

**Spring South Road Reconstruction Project
Public Comment Record - November 14, 2024**

No.	Comments
1	1) Make traffic abatement and parking 2) 1220 curb to redirect street water to storm sewer instead of on my property
2	Biggest issues: speed control, safety, sight distance at/over hill, pedestrians crossing street
3	I want to cross the street safely
4	Writing down suggestions to reduce speed between Irving and Wise: speed bumps, speed camera, speed monitor, stop sign literally anywhere People forget to slow down coming off of 390 and treat it as an extension of the high speed roadway. This poses danger not only to residents but also future pedestrians including children and families. A safer environment needs to happen and something needs to be done to encourage driver speeds.
5	I propose making speed indicators going north and southbound on Springsouth Road. Some options might include: stop signs, speed bumps by Valley View Drive, yellow traffic light blinking at curve, ped X-ing signs, children at play signage. Literally anything that would help to decrease speeding down this residential road.
6	A stop sign (3-way) by the intersection of Crest and Spring South. A stop sign (3-way) by the intersection of Valley View Drive and Spring South.
7	We live just east of Spring South and appreciate the idea of a sidewalk on the east side of the road. The problem we'd like to also see addressed is connecting the east side to the north side of Wise. This makes the plan that is much safer. There are many many folks walking their dogs, children riding bikes etc that would need safe crossing. Secondly, so many speeders on Spring South anything to slow traffic from Irving to Wise. Thank you.
8	I enjoyed learning about the improvement plans for the Spring South Corridor. Here are a few concerns and suggestions I have regarding this project: <ul style="list-style-type: none"> - with adding an additional path of travel for pedestrians on the east side of Spring South Rd we should anticipate a higher pedestrian foot traffic volume along the road. With speeding vehicles being a concern for most residents in the area, some sort of traffic control device should be placed on the roadway to protect the increasing foot traffic. Examples of Traffic control devices include, a stop sign on Crest and Spring South, speed humps installed just south of Crest on the east side of the road and just north of Valley View on the west side. Solar powered speed monitoring signs similar to the ones north of Wise Rd - The sidewalk plans show a termination just south of Wise Rd. Pedestrians will be forced to either turn back to one of the proposed crosswalks or j walk across Spring South or Wise Rd. Either of these options poses a higher risk of pedestrian injuries by vehicles. If there are no plans to continue the sidewalk to fully meet with Wise Rd it should end at the northern most proposed crosswalk. Continuing the sidewalk to meet Wise rd and adding a crosswalk at the traffic light would greatly benefit the students of both Nathan Hale Elementary and Jane Adams Junior High. Failure to provide a crosswalk on Wise Rd's east side would force pedestrians to walk into uncontrolled traffic.
9	<ul style="list-style-type: none"> • We don't need a 10' bike path, there is not enough demand to use it <ul style="list-style-type: none"> - Mostly people walking their dogs • We don't need sidewalk, it would take out all the parkway trees • Speeding in the corridor is a major issue <ul style="list-style-type: none"> - Lack of response from police or other government officials • This is a "forgotten" area <ul style="list-style-type: none"> - I heard this a lot at the meeting. People who reside here feel like they don't get any attention from the County, the Village, or the Fire Protection District
10	Wide bike/walking paths around Schaumburg would be very welcome being a safe alternative to driving everywhere. Extending the bike path down Springinsguth to the train station would benefit our local community.

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11	<p>Please add a map similar to the Springinsguth project so the public can be more specific in where there are issues. There are many issues on this stretch of road. These include:</p> <ol style="list-style-type: none"> 1. Sight distance issues at Valley View (north segment) and Spring South. This is dangerous for children and families that walk across Spring South. Sight distance is also inadequate and dangerous for WB Valley View vehicles trying to turn left or right onto Spring South as the driver can't see approaching NB traffic. 2. Sight distance issues for Valley View (south segment). NB left turns onto Valley View are an issue as vehicles sit in the left turn lane can't be seen by SB traffic which is speeding along to the train. 1a/2a. - addressing 1 and 2 will require reprofiling and lowering the hill between the 2 Valley View intersections. 3. Speed control is a major issues. While it is important for commuters to get to/from the train station, the speed needs to be controlled via signage, speed control flashing signs, enforcement. 4. Landscaping/aesthetics - this road is an entrance way into Schaumburg, we need additional landscaping/trees. 5. Replace path on west side because of condition and add sidewalk on west side. 6. Work with the County to complete cross walks on Wise/Springinsguth. There will need to be a corner cut in the SE corner to complete the cross walks. 7. Pay attention to where pedestrian crossings are added across Spring South. Make sure there is adequate sight distance.
12	<p>Now is the time to bury the electric lines so this important road can also be "beautified" like others in our area! It's an eye sore as it is! The trees have to be all chopped around the wires & Springinsguth is one of the original & oldest streets in Schaumburg. It's disgraceful how the other roads have been fixed with trees, flowers, grass & Springinsguth has been ignored. WE especially deserve a beautiful community too being one of the oldest! I was also told years ago the next time work is done on Springinsguth, this would be done! (Thank you for at least putting in a 3 way stop sign so the drag racing has diminished which we have also been asking for, for many years.)</p>
13	<p>There are frequent accidents at this intersection making it extremely dangerous to drive and walk across. I think the neighborhood would benefit by installing a stoplight.</p>
14	<p>-If I'm understanding the materials correctly, I appreciate that the project will involve the entire road, including the unincorporated area. The pavement in the northbound lanes at the southern end of the project is particularly in need of replacement. It would also be nice for the entire road to have curbs.</p> <p>-I'm glad to see that the project will add a standard sidewalk on the east side of the street, but why doesn't the sidewalk extend all the way to Irving Park Rd.? I understand that you wouldn't want people to cross Irving Park Rd. on the east side, but the end of the sidewalk could direct people to cross Springinsguth Rd. to the western multi-use path. This sidewalk should help keep people from walking in the road to get to the mosque, but if the sidewalk doesn't go all the way there, it won't do as much good. Even if you don't want the sidewalk to go all the way to Irving Park Rd., it should at least go as far as the mosque parking lot. (I can't tell from the presentation where exactly the sidewalk is proposed to end.)</p> <p>-It would help to better manage traffic in and out of the mosque. The median and striping in that area are also confusing. It's unclear if it's supposed to be allowable for people to turn south onto Spring South Rd. when exiting the mosque. I've seen some people pull out of the lot driving north, then do a U-turn into the southbound lanes, after the median. When driving southbound on Spring South Rd., there's an area where the median curves to create a left-turn lane, but the striping indicates that the left-turn lane doesn't begin until a bit farther south. It's unclear if it's supposed to be allowable for southbound traffic to turn left into the mosque parking lot and if this curve in the median is supposed to be a de facto left-turn lane to enter the lot. There's no sign that says "no left turn," but there's no marked left-turn lane for entry to the mosque.</p> <p>-I see that it's recommended that the number of lanes stay the same as currently built. I've never understood why the road narrows for just a couple blocks, just because it's an unincorporated area. (I've also never understood why just these few blocks aren't in the Village limits.) Before I retired, and before people started working from home during COVID, there were some backups in this bottleneck during the rush hours. I haven't driven to the train during rush hour in a few years, so I don't know how much this still backs up and would guess it's not as much of a problem now, but the hourglass design for that short distance makes no sense to me.</p>