	16.3	3.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	76.7	3.3	2.7	14.0	36.0	16.7	3.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	91.0	4.3	4.7	14.7	33.3	29.0	4.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	82.7	2.3	3.0	11.3	37.7	23.0	4.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	51.0	1.3	2.7	10.3	22.0	11.0	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	34.3	1.0	1.3	6.0	14.7	10.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	21.3	1.0	0.7	4.7	8.0	5.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	9.0	0.3	0.0	1.3	3.7	2.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	6.7	0.3	0.3	0.7	2.3	2.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0
Daily Average	905.3	45.0	58.0	198.3	355.7	204.7	36.7	6.0	1.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 26.5 mph **Minimum** 1.0 mph **Maximum** 49.5 mph **Pace Range** 23.1 - 33.1 mph 1896 vehicles (69.8%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	19.3	21.4	27.1	32.0	33.1

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	66.7% (1812)	4.6% (125)	0.1% (3)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Combined	2716	135	174	595	1067	614	110	18	3	0	0	0	0	0
		5.0%	6.4%	21.9%	39.3%	22.6%	4.1%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
SB	1307	69	72	237	492	364	59	11	3	0	0	0	0	0
		5.3%	5.5%	18.1%	37.6%	27.9%	4.5%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
NB	1409	66	102	358	575	250	51	7	0	0	0	0	0	0
		4.7%	7.2%	25.4%	40.8%	17.7%	3.6%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 111
Engineer : LJF

Site: 2810
Wednesday, 5/15/2024 12:00 AM -
Friday, 5/17/2024 12:00 AM

Speed Grand Totals

Hourly Averages Southbound

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	1.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	2.5	0.0	0.5	0.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	12.5	0.0	0.5	5.5	3.5	2.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	15.0	2.0	2.0	1.5	6.5	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	35.0	3.0	5.0	11.5	11.5	2.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	29.0	2.5	4.0	11.5	8.5	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	18.5	2.5	3.0	7.0	5.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	28.5	2.0	2.5	5.0	14.5	4.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	23.5	1.5	1.5	5.0	10.5	4.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	25.5	2.0	3.0	4.0	9.0	6.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	32.5	1.0	1.5	6.0	18.5	4.5	0.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0
3:00 PM	33.5	0.5	1.0	8.5	17.5	4.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	40.0	2.0	2.0	12.0	18.5	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	48.5	2.5	0.5	7.0	28.0	9.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	34.0	1.5	1.0	6.0	18.5	5.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	23.0	1.0	0.5	5.0	11.5	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	16.5	1.0	0.0	5.5	8.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	12.5	0.0	0.0	1.0	7.0	3.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	6.0	1.0	0.5	0.5	3.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.5	0.0	0.0	0.5	1.0	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	443.5	27.0	29.0	103.5	203.5	66.0	12.0	2.0	0.5	0.0	0.0	0.0	0.0	0.0

Average (Mean) 25.6 mph **Minimum** 1.0 mph **Maximum** 46.1 mph **Pace Range** 21.8 - 31.8 mph 660 vehicles (74.4%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	18.8	21.0	26.4	30.5	31.7

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	63.6% (564)	3.3% (29)	0.1% (1)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Southbound	887	54	58	207	407	132	24	4	1	0	0	0	0	0
		6.1%	6.5%	23.3%	45.9%	14.9%	2.7%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 111
Engineer : LJF

Site: 2810
Wednesday, 5/15/2024 12:00 AM -
Friday, 5/17/2024 12:00 AM

Speed Grand Totals

Hourly Averages Northbound

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	3.0	0.0	0.0	0.0	2.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.0	0.0	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	2.0	0.0	0.0	1.0	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	5.0	0.5	0.0	1.0	2.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	13.5	1.0	0.5	4.0	6.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	25.0	3.0	2.0	7.5	10.0	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	29.5	2.0	4.5	11.5	8.5	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	29.5	1.0	7.5	13.5	5.5	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	27.0	3.0	2.5	14.5	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	27.5	0.5	2.5	10.0	11.0	2.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	31.0	0.5	3.5	8.5	13.0	5.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	25.0	2.0	2.5	8.0	5.0	5.0	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	25.0	1.5	2.5	5.0	9.5	6.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	39.0	1.5	1.0	7.0	19.5	8.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	34.5	1.0	2.0	10.5	11.0	8.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	45.0	2.5	1.5	10.0	22.0	7.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	35.5	1.0	0.5	5.5	20.5	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	24.0	1.5	1.0	7.5	10.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	19.5	0.5	1.0	5.0	9.0	3.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	8.5	1.0	1.0	2.0	4.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	5.0	0.0	0.5	0.0	2.5	1.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	4.0	1.0	0.0	1.0	0.5	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	460.0	25.5	37.0	133.0	180.5	69.5	14.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 25.3 mph **Minimum** 1.1 mph **Maximum** 41.2 mph **Pace Range** 21.7 - 31.7 mph 643 vehicles (69.9%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	18.7	20.4	25.8	30.7	31.9

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	56.8% (523)	3.2% (29)	0% (0)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Northbound	920	51	74	266	361	139	28	1	0	0	0	0	0	0
		5.5%	8.0%	28.9%	39.2%	15.1%	3.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 111
Engineer : LJF

Site: 2810
Wednesday, 5/15/2024 12:00 AM -
Friday, 5/17/2024 12:00 AM

Speed Grand Totals

Hourly Averages Combined

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	4.0	0.0	0.0	0.0	2.0	0.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.5	0.5	0.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	3.0	0.0	0.0	1.0	1.0	0.5	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	7.5	0.5	0.5	1.5	3.5	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	26.0	1.0	1.0	9.5	10.0	3.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	40.0	5.0	4.0	9.0	16.5	4.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	64.5	5.0	9.5	23.0	20.0	4.5	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	58.5	3.5	11.5	25.0	14.0	4.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	45.5	5.5	5.5	21.5	12.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	56.0	2.5	5.0	15.0	25.5	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	54.5	2.0	5.0	13.5	23.5	9.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	50.5	4.0	5.5	12.0	14.0	11.5	3.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	57.5	2.5	4.0	11.0	28.0	10.5	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0
3:00 PM	72.5	2.0	2.0	15.5	37.0	12.5	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	74.5	3.0	4.0	22.5	29.5	14.0	1.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	93.5	5.0	2.0	17.0	50.0	17.0	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	69.5	2.5	1.5	11.5	39.0	12.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	47.0	2.5	1.5	12.5	21.5	8.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	36.0	1.5	1.0	10.5	17.0	5.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	21.0	1.0	1.0	3.0	11.0	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	11.0	1.0	1.0	0.5	6.0	2.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	7.5	1.0	0.0	1.5	1.5	2.5	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	903.5	52.5	66.0	236.5	384.0	135.5	26.0	2.5	0.5	0.0	0.0	0.0	0.0	0.0

Average (Mean) 25.5 mph **Minimum** 1.0 mph **Maximum** 46.1 mph **Pace Range** 21.8 - 31.8 mph 1301 vehicles (72.0%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	18.8	20.7	26.1	30.6	31.7

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	60.2% (1087)	3.2% (58)	0.1% (1)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Combined	1807	105	132	473	768	271	52	5	1	0	0	0	0	0
		5.8%	7.3%	26.2%	42.5%	15.0%	2.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Southbound	887	54	58	207	407	132	24	4	1	0	0	0	0	0
		6.1%	6.5%	23.3%	45.9%	14.9%	2.7%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Northbound	920	51	74	266	361	139	28	1	0	0	0	0	0	0
		5.5%	8.0%	28.9%	39.2%	15.1%	3.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 15
Engineer : LJF

Site: 2809
Tuesday, 5/20/2025 12:00 AM -
Friday, 5/23/2025 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	1.3	0.0	0.0	0.3	0.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.3	0.3	0.7	0.7	0.3	0.3	0.0	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	1.7	0.3	0.0	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	2.3	0.0	0.7	1.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	2.0	0.0	0.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	12.3	0.3	3.0	5.7	1.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	25.0	2.3	6.0	8.3	3.7	3.7	0.3	0.3	0.0	0.3	0.0	0.0	0.0	0.0
8:00 AM	49.3	4.0	11.3	15.7	10.0	6.3	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	29.7	3.7	8.0	9.7	5.0	2.0	0.7	0.0	0.3	0.3	0.0	0.0	0.0	0.0
10:00 AM	29.3	0.7	9.7	9.0	6.7	2.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	27.3	2.7	5.7	11.0	3.7	3.0	1.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
12:00 PM	31.0	3.0	8.7	9.7	5.7	2.0	1.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0
1:00 PM	33.7	5.0	11.7	8.7	6.0	1.7	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
2:00 PM	24.0	1.0	2.7	11.7	5.7	1.7	1.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
3:00 PM	48.0	3.0	7.7	18.3	11.3	4.7	2.0	0.7	0.0	0.3	0.0	0.0	0.0	0.0
4:00 PM	57.7	5.0	16.7	20.0	9.7	5.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	57.3	2.7	12.0	21.0	12.0	5.7	3.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0
6:00 PM	32.0	1.7	6.0	13.0	6.7	3.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	37.3	3.7	9.3	12.7	6.3	4.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	19.3	1.3	3.7	8.7	4.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	18.3	0.7	2.7	7.0	4.7	2.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	4.3	0.0	2.0	1.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	5.3	0.0	1.0	2.0	1.7	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	551.3	41.3	130.0	196.7	107.3	53.7	16.3	3.0	1.7	1.0	0.3	0.0	0.0	0.0

Average (Mean) 23.0 mph **Minimum** 1.0 mph **Maximum** 57.9 mph **Pace Range** 16.7 - 26.7 mph 1057 vehicles (63.9%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	16.3	17.7	22.4	29.4	31.5

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	33.0% (546)	4.1% (67)	0.5% (9)	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	1654	124	390	590	322	161	49	9	5	3	1	0	0	0
		7.5%	23.6%	35.7%	19.5%	9.7%	3.0%	0.5%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 15
Engineer : LJF

Site: 2809
Tuesday, 5/20/2025 12:00 AM -
Friday, 5/23/2025 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	2.7	0.0	0.3	1.3	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 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
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	0.7	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
4:00 AM	0.7	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	5.7	1.3	0.3	2.3	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	13.7	0.0	0.7	6.7	4.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	32.3	2.3	3.7	13.3	12.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	34.3	1.7	4.7	14.7	11.0	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	29.0	1.3	7.0	10.3	7.0	2.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	25.0	0.7	7.0	8.0	6.7	2.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
11:00 AM	30.7	1.0	7.0	12.7	6.0	3.0	0.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0
12:00 PM	27.3	1.3	4.3	9.7	10.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	34.3	5.7	8.0	8.0	9.7	2.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	41.7	3.0	9.7	13.0	9.0	5.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	46.7	2.7	8.3	15.0	14.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	39.7	2.3	9.7	13.3	9.3	4.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	45.0	2.7	7.7	17.0	13.0	3.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	30.7	1.7	3.7	11.0	11.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	20.7	0.7	2.3	10.0	5.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	15.3	1.3	3.3	6.0	4.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	10.0	0.0	1.7	5.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	5.0	0.0	1.0	1.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.0	0.0	0.0	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	494.0	29.7	91.3	180.7	142.0	43.3	6.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0

Average (Mean) 23.3 mph **Minimum** 1.0 mph **Maximum** 53.1 mph **Pace Range** 18.5 - 28.5 mph 1023 vehicles (69.0%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	16.5	18.3	23.6	28.6	30.0

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	38.5% (571)	1.4% (21)	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	1482	89	274	542	426	130	18	1	1	1	0	0	0	0
		6.0%	18.5%	36.6%	28.7%	8.8%	1.2%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 15
Engineer : LJF

Site: 2809
Tuesday, 5/20/2025 12:00 AM -
Friday, 5/23/2025 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	0.3	1.7	0.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	3.0	0.3	1.0	0.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.7	0.0	0.7	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	2.3	0.3	0.3	1.0	0.7	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	0.7	1.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	7.7	1.3	1.0	3.0	1.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	26.0	0.3	3.7	12.3	5.7	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	57.3	4.7	9.7	21.7	15.7	4.7	0.3	0.3	0.0	0.3	0.0	0.0	0.0	0.0
8:00 AM	83.7	5.7	16.0	30.3	21.0	8.3	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	58.7	5.0	15.0	20.0	12.0	4.3	1.7	0.0	0.3	0.3	0.0	0.0	0.0	0.0
10:00 AM	54.3	1.3	16.7	17.0	13.3	4.3	1.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
11:00 AM	58.0	3.7	12.7	23.7	9.7	6.0	1.7	0.0	0.0	0.3	0.3	0.0	0.0	0.0
12:00 PM	58.3	4.3	13.0	19.3	16.3	3.3	1.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0
1:00 PM	68.0	10.7	19.7	16.7	15.7	3.7	1.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0
2:00 PM	65.7	4.0	12.3	24.7	14.7	7.3	2.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
3:00 PM	94.7	5.7	16.0	33.3	25.7	11.0	2.0	0.7	0.0	0.3	0.0	0.0	0.0	0.0
4:00 PM	97.3	7.3	26.3	33.3	19.0	9.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	102.3	5.3	19.7	38.0	25.0	9.0	4.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0
6:00 PM	62.7	3.3	9.7	24.0	17.7	7.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	58.0	4.3	11.7	22.7	11.7	6.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	34.7	2.7	7.0	14.7	8.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	28.3	0.7	4.3	12.0	8.0	2.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	9.3	0.0	3.0	2.3	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	7.3	0.0	1.0	3.3	2.3	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	1045.3	71.0	221.3	377.3	249.3	97.0	22.3	3.3	2.0	1.3	0.3	0.0	0.0	0.0

Average (Mean) 23.2 mph **Minimum** 1.0 mph **Maximum** 57.9 mph **Pace Range** 18.4 - 28.4 mph 2060 vehicles (65.7%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	16.4	17.9	22.9	29.0	30.8

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	35.6% (1117)	2.8% (88)	0.4% (11)	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	3136	213	664	1132	748	291	67	10	6	4	1	0	0	0
		6.8%	21.2%	36.1%	23.9%	9.3%	2.1%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%
Southbound	1654	124	390	590	322	161	49	9	5	3	1	0	0	0
		7.5%	23.6%	35.7%	19.5%	9.7%	3.0%	0.5%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%
Northbound	1482	89	274	542	426	130	18	1	1	1	0	0	0	0
		6.0%	18.5%	36.6%	28.7%	8.8%	1.2%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 15
Engineer : LJF

Site: 2809
Tuesday, 5/27/2025 12:00 AM -
Friday, 5/30/2025 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	0.0	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
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	1.3	0.3	0.7	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	2.7	0.0	0.0	1.7	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.7	0.0	0.3	0.3	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	3.7	0.0	0.3	1.3	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	11.7	0.0	2.0	4.7	1.3	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	20.3	2.0	4.3	8.3	2.3	2.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	37.3	2.0	3.7	17.3	6.3	6.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	29.0	2.3	6.3	10.3	5.7	1.7	1.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	25.0	1.7	5.0	10.3	3.0	4.0	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0
11:00 AM	19.7	0.0	3.3	9.3	3.7	2.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	26.3	1.7	3.7	12.0	7.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	24.3	2.7	5.0	9.0	6.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	29.3	2.3	4.7	11.7	9.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	32.7	1.3	6.7	14.0	7.7	2.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	48.3	4.0	11.0	21.3	9.3	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	51.0	1.0	8.3	23.0	11.7	5.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	41.7	3.0	5.7	16.7	10.0	4.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	28.7	2.7	3.3	10.0	8.0	3.7	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0
8:00 PM	20.7	1.3	4.7	8.3	4.3	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	15.0	0.3	1.0	7.7	3.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	8.0	0.0	1.3	2.7	3.3	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.7	0.0	0.7	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	481.3	28.7	82.0	201.7	107.0	46.7	12.3	2.0	1.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 23.5 mph **Minimum** 1.0 mph **Maximum** 48.7 mph **Pace Range** 18.3 - 28.3 mph 990 vehicles (68.6%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	17.3	18.8	23.0	29.3	31.2

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	34.6% (499)	3.2% (46)	0.2% (3)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Southbound	1444	86	246	605	321	140	37	6	3	0	0	0	0	0
		6.0%	17.0%	41.9%	22.2%	9.7%	2.6%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 15
Engineer : LJF

Site: 2809
Tuesday, 5/27/2025 12:00 AM -
Friday, 5/30/2025 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	1.7	0.0	0.0	0.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	0.0	0.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.3	0.0	1.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	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
4:00 AM	1.0	0.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	7.0	1.0	0.7	3.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	11.3	0.0	0.7	2.3	6.3	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	29.7	2.7	3.0	11.7	9.7	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	27.3	1.3	1.7	8.7	12.7	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	24.7	3.0	3.3	7.3	8.7	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	18.7	0.7	2.3	6.7	6.0	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	26.3	1.0	3.3	12.3	8.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	31.3	1.3	1.3	14.7	9.3	4.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	21.7	1.3	1.7	8.3	8.0	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	20.7	1.3	1.7	7.7	8.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	26.3	3.3	0.7	7.3	11.0	3.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	32.3	5.0	2.3	11.0	12.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	29.7	2.3	5.7	9.3	9.0	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	30.3	1.3	3.0	16.7	7.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	19.0	1.7	1.3	7.3	7.0	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	14.3	1.3	3.0	5.3	4.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	4.3	0.0	0.3	1.3	1.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	4.7	0.7	0.3	1.7	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.7	0.0	0.0	1.0	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	387.7	30.0	37.3	145.7	136.7	33.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 23.6 mph **Minimum** 1.0 mph **Maximum** 39.6 mph **Pace Range** 19.8 - 29.8 mph 853 vehicles (73.3%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	17.2	19.1	24.4	28.7	29.9

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	44.4% (516)	1.1% (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
Northbound	1163	90	112	437	410	101	13	0	0	0	0	0	0	0
		7.7%	9.6%	37.6%	35.3%	8.7%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 15
Engineer : LJF

Site: 2809
Tuesday, 5/27/2025 12:00 AM -
Friday, 5/30/2025 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	1.7	0.0	0.0	0.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.3	0.0	0.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	2.7	0.3	1.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	3.0	0.0	0.0	2.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	2.7	0.7	0.3	0.3	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	10.7	1.0	1.0	5.0	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	23.0	0.0	2.7	7.0	7.7	5.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	50.0	4.7	7.3	20.0	12.0	5.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	64.7	3.3	5.3	26.0	19.0	9.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	53.7	5.3	9.7	17.7	14.3	3.7	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	43.7	2.3	7.3	17.0	9.0	6.7	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0
11:00 AM	46.0	1.0	6.7	21.7	12.3	3.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	57.7	3.0	5.0	26.7	16.7	5.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	46.0	4.0	6.7	17.3	14.7	2.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	50.0	3.7	6.3	19.3	17.3	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	59.0	4.7	7.3	21.3	18.7	6.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	80.7	9.0	13.3	32.3	22.0	3.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	80.7	3.3	14.0	32.3	20.7	8.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	72.0	4.3	8.7	33.3	17.7	6.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	47.7	4.3	4.7	17.3	15.0	4.7	1.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
8:00 PM	35.0	2.7	7.7	13.7	8.3	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	19.3	0.3	1.3	9.0	5.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	12.7	0.7	1.7	4.3	4.7	0.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	5.3	0.0	0.7	2.0	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	869.0	58.7	119.3	347.3	243.7	80.3	16.7	2.0	1.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 23.5 mph **Minimum** 1.0 mph **Maximum** 48.7 mph **Pace Range** 18.9 - 28.9 mph 1825 vehicles (70.0%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	17.2	18.9	23.6	29.0	30.4

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	38.9% (1015)	2.3% (59)	0.1% (3)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Combined	2607	176	358	1042	731	241	50	6	3	0	0	0	0	0
		6.8%	13.7%	40.0%	28.0%	9.2%	1.9%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Southbound	1444	86	246	605	321	140	37	6	3	0	0	0	0	0
		6.0%	17.0%	41.9%	22.2%	9.7%	2.6%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
Northbound	1163	90	112	437	410	101	13	0	0	0	0	0	0	0
		7.7%	9.6%	37.6%	35.3%	8.7%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 15
Engineer : LJF

Site: 2809
Tuesday, 6/3/2025 12:00 AM -
Friday, 6/6/2025 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	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
1:00 AM	0.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.7	0.0	0.7	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	1.7	0.3	0.0	0.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.7	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	2.7	0.0	0.0	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	8.7	0.0	1.0	4.0	2.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	14.3	2.0	2.3	7.3	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	20.7	2.0	4.7	8.3	3.7	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	18.7	2.3	5.0	7.3	2.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	15.3	0.7	3.0	6.3	3.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	17.3	0.3	2.7	7.7	6.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	18.3	1.0	4.7	9.7	2.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	23.7	2.3	2.7	11.7	5.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	30.0	2.0	7.7	9.0	8.0	3.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	44.0	1.7	6.7	19.3	9.3	6.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	41.3	2.0	3.7	18.3	12.7	4.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	38.0	4.0	5.3	15.0	10.0	3.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	28.0	1.7	1.3	11.3	10.3	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	22.3	0.7	1.0	12.0	7.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	16.7	1.0	3.3	7.0	4.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	14.3	0.3	4.0	7.0	2.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	5.3	0.3	0.7	3.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.0	0.0	0.3	1.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	386.3	24.7	61.3	167.3	96.7	32.0	3.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 23.2 mph **Minimum** 1.0 mph **Maximum** 43.9 mph **Pace Range** 18.6 - 28.6 mph 836 vehicles (72.1%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	17.1	18.7	23.3	28.4	29.9

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	34.1% (395)	1.1% (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	1159	74	184	502	290	96	9	4	0	0	0	0	0	0
		6.4%	15.9%	43.3%	25.0%	8.3%	0.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 15
Engineer : LJF

Site: 2809
Tuesday, 6/3/2025 12:00 AM -
Friday, 6/6/2025 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	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
1:00 AM	0.3	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	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	0.3	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	1.0	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
5:00 AM	4.7	0.7	0.0	1.7	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	13.0	0.3	0.3	4.0	6.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	29.7	3.0	3.7	9.3	12.0	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	24.7	3.3	3.0	7.7	8.7	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	22.3	1.3	6.0	8.7	4.3	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	21.3	2.3	3.7	8.7	5.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	18.7	1.7	2.7	7.3	6.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	19.0	1.3	2.3	6.3	7.0	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	21.7	2.7	4.0	9.0	5.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	14.3	2.0	3.0	5.7	2.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	32.7	6.7	5.0	8.3	10.3	1.7	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
4:00 PM	36.3	6.0	5.7	10.0	11.0	3.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	34.0	3.7	3.3	11.0	12.7	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	29.3	3.7	5.0	8.3	11.0	1.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
7:00 PM	14.3	1.0	1.0	6.3	5.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	13.7	1.0	2.0	6.3	4.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	10.7	0.0	1.3	5.3	2.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	4.7	0.0	0.7	1.7	1.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	4.0	0.0	0.3	1.3	1.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	372.0	40.7	53.7	128.0	118.0	27.3	3.7	0.0	0.7	0.0	0.0	0.0	0.0	0.0

Average (Mean) 22.8 mph **Minimum** 1.0 mph **Maximum** 48.2 mph **Pace Range** 19.4 - 29.4 mph 757 vehicles (67.8%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	14.0	17.1	23.7	28.4	29.6

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	39.9% (445)	1.1% (12)	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	1116	122	161	384	354	82	11	0	2	0	0	0	0	0
		10.9%	14.4%	34.4%	31.7%	7.3%	1.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 15
Engineer : LJF

Site: 2809
Tuesday, 6/3/2025 12:00 AM -
Friday, 6/6/2025 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	2.0	0.0	0.0	0.0	0.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	0.0	0.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.0	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
3:00 AM	2.0	0.3	0.3	0.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.7	0.0	0.0	1.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	7.3	0.7	0.0	3.0	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	21.7	0.3	1.3	8.0	8.3	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	44.0	5.0	6.0	16.7	13.3	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	45.3	5.3	7.7	16.0	12.3	3.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	41.0	3.7	11.0	16.0	7.0	2.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	36.7	3.0	6.7	15.0	8.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	36.0	2.0	5.3	15.0	12.3	1.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	37.3	2.3	7.0	16.0	9.3	2.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	45.3	5.0	6.7	20.7	10.3	2.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	44.3	4.0	10.7	14.7	10.7	4.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	76.7	8.3	11.7	27.7	19.7	8.3	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0
4:00 PM	77.7	8.0	9.3	28.3	23.7	7.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	72.0	7.7	8.7	26.0	22.7	6.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	57.3	5.3	6.3	19.7	21.3	4.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
7:00 PM	36.7	1.7	2.0	18.3	13.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	30.3	2.0	5.3	13.3	8.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	25.0	0.3	5.3	12.3	5.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	10.0	0.3	1.3	5.0	2.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	6.0	0.0	0.7	2.3	1.3	1.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	758.3	65.3	115.0	295.3	214.7	59.3	6.7	1.3	0.7	0.0	0.0	0.0	0.0	0.0

Average (Mean) 23.0 mph **Minimum** 1.0 mph **Maximum** 48.2 mph **Pace Range** 18.6 - 28.6 mph 1585 vehicles (69.7%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	15.9	18.1	23.5	28.4	29.7

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	36.9% (840)	1.1% (25)	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
Combined	2275	196	345	886	644	178	20	4	2	0	0	0	0	0
		8.6%	15.2%	38.9%	28.3%	7.8%	0.9%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Southbound	1159	74	184	502	290	96	9	4	0	0	0	0	0	0
		6.4%	15.9%	43.3%	25.0%	8.3%	0.8%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Northbound	1116	122	161	384	354	82	11	0	2	0	0	0	0	0
		10.9%	14.4%	34.4%	31.7%	7.3%	1.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 111
Engineer : LJF

Site: 000000202208
Tuesday, 5/20/2025 12:00 AM -
Friday, 5/23/2025 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	1.3	0.0	0.3	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.3	0.3	0.3	0.0	0.0	0.7	0.0	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	1.7	0.0	0.7	1.0	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	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	2.3	0.7	0.7	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	8.7	0.3	2.3	5.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	17.0	1.7	6.7	5.3	2.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	30.7	3.0	7.0	14.0	4.7	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	20.3	3.7	5.3	7.0	3.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	20.0	4.0	4.0	7.3	4.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	20.3	1.7	7.3	7.0	4.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	23.3	5.0	7.7	7.7	1.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	24.0	5.0	6.7	7.0	4.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	20.3	2.7	4.0	7.7	5.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	37.3	6.0	6.7	14.3	7.7	1.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	34.7	1.3	9.0	16.3	6.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	45.3	5.0	11.3	19.0	8.3	1.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
6:00 PM	23.7	3.7	6.7	8.0	5.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	26.7	3.3	3.7	12.3	7.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	15.3	2.0	4.7	5.3	2.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	14.0	2.3	3.7	5.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	5.0	2.3	0.7	1.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.7	0.3	1.0	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	397.0	54.7	100.7	152.3	72.7	12.7	3.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0

Average (Mean) 20.9 mph **Minimum** 1.0 mph **Maximum** 46.7 mph **Pace Range** 16.2 - 26.2 mph 786 vehicles (66.0%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	13.4	15.3	21.4	26.3	27.8

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	22.5% (268)	1.0% (12)	0.1% (1)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Southbound	1191	164	302	457	218	38	10	1	1	0	0	0	0	0
		13.8%	25.4%	38.4%	18.3%	3.2%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 111
Engineer : LJF

Site: 000000202208
Tuesday, 5/20/2025 12:00 AM -
Friday, 5/23/2025 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	0.3	1.0	1.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	0.3	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.0	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	0.0	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	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
5:00 AM	3.7	0.3	0.3	1.7	1.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	13.0	1.0	3.7	4.3	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	25.3	2.7	4.7	11.3	5.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	27.3	3.7	7.0	10.0	4.7	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	24.3	3.3	5.7	8.7	4.3	1.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	15.0	4.0	0.7	6.7	2.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	24.0	5.3	6.0	8.0	3.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	26.0	4.0	6.7	11.7	3.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	28.0	5.7	7.0	6.0	6.3	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	24.7	4.0	5.0	8.0	7.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	41.3	5.3	9.0	14.7	8.7	2.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	34.3	5.0	6.7	10.7	9.3	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	40.0	5.7	10.0	14.7	7.7	1.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	34.0	7.0	8.0	9.0	7.3	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	22.0	2.3	4.0	9.3	5.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	15.7	2.7	3.7	5.7	2.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	13.0	2.0	4.0	2.3	3.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	5.3	1.7	1.3	1.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.0	0.3	0.3	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	423.3	66.7	95.3	146.0	88.7	21.0	5.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 21.3 mph **Minimum** 1.1 mph **Maximum** 42.2 mph **Pace Range** 16.8 - 26.8 mph 770 vehicles (60.6%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	12.8	14.8	21.8	27.5	28.7

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	27.2% (346)	1.3% (16)	0% (0)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Northbound	1270	200	286	438	266	63	16	1	0	0	0	0	0	0
		15.7%	22.5%	34.5%	20.9%	5.0%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 111
Engineer : LJF

Site: 000000202208
Tuesday, 5/20/2025 12:00 AM -
Friday, 5/23/2025 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	4.3	0.3	1.3	1.3	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.3	0.7	0.7	0.0	0.3	0.7	0.0	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	1.7	0.0	0.7	1.0	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	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	6.0	1.0	1.0	2.0	1.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	21.7	1.3	6.0	9.7	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	42.3	4.3	11.3	16.7	8.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	58.0	6.7	14.0	24.0	9.3	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	44.7	7.0	11.0	15.7	7.3	2.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	35.0	8.0	4.7	14.0	7.0	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	44.3	7.0	13.3	15.0	7.3	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	49.3	9.0	14.3	19.3	4.3	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	52.0	10.7	13.7	13.0	11.0	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	45.0	6.7	9.0	15.7	13.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	78.7	11.3	15.7	29.0	16.3	4.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	69.0	6.3	15.7	27.0	15.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	85.3	10.7	21.3	33.7	16.0	2.0	1.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0
6:00 PM	57.7	10.7	14.7	17.0	12.3	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	48.7	5.7	7.7	21.7	13.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	31.0	4.7	8.3	11.0	5.3	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	27.0	4.3	7.7	7.3	5.7	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	10.3	4.0	2.0	2.7	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	4.7	0.7	1.3	1.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	820.3	121.3	196.0	298.3	161.3	33.7	8.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0

Average (Mean) 21.1 mph **Minimum** 1.0 mph **Maximum** 46.7 mph **Pace Range** 16.2 - 26.2 mph 1551 vehicles (63.0%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	13.1	15.1	21.6	27.1	28.3

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	24.9% (614)	1.1% (28)	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	2461	364	588	895	484	101	26	2	1	0	0	0	0	0
		14.8%	23.9%	36.4%	19.7%	4.1%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southbound	1191	164	302	457	218	38	10	1	1	0	0	0	0	0
		13.8%	25.4%	38.4%	18.3%	3.2%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Northbound	1270	200	286	438	266	63	16	1	0	0	0	0	0	0
		15.7%	22.5%	34.5%	20.9%	5.0%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 111
Engineer : LJF

Site: 4231
Tuesday, 5/27/2025 12:00 AM -
Friday, 5/30/2025 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	0.0	0.3	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	0.0	0.3	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	0.7	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	1.3	0.0	0.0	1.0	0.3	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	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	3.0	0.7	0.0	1.3	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	9.7	0.0	0.7	4.7	3.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	18.3	1.7	3.7	4.7	6.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	23.7	2.7	1.7	7.3	10.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	28.3	1.7	6.0	9.3	9.3	1.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
10:00 AM	19.7	4.0	6.0	5.0	3.3	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	19.0	1.7	4.7	9.3	2.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	23.7	2.7	7.3	6.0	6.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	22.7	4.3	6.0	7.0	4.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	29.7	6.3	6.7	10.3	5.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	30.0	4.3	6.3	10.7	8.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	43.0	11.0	9.0	15.0	6.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	41.0	6.0	7.0	18.0	8.0	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	33.3	2.7	7.0	9.3	11.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	28.7	2.0	6.3	10.3	7.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	17.0	2.3	1.3	5.3	7.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	13.7	2.0	5.0	3.3	2.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	7.3	0.3	1.3	3.7	1.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.7	0.3	0.3	0.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	418.7	56.7	87.0	143.3	106.0	22.7	2.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0

Average (Mean) 21.8 mph **Minimum** 1.0 mph **Maximum** 47.0 mph **Pace Range** 18.1 - 28.1 mph 817 vehicles (65.0%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	12.8	15.5	22.6	27.7	28.8

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	31.4% (395)	0.7% (9)	0.1% (1)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Southbound	1256	170	261	430	318	68	8	0	1	0	0	0	0	0
		13.5%	20.8%	34.2%	25.3%	5.4%	0.6%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 111
Engineer : LJF

Site: 4231
Tuesday, 5/27/2025 12:00 AM -
Friday, 5/30/2025 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	2.0	0.0	0.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.7	0.0	0.3	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	0.7	0.0	0.0	0.0	0.7	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	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	0.7	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	6.3	1.0	0.3	2.7	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	10.0	0.0	1.0	2.0	4.0	2.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	24.3	2.0	2.7	11.3	6.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	25.3	2.0	5.3	9.0	7.7	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	25.0	2.3	5.0	8.7	6.3	2.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	20.3	2.3	4.0	7.3	4.3	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	29.0	5.3	3.7	11.0	7.7	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	30.7	4.0	6.3	12.7	6.3	0.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	26.0	5.0	4.3	9.3	5.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	20.0	2.3	4.3	7.3	4.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	33.7	3.0	6.0	13.3	8.3	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	33.7	5.3	8.0	9.7	8.3	1.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	38.0	6.3	10.7	11.0	7.7	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	35.7	3.3	7.7	13.3	9.0	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	23.7	1.7	3.7	9.7	5.7	2.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	19.7	3.3	3.3	8.7	3.0	1.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	8.0	1.0	1.7	2.7	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	6.0	0.3	2.0	1.3	1.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.7	1.0	0.3	1.3	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	423.3	51.7	81.3	154.3	103.0	26.7	5.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 22.0 mph **Minimum** 1.0 mph **Maximum** 41.7 mph **Pace Range** 17.2 - 27.2 mph 821 vehicles (64.6%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	13.7	16.1	22.5	27.8	29.0

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	32.1% (408)	1.3% (17)	0% (0)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Northbound	1270	155	244	463	309	80	15	4	0	0	0	0	0	0
		12.2%	19.2%	36.5%	24.3%	6.3%	1.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 111
Engineer : LJF

Site: 4231
Tuesday, 5/27/2025 12:00 AM -
Friday, 5/30/2025 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	2.7	0.0	0.3	1.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	0.0	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.7	0.0	0.7	0.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	1.7	0.0	0.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.7	0.0	0.0	0.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	9.3	1.7	0.3	4.0	2.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	19.7	0.0	1.7	6.7	7.7	3.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	42.7	3.7	6.3	16.0	13.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	49.0	4.7	7.0	16.3	17.7	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	53.3	4.0	11.0	18.0	15.7	4.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0
10:00 AM	40.0	6.3	10.0	12.3	7.7	2.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	48.0	7.0	8.3	20.3	10.3	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	54.3	6.7	13.7	18.7	13.0	1.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	48.7	9.3	10.3	16.3	10.0	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	49.7	8.7	11.0	17.7	9.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	63.7	7.3	12.3	24.0	16.3	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	76.7	16.3	17.0	24.7	14.7	2.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	79.0	12.3	17.7	29.0	15.7	3.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	69.0	6.0	14.7	22.7	20.7	4.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	52.3	3.7	10.0	20.0	12.7	4.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	36.7	5.7	4.7	14.0	10.0	2.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	21.7	3.0	6.7	6.0	5.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	13.3	0.7	3.3	5.0	2.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	6.3	1.3	0.7	2.0	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	842.0	108.3	168.3	297.7	209.0	49.3	7.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0

Average (Mean) 21.9 mph **Minimum** 1.0 mph **Maximum** 47.0 mph **Pace Range** 18.1 - 28.1 mph 1634 vehicles (64.7%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	13.3	15.8	22.6	27.8	28.9

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	31.8% (803)	1.0% (26)	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	2526	325	505	893	627	148	23	4	1	0	0	0	0	0
		12.9%	20.0%	35.4%	24.8%	5.9%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southbound	1256	170	261	430	318	68	8	0	1	0	0	0	0	0
		13.5%	20.8%	34.2%	25.3%	5.4%	0.6%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Northbound	1270	155	244	463	309	80	15	4	0	0	0	0	0	0
		12.2%	19.2%	36.5%	24.3%	6.3%	1.2%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 111
Engineer : LJF

Site: 000000202208
Tuesday, 6/3/2025 12:00 AM -
Friday, 6/6/2025 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	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.3	0.0	0.3	0.3	0.3	0.3	0.0	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	2.0	0.3	1.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 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
5:00 AM	3.7	0.3	0.3	0.7	1.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	8.7	0.3	2.3	2.7	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	14.7	1.3	3.3	3.7	5.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	20.0	2.7	2.7	6.0	7.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	17.3	2.3	3.7	6.3	4.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	20.7	1.3	3.3	9.3	5.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	19.3	2.7	3.7	6.7	5.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	18.7	1.7	7.7	6.3	2.3	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	23.7	3.0	3.7	8.7	6.3	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	28.3	6.0	3.7	6.3	9.0	2.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	44.0	6.3	10.0	12.0	13.3	2.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
4:00 PM	44.0	6.3	6.0	16.7	11.3	2.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	36.0	3.7	7.0	12.0	11.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	33.0	3.7	3.7	11.3	12.0	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	27.3	4.0	4.3	10.3	7.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	15.7	1.3	3.7	6.3	2.3	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	13.7	1.7	2.7	5.3	3.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	7.0	1.0	0.7	3.7	1.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.3	0.3	1.0	0.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	403.7	50.3	75.0	136.0	115.3	22.3	4.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0

Average (Mean) 22.1 mph **Minimum** 1.0 mph **Maximum** 53.4 mph **Pace Range** 18.5 - 28.5 mph 788 vehicles (65.1%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	13.4	16.1	22.8	28.0	29.1

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	35.3% (427)	1.2% (14)	0.1% (1)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Southbound	1211	151	225	408	346	67	12	1	0	1	0	0	0	0
		12.5%	18.6%	33.7%	28.6%	5.5%	1.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 111
Engineer : LJF

Site: 000000202208
Tuesday, 6/3/2025 12:00 AM -
Friday, 6/6/2025 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	1.7	0.3	0.0	0.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.7	0.0	0.0	0.0	0.3	0.0	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	0.0	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	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
5:00 AM	7.0	0.7	1.0	2.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	12.7	0.7	1.0	4.7	4.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	27.0	2.7	6.0	10.0	6.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	21.0	1.7	2.3	8.0	5.3	3.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0
9:00 AM	22.0	1.3	5.0	9.3	5.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	21.3	2.7	3.7	6.3	7.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	25.3	3.3	6.0	10.3	3.7	1.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
12:00 PM	19.0	2.3	3.3	9.7	2.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	25.0	1.7	4.7	10.3	6.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	18.7	3.7	5.3	5.0	4.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	31.0	8.7	6.0	8.3	6.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	37.3	5.3	7.0	12.7	9.3	2.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	41.0	10.0	7.0	12.0	10.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	42.0	5.0	11.0	16.7	8.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	22.3	2.3	5.0	8.3	6.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	15.7	1.7	4.7	6.0	2.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	14.3	1.3	1.7	6.7	3.0	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	6.7	1.0	1.3	1.0	1.0	1.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	4.0	0.3	0.3	1.3	0.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	416.7	56.7	83.0	149.3	97.7	24.7	4.7	0.0	0.3	0.3	0.0	0.0	0.0	0.0

Average (Mean) 21.8 mph **Minimum** 1.0 mph **Maximum** 55.0 mph **Pace Range** 18.1 - 28.1 mph 794 vehicles (63.5%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	13.5	15.5	22.5	27.7	28.9

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	30.6% (383)	1.3% (16)	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	1250	170	249	448	293	74	14	0	1	1	0	0	0	0
		13.6%	19.9%	35.8%	23.4%	5.9%	1.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%

Street : Audrey Lane
Address : 111
Engineer : LJF

Site: 000000202208
Tuesday, 6/3/2025 12:00 AM -
Friday, 6/6/2025 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	2.3	0.3	0.0	0.3	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.0	0.0	0.3	0.3	0.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.7	0.0	0.7	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	2.0	0.3	1.0	0.3	0.3	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	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	10.7	1.0	1.3	3.0	4.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	21.3	1.0	3.3	7.3	7.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	41.7	4.0	9.3	13.7	12.3	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	41.0	4.3	5.0	14.0	13.0	4.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0
9:00 AM	39.3	3.7	8.7	15.7	9.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	42.0	4.0	7.0	15.7	12.7	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	44.7	6.0	9.7	17.0	8.7	3.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
12:00 PM	37.7	4.0	11.0	16.0	4.7	1.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	48.7	4.7	8.3	19.0	13.0	3.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	47.0	9.7	9.0	11.3	13.3	3.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	75.0	15.0	16.0	20.3	19.3	4.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
4:00 PM	81.3	11.7	13.0	29.3	20.7	4.7	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	77.0	13.7	14.0	24.0	22.0	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	75.0	8.7	14.7	28.0	20.0	3.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	49.7	6.3	9.3	18.7	13.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	31.3	3.0	8.3	12.3	5.0	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	28.0	3.0	4.3	12.0	6.3	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	13.7	2.0	2.0	4.7	2.3	1.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	7.3	0.7	1.3	2.0	1.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	820.3	107.0	158.0	285.3	213.0	47.0	8.7	0.3	0.3	0.7	0.0	0.0	0.0	0.0

Average (Mean) 22.0 mph **Minimum** 1.0 mph **Maximum** 55.0 mph **Pace Range** 18.1 - 28.1 mph 1580 vehicles (64.2%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	13.5	15.8	22.7	27.8	29.0

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	32.9% (810)	1.2% (30)	0.1% (3)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Combined	2461	321	474	856	639	141	26	1	1	2	0	0	0	0
		13.0%	19.3%	34.8%	26.0%	5.7%	1.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%
Southbound	1211	151	225	408	346	67	12	1	0	1	0	0	0	0
		12.5%	18.6%	33.7%	28.6%	5.5%	1.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%
Northbound	1250	170	249	448	293	74	14	0	1	1	0	0	0	0
		13.6%	19.9%	35.8%	23.4%	5.9%	1.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%

Street : Connie Lane
Cross Street : E. Meier
Engineer : LJF

Site: 2810
Tuesday, 5/20/2025 12:00 AM -
Friday, 5/23/2025 12:00 AM

Speed Grand Totals

Hourly Averages Eastbound

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	1.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.3	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 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
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	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
5:00 AM	4.3	1.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	13.0	8.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	16.0	8.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	21.7	10.0	11.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	18.7	12.0	6.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	18.7	11.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	22.3	17.0	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	24.0	14.0	10.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	28.0	19.0	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	22.7	15.7	7.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	41.7	25.3	16.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	32.3	18.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	42.3	26.3	15.3	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	33.3	23.3	9.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	24.3	15.3	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	17.7	10.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	12.3	6.0	6.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	4.3	2.0	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	1.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	404.3	245.7	156.0	2.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 14.0 mph **Minimum** 1.1 mph **Maximum** 32.6 mph **Pace Range** 8.7 - 18.7 mph 1122 vehicles (92.5%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	10.4	11.3	14.1	16.7	17.3

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	0.1% (1)	0% (0)	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
Eastbound	1213	737	468	7	0	1	0	0	0	0	0	0	0	0
		60.8%	38.6%	0.6%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Connie Lane
Cross Street : E. Meier
Engineer : LJF

Site: 2810
Tuesday, 5/20/2025 12:00 AM -
Friday, 5/23/2025 12:00 AM

Speed Grand Totals

Hourly Averages Westbound

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	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	0.7	0.3	0.0	0.0	0.0	0.0	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	1.7	1.0	0.7	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	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	5.3	4.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	10.7	6.3	4.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	19.7	10.3	9.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	22.3	17.0	4.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	22.0	15.0	6.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	22.0	15.7	5.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	17.3	13.0	4.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	20.3	17.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	19.0	15.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	21.0	14.0	6.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	32.0	24.3	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	35.0	27.7	5.7	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	39.7	27.3	12.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	26.0	16.0	9.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	21.0	13.0	8.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	14.0	10.0	3.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	11.0	6.7	4.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	4.0	3.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.0	1.0	1.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	369.7	260.0	102.7	6.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 13.4 mph **Minimum** 1.0 mph **Maximum** 25.5 mph **Pace Range** 8.5 - 18.5 mph 1004 vehicles (90.5%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	9.7	10.5	13.7	16.2	16.8

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	0.2% (2)	0% (0)	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
Westbound	1109	780	308	19	2	0	0	0	0	0	0	0	0	0
		70.3%	27.8%	1.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Connie Lane
Cross Street : E. Meier
Engineer : LJF

Site: 2810
Tuesday, 5/20/2025 12:00 AM -
Friday, 5/23/2025 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	1.3	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	2.3	1.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 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
3:00 AM	1.7	1.0	0.7	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	0.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	9.7	6.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	23.7	15.0	8.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	35.7	18.3	17.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	44.0	27.0	16.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	40.7	27.0	13.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	40.7	26.7	13.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	39.7	30.0	9.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	44.3	31.3	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	47.0	34.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	43.7	29.7	13.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	73.7	49.7	23.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	67.3	45.7	20.0	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	82.0	53.7	27.3	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	59.3	39.3	18.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	45.3	28.3	17.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	31.7	20.0	11.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	23.3	12.7	10.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	8.3	5.7	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	4.0	1.7	2.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	774.0	505.7	258.7	8.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 13.7 mph **Minimum** 1.0 mph **Maximum** 32.6 mph **Pace Range** 8.7 - 18.7 mph 2123 vehicles (91.4%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	10.1	11.0	14.0	16.5	17.1

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	0.1% (3)	0% (0)	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
Combined	2322	1517	776	26	2	1	0	0	0	0	0	0	0	0
		65.3%	33.4%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Eastbound	1213	737	468	7	0	1	0	0	0	0	0	0	0	0
		60.8%	38.6%	0.6%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Westbound	1109	780	308	19	2	0	0	0	0	0	0	0	0	0
		70.3%	27.8%	1.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Connie Lane
Cross Street : E. Meier Road
Engineer : LJF

Site: 2810
Tuesday, 5/27/2025 12:00 AM -
Friday, 5/30/2025 12:00 AM

Speed Grand Totals

Hourly Averages Eastbound

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	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	0.3	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	6.7	4.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	10.0	3.7	6.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	14.7	7.0	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	23.7	15.0	8.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	22.0	16.3	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	19.3	7.7	11.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	26.7	15.7	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	29.0	19.3	9.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
1:00 PM	24.3	15.3	8.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	21.0	14.3	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	33.7	17.7	15.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	35.0	19.7	15.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	37.7	22.0	14.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	35.7	21.7	13.3	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	22.0	13.3	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	20.7	13.3	7.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	7.0	3.3	3.3	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	6.0	4.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	4.0	2.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	401.0	238.0	157.7	4.3	0.0	0.3	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0

Average (Mean) 14.3 mph **Minimum** 1.0 mph **Maximum** 55.2 mph **Pace Range** 9.3 - 19.3 mph 1115 vehicles (92.7%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	10.5	11.7	14.4	16.9	17.4

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	0.2% (3)	0.2% (2)	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
Eastbound	1203	714	473	13	0	1	0	1	0	0	1	0	0	0
		59.4%	39.3%	1.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%

Street : Connie Lane
Cross Street : E. Meier Road
Engineer : LJF

Site: 2810
Tuesday, 5/27/2025 12:00 AM -
Friday, 5/30/2025 12:00 AM

Speed Grand Totals

Hourly Averages Westbound

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	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	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	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	1.7	0.7	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	1.7	0.3	1.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	7.3	5.0	1.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	9.7	6.0	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	21.3	8.7	12.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	21.3	11.3	9.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	20.7	15.7	4.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	16.0	11.0	4.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	14.3	8.7	5.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	20.7	15.0	5.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	20.0	16.0	3.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	27.3	20.7	6.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	25.0	16.3	8.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	37.0	27.3	9.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	31.0	20.7	10.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	25.3	19.0	5.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	21.0	16.3	4.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	13.3	9.0	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	8.0	4.7	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	5.0	3.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.0	1.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	350.3	237.7	104.7	6.7	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 13.6 mph **Minimum** 1.0 mph **Maximum** 32.1 mph **Pace Range** 8.3 - 18.3 mph 958 vehicles (91.2%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	10.2	11.1	13.8	16.4	16.9

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	0.4% (4)	0% (0)	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
Westbound	1051	713	314	20	3	1	0	0	0	0	0	0	0	0
		67.8%	29.9%	1.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Connie Lane
Cross Street : E. Meier Road
Engineer : LJF

Site: 2810
Tuesday, 5/27/2025 12:00 AM -
Friday, 5/30/2025 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	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.3	1.3	0.0	0.0	0.0	0.0	0.0	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	2.0	1.0	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	1.7	0.3	1.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	14.0	9.3	4.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	19.7	9.7	9.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	36.0	15.7	20.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	45.0	26.3	18.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	42.7	32.0	10.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	35.3	18.7	16.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	41.0	24.3	16.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	49.7	34.3	14.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
1:00 PM	44.3	31.3	11.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	48.3	35.0	13.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	58.7	34.0	23.7	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	72.0	47.0	24.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	68.7	42.7	24.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	61.0	40.7	19.0	0.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	43.0	29.7	13.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	34.0	22.3	11.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	15.0	8.0	6.3	0.3	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	11.0	7.7	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	6.0	3.7	1.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	751.3	475.7	262.3	11.0	1.0	0.7	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0

Average (Mean) 13.9 mph **Minimum** 1.0 mph **Maximum** 55.2 mph **Pace Range** 8.7 - 18.7 mph 2069 vehicles (91.8%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	10.4	11.4	14.1	16.7	17.2

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	0.3% (7)	0.1% (2)	0.0% (1)	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	2254	1427	787	33	3	2	0	1	0	0	1	0	0	0
		63.3%	34.9%	1.5%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Eastbound	1203	714	473	13	0	1	0	1	0	0	1	0	0	0
		59.4%	39.3%	1.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%
Westbound	1051	713	314	20	3	1	0	0	0	0	0	0	0	0
		67.8%	29.9%	1.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Connie
Cross Street : E. of Meier
Engineer : LJF

Site: 2810
Tuesday, 6/3/2025 12:00 AM -
Friday, 6/6/2025 12:00 AM

Speed Grand Totals

Hourly Averages Eastbound

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	1.0	0.0	1.0	0.0	0.0	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	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	0.0	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	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
5:00 AM	5.7	2.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	15.7	9.3	6.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	14.3	7.3	6.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	14.7	6.7	7.7	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
9:00 AM	20.7	12.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	19.0	10.3	8.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	22.7	10.7	11.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	22.0	11.7	10.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	25.0	12.3	12.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	21.0	12.0	8.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	33.0	15.7	17.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	39.3	21.0	18.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
5:00 PM	41.3	22.3	18.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	37.0	15.7	21.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	24.3	14.7	8.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
8:00 PM	21.3	12.3	9.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	13.0	7.0	5.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	6.7	3.0	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	5.0	2.0	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	404.0	208.7	189.3	5.0	0.0	0.0	0.0	0.0	0.0	0.7	0.3	0.0	0.0	0.0

Average (Mean) 14.7 mph **Minimum** 1.0 mph **Maximum** 59.5 mph **Pace Range** 9.2 - 19.2 mph 1135 vehicles (93.6%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	11.2	12.2	14.9	17.2	17.7

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	0.2% (3)	0.2% (3)	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
Eastbound	1212	626	568	15	0	0	0	0	0	2	1	0	0	0
		51.7%	46.9%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%

Street : Connie
Cross Street : E. of Meier
Engineer : LJF

Site: 2810
Tuesday, 6/3/2025 12:00 AM -
Friday, 6/6/2025 12:00 AM

Speed Grand Totals

Hourly Averages Westbound

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	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.7	0.0	0.7	0.0	0.0	0.0	0.0	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	0.3	0.7	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	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	4.7	3.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	12.3	5.7	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	18.0	11.7	5.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	17.3	9.7	7.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	17.0	11.3	5.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	15.0	8.7	6.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	19.0	12.3	5.3	1.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
12:00 PM	18.3	14.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
1:00 PM	23.3	15.0	7.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	26.3	15.3	10.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	42.3	30.0	12.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	37.7	29.0	8.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	30.7	20.7	9.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	28.7	21.3	7.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	24.7	16.7	7.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	10.7	7.7	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	11.0	7.3	3.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	4.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.3	1.0	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	367.3	245.0	114.3	6.7	0.7	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0

Average (Mean) 13.6 mph **Minimum** 1.0 mph **Maximum** 53.4 mph **Pace Range** 9.2 - 19.2 mph 984 vehicles (89.3%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	10.0	11.1	13.9	16.5	17.2

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	0.4% (4)	0.2% (2)	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
Westbound	1102	735	343	20	2	0	0	0	0	2	0	0	0	0
		66.7%	31.1%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%

Street : Connie
Cross Street : E. of Meier
Engineer : LJF

Site: 2810
Tuesday, 6/3/2025 12:00 AM -
Friday, 6/6/2025 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	1.3	0.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	0.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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	1.0	0.3	0.7	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	1.7	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	10.3	5.7	4.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	28.0	15.0	13.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	32.3	19.0	12.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	32.0	16.3	15.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
9:00 AM	37.7	23.3	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	34.0	19.0	14.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	41.7	23.0	17.0	1.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
12:00 PM	40.3	25.7	14.0	0.3	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
1:00 PM	48.3	27.3	20.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	47.3	27.3	18.7	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	75.3	45.7	29.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	77.0	50.0	26.3	0.0	0.3	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0
5:00 PM	72.0	43.0	28.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	65.7	37.0	28.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	49.0	31.3	15.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0
8:00 PM	32.0	20.0	11.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	24.0	14.3	9.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	10.7	6.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	8.3	3.0	5.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	771.3	453.7	303.7	11.7	0.7	0.0	0.0	0.0	0.0	1.3	0.3	0.0	0.0	0.0

Average (Mean) 14.2 mph **Minimum** 1.0 mph **Maximum** 59.5 mph **Pace Range** 9.2 - 19.2 mph 2119 vehicles (91.6%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	10.7	11.5	14.5	17.0	17.5

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	0.3% (7)	0.2% (5)	0.2% (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	2314	1361	911	35	2	0	0	0	0	4	1	0	0	0
		58.8%	39.4%	1.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%
Eastbound	1212	626	568	15	0	0	0	0	0	2	1	0	0	0
		51.7%	46.9%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%
Westbound	1102	735	343	20	2	0	0	0	0	2	0	0	0	0
		66.7%	31.1%	1.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%

Street : Hatlen Avenue
Address : 16
Engineer : LJF

Site: 0000202207
Tuesday, 5/20/2025 12:00 AM -
Friday, 5/23/2025 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	3.0	0.0	0.0	1.3	1.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.0	0.0	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 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
3:00 AM	1.7	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 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
5:00 AM	1.0	0.0	0.0	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	5.3	0.7	0.7	1.7	1.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	14.7	0.3	1.3	5.7	5.7	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	27.7	3.3	0.0	8.0	12.0	4.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	13.7	3.0	2.0	4.3	3.3	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	15.3	1.0	0.7	5.7	5.7	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	15.0	1.3	1.0	6.7	3.7	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	19.7	1.3	2.7	7.0	5.0	3.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	21.3	2.3	2.0	8.7	5.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	20.0	2.7	2.7	7.0	5.7	1.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	42.7	4.7	5.0	9.3	13.3	6.7	3.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	33.0	3.3	5.7	9.3	9.0	4.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	34.0	2.3	4.7	11.3	13.3	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	30.0	2.3	4.3	8.3	12.3	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	17.0	0.7	1.0	5.3	7.3	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	16.7	0.7	1.3	3.0	8.3	2.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	16.0	2.0	1.3	5.7	5.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	4.7	0.0	0.3	0.7	2.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	7.0	0.0	0.0	1.0	3.7	2.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	361.0	32.0	37.3	112.0	125.0	45.3	8.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0

Average (Mean) 24.1 mph **Minimum** 1.0 mph **Maximum** 42.7 mph **Pace Range** 20.0 - 30.0 mph 718 vehicles (66.3%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	15.7	18.5	25.0	30.0	31.3

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	49.8% (539)	2.6% (28)	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	1083	96	112	336	375	136	24	4	0	0	0	0	0	0
		8.9%	10.3%	31.0%	34.6%	12.6%	2.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : Hatlen Avenue
Address : 16
Engineer : LJF

Site: 0000202207
Tuesday, 5/20/2025 12:00 AM -
Friday, 5/23/2025 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	1.7	0.3	0.3	0.3	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.7	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
2:00 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
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	1.0	0.0	0.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	4.0	0.0	0.0	0.7	2.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	14.0	0.0	1.0	3.7	5.7	3.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	28.3	2.0	2.3	8.3	6.3	7.0	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	41.3	2.3	2.3	12.0	15.0	8.0	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	28.0	4.3	2.0	5.3	9.3	6.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	15.3	0.7	2.0	3.7	5.0	3.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	16.3	0.7	2.0	2.7	6.3	4.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	22.3	0.3	0.3	5.7	12.0	3.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	18.3	3.3	1.3	4.3	4.3	3.0	1.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0
2:00 PM	17.7	1.0	1.7	6.0	6.3	1.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	25.0	1.0	1.0	7.3	8.0	6.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	25.3	2.0	1.0	5.7	12.7	3.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	22.7	1.7	1.3	4.0	9.3	5.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	24.0	0.7	1.3	7.0	11.0	3.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	15.7	0.7	0.7	2.3	8.3	3.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
8:00 PM	14.7	0.3	1.3	3.3	5.3	4.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	6.3	0.0	0.0	2.7	3.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	3.0	0.0	0.3	0.3	1.3	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	2.3	0.0	0.0	0.7	0.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	349.0	21.7	22.7	86.7	132.3	70.0	13.7	1.3	0.3	0.3	0.0	0.0	0.0	0.0

Average (Mean) 26.0 mph **Minimum** 1.1 mph **Maximum** 53.0 mph **Pace Range** 22.0 - 32.0 mph 717 vehicles (68.5%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	18.8	20.7	26.6	31.4	32.8

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	62.5% (654)	4.4% (46)	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	1047	65	68	260	397	210	41	4	1	1	0	0	0	0
		6.2%	6.5%	24.8%	37.9%	20.1%	3.9%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%

Street : Hatlen Avenue
Address : 16
Engineer : LJF

Site: 0000202207
Tuesday, 5/20/2025 12:00 AM -
Friday, 5/23/2025 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	0.3	1.7	1.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	1.7	0.3	0.3	0.0	0.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	1.0	0.0	0.3	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.0	0.0	0.0	1.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 AM	1.3	0.0	0.3	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	5.0	0.0	0.0	1.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	19.3	0.7	1.7	5.3	7.3	3.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	43.0	2.3	3.7	14.0	12.0	8.7	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	69.0	5.7	2.3	20.0	27.0	12.0	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	41.7	7.3	4.0	9.7	12.7	7.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	30.7	1.7	2.7	9.3	10.7	5.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	31.3	2.0	3.0	9.3	10.0	6.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	42.0	1.7	3.0	12.7	17.0	7.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	39.7	5.7	3.3	13.0	10.0	5.7	1.7	0.0	0.0	0.3	0.0	0.0	0.0	0.0
2:00 PM	37.7	3.7	4.3	13.0	12.0	3.0	1.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	67.7	5.7	6.0	16.7	21.3	13.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	58.3	5.3	6.7	15.0	21.7	8.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	56.7	4.0	6.0	15.3	22.7	7.0	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	54.0	3.0	5.7	15.3	23.3	6.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	32.7	1.3	1.7	7.7	15.7	5.7	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0
8:00 PM	31.3	1.0	2.7	6.3	13.7	6.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	22.3	2.0	1.3	8.3	8.3	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	7.7	0.0	0.7	1.0	3.7	1.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	9.3	0.0	0.0	1.7	4.3	2.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	710.0	53.7	60.0	198.7	257.3	115.3	21.7	2.7	0.3	0.3	0.0	0.0	0.0	0.0

Average (Mean) 25.0 mph **Minimum** 1.0 mph **Maximum** 53.0 mph **Pace Range** 21.3 - 31.3 mph 1422 vehicles (66.8%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	17.3	19.7	25.8	30.9	32.3

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	56.0% (1193)	3.5% (74)	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
Combined	2130	161	180	596	772	346	65	8	1	1	0	0	0	0
		7.6%	8.5%	28.0%	36.2%	16.2%	3.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Southbound	1083	96	112	336	375	136	24	4	0	0	0	0	0	0
		8.9%	10.3%	31.0%	34.6%	12.6%	2.2%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Northbound	1047	65	68	260	397	210	41	4	1	1	0	0	0	0
		6.2%	6.5%	24.8%	37.9%	20.1%	3.9%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%

Street : S. Hatlen Avenue
Address : 16
Engineer : LJF

Site: 2809
Tuesday, 9/12/2023 12:00 AM -
Friday, 9/15/2023 12:00 AM

Speed Grand Totals

Hourly Averages SB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	0.7	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.7	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 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
3:00 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
4:00 AM	0.7	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	0.7	0.0	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	3.3	0.0	0.0	0.7	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	20.0	1.0	0.7	7.0	6.7	3.0	1.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0
8:00 AM	21.3	0.3	1.7	6.0	8.0	5.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
9:00 AM	14.7	0.3	1.7	3.7	4.3	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	17.3	1.7	2.7	3.7	3.3	5.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	19.7	1.3	1.0	3.0	8.3	3.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	17.7	0.7	1.7	3.3	5.7	5.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	18.3	0.7	1.7	3.3	4.7	5.7	1.3	0.7	0.3	0.0	0.0	0.0	0.0	0.0
2:00 PM	19.3	1.7	0.3	3.3	6.7	5.3	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	40.3	1.3	2.0	8.7	13.0	12.7	2.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
4:00 PM	35.7	1.0	1.3	6.7	15.3	9.3	1.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	28.0	0.0	0.7	5.0	12.3	8.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	25.0	0.7	1.3	5.7	9.7	4.7	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	23.3	0.0	1.0	6.7	11.3	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	20.0	0.0	0.3	6.7	7.7	4.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	12.3	0.3	0.3	3.0	6.3	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	7.0	0.0	0.0	1.0	4.7	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	1.7	0.0	0.0	0.3	0.3	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	348.3	11.0	18.3	78.3	131.0	87.3	17.7	4.0	0.7	0.0	0.0	0.0	0.0	0.0

Average (Mean) 27.2 mph **Minimum** 1.2 mph **Maximum** 47.8 mph **Pace Range** 23.1 - 33.1 mph 723 vehicles (69.2%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	20.6	22.1	27.4	32.7	33.8

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	69.0% (721)	6.4% (67)	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
SB	1045	33	55	235	393	262	53	12	2	0	0	0	0	0
		3.2%	5.3%	22.5%	37.6%	25.1%	5.1%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : S. Hatlen Avenue
Address : 16
Engineer : LJF

Site: 2809
Tuesday, 9/12/2023 12:00 AM -
Friday, 9/15/2023 12:00 AM

Speed Grand Totals

Hourly Averages NB

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	2.0	0.3	0.0	0.0	0.7	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 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
2:00 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
3:00 AM	1.7	0.0	0.0	0.0	0.3	1.3	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	0.7	1.7	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	10.7	0.0	0.7	1.0	5.0	3.7	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	40.0	1.0	0.7	6.3	13.7	13.3	4.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
8:00 AM	38.0	1.0	3.7	4.0	11.0	12.7	4.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0
9:00 AM	19.0	0.7	0.7	3.0	5.7	7.3	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	14.3	0.7	1.7	3.7	3.7	3.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	11.0	0.3	1.0	1.7	5.0	2.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	13.7	0.0	0.3	2.7	4.3	5.0	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	15.3	0.7	0.3	1.7	6.0	5.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 PM	17.3	0.0	0.3	1.7	4.7	8.3	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	20.7	0.0	0.0	3.0	6.0	8.7	2.3	0.3	0.3	0.0	0.0	0.0	0.0	0.0
4:00 PM	28.0	2.0	0.7	6.7	8.0	9.3	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	26.7	0.7	0.7	3.3	9.7	9.3	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	22.0	0.3	0.3	3.0	8.7	7.7	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	17.0	0.0	1.0	4.7	8.3	2.7	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	6.7	0.3	0.0	1.0	3.0	1.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	7.7	0.3	0.7	1.7	2.7	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	4.7	0.7	0.0	0.3	2.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	1.3	0.0	0.0	0.0	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	323.3	9.0	12.7	50.3	113.3	105.7	28.3	3.3	0.7	0.0	0.0	0.0	0.0	0.0

Average (Mean) 28.5 mph **Minimum** 1.0 mph **Maximum** 45.7 mph **Pace Range** 23.9 - 33.9 mph 673 vehicles (69.4%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	22.1	23.3	29.1	33.7	35.0

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	77.5% (752)	10.0% (97)	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
NB	970	27	38	151	340	317	85	10	2	0	0	0	0	0
		2.8%	3.9%	15.6%	35.1%	32.7%	8.8%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

Street : S. Hatlen Avenue
Address : 16
Engineer : LJF

Site: 2809
Tuesday, 9/12/2023 12:00 AM -
Friday, 9/15/2023 12:00 AM

Speed Grand Totals

Hourly Averages Combined

mph	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
12:00 AM	2.7	0.3	0.0	0.0	0.7	0.7	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1:00 AM	0.7	0.0	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2:00 AM	0.7	0.0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 AM	2.0	0.0	0.0	0.0	0.7	1.3	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	0.7	1.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5:00 AM	3.7	0.0	0.0	0.7	1.7	0.7	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 AM	14.0	0.0	0.7	1.7	7.3	4.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
7:00 AM	60.0	2.0	1.3	13.3	20.3	16.3	5.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0
8:00 AM	59.3	1.3	5.3	10.0	19.0	17.7	5.0	0.7	0.3	0.0	0.0	0.0	0.0	0.0
9:00 AM	33.7	1.0	2.3	6.7	10.0	12.0	1.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
10:00 AM	31.7	2.3	4.3	7.3	7.0	9.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
11:00 AM	30.7	1.7	2.0	4.7	13.3	5.0	3.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
12:00 PM	31.3	0.7	2.0	6.0	10.0	10.0	2.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0
1:00 PM	33.7	1.3	2.0	5.0	10.7	11.0	2.7	0.7	0.3	0.0	0.0	0.0	0.0	0.0
2:00 PM	36.7	1.7	0.7	5.0	11.3	13.7	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3:00 PM	61.0	1.3	2.0	11.7	19.0	21.3	5.0	0.3	0.3	0.0	0.0	0.0	0.0	0.0
4:00 PM	63.7	3.0	2.0	13.3	23.3	18.7	3.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0
5:00 PM	54.7	0.7	1.3	8.3	22.0	17.7	4.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
6:00 PM	47.0	1.0	1.7	8.7	18.3	12.3	3.3	1.7	0.0	0.0	0.0	0.0	0.0	0.0
7:00 PM	40.3	0.0	2.0	11.3	19.7	7.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
8:00 PM	26.7	0.3	0.3	7.7	10.7	5.7	1.3	0.7	0.0	0.0	0.0	0.0	0.0	0.0
9:00 PM	20.0	0.7	1.0	4.7	9.0	4.0	0.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
10:00 PM	11.7	0.7	0.0	1.3	7.3	2.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
11:00 PM	3.0	0.0	0.0	0.3	1.3	1.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Daily Average	671.7	20.0	31.0	128.7	244.3	193.0	46.0	7.3	1.3	0.0	0.0	0.0	0.0	0.0

Average (Mean) 27.8 mph **Minimum** 1.0 mph **Maximum** 47.8 mph **Pace Range** 23.1 - 33.1 mph 1385 vehicles (68.7%)

Percentile Speeds	10%	15%	50%	85%	90%
(mph)	21.0	22.8	28.2	33.2	34.4

Speeds Exceeded	25 mph	35 mph	45 mph	55 mph	65 mph	75 mph
	73.1% (1473)	8.1% (164)	0.1% (3)	0% (0)	0% (0)	0% (0)

Study Grand Totals

	Total	0 - < 15	15 - < 20	20 - < 25	25 - < 30	30 - < 35	35 - < 40	40 - < 45	45 - < 50	50 - < 55	55 - < 60	60 - < 65	65 - < 70	70 - < 200
Combined	2015	60	93	386	733	579	138	22	4	0	0	0	0	0
		3.0%	4.6%	19.2%	36.4%	28.7%	6.8%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
SB	1045	33	55	235	393	262	53	12	2	0	0	0	0	0
		3.2%	5.3%	22.5%	37.6%	25.1%	5.1%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
NB	970	27	38	151	340	317	85	10	2	0	0	0	0	0
		2.8%	3.9%	15.6%	35.1%	32.7%	8.8%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%

Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO:	DIRECTOR OF PUBLIC WORKS
FROM:	PROJECT ENGINEER
DATE:	July 24, 2025
SUBJECT:	FNSP – HATLEN HEIGHTS – PRELIMINARY PLANS AND TEMPORARY MEASURES PUBLIC OUTREACH SUMMARY

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

Initial Public Outreach

The Village sent out an initial public outreach in November of 2024. This was to solicit input on existing traffic issues on the street and potential traffic calming measures. The results of that survey are presented in a 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 “cut-through” traffic
- Increasing pedestrian safety at intersections
- Increasing stop sign compliance

Preliminary Plan and Second Public Outreach

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

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

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

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

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

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

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

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

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

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

Transportation Safety Commission Meeting 1

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

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

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

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

Temporary Traffic Calming Measures

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

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

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

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

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

Summary

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

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

Luke Foresman, PE



Project Engineer

Attachments:

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

Resident Information Bulletin #2
Hatlen Heights Neighborhood Traffic Calming Study

Village of Mount Prospect
Public Works Department
FEBRUARY 2025

INTRODUCTION:

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

PRELIMINARY PREFERRED ALTERNATIVE:

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

TRAFFIC CALMING PROCESS:

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



PUBLIC INPUT

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

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

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

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

VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT

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

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

ACCREDITED AGENCY APWA

Comment Form
Hatlen Heights Neighborhood Traffic Calming Study

Village of Mount Prospect
Public Works Department
FEBRUARY 2025

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

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

Address: _____

Provide any comments regarding the preferred alternative as proposed:

_____

_____

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

_____

_____

Provide any additional comments regarding the study:

_____

_____

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

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

VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT

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

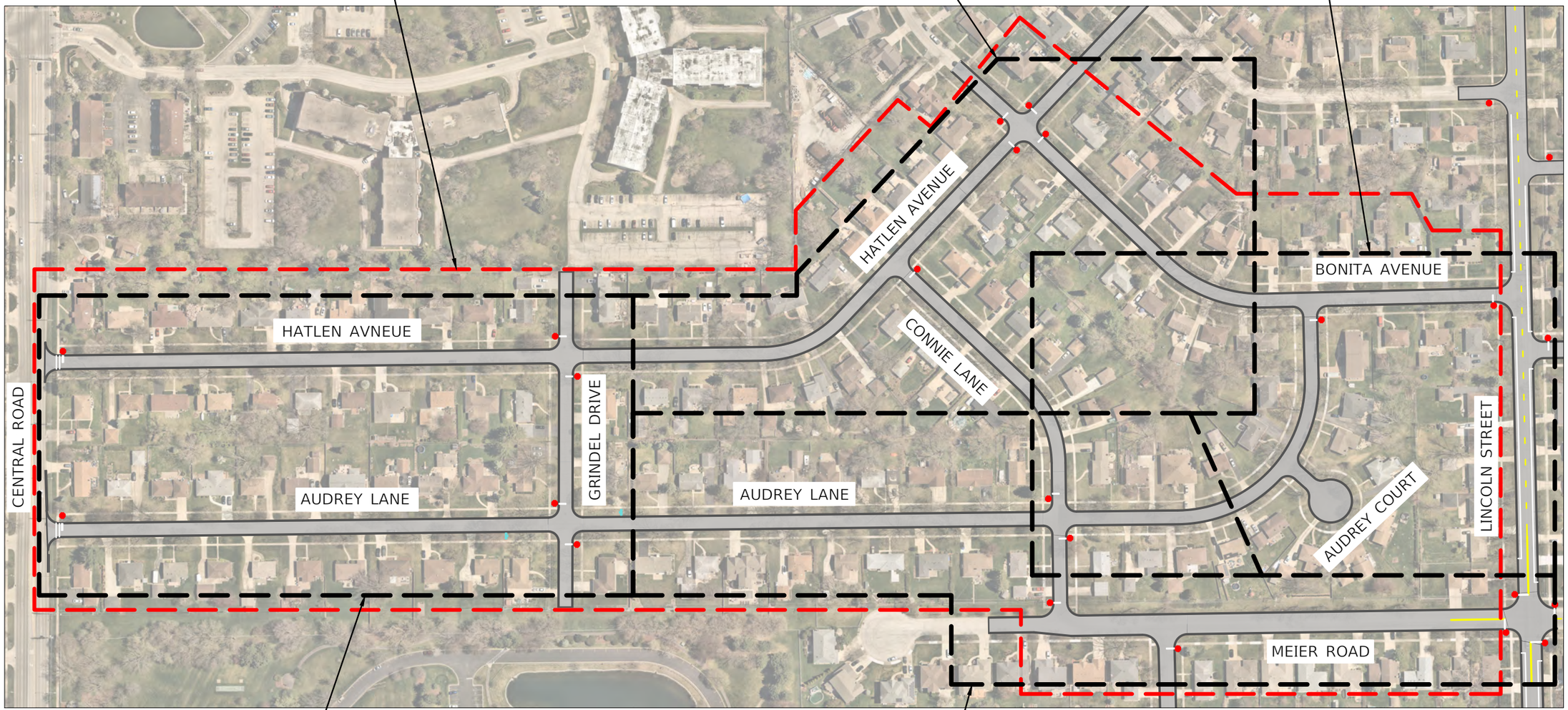
Phone: 847-870-5640
TDD: 847-392-1235

ACCREDITED AGENCY APWA

SHEET 3

STUDY LIMITS

SHEET 4



SHEET 1

EXISTING CONDITIONS SHOWN

SHEET 2

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USER NAME = LJF	DESIGNED - LJF	REVISED -	**VILLAGE OF MOUNT PROSPECT**	FRIENDLY NEIGHBORHOOD STREETS PROGRAM HATLEN HEIGHTS - STUDY LIMITS	F.A.U. RTE. / SECTION / COUNTY / TOTAL SHEETS / SHEET NO.
	DRAW - LJF	REVISED -			COOK / 1 / 1
PLOT SCALE =	CHECKED - MPL	REVISED -			CONTRACT NO. N/A
PLOT DATE = 1/22/2025	DATE - 1/22/2025	REVISED -		SCALE: 1:75 | SHEET 1 OF 1 SHEETS | HATLEN HEIGHTS NEIGHBORHOOD	ILLINOIS

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

ON STREET PARKING MAINTAINED ON BOTH SIDES OF HATLEN AVENUE

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

OPTION FOR NEW SPEED FEEDBACK SIGN, MOST LIKELY NOT INCLUDED IF OTHER TRAFFIC CALMING MEASURES ARE INSTALLED AT THE INTERSECTION

OPTION FOR NEW SPEED FEEDBACK SIGN

MINI-TRAFFIC CIRCLE TO SLOW VEHICLES THROUGH INTERSECTION

N

CENTRAL ROAD

HATLEN AVENUE

9.0'

24.0'

9.0'

6.0'

24.0'

1 3 5 7 9 11 13 15 17 19 21 101 103

2 4 6 8 10 12 14 16 18 20 22 100 102

GRINDEL DRIVE

EXISTING STOP SIGN (TYP)

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

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

MINI-TRAFFIC CIRCLE TO SLOW VEHICLES THROUGH INTERSECTION

CENTRAL ROAD

AUDREY LANE

9.0'

24.0'

24.0'

9.0'

6.0'

1 3 5 7 9 11 13 15 17 19 21 101 103

2 4 6 8 10 12 14 16 18 20 22 100 102

GRINDEL DRIVE

ON STREET PARKING MAINTAINED ON BOTH SIDES OF AUDREY LANE

EXISTING SPEED FEEDBACK SIGN COULD BE REMOVED IF TRAFFIC CALMING MEASURES ARE INSTALLED AT THE INTERSECTION

EXISTING SPEED FEEDBACK SIGN

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

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - INITIAL DESIGN PREFERRED ALTERNATIVE

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

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

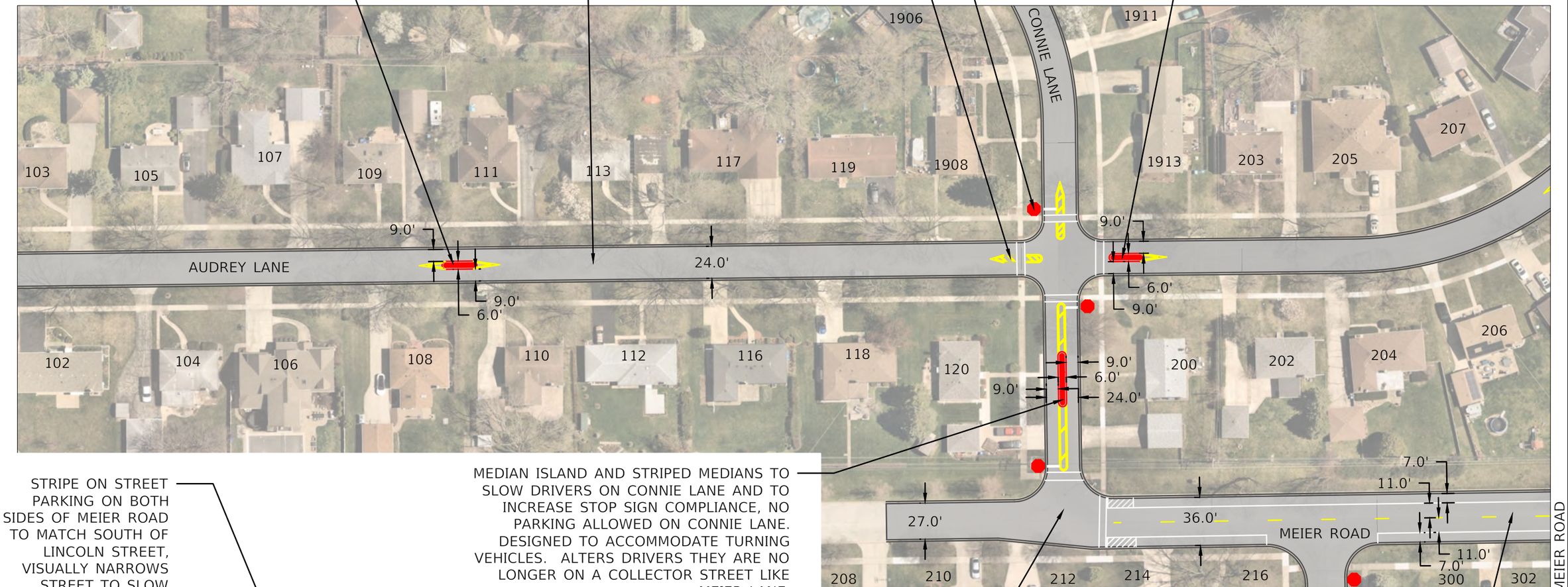
MEDIAN ISLAND TO FORCE DRIVERS TO NAVIGATE AROUND IT, SLOWING THEM DOWN. NO PARKING ON APPROACH TO THE ISLAND (TYP)

ON STREET PARKING ALLOWED ON BOTH SIDES OF AUDREY LANE

EXISTING STOP SIGN (TYP)

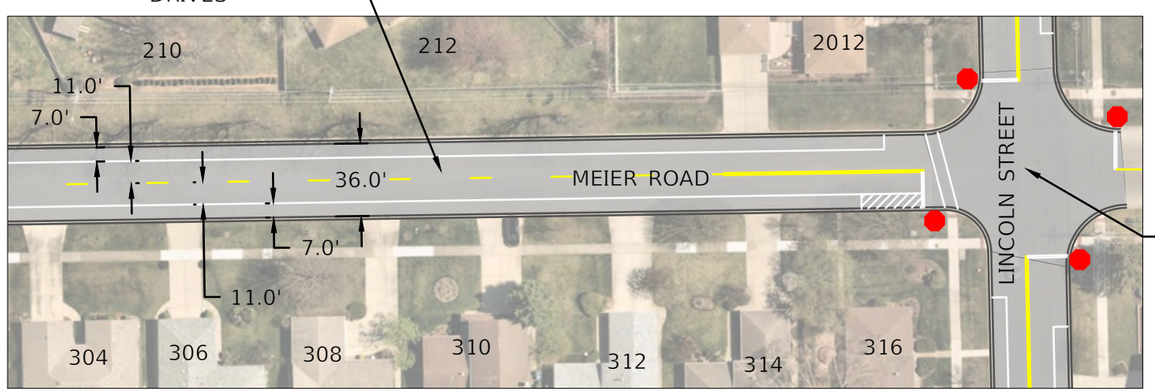
STRIPED MEDIAN TO ALIGN VEHICLES ON APPROACH TO THE INTERSECTION (TYP)

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



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

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



STOP CONTROL ON CONNIE LANE ONLY

ALL WAY STOP CONTROL

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

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

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - INITIAL DESIGN PREFERRED ALTERNATIVE

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

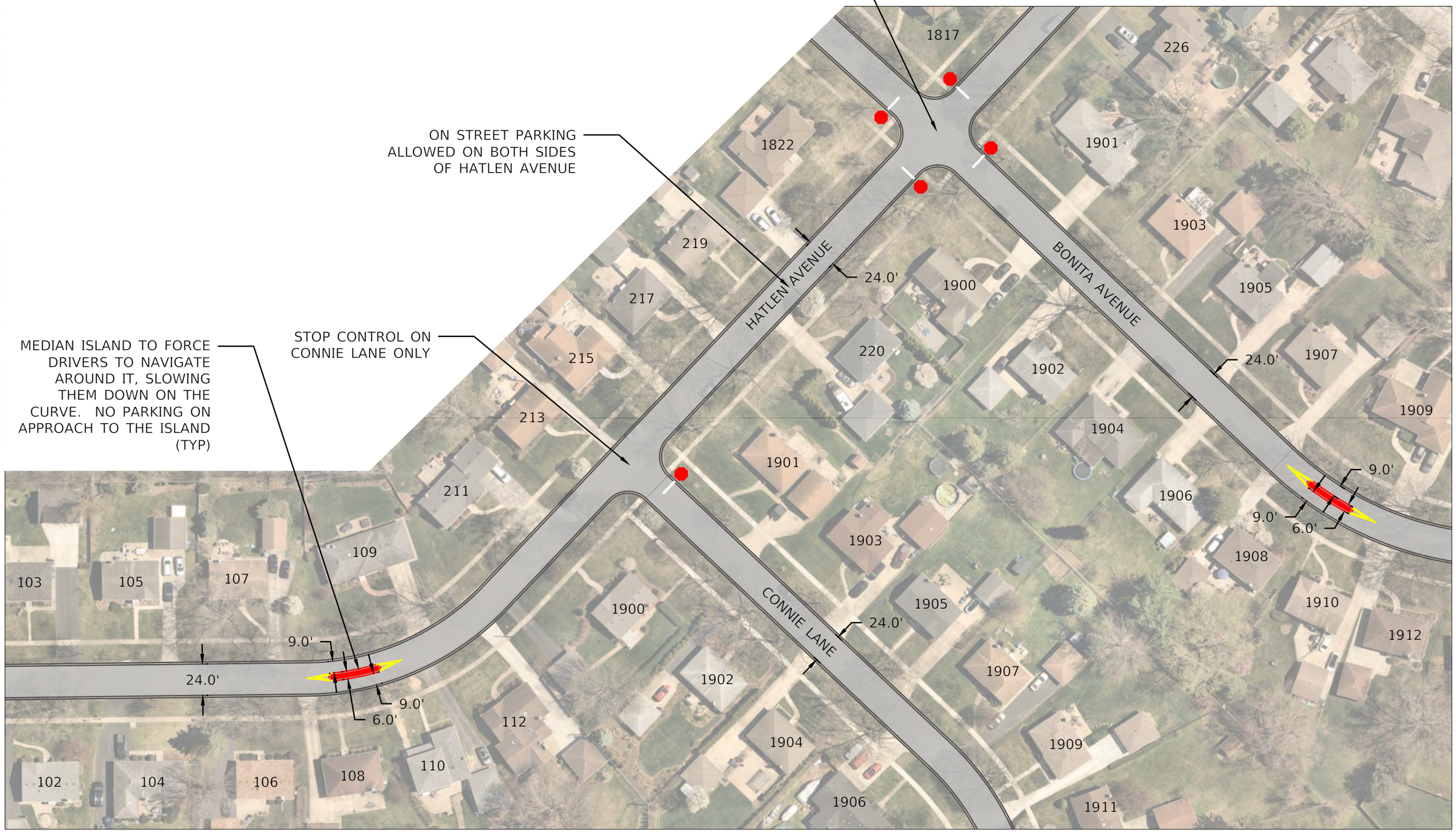
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	4	2
		CONTRACT NO. N/A		
	ILLINOIS			

ALL WAY STOP CONTROL

ON STREET PARKING ALLOWED ON BOTH SIDES OF HATLEN AVENUE

STOP CONTROL ON CONNIE LANE ONLY

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



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USER NAME = LJF	DESIGNED - LJF	REVISED -	**VILLAGE OF MOUNT PROSPECT**	FRIENDLY NEIGHBORHOOD STREETS PROGRAM HATLEN HEIGHTS - INITIAL DESIGN PREFERRED ALTERNATIVE	
	DRAW - LJF	REVISED -			
PLOT SCALE =	CHECKED - MPL	REVISED -			
PLOT DATE = 1/22/2025	DATE - 1/22/2025	REVISED -		SCALE: 1:75 SHEET 3 OF 4 SHEETS GRINDEL DR - BONITA AVE	

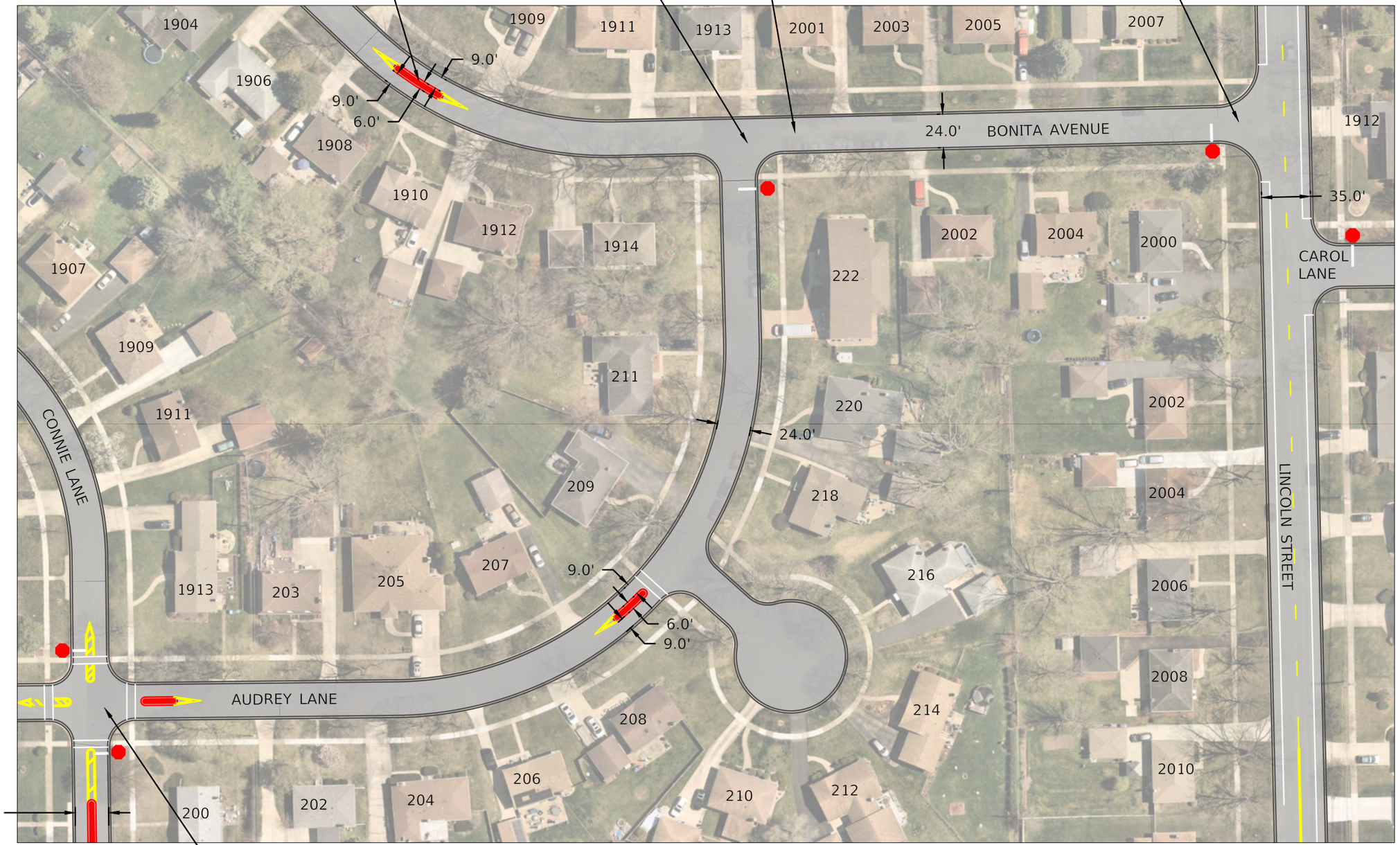
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	4	3
		CONTRACT NO. N/A		
	ILLINOIS			

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

ON STREET PARKING ALLOWED ON BOTH SIDES OF ALL STREETS

STOP CONTROL ON AUDREY LANE ONLY

STOP CONTROL ON BONITA AVENUE ONLY



SEE SHEET 2 FOR INTERSECTION INFORMATION

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	USER NAME = LJF	DESIGNED - LJF	REVISED -	**VILLAGE OF MOUNT PROSPECT**	FRIENDLY NEIGHBORHOOD STREETS PROGRAM HATLEN HEIGHTS - INITIAL DESIGN PREFERRED ALTERNATIVE
		DRAW - LJF	REVISED -		
	PLOT SCALE =	CHECKED - MPL	REVISED -		
	PLOT DATE = 1/22/2025	DATE - 1/22/2025	REVISED -		SCALE: 1:75 SHEET 4 OF 4 SHEETS CONNIE LN - LINCOLN ST

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

#1

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

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

Q3

Provide any suggestions for changes to the preferred alternative

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

Q4

Provide other ideas for traffic calming

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

Q5

Provide additional comments regarding the study

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

#2

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

Cameras with sensors for stop sign violations.

Q3

Provide any suggestions for changes to the preferred alternative

Speed bumps

Q4

Provide other ideas for traffic calming

Speed sensors/digital read out of speed.

Q5

Provide additional comments regarding the study

Bonita is a speedway to other sections of Halen Heights.
Parking on street over night is something not policed.

#3

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

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

Q3

Provide any suggestions for changes to the preferred alternative

See response to question 2.

Q4

Provide other ideas for traffic calming

Speed bumps.

Q5 Respondent skipped this question

Provide additional comments regarding the study

#4

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

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

Q3

Respondent skipped this question

Provide any suggestions for changes to the preferred alternative

Q4

Provide other ideas for traffic calming

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

Q5

Respondent skipped this question

Provide additional comments regarding the study

#5

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

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

Q3

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

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

#6

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

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

Q3

Provide any suggestions for changes to the preferred alternative

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

Q4

Provide other ideas for traffic calming

Please enforce the speed limits that are in place now. It would be very fruitful to have patrol cars at Grindel and Audrey and Grindel and Hatlen during morning rush hour and the 3 - 5 pm soccer mom rush hour in our neighborhood. Make an example out of a few people, and word will get out.
People are using apps like Waze to find these cut-throughs that they would otherwise not know about. We need to be sure that users are indicating that it is police patrolled, so they will slow down, or seek another alternative route.

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

Q5

Provide additional comments regarding the study

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

#7

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

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

Q3

Provide any suggestions for changes to the preferred alternative

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

Q4

Provide other ideas for traffic calming

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

Q5

Provide additional comments regarding the study

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

#8

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

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

Q3

Provide any suggestions for changes to the preferred alternative

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

Q4

Respondent skipped this question

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

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

#9

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

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

Q3

Provide any suggestions for changes to the preferred alternative

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

Q4 Respondent skipped this question

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

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

#10

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

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

Q3

Provide any suggestions for changes to the preferred alternative

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

Q4 Respondent skipped this question

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

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

#11

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

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

Q3

Provide any suggestions for changes to the preferred alternative

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

Q4

Provide other ideas for traffic calming

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

Q5

Provide additional comments regarding the study

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

#12

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

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

Q3

Provide any suggestions for changes to the preferred alternative

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

Q4 Respondent skipped this question

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

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

#13

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

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

Q3

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

#14

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

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

Q3

Provide any suggestions for changes to the preferred alternative

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

Q4

Provide other ideas for traffic calming

Close Connie at Meier period

Q5 Respondent skipped this question

Provide additional comments regarding the study

#15

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

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

Q3

Provide any suggestions for changes to the preferred alternative

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

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

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

Q4

Provide other ideas for traffic calming

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

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

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

Q5

Provide additional comments regarding the study

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

#16

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

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

Q3

Provide any suggestions for changes to the preferred alternative

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

Q4

Provide other ideas for traffic calming

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

Q5

Provide additional comments regarding the study

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

#17

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

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

Q3

Provide any suggestions for changes to the preferred alternative

Respondent skipped this question

Q4

Provide other ideas for traffic calming

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

Q5

Provide additional comments regarding the study

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

#18

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2 Respondent skipped this question

Provide any comments regarding the preferred alternative as proposed

Q3 Respondent skipped this question

Provide any suggestions for changes to the preferred alternative

Q4

Provide other ideas for traffic calming

Police traffic enforcement! (stings)

Q5

Provide additional comments regarding the study

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

#19

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

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

Q3

Provide any suggestions for changes to the preferred alternative

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

Q4 Respondent skipped this question

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

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

#20

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

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

Q3

Provide any suggestions for changes to the preferred alternative

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

Q4

Respondent skipped this question

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

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

#21

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

We are Strictly OPPOSED to a median on Hatlen Ave.. we have not seen a need for it on our street. We will have a hard time navigating a trailer into our driveway having a median infont of our home
We also can't park in front of our home. How would plowing work? It's a huge waste of resources. People will still speed and navigate.arpund it causing a greater

Q3

Respondent skipped this question

Provide any suggestions for changes to the preferred alternative

Q4

Provide other ideas for traffic calming

A speed indicator

Q5

Respondent skipped this question

Provide additional comments regarding the study

#22

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

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

Q3

Provide any suggestions for changes to the preferred alternative

Respondent skipped this question

Q4

Provide other ideas for traffic calming

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

Q5

Provide additional comments regarding the study

Respondent skipped this question

#23

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 the median islands. I am less opposed to the mini traffic circles.

Q3

Provide any suggestions for changes to the preferred alternative

Perhaps only traffic circles with no median islands.

Q4

Provide other ideas for traffic calming

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

Q5

Provide additional comments regarding the study

I appreciate the Village taking time to address this issue

#24

COMPLETE

[redacted]

Page 1

Q1

Please list your Address

[redacted]

Q2

Provide any comments regarding the preferred alternative as proposed

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

1. Proposed islands will inhibit street cleaning, snow removal, and other maintenance activities.

2. Proposed islands will inhibit emergency vehicle access.

3. All proposed measures will increase traffic congestion, especially during rush hours for both residents and other drivers.

4. Medians obstruct stormwater drainage flow to a street that floods regularly (Audrey).

5. Parking restrictions will create a hazard as delivery trucks, landscape vehicles, and residents will block access by ignoring signs.

6. Connie Lane is already narrow and difficult to navigate. An island will create a hazard for traffic with its short length. Buses and trucks, as well as passenger vehicles will have difficulty making the turn.

7. No parking on Connie Ln will prevent the resident in 120 & 200 from parking in front of their homes. (They regularly park there).

8. Islands create a road hazard, increasing the number of collisions.

9. Proposed measures will increase driver stress, cognitive load, and lead to unsafe driver decision making. This is dangerous to other drivers and pedestrians (We walk outside regularly).

10. Space limitations will create inability to pass, creating more unsafe conditions.

11. Proposed measures impact residents more than other drivers, as we live here and use the street more frequently.

12. These measures, and this study, will be paid for by the taxpayers who are already paying too much!

13. Proposed measures are unsightly and make our homes look like we live on a highway.

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

Regards,
[redacted]

Q3

Provide any suggestions for changes to the preferred alternative

Put Police patrol at the concerned area.

Q4 **Respondent skipped this question**

Provide other ideas for traffic calming

Q5

Provide additional comments regarding the study

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

MAYOR
Paul Wm. Hoefert

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

VILLAGE MANAGER
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MINUTES OF THE MOUNT PROSPECT TRANSPORTATION SAFETY COMMISSION

CALL TO ORDER

The meeting of the Mount Prospect Transportation Safety Commission was called to order at 7:00 p.m. on Monday, 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
Hatlen Heights Traffic Calming Study

Village of Mount Prospect
Public Works Department
MAY 2025

INTRODUCTION:

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

TEMPORARY MEASURES:

Public Works will be installing temporary median islands and mini-traffic circles in the neighborhood within the next few weeks to demonstrate the proposed traffic calming measures. Staff will use the demonstration as an opportunity to observe, revise the design as needed, and collect additional traffic counts to evaluate the effectiveness of the measures. Staff has revised the proposed design slightly based on comments received so far. **NOTE: THE TEMPORARY MEASURES ARE NOT THE FINAL DESIGN. STAFF WILL MAKE REVISIONS AND WILL SEND A FOLLOW-UP LETTER WITH THE FINAL DESIGN FOR RESIDENTS TO REVIEW AND COMMENT ON.**

TRAFFIC CALMING PROCESS:

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



PUBLIC INPUT

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

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

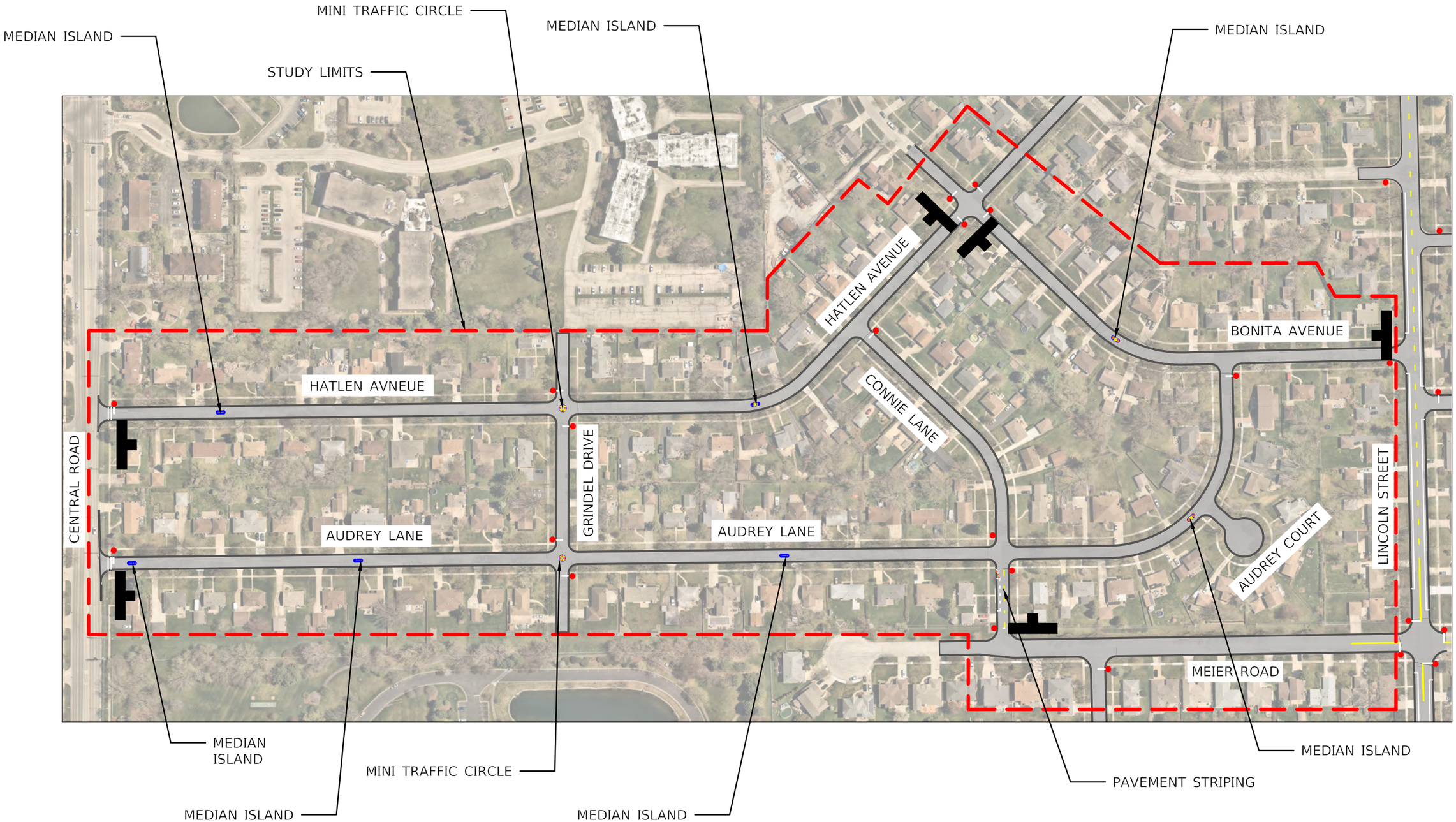
Further study information can be found on the project website. Search "Traffic Calming" on the Village's website. The Hatlen Heights Traffic Calming Study website can be found under the "Current Traffic Calming Studies" section, or scanning the QR code below will take you directly to the website.

VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT

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

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

= INFORMATION SIGN LOCATIONS



H:\Engineering\Traffic\Calming\FNSP Projects\2024 - Hatlen Heights\CAD\Hatlen Heights CAD - Temporary Measures.dwg

USER NAME = LJF	DESIGNED - LJF	REVISED -	**VILLAGE OF MOUNT PROSPECT**	FRIENDLY NEIGHBORHOOD STREETS PROGRAM HATLEN HEIGHTS - TEMPORARY MEASURES OVERVIEW	
	DRAW - LJF	REVISED -			
PLOT SCALE =	CHECKED - MPL	REVISED -			
PLOT DATE = 4/23/2025	DATE - 4/23/2025	REVISED -		SCALE: 1:200 / SHEET 1 OF 1 SHEETS / HATLEN HEIGHTS NEIGHBORHOOD	

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

Hatlen Heights

Temporary Measures Comments

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

5/14/2025

I live at [redacted]

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

Leave it the way it is, please.

[redacted]

5/14/2025

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

5/15/2025

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

Thank you,

[redacted]

Unknown Date: [redacted]

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

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

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

5/15/2025

[redacted]

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

Thanks,

[redacted]

Traffic Calming Measures installed 5/19/2025

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

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

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

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

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

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

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

[redacted]

[redacted]

5/19/2025 - [redacted]

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

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

study will be

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

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

Thank you,

[redacted]

[redacted]

[redacted]

5/20/2025 – [redacted]

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

5/20/2025 – [redacted]

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

5/20/2025

[redacted] – Phone Call

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

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

5/20/2025

Good afternoon,

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

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

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

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

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

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

Thank you.

[redacted]

[redacted]

5/21/2025 - [redacted]

Luke:

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

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

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

[redacted]

[redacted]

[redacted]

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

Hi! I am a resident at [redacted]

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

I think the concrete speed bump would be better idea.

Thank You!

[redacted]

[redacted]

5/22/2025

Hi [redacted]

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

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

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

Thanks!

[redacted]

[redacted]

5/22/2025

Hi [redacted]

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

Thanks for your time,

[redacted]

5/23/2025

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

5/23/2025

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

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

Thanks,

[redacted]

[redacted]

5/24/2025

Hello,

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

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

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

Thank you for taking the time to read,

[redacted]

5/26/2025

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

I have two comments though.

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

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

Thank you. [redacted]

5/27/2055

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

5/28/2025

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

5/28/2025

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

[redacted]

5/28/2025

Hello [redacted]

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

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

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

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

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

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

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

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

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

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

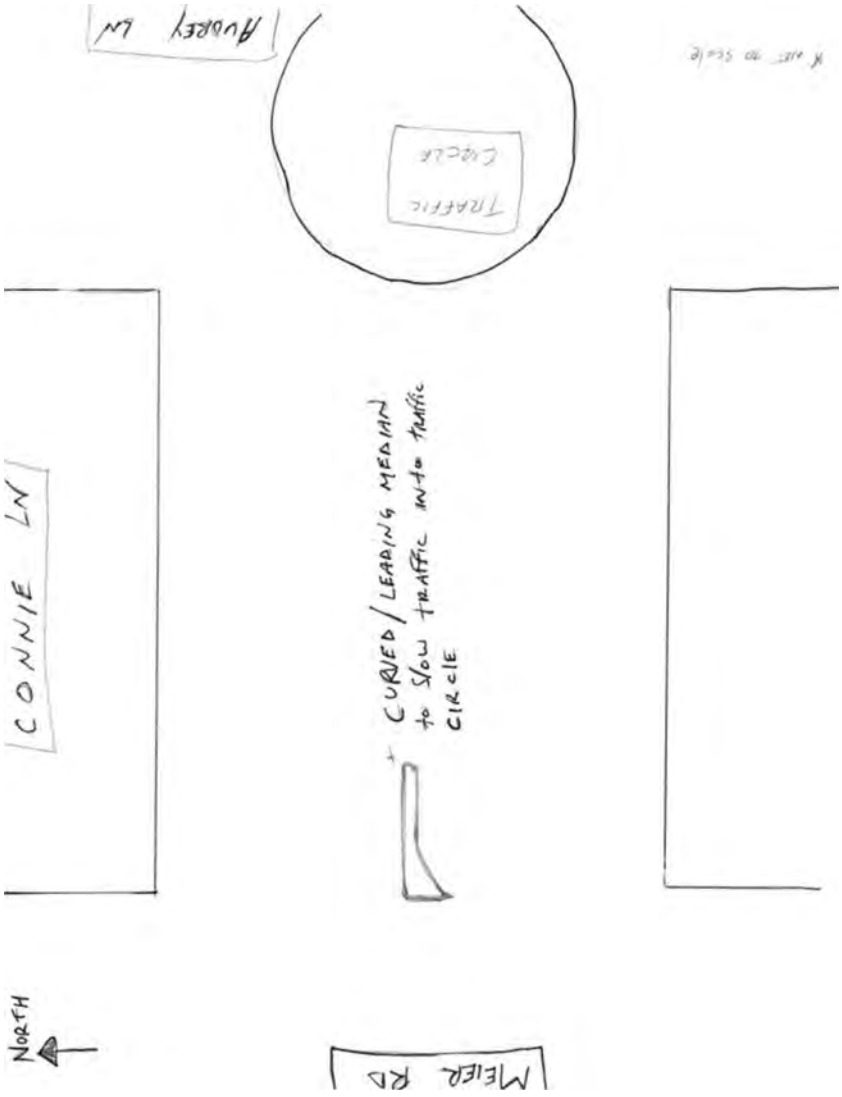
6. I attached a sketched idea regarding the Meier/Connie/Audrey thoroughfare. Basically, if you travel northbound on Meier, you would have a small crescent style shaped median, to slow the car down turning right before coming to a traffic circle. This may slow traffic to peoples liking.

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

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

Regards,

[redacted]



5/28/2025

[redacted]

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

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

Please consider a different mid-block option.

Thanks,
[redacted]

Unknown Date

From the east side of Arlington Heights.

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

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

5/28/2025

I live at [redacted]

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

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

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

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

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

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

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

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

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

I am against any device placed in front of my home, as the street is Too

narrow at the turn, and please, no widening of the street.

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

Thank you

Resident

[redacted]

[redacted]

[redacted]

5/29/2025

Hello,

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

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

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

Best,

[redacted]

[redacted]

5/29/2025 – [redacted]

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

5/30/2025

Phone call from [redacted]

Driving on both sides in the wrong direction

Not slowing down too much

Challenge more than deterrent

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

Drainage issues at corner due to lack of drainage

5/30/2025

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

6/1/2025

[redacted]

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

Thanks,

[redacted]

6/2/2025

[redacted]

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

Thank you,

[redacted]

6/3/2025

Good afternoon,

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

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

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

[redacted]

[redacted]

[redacted]

6/3/2025

Good afternoon,

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

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

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

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

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

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

Thank you for your time and consideration,

[redacted]

6/5/2025

To whom it may concern,

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

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

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

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

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

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

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

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

Regards,

[redacted]

[redacted]

6/6/2025

Good Afternoon.

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

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

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

[redacted]

6/6/2025 [redacted]

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

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

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

STOP SIGNS

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

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

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

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

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

MOST RECENT TRAFFIC CALMING ATTEMPT

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

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

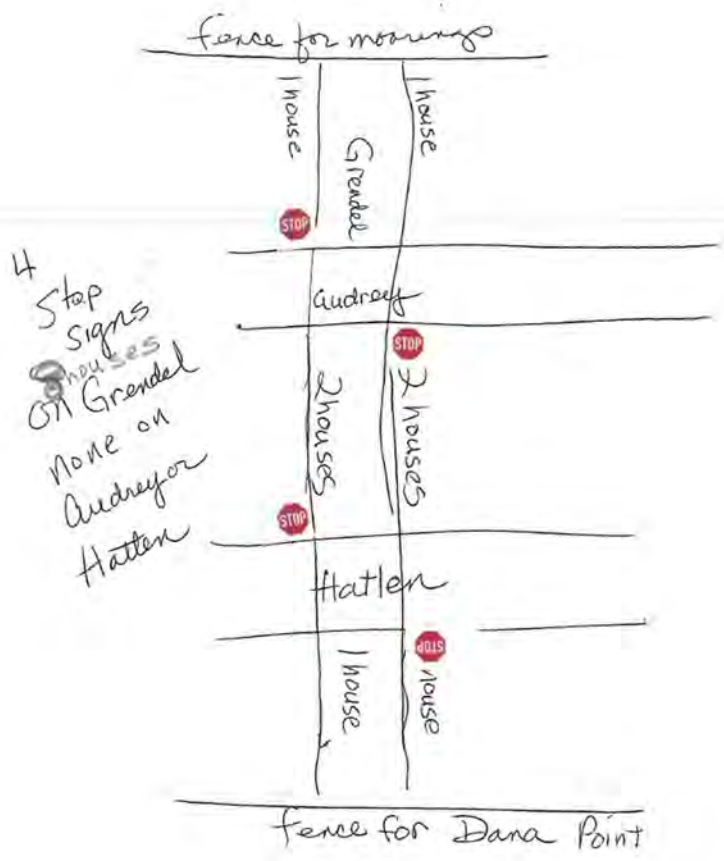
Also included is a picture taken at a Flamingo Friday (potluck event) on May 30th which shows a sampling of the number and ages of children on just 2 blocks of Audrey and 2 houses on Hatlen. There are several more children who were not in attendance.

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

[redacted]

[redacted]

[redacted]


fence for mourning
1 house
Grendel
1 house
STOP
Audrey
STOP
2 houses
2 houses
STOP
Hatlen
STOP
1 house
1 house
fence for Dana Point
4 Stop signs on Grendel
none on Audrey or Hatlen

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

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

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

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

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

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

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

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

6/6/2025

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

Thanks again for your efforts.

[redacted]

MAYOR
Paul Wm. Hoefert

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

VILLAGE MANAGER
Michael J. Cassady

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Public Works

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MINUTES OF THE MOUNT PROSPECT TRANSPORTATION SAFETY COMMISSION

CALL TO ORDER

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