In most cases, the speed limit on a street will remain unchanged. However, on some streets the speed limit may increase or decrease. **Again, similar to the other program, safety through consistency is a priority.** A speed limit set too high can foster unreasonable speeds for a neighborhood and a speed limit set too low can lead to tailgating, improper passing and reckless driving. Using a consistent set of standards, we are striving to see an increase in obedience to the speed limits.

What About Other Traffic Issues?

The Village recognizes completion of this study will not be a cure all to neighborhood traffic issues. Whenever vehicles are allowed to "mix" with people in areas where they live and play, there will always be some level of concern with traffic. However, this study will lay a good foundation of traffic regulations in our neighborhoods and address some specific concerns.

We also recognize that over the years, various turn restrictions along Rand Road have been put in place to limit cut through traffic. **As part of this study, the Village also reviewed neighborhood access along Rand Road to determine what, if any, changes should be made to improve access for you and your neighbors while still minimizing cut through traffic.**

For those streets that continue to experience other traffic issues such as parking problems, speeding concerns and school safety, the Village will look to handle those on a case-by-case basis. The Engineering Division and Police Department will continue to work together to tackle these issues and will also explore new education, enforcement and engineering solutions.

Where Can I Get More Information?

There are many ways you can learn more about this study. First, your neighborhood is invited to attend an **Open House on Thursday, September 27th at the Village Hall.** Come anytime between 6pm and 8pm to view a video regarding the study and then see the recommendations and discuss the study with Village Staff before it is presented to the Village Board of Trustees at a later date. Village Hall is located at 50 S. Emerson Street. Access to the parking structure is just north of the Village Hall on Emerson Street. Upon entering Village Hall, look for signs directing you to the Community Center on the first floor.

You can also find information through MPTV and the Village web site, www.mountprospect.org. Just look for the *Neighborhood Traffic Study* link and click on the icon for Zone 9 Study. Zone 9 is the description given to your neighborhood for the purpose of implementing these traffic programs. This web page has information specific to your neighborhood as well as a link to the video that will be shown at the Open House.

The Village hopes you take advantage of these resources and encourages your participation during the study of your neighborhood.

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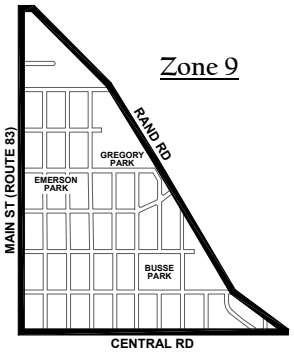


VILLAGE OF
MOUNT PROSPECT

We would like to introduce the...

Neighborhood Traffic Study

ZONE 9
OPEN HOUSE

September 27, 2007
6:00 – 8:00 p.m.
Village Hall
Community Center
50 S. Emerson Street

IT'S TIME FOR A REVIEW

Introduction

At the direction of the Village Board of Trustees, the Engineering Division has created two ambitious neighborhood traffic programs: the *Residential Intersection Traffic Control Program* and *Residential Speed Limit Program*. Together, they make up the *Neighborhood Traffic Study*. Never has the Village reviewed all 700 neighborhood intersections and 130 miles of neighborhood streets using a consistent set of standards. For decades, decisions about Stop signs, Yield signs and speed limits have been made on an individual intersection or street basis. And as standards have changed over the years, it has led to a variety of traffic control and speed limits throughout the Village.

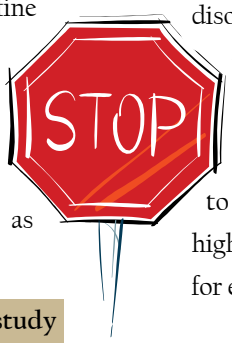
To address these inconsistencies, the Village has endeavored to review the traffic control at all intersections and speed limits along all streets on a neighborhood by neighborhood basis. And we wanted to let you know that such a review has recently been done in your neighborhood.

The primary goal is to increase safety by improving motorists' expectations when traveling in our neighborhoods. By creating a higher level of consistency, we can expect greater obedience to our traffic laws.

The rest of this brochure provides some information on our two new programs and to let you, the resident, know how you can get involved.

Residential Intersection Traffic Control Program

The basic purpose of a Stop or Yield sign is to define who has the right-of-way at an intersection. They are not to be used as a speed control device. Studies have shown unwarranted signs lead to a high rate of disobedience and can actually cause higher speeds past the sign as motorists look to make up for "lost time."



This program involves performing a detailed study at each neighborhood intersection to determine the appropriate traffic control using today's standards. Traffic volume data is gathered, accident records are reviewed, and measurements are taken at each intersection and then evaluated against engineering criteria. A few guidelines have been established as part of the review process:

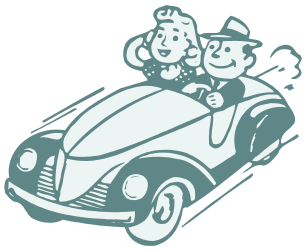
- All 4-way intersections and most T-intersections will be controlled with signs.
- Only Stop signs will be considered as a form of traffic control, not Yield signs.
- Stop signs will typically be recommended <u>only</u> on one of the two intersecting streets unless the traffic data supports the need to stop both streets.
- Intersections will be reviewed on both an individual basis and neighborhood wide basis to create a deliberate pattern of traffic control.

In many cases, the traffic control at an intersection will remain unchanged. In other cases, Stop signs will replace uncontrolled and Yield controlled intersections to improve safety. And at a small percentage of intersections, it will be recommended to remove Stop signs from one of the streets when the traffic data does not support the need for Stop signs in all directions. This is because stopping all directions is not always the safest and most efficient traffic control at an intersection. Stop signs that do not meet today's standards are more likely to be disobeyed presenting a false sense of security for other motorists and pedestrians.

With each and every intersection study, safety will be the top priority. We will strive to install them at locations where we can expect a high rate of obedience by motorists making it safer for everyone.

Residential Speed Limit Program

Studies have shown that most motorists will drive at a speed which is safe and reasonable. The modern practice of setting speed limits at this level actually results in the lowest accident experience. Interestingly enough, artificially lowering speed limits has little effect on the speed at which motorists will actually drive making traffic law violators out of even the most careful motorists.



This program involves gathering speed data in the neighborhood as a basis for determining the appropriate speed limit for each street. Factors including the number of driveways, location of sidewalk, and parking restrictions will then be taken into account before making a recommendation for a street. Also, special attention will be given around schools in determining a school speed limit zone.