Village of Mount Prospect
Transportation Safety Commission
Regular Meeting Agenda
1720 W. Central Road Mount Prospect, IL 60056

November 13, 2023	Emergency Operations Center	7:00 PM

1. **Call to Order**
2. **Roll Call**
3. **Approval of Minutes**
   - 3.1. August 14, 2023 Regular Meeting
4. **Citizens To Be Heard**
5. **Old Business**
6. **New Business**
   - 6.1. Owen Street and Evergreen Avenue Intersection Study
   - 6.2. Can Dota Avenue (Lincoln Middle School) Traffic Study
7. **Commission Issues**
8. **Adjournment**

NOTE: ANY INDIVIDUAL WHO WOULD LIKE TO ATTEND THIS MEETING BUT BECAUSE OF AN DISABILITY NEEDS SOME ACCOMMODATION TO PARTICIPATE SHOULD CONTACT LUKE FORESMAN, STAFF LIASON TO THE TRANSPORTATION SAFETY COMMISSION AT lforesman@mountprospect.org OR CALL 847/870-5640

VILLAGE MANAGER
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Village of Mount Prospect
Public Works

1700 W. Central Road, Mount Prospect, Illinois 60056

MINUTES OF THE MOUNT PROSPECT
TRANSPORTATION SAFETY COMMISSION
DRAFT

CALL TO ORDER

The meeting of the Mount Prospect Transportation Safety Commission was called to order at 7:00 p.m. on Monday, August 14, 2023.

ROLL CALL

Present upon roll call:	Justin Kuehlthau	Chairman
	Christopher Prosperi	Vice Chairman
	Joseph Kanupke	Police Department Representative
	Todd Novak	Fire Department Representative
	Scott Moe	Public Works Department Representative
	Luke Foresman	Civil Engineer – Staff Liaison
Absent:	Tina DeAragon	Commissioner
	Jeffrey Nejdl	Commissioner
Others in Attendance:	None	

APPROVAL OF MINUTES

Chairman Kuehlthau, seconded by Vice Chairman Prosperi, moved to approve the minutes of the regular meeting of the Transportation Safety Commission held on July 12, 2023. The minutes were approved by a vote of 5-0.

CITIZENS TO BE HEARD

None.

OLD BUSINESS

No old business.

NEW BUSINESS

Prospect Avenue and Maple Street Intersection Study

Civil Engineer Foresman presented the following to the Commission for consideration.

Commissioner Jeffrey Nejdl joined the meeting at 7:10 PM and was present for almost all of the discussion of the Prospect Avenue and Maple Street Intersection Study.

Summary: Recent construction developments along and near Prospect Avenue in downtown Mount Prospect have brought increased pedestrian traffic to the area. The developments have made up for reduced use of commuter parking in recent years so vehicle counts have remained steady. With the opening of Caputo's, many pedestrians are now crossing Prospect Avenue outside of designated crosswalks to access on street parking. Additionally, the on street parking on the south side of Prospect Avenue east of Maple Street gets much more use with the new development. As a result, the Village has been monitoring the interaction between vehicles and pedestrians at the intersection.

Existing Conditions: The area around the Prospect Avenue and Maple Street intersection has undergone many changes in recent years. Prior to 2018, east of Maple Street was occupied by a commuter parking lot and industrial buildings. Since then, these facilities have been replaced with townhomes, a large apartment building with a Caputo's Grocery store on the ground level (Maple Street Lofts), and a parking structure for use by commuters and the public. An additional apartment building is under construction and is set to open in 2024 (The Dawson).

In 2019, the Village constructed a curb bump out on the north side of the intersection to reduce crossing distances for pedestrians as the intersection provides a connection from the previous commuter parking lot and current commuter parking deck to the train platform.

The Maple Street Lofts development replaced on street parallel parking with angled parking along the south side of Prospect Avenue east of Maple Street. The Development also added perpendicular parking and angled parking on the east side of Maple Street.

The speed limit on Prospect Avenue and Maple Street is 25 MPH. Prospect Avenue has an 11' northwest bound through lane, a 4.5' wide painted median and a 14.5' wide southeast bound through lane at Maple Street. Maple Street is unstriped with a 28' pavement width.

Current Traffic Regulations

1. 18.2004: Schedule IV – Stop Signs
   Maple St. Northbound at Prospect Ave.
2. Two hour parking is allowed on the north and south side of Prospect Avenue.

3. No Parking is allowed within 30' of the stop sign on Maple Street south of Prospect Avenue.
4. Two hour parking is allowed on Maple Street outside of the stop sign restrictions.
5. Prospect Avenue is a Village signed bike route with sharrows.
6. The Speed Limit is 25 MP on Prospect Avenue and Maple Street.

Existing Traffic Conditions:

The developments at the southeast corner of Maple Street and Prospect Avenue have resulting in an increase of pedestrians in the area and a higher utilization of short term on street parking. Additionally, Caputo's customers park on both sides of Prospect Avenue in front of the store, requiring them to cross Prospect Avenue outside of designated crosswalks to access their vehicles.

The Village conducted an intersection study to determine if changes are needed to better serve vehicles and pedestrians in the area. With the opening of The Dawson next year, we expect pedestrian and vehicle volumes to further increase from their current levels.

Intersection Study Results – Vehicle Volumes:

The Village conducted vehicle counts on the three legs of the intersection of Prospect Avenue and Maple Street to evaluate whether the recent developments had changed the traffic volumes at the intersection. The vehicle counts were conducted from Tuesday June 6, to Sunday June 11, 2023.

The counts showed similar volumes to traffic prior to the COVID pandemic. This shows that, while volume from commuter parking has decreased, the new developments have made up for the lost traffic volume. These counts were also used to evaluate stop sign warrants at the intersection. This is discussed in a later section. A table of the volume counts is included in the attachments.

Intersection Study Results – Pedestrian Volumes:

Pedestrian counts occurred on April 27, 2023, prior to Caputo's opening, and on June 8, 2023, after Caputo's had been open for a month. These counts both occurred on Thursdays from 4:15 PM to 6:00 PM with pleasant weather.

The counts showed the same number of pedestrians crossing Prospect Avenue to access the train station, but over a 200% increase in pedestrians and bikes crossing Maple Street at the intersection. Additionally, we observed 25 pedestrians crossing Prospect Avenue outside of the marked crosswalk to access vehicles parked on the north side of the road. This reflects comments and informal observations on the increase in pedestrian traffic since Caputo's has been open. A table of the pedestrian counts is included in the attachments.

Intersection Study Results – Sight Distance:

Traffic stopped on northbound Maple Street waiting to turn onto Prospect Avenue may have difficulty seeing vehicles approaching on Prospect Avenue from the east due to vehicles parked in the new parallel parking stalls in front of Caputo's. Engineering staff reviewed sight triangles at the intersection per Chapter 9 of the Village Code and found them to be deficient. An intersection sight distance of 300' is required based on the streets speed limit. With an unobstructed sight line, a motorist can safely turn onto the street without impacting thru traffic. If a car is parked in the western most parallel parking spot, there is an intersection sight distance of only 125'.

An excerpt of the relevant sections of the Village Code and an exhibit showing the sight triangles are included in the attachments.

Survey: A mailing was sent out to residents and businesses along Prospect Avenue between Emerson Street and School Street. Additionally, the management company at Maple Street Lofts sent an email to all of the tenants informing them of the intersection study. We received five comments back from residents all in favor of converting the intersection to an all way stop. Additionally, many of the comments referenced sight issues when stopped on northbound Maple Street waiting to turn onto Prospect Avenue looking east. A copy of the public outreach and responses are attached to this memo.

Stop Sign Warrant Analysis The Village reviewed the previous intersection study conducted in 2007 that recommended the current traffic control configuration and compared that to recent traffic counts and current MUTCD stop sign warrant analysis guidance. Both that study and an excerpt from the current MUTCD are included as attachments. The previous study recommended stop control on Maple Street only due to low volume of pedestrians, low number of accidents and the traffic volumes at the time.

The traffic volume counts we collected this year do not meet the warrants for all way stop control. The MUTCD does however have other criteria that should be considered when reviewing intersection traffic control, including:

A. The need to control left-turn conflicts;
B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

From this “other criteria”, we determined an all-way stop sign is warranted based on items B and C.

For item B; the train station entrance and now the new developments with the grocery store and large apartment buildings are considered “locations that generate high volumes of pedestrian traffic”. The unrestricted turning movements from cars turning off Prospect Avenue onto Maple Street creates conflicts with pedestrians crossing Maple Street. These conflicts present a safety issue that would be addressed by all-way stop control at this intersection.

For item C; we conducted a sight distance analysis as outlined above. This confirmed that the sight triangles are substandard, requiring vehicles on northbound Maple Street to enter the intersection to see vehicles approaching on westbound Prospect Avenue. These sight issues present a safety issue that would be addressed by all-way stop control at this intersection.

There was only one crash at this intersection in the past five years, a turning crash where a vehicle turning left from Prospect Avenue onto Maple Street turned in

front of a vehicle traveling eastbound on Prospect Avenue through the intersection. The MUTCD criteria dictates 5 crashes in a 1 year period warrants an all way stop, so the crash history at this intersection does not warrant all way stop control. It should be noted that an all way stop at this intersection would likely reduce the chances of a crash like this happening again.

While all way stop control is not warranted by the intersection traffic volume, it is warranted based on options B and C to address pedestrian conflicts and sight issues.

Additional Traffic Calming

Due to the change in use of Prospect Avenue between Maple Street and Elm Street, Staff also recommends changes to Prospect Avenue for this block.

Prior to Caputo's opening, the parking on the north side of Prospect Avenue at this location was for commuters. The commuters would park on the north side then walk along the cars to access the train station at the intersection of Prospect Avenue and Maple Street. There would be no need for them to cross Prospect Avenue. With Caputo's opening, the parking spots on the north side of Prospect Avenue were converted to 2 hour parking with the intention that they be used by customers of the store. This has led to many pedestrians crossing Prospect Avenue outside of the marked crosswalk at Maple Street.

The cross section of Prospect Avenue approaching Maple Street from the east does not change until the bump out at Maple Street. West of Elm Street, Prospect Avenue is a relatively wide road with underutilized street parking which can promote speeding. Once drivers on westbound Prospect Avenue travel past Elm Street, they should understand the use of the road is different by a physical change in infrastructure. To do this we propose extending the 4.5' wide painted median the entire length of the block from Maple Street to Elm Street and installing plastic yellow bollards on the eastern end with appropriate signage. This will have the effect of visually narrowing the road and alerting drivers that they need to pay attention as the use of the road has changed. They have entered downtown Mount Prospect with higher levels of pedestrian activity.

There will be no loss of parking with these improvements. If traffic calming measures are installed, the Village will monitor their performance and make adjustments as needed. At the discretion of the Public Works Streets Division, the plastic bollards may need to be removed from the street for snow removal operations during the winter.

The increase in turn over in parking on Prospect Avenue also creates more conflict opportunities as vehicles try to enter and exit the on street parking. Traffic calming measures will help to slow drivers and give them more time to react to parking maneuvers.

Recommendation:

With recent developments along Prospect Avenue the Village believes the traffic control at the intersection of Prospect Avenue and Maple Street is not functioning to best match the current vehicle and pedestrian use in the area. An intersection study shows a large increase in pedestrian activity and substandard sight lines at the intersection. Therefore, the Village recommends converting the intersection to an all way stop. This change has been supported by residents who responded to a survey.

Additionally, the change in parking use along Prospect Avenue between Maple Street and Elm Street has increased pedestrian use of the street outside of marked crosswalks. The Village believes traffic calming measures are necessary to slow traffic on Prospect Avenue to increase safety for pedestrians as well as vehicles accessing the on street parking.

Recommendation:

- **Install stop signs in both directions on Prospect Avenue at the intersection of Maple Street converting the intersection from one way stop control to an all way stop control.**
- **Install traffic calming measures as proposed on Prospect Avenue.**

Options:

- Leave the intersection as one-way stop controlled on Maple Street.
- Leave Prospect Avenue as it currently is with no traffic calming improvements.
- Changes to the traffic calming plans on Prospect Avenue as directed by the Transportation Safety Commission.

Discussion: There was general discussion on the issues presented with the following questions raised or points noted:

- There were questions on the type of bollards being proposed and how they would stand up to traffic. Staff Liaison Foresman indicated we would start with flexible plastic bollards that are designed bend over when hit by traffic, but acknowledged ongoing maintenance would be required to replace the bollards periodically.
- A question was raised on how bikes would be accommodated. Staff Liaison Foresman indicated there would be no change to the existing bike accommodations along Prospect Avenue. It currently has sharrows installed, but in the future, may be changed as the Village is looking at ways to implement the NWMC's Northwest Bikeway along the UP railroad tracks and may utilize Prospect Avenue.
- A comment was made to make sure the bollards are installed so as not to restrict school bus or fire truck movements. Staff Liaison Foresman indicated the Village will confirm school bus routes prior to installing the bollards.

Vice Chairman Prosperi motioned to approve both recommendations of converting the intersection to all way stop control and implementing traffic calming measures as presented by staff. Commissioner Nejdl seconded.

The motion was approved by a vote of 5-1 with Officer Kanupke opposing the recommendation.

Central Avenue and Cathy Lane Crosswalk Project

Civil Engineer Foresman presented the following to the Commission for consideration.

Summary: The Village is set to modernize the existing crosswalk at Central Road and Cathy Lane, adding rectangular rapid flashing beacons and widening Central Road to add a pedestrian refuge island. As part of this improvement, dedicated left turn lanes will be constructed on Central Road facilitating safer left turns onto Cathy Lane.

Existing Conditions:

Central Road is a major east-west minor arterial IDOT route with over 17,000 daily vehicles. North of Central Road is a residential neighborhood, the Central Community Center and a pedestrian connection to Melas Park. South of Central Road are residential neighborhoods. Cathy Lane is the only full access entrance for the residents located on Millers Lane and Cathy Lane north of Central Road as well as the Central Community Center, a Mount Prospect Park District facility that has offices, meeting rooms, an indoor turf field, an indoor basketball court and a fitness center. Play Ball USA, a baseball training facility, is also located on the north side of Central Road east of the project location. Cathy Lane south of Central Road is the eastern most access to the adjacent residential neighborhood.

At this location, Central Road has a four lane cross section with two 12' lanes in each direction. A striped crosswalk is present and there are advanced pedestrian actuated beacons to warn drivers of the upcoming crosswalk, but they are not built to current design standards. The speed limit on Central Road is 35 MPH. The intersection of Central Road and Cathy Lane is two-way stop controlled on Cathy Lane only.

Current Traffic Regulations

1. 18.2004: Schedule IV – Stop and Yield Signs
   Cathy Ln. Northbound and Southbound at Central Rd.
2. No Parking is allowed on Central Road.
3. No Parking is allowed on Cathy Lane immediately north of Central Road.
4. No Parking is allowed on within 30' of the stop sign on Cathy Lane South of Central Road.
5. Cathy Lane south of Central Road is a Village signed bike route.
6. The Speed Limit is 35 MPH on Central Road.

Project History

In 2017 the Village conducted a study to determine pedestrian crossing needs along Central Road within the Village. This study determined that the crossing at Central Road and Cathy Lane should be upgraded to include a pedestrian refuge island and possible rectangular rapid flashing beacons. Through the permitting process with IDOT, turn lanes were added to the project. Below is a timeline of the project:

- September 2017 – Central Road Pedestrian Study Complete
- March 2019 – Consultant Selected for Design
- January 2020 – Initial IDOT Review Received
- June 2023 – IDOT Approval of Project
- July 2023 – Contractor Selected
- August 2023 – Construction Begins
- November 2023 – Project Substantially Complete
- January 2024 – Final Completion (Mast Arms and Electronics Installed)

Existing Traffic Conditions:

Central Road is a major east-west thoroughfare through the Village with a high number of vehicles. The Central Community Center on the north side of Central Road is a major pedestrian generator with programing and facilities open to residents throughout the year. The existing crossing is signed at the intersection of Central Road and Cathy Lane with advanced signage including a pedestrian activated flashing beacon. Crossing Central Road as a pedestrian can be difficult because the flashing beacons are not located at the crossing. This reduces their effectiveness because while drivers may notice the beacons activated, they may

not know where the crossing is or can see right away if pedestrians are waiting to cross.

For vehicular traffic, currently vehicles are required to queue within the travel lanes for left turns from Central Road onto Cathy Lane. This can lead to long queues within the travel lanes of Central Road and an increase of vehicles switching lanes trying to avoid the queue. Visibility issues are also caused by this situation with cars waiting to turn left and blocking the view of drivers in the opposite direction or the view of pedestrians waiting to cross.

Proposed Conditions: The project will widen Central Road to include a pedestrian refuge island and left turn lanes. The pedestrian crossing will be shifted to the west to line up with the entrance walk to the Central Community Center and to avoid conflicts with left turning vehicles at the intersection of Central Road and Cathy Lane.

Rectangular Rapid Flashing Beacons will be installed at the pedestrian crossing, including overhead mast arm mounted Rectangular Rapid Flashing Beacons and illuminated pedestrian crossing signs. The project will also include static signs and pavement markings to provide information to both motorists and pedestrians.

As mentioned above, Central Road is under the jurisdiction of IDOT. Plans and specifications have been approved by IDOT after multiple reviews and revisions in order to meet their strict design requirements.

Detours will be required for pedestrians and vehicles during construction. Northbound traffic will be maintained at all times on Cathy Lane while southbound traffic will not be allowed during roadway widening on the north side of Central Road. A pedestrian detour will be in place during construction of the sidewalk and crosswalk.

Recommendation: There is no recommendation for this topic, the project has been approved by the Village Board and construction tentatively is scheduled to begin on August 21, 2023.

Discussion There was general discussion on other crosswalks throughout the Village and Rectangular Rapid Flashing Beacons (RRFB) in general. Civil Engineer Foresman indicated the Village has reached out to IDOT about adding RRFB's to the crosswalk at Central Road and Emerson Street and is waiting to hear back. There was general consensus that this will be a good project and there should be a positive traffic benefit with the added turn lanes.

COMMISSION ISSUES

No Commission Issues.

ADJOURNMENT

With no further business to discuss, the Transportation Safety Commission voted 6-0 to adjourn at 7:50 p.m. upon the motion of Commissioner Nejdl. Vice Chairman Prosperi seconded the motion.

Respectfully submitted,

Luke Foresman, P.E.
Civil Engineer

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Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO: TRANSPORTATION SAFETY COMMISSION

FROM: PROJECT ENGINEER

DATE: November 13, 2023

SUBJECT: Owen Street and Evergreen Avenue Intersection Study

Summary: A resident sent a petition to the Mayor requesting all-way stop control be installed at the intersection of South Owen Street and East Evergreen Avenue. The Mayor then forwarded the petition onto the Engineering Division to bring to the Transportation Safety Commission. After receiving the petition, the Engineering Division initiated an intersection study to determine if all-way stop control is warranted.

Existing Conditions: The intersection currently has two-way stop control on Evergreen Avenue.

The area around the Owen Street and Evergreen Avenue intersection is residential with single family homes. One block south of the intersection is Northwest Highway, one half block north of the intersection is Owen Park. St. Paul Lutheran School is located one block north and one block west of the intersection. Two blocks north of the intersection of Owen Street and Evergreen Avenue is the signalized intersection of Owen Street and Central Road.

There have been no significant land use changes in the area in recent years. Downtown Mount Prospect is located 4 blocks west of the intersection and has seen continued growth.

The speed limit on Owen Street and Evergreen Avenue is 25 MPH. Owen Street is unstriped with a 23’ pavement width. Evergreen Avenue is unstriped with a 28’ Pavement width.

Intersection History: In 2006 the Village evaluated this intersection as part of the Village-Wide Intersection Traffic Control Study. This study recommended changing the intersection of Owen Street and Evergreen Avenue from all-way stop control to two-way stop control for Evergreen Avenue only. The Village implemented these recommendations and closely monitored the intersection for the next two years. There were no issues identified in these post studies and the two-way stop control remained.

1700 West Central Road, Mount Prospect, IL 60056 847-870-5640 publicworksdept@mountprospect.org

Current Traffic Regulations

1. 18.2004: Schedule IV – Stop Signs

Name of Street	Direction Of Traffic Movement	At Intersection With
Evergreen Ave	East and Westbound	Owen Street

2. Two hour parking is allowed on the north and south sides of Evergreen Avenue and the east and west sides of Owen Street between 7:00 AM and 6:00 PM.
3. No parking is allowed between 2:00 AM and 6:00 AM.
4. No Parking is allowed within 30' of the stop signs on Evergreen Avenue.
5. Owen Street is a Village signed bike route.
6. The Speed Limit is 25 MPH on Owen Street and Evergreen Avenue.

Intersection Study Results – Vehicle Volumes:

The Village conducted vehicle counts on the north and east legs of the intersection of Owen Street and Evergreen Avenue. The vehicle counts were conducted from Tuesday, October 3, to Thursday, October 5, 2023 on Owen Street and on Tuesday, October 3 on Evergreen Avenue. The location on Owen Street was chosen to match the location of previous studies and to get traffic information near Owen Park.

The counts showed a slight decrease in traffic volumes and similar speeds when compared to studies completed in 2006 and 2007. There has not been a significant change in traffic at this intersection. A table of the traffic counts is included in the attachments. The first study in 2006 was done prior to the removal of all-way stop control at the intersection. Comparing the 2006 study to the 2023 study shows no significant difference in vehicle speed near Owen Park and a slight decrease in vehicle volume.

Vehicle speeds recorded were in line with similar neighborhood streets in the Village. The recoded speeds and volumes do not meet the minimum criteria for traffic calming measures per the Village's Neighborhood Traffic Calming Program.

Intersection Study Results – Pedestrian Volumes:

Pedestrian counts occurred on October 24, 2023 from 10:45 AM to 1:00 PM and from 2:30 PM to 4:00 PM. The weather was sunny and in the 70's. These times were chosen to coincide with class times for St. Paul Lutheran School. Morning half day sessions end at 11:15 AM. Afternoon sessions begin at 12:30 PM and end at 3:00 PM. Full day classes let out at 3:15 PM. Staff wanted to observe the intersection to determine if students and families were using it for access to the school.

Pedestrians used the intersection during these times, but there was not a significant number of school aged children using the intersection.

Due to the low amount of vehicle and pedestrian traffic, pedestrians did not have to wait long to cross Owen Street at this this intersection. A table of the pedestrian counts is included in the attachments.

Intersection Study Results – Crash History

There have been no reported crashes at this intersection within the last ten years.

Intersection Study Results – Sight Distance:

No sight issues were found at this intersection. While there are trees in the parkway near the intersection, they do not pose a sight issue. There is no landscaping along the back of sidewalk near the intersection to create sight issues either.

Survey:

A mailing was sent out to residents, businesses, and the park district along Owen Street from Busse Avenue to Northwest Highway and along Evergreen Avenue between School Street and William Street.

Eleven comments were received, ten were in support of all-way stop control at the intersection and one was against it.

Additionally, residents in the area presented a petition in support of all way stop control. This included 18 properties within the study area and 14 properties outside of the study area. The petition, combined with the Village survey, results in at least 78% positive response rate for the 200 block of Owen Street and at least a 45% positive response rate and a 2% negative response rate for the entire study area.

A copy of the public outreach and responses are attached to this memo.

Stop Sign Warrant Analysis

The Village reviewed the previous intersection study conducted in 2006 that recommended the current traffic control configuration and compared that to recent traffic counts and current Manual on Uniform Traffic Control Devices (MUTCD) stop sign warrant analysis guidance. Both that study and the current MUTCD requirements are included as attachments. The previous study recommended stop control on Evergreen Avenue only due to low volume of pedestrians, low number of accidents and the traffic volumes at the time.

The traffic volume counts we collected this year do not meet the warrants for all way stop control. The MUTCD does however have other criteria that should be considered when reviewing intersection traffic control, including:

A. The need to control left-turn conflicts;
B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the intersection unless conflicting cross traffic is also required to stop; and
D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multi-way stop control would improve traffic operational characteristics of the intersection.

Stop Sign Warrant Analysis Continued

Staff evaluated the other criteria and determined none apply.

Due to the low pedestrian and vehicle volumes, no recorded crashes in recent years, and adequate sight lines at the intersection, Staff has determined that all-way stop control is **NOT** warranted at the intersection.

Unwarranted Stop Signs

Stop signs are not traffic calming measures. They are traffic control devices that assign right-of-way to conflicting traffic movements at intersections. They are not to be used for speed control. Traffic studies have shown there is little difference with vehicle speeds at the midblock whether there is or is not a stop sign at the adjacent intersection. In some cases, vehicular speeds after the vehicle has passed through an unwarranted stop-controlled intersection are as high, and occasionally higher, than without a stop sign, as motorists try to "make up lost time".

Stop signs should be installed only at locations where conditions meet criteria established in the Manual on Uniform Traffic Control Devices. Unwarranted stop signs can have a high violation rate, create disrespect at other stop-controlled intersections and create a false sense of security for other street users and pedestrians. The Village-wide Intersection Traffic Control Study was completed in 2008; it evaluated every neighborhood intersection for appropriate traffic control. All yield signs were removed and stop signs were installed only where warranted. The program resulted in a decrease in crashes and a decrease in requests for stop signs in neighborhoods.

Recommendation:

The Village received a petition for all-way stop control at the intersection of Owen Street and Evergreen Avenue. The Village conducted an intersection study to determine if all-way stop control was warranted. The study concluded that all-way stop control was not warranted based on traffic volumes, crash history and pedestrian use.

Recommendation:

- **Do NOT convert the intersection to all-way stop control.**

Options:

- Convert the intersection to all-way stop control.
- Conduct additional traffic study on the 200 block of Owen Street to determine if the block is eligible when the updated traffic calming program is approved.
- Action at the discretion of the Transportation Safety Commission.

Attachments:

Vehicle Volume Table
Pedestrian Volume Table
Stop Sign Warrant Analysis
2006 Intersection Study
Public Outreach
Comments Received
Petition
Petition and Comments Map

Pedestrian Counts
October 24, 2023

Intersection of Owen Street and Evergreen Avenue												
Time Interval	North Crosswalk			South Crosswalk			East Crosswalk			West Crosswalk		
	Eastbound	SB Vehicles	Westbound	Eastbound	NB Vehicles	Westbound	Northbound	WB Vehicles	Southbound	Northbound	EB Vehicles	Southbound
10:45 - 11:00	0	3	2	1	3	0	2	0	4	0	2	0
11:00 - 11:15	4	1	2	0	2	0	1	5	2	0	1	0
11:15 - 11:30	0	5	0	0	1	1	0	2	0	1	1	0
11:30 - 11:45	0	4	1	0	1	2	0	1	0	0	5	0
11:45 - 12:00	2	1	0	0	0	0	0	1	0	0	3	0
12:00 - 12:15	1	1	2	1	4	2	0	2	0	1	2	1
12:15 - 12:30	1	3	2	3	3	0	0	1	0	0	0	0
12:30 - 12:45	1	5	0	0	3	3	0	1	0	1	1	1
12:45 -1:00	1	2	0	1	3	0	1	0	0	2	1	1
Midday Total	**10**	**25**	**9**	**6**	**20**	**8**	**4**	**13**	**6**	**5**	**16**	**3**
2:30 - 2:45	0	5	1	0	3	0	0	1	0	0	0	0
2:45 - 3:00	0	2	1	1	2	0	0	8	0	0	1	0
3:00 - 3:15	0	6	3	0	7	0	2	5	0	0	1	0
3:15 - 3:30	0	5	0	1	2	0	0	1	0	0	6	1
3:30 - 3:45	1	6	0	0	7	2	1	3	1	0	2	1
3:45 - 4:00	1	5	0	0	3	1	1	2	0	0	4	1
PM Total	**2**	**29**	**5**	**2**	**24**	**3**	**4**	**20**	**1**	**0**	**14**	**3**
Total	**12**	**54**	**14**	**8**	**44**	**11**	**8**	**33**	**7**	**5**	**30**	**6**

Total Crossing Owen	**45**

Traffic Count Summary						
Owen Street and Evergreen Avenue						
Owen Street						
Year	Location	Average Speed	85% Speed	Average Volume	Peak Hour	Max Speed
2023	112 S. Owen	24.6	29.9	489.3	52.3	40.1
2007	112 S. Owen	24	29.5	560	N/A	N/A
2006	112 S. Owen	25	30	550	N/A	N/A
2006	112 S. Owen	24.5	30	583	N/A	N/A
Evergreen Avenue						
2023	Evergreen E. of School	19.4	23	185	25	29.8
2007	Evergreen E. of Owen	21.5	26.8	260	N/A	N/A
2006	Evergreen E. of Owen	23	28	356	N/A	N/A

Multi-Way Stop Sign Warrant Analysis	
Major Street	South Owen Street
Minor Street	East Evergreen Avenue
Date	10/17/2023
Existing Traffic Control	Two-Way Stop Control on Evergreen Avenue

Multi-Way Stop Control Criteria

A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal
Traffic control signal is not justified based on traffic volumes, Criteria A is not met

B. Five or more reported crashes in a 12-month period 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 B is not met

C. Minimum Volume
1. The vehicular 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 52 vehicles in an hour - C.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 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour; but
Maximum minor street volume is 25 vehicles in an hour- C.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 29.9 MPH - C.3 is not met

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.
There were no reported crashes, Criteria D is not met

Multi-Way Stop Sign Warrant Analysis	
Major Street	South Owen Street
Minor Street	East Evergreen Avenue
Date	10/17/2023
Existing Traffic Control	Two-Way Stop Control on Evergreen Avenue

Other Criteria

A. The need to control left-turn conflicts;
There is no crash history or evidence of left-turn conflicts, Criteria A is not met

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
While Owen Park and St. Paul Lutheran Church and School are near the intersection in question, they are not immediately adjacent to the intersection. Consistent with other similar parks, such as Emerson Park, the Village does not view the intersection of Owen Street and Evergreen Avenue to be a location that there is a need to control vehicle/pedestrian conflicts due to the distance from the Park and School. Pedestrian volume will be more dispersed at this intersection compared to being directly adjacent to the pedestrian generators. Criteria B is not met.

C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to negotiate the
Sight issues are not present at this intersection with no landscaping or fences near the right-of way lines, Criteria C is not met

D. 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.
Owen Street and Evergreen Avenue have a similar design but different operating conditions as Owen Street is a north-south connection between Central Road and Northwest Highway and carries over 2 and a half times the amount of traffic that Evergreen Avenue Carries. Since the operating characteristics of the streets do not match, Criteria D 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	
Major Street	South Owen Street
Minor Street	East Evergreen Avenue
Date of Study	10/3/2023 - 10/5/2023
Existing Traffic Control	Two-Way Stop Control on Evergreen Avenue
Owen Street 85th Percentile Speed	29.9 MPH
Evergreen Ave 85th Percentile Speed	23 MPH

Average Traffic Volumes

Time	Owen Street Volume (Both Approaches) Major St.	Evergreen Avenue Volume (Both Approaches) Minor St.	Total Volume	8 Peak Hours
12:00 AM - 1:00 AM	0.3	0	0.3	
1:00 AM - 2:00 AM	0.3	1	1.3	
2:00 AM - 3:00 AM	0	0	0	
3:00 AM - 4:00 AM	0.3	3	3.3	
4:00 AM - 5:00 AM	0.3	0	0.3	
5:00 AM - 6:00 AM	1	1	2	
6:00 AM - 7:00 AM	14.3	2	16.3	
7:00 AM - 8:00 AM	**34.3**	**12**	**46.3**	**X**
8:00 AM - 9:00 AM	**52.3**	**16**	**68.3**	**X**
9:00 AM - 10:00 AM	18.3	10	28.3	
10:00 AM - 11:00 AM	20.3	2	22.3	
11:00 AM - 12:00 PM	**30.7**	**19**	**49.7**	**X**
12:00 PM - 1:00 PM	27.3	13	40.3	
1:00 PM - 2:00 PM	30.3	12	42.3	
2:00 PM - 3:00 PM	**32.3**	**12**	**44.3**	**X**
3:00 PM - 4:00 PM	**46**	**25**	**71**	**X**
4:00 PM - 5:00 PM	**52**	**17**	**69**	**X**
5:00 PM - 6:00 PM	**46.3**	**10**	**56.3**	**X**
6:00 PM - 7:00 PM	**37.7**	**10**	**47.7**	**X**
7:00 PM - 8:00 PM	21.7	12	33.7	
8:00 PM - 9:00 PM	11.3	5	16.3	
9:00 PM - 10:00 PM	7.3	2	9.3	
10:00 PM - 11:00 PM	3.3	0	3.3	
11:00 PM - 1200 PM	1.3	1	2.3	
Total	**489.2**	**185**	**674.2**	

Intersection Traffic Control Study
Sub-Area 13

Mount Prospect, Illinois

Prepared for

Village of Mount Prospect

By Kenig, Lindgren, O'Hara, Aboona, Inc.

Intersection Traffic Control Study
Sub-Area 13

Mount Prospect, Illinois

Prepared for

Village of Mount Prospect

By Kenig, Lindgren, O'Hara, Aboona, Inc.

Rosemont, Illinois

September 2006

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List of Figures and Tables

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Figures

All figures are located in the Appendix.

Tables in Appendix

Each of the 28 intersections has a separate page within the Appendix containing each of the following tables.

Table 1 Existing Intersection Characteristics
Table 2 All-Way Stop Sign Control Evaluation
Table 3 Two-Way/One-Way Stop Sign Control Evaluation

1.
Introduction

The Village of Mount Prospect has embarked on a Village-wide study of the traffic operations within the Village's residential neighborhoods. In order to accomplish this task, the Village has initiated three preliminary traffic programs which are intent on providing a higher level of standardization, increase driver expectation and enhance safety as it pertains to traffic regulations. The three programs are the *Residential Speed Limit Program,* the *Neighborhood Traffic Calming Program and* the *Residential Intersection Traffic Control Program.*

The objective of the *Residential Intersection Traffic Control Program* is to ultimately review, evaluate and determine the appropriate traffic control signage at all of the intersections under the jurisdiction of the Village and standardize their implementation. Each intersection will be studied based on accepted engineering practices, conformity with the 2003 *Manual on Uniform Traffic Control Devices* (MUTCD) and the criteria established by the Village in its *Residential Intersection Traffic Control Program*. Due to the size of the Village and complexity of the program, the Village has been divided into eighteen different sub-areas (zones), with Sub-Area 13 the focus of this study.

This study summarizes the results and findings of Sub-Area 13 of the *Residential Intersection Traffic Control Program*. Sub-Area 13 is bounded by Central Road on the north, Mount Prospect Road on the east, and Northwest Highway on the south and west. The neighborhood consists of a total of 28 intersections under the jurisdiction of the Village and contains the majority of the Mount Prospect Central Business District and St. Paul School. Sub-Area 13 is shown in Figure 1. (All of the figures for this study are provided at the end of the report.)

The objectives of this study were to: (1) inventory and examine the existing operational characteristics of the sub-area and roadway system, (2) develop the criteria in which to evaluate the intersection traffic control and (3) examine the existing conditions of each intersection and the overall sub-area and recommend the appropriate intersection traffic control.

2.
Existing Conditions

Transportation conditions within Sub-Area 13 were inventoried to obtain a database for evaluating the existing operation of each intersection and the overall roadway system. The components of existing conditions that were inventoried within the sub-area included:

- Existing land uses
- Physical and operating characteristics of the roadways
- Existing intersection traffic control
- Functional classifications of the roadways
- Accident data at each intersection
- Daily and peak hour traffic volumes on the roadways
- Available sight distance at each intersection

Study Area and Existing Land Uses

Sub-Area 13 is bounded by Central Road on the north, Mount Prospect on the east, and Northwest Highway on the south and west. The sub-area has a total of 28 intersections under the jurisdiction of the Village. East of Maple Street, single-family homes are the predominant land use within the sub-area. This portion of the sub-area also contains St. Paul School and Owen Park that are located in the northwest and southeast quadrants, respectively, of the Busse Avenue and School Street intersection. West of Maple Street, the sub-area generally contains the Mount Prospect Central Business District. In addition to commercial and multi-family land uses, this portion of the sub-area contains the Mount Prospect Village Hall and the main branch of the Public Library. Lastly, commercial developments are located along the entire length of Northwest Highway.

Existing Roadway System

As indicated, Central Road, Mount Prospect Road, and Northwest Highway form the boundary of the sub-area. In addition, IL 83 traverses through the western portion of the sub-area. Except for Mount Prospect Road, all of these roadways are arterial roads that are under the jurisdiction of the Illinois Department of Transportation (IDOT). Mount Prospect Road is an arterial road that is under the jurisdiction of the Cook County Highway Department. Central Road, Northwest Highway, and IL 83 have four-lane cross sections while Mount Prospect Road generally has a two-lane cross section. Traffic signal control is provided at the intersections of Central Road with Northwest Highway, Central Road with IL 83, Central Road with Owen Street, Central Road with Mount Prospect Road, Northwest Highway with Mount Prospect Road, Northwest Highway with Emerson Street, and Northwest Highway with IL 83.

Not including the external arterial roadways (Central Road, Mount Prospect Road, Northwest Highway, and IL 83), the sub-area has a total of 13 north-south roadways and four east-west roadways. All of the roadways within the sub-area provide two-way traffic flow except for the following.

- Busse Avenue is a one-way westbound roadway between IL 83 and Wille Street.

- On school days between 8:00 and 9:00 A.M. and 2:30 and 3:30 P.M. Busse Avenue is restricted to one-way westbound traffic only between School Street and Elm Street.

Except for the one-way portions of Busse Avenue, all of the roadways provide one lane in each direction with parking generally permitted on both sides of the road. However, it should be noted that parking restrictions are provided on several of the roadways within the sub-area. The parking restrictions are generally located in the areas around the Central Business District (west of Maple Street), the school, and the commercial development along Northwest Highway. The speed limits within the sub-area range from 20 to 30 mph, with the majority of the roadways having a posted speed limit of 25 mph.

Existing Intersection Traffic Control

Figure 2 shows the existing intersection traffic control within the sub-area. The following provides a summary of the existing traffic control at the 28 intersections within the sub-area under the jurisdiction of the Village.

- Five All-Way Stop Sign Controlled Intersections
- Four Two-Way or One-way Stop Sign Controlled Intersections
- Six Yield Sign Controlled Intersections
- Thirteen Intersections with No Intersection Traffic Control

Functional Classification of the Roadway System

Except for IL 83, which is under the jurisdiction of IDOT and classified as an arterial roadway, all of the roadways within the sub-area are classified as either collector roads and/or local roads. The Village currently classifies Emerson Street as a collector road, with the rest of the roadways classified as local roads.

Intersection Accident Data

KLOA, Inc. obtained the accident data for the roadways and intersections within the sub-area from the Village of Mount Prospect for 2003 through 2005. A review of the accident data shows that the intersections within the sub-area generally experience a very low number of accidents. Nineteen of the 28 intersections in the sub-area did not experience a single accident over the three year period. If an intersection had experienced any accidents, it averaged only one to two accidents occurring over the three years. The intersection of Busse Avenue and Emerson Street experienced the most accidents with a total of seven occurring over the three year period.

Existing Traffic Volumes

In order to determine the existing daily and peak hourly traffic volumes on the area roadways, KLOA, Inc. conducted daily traffic counts at 19 locations within the sub-area. In addition, nine previous daily traffic counts conducted in the sub-area by the Village of Mount Prospect were obtained for this study. Of the total traffic counts, 18 were conducted along the north-south roadways and ten were conducted along the east-west roadways. The KLOA, Inc. traffic counts were conducted in May 2006 and the Village of Mount Prospect counts were conducted over the past several years. All of the traffic counts were conducted for a minimum of two days and were broken down by direction and by hour. Figure 3 shows the two-way daily traffic volumes and Figure 4 shows the one-way peak hourly volumes. (It should be noted that Figure 4 shows the highest hourly volume during the day at each of the intersections.)

Intersection Sight Distance Evaluation

As part of the study, KLOA, Inc. physically examined the available sight distance at each leg of all 28 intersections within the sub-area. Per the direction of the Village of Mount Prospect, the sight distance criteria outlined in the MUTCD were used to evaluate each intersection. The MUTCD provides the following guidelines when the cross traffic should be stopped due to sight distance restrictions at an intersection.

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

Given the age of the neighborhood and the mature bushes and trees, the sight distance at some intersections within the sub-area is impaired by existing landscaping, fences and, in some limited cases, homes. However, along each leg of the 28 intersections, the driver has a clear and unobstructed view of the cross traffic as the motorist either (1) approaches the intersection and/or (2) after stopping moves forward without entering the intersection. Therefore, all of the intersections within the sub-area have sufficient sight distance to safely negotiate the various intersections.

Summary of the Existing Conditions

A summary of the existing conditions of each intersection is provided in Table 1 of the Appendix. A separate section within the Appendix has been provided for each of the 28 intersections.

3.
Intersection Traffic Control Criteria

In order to meet the goals of the Village to provide a higher level of standardization, increase driver expectation and enhance safety as it pertains to neighborhood traffic flow, an "evaluation criteria" was established which is to govern intersection traffic control within the Village. The criteria were developed based on the guidelines established by the Village in its *Residential Intersection Traffic Control Program* and conformity with the 2003 MUTCD. While the MUTCD provides criteria with specific benchmarks, many of the criteria are subjective and are left to engineering judgment and practices.

Village of Mount Prospect *Residential Intersection Traffic Control Program*

In order to review all the residential intersection traffic control with the intent of providing a higher level of standardization, the Village of Mount Prospect has developed the *Residential Intersection Traffic Control Program*. This program provides the general criteria the Village desires for the intersection traffic control within their residential areas. The following provides the guidelines from the *Residential Intersection Traffic Control Program*.

- *To be consistent and meet a driver's expectation, all four-leg intersections will have traffic control*.

- *To define the right-of-way and increase the level of standardization, all T-intersections will have traffic control unless at the intersection of two local streets where one is a cul-de-sac or dead end*.

- *To meet the criteria set forth in the 2003 MUTCD and increase the level of standardization, Yield signs will not be used as traffic control devices at residential intersections*.

- *Identify those intersections that meet the criteria for all-way stop signs*.

- *Consideration for one-way (T-intersection) and two-way (four-leg intersection) stop signs must be given on an individual intersection level and neighborhood wide level*.

Lastly, as a guideline, the program recommends that a local road have no more than 1,320 feet (1/4 mile) of uninterrupted flow and that a collector road have no more then 2,640 feet (1/2 mile) of uninterrupted flow. In summary, the *Residential Intersection Traffic Control Program* dictates that all residential intersections should be controlled by either two-way/one-way stop sign control or all-way stop sign control and that all-way stop sign control only be implemented at intersections that meet the 2003 MUCTD criteria.

2003 *Manual on Uniform Traffic Control Devices* (MUTCD)

As defined in the 2003 MUTCD, which is the primary publication on traffic control standards, "The purpose of traffic control devices, as well as the principles for their use, is to promote highway safety and efficiency by providing for the orderly movement of all road users on streets and highways throughout the nation."

The following outlines the MUTCD guidelines for the application of the stop signs, which is the only intersection control permitted within the sub-area.

Stop Signs Applications

Guidance:

STOP signs should be used if engineering judgment indicates that one or more of the following conditions exist:

A. Intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide a reasonable compliance with the law;

B. Street entering a through highway or street;

C. Unsignalized intersection in a signalized area; and/or

D. High speed, restricted view, or crash records that indicate a need for control by the STOP sign.

Standard:

Because the potential for conflicting commands could create driver confusion, STOP signs shall not be installed at intersections where traffic control signals are installed and operating except as noted in Section 4D.01.

Portable or part-time STOP signs shall not be used except for emergency and temporary traffic control zone purposes.

Guidance:

STOP signs should not be used for speed control.

STOP signs should be installed in a manner that minimizes the numbers of vehicles having to stop.

Once the decision has been made to install two-way stop sign control, the decision regarding the appropriate street to stop should be based on engineering judgment. In most cases, the street carrying the lowest volume of traffic should be stopped.

A STOP sign should not be installed on the major street unless justified by a traffic engineering study.

Support:

The following are considerations that might influence the decision regarding the appropriate street upon to install a STOP sign where two streets with relatively equal volumes and/or characteristics intersect:

A. Stopping the direction that conflicts the most with established pedestrian crossing activity or school walking routes;

B. Stopping the direction that has obscured vision, dips or bumps that already require drivers to use lower operating speeds;

C. Stopping the direction that has the longest distance of uninterrupted flow approaching the intersection; and

D. Stopping the direction that has the best sight distance to conflicting traffic.

Multiway Stop Applications

Support:

Multiway stop control can be useful as a safety measure at intersections if certain traffic conditions exist. Safety concerns associated with multiway stops include pedestrians, bicyclists, and all road users expecting other road users to stop. Multiway stop control is used where the volume of traffic on the intersecting roads is approximately equal.

The restrictions on the use of STOP signs described previously also apply to multiway stop applications.

Guidance:

The decision to install multiway stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multiway STOP sign installation:

A. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.

B. A crash problem, as indicated by five or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right and left-turn collisions as well as right-angle collisions.

C. Minimum volumes:

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

   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 per hour for the same eight hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but

   3. If the 85^{th}-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.

D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

Other criteria that may be considered in an engineering study include:

A. The need to control left-turn conflicts;

B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;

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

D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.

4.
Evaluation and Recommendation

Development of the intersection traffic control plan involves a comprehensive evaluation of each intersection along with the existing overall operating conditions of the sub-area. Any intersection traffic control plan must considered typical neighborhood issues, such as the functional classification, cut-through traffic, speeding, traffic calming, neighborhood circulation and land-use impacts. As such, a systematic approach was employed that examined the sub-area from the inside (each individual intersection) and outside (the overall sub area).

The first step was to evaluate the existing functional classification of the roadways within the sub-area and determine if any modifications were necessary. The second step was to evaluate the physical and operating conditions of each intersection to determine if they meet any of the warrants/requirements that control the installation of all-way stop sign control. Once the all-way stop sign control intersections were identified, all of the other intersection are to be controlled via one-way (T-intersections) or two-way (four-legged intersections) stop sign control. The last step was to determine which road of the one-way and two-way stop sign control intersections is to be under stop sign control.

Review of the Functional Classification of the Roadway System

The function of a roadway, whether it is located within a neighborhood or a commercial area, is defined in traffic planning by a roadway hierarchy or functional classification system. This system provides for three basic types of roadways; arterial, collector and local. The purpose of defining the function of a road is to determine its length, speed limit, traffic control, access and other general design standards. The definition for each of these three functional classifications is as follows:

- *Arterial*: An arterial or primary road serves as the principle road for high-volume traffic flow. The main function of an arterial road is that of traffic service and, as such, should connect areas of principle traffic generation. Arterial roads typically form a reasonably continuous and integrated system and include major roadways with significant length and traffic carrying capacity.

- *Collector*: A collector or distributor road connects traffic between local and arterial roads. Its function is to collect traffic from arterial roads and distribute it to local roads or vice versa. Collector roads typically provide both land access and traffic service, but not serve long distance travel demands.

- *Local*: A local road's sole function from a traffic planning standpoint is to provide access to the land uses that abut it. Local roads should have short distances and should not be designed to maximize traffic carrying capacity.

Residential neighborhood areas are typically surrounded by arterial roadways, with collector roadways providing access into the area. Older neighborhoods were generally laid out in a "grid" system. In this system it is sometimes difficult to distinguish between the two types of functional classifications (collector/local). Consequently, not all residential roads are "local roads."

Based on a review of the existing physical and operating characteristics of the roadways within the sub-area and the land uses they serve, it is recommended that the following roadways should be classified as collector roads (see Figure 5).

- *Emerson Street* is a north-south road located on the west portion of the sub-area and in the middle of the Central Business District and provides continuity between two arterial roadways (Central Road and Northwest Highway). Further, the importance of Emerson Street in providing access to the sub-area is the fact that it is under traffic signal control at its intersection with Northwest Highway. Lastly, Emerson Street provides access to the heart of the Central Business District, including direct access to the Village Hall and Public Library and the parking garage serving these facilities, all of which are major generators in the sub-area.

- *Owen Street* is a north-south road situated within the middle of the sub-area and provides continuity between two arterial roadways (Central Road and Northwest Highway). Further, the importance of Owen Street in providing access to the sub-area is evident in the fact that it is under traffic signal control at its intersection with Central Road. Lastly, Owen Street provides direct access to Owen Park and indirect access to St. Paul School, two major traffic generators in the sub-area.

- *Busse Avenue* is the only east-west road within the sub-area that provides continuity between IL 83 and Mount Prospect Road (arterial roadways) and crosses Owen Street (collector road). Furthermore, the western section of the roadway (west of Owen Street) serves the heart of the Central Business District and provides direct access to St. Paul School and Owen Park, all of which are major traffic generators. Conversely, the eastern section of the roadway (east of Owen Street) only serves the single family portion of the sub-area. As such, it is recommended that Busse Avenue be classified as a collector road between IL 83 and Owen Street.

It should be noted that Emerson Street is currently classified as a collector road by the Village of Mount Prospect.

Intersection Traffic Control Evaluation - All-Way Stop Sign Control

Once the functional classification of the roadway system was identified, the next step was to evaluate each intersection as to the appropriate intersection traffic control. The first step was to identify those intersections that meet the all-way stop sign control warrants and/or requirements. The following summarizes the all-way stop sign control warrants/requirements as outlined in the MUTCD and Section 3 of this report.

- Meets minimum traffic and pedestrian volume
- Meets the minimum number of intersection accidents
- Required to control left-turn conflicts
- Required to control vehicle/pedestrian conflicts
- Required due to poor intersection sight distance
- Required to improve traffic operational characteristics of intersection of two collectors with similar design and operating characteristics

The existing characteristics of each intersection were evaluated to determine if the existing operation of the intersection met any of the warrants and/or requirements that control the installation of an all-way stop sign control. Table 2 within the Appendix provides the results of the all-way stop sign control evaluation. As indicated previously, a separate section within the Appendix has been provided for each of the 28 intersections. Within in each section of the Appendix, Table 1 summarizes the existing characteristics of the intersections and Table 2 provides the results of the all-way stop sign control evaluation.

It has been determined that of the 28 intersections, a total of three intersections meet the all-way stop sign control warrants/requirements. All three intersections are currently under all-way stop sign control. It is recommended that the current all-way stop sign control at two other intersections be removed and replaced with two-way stop sign control as they do not meet the all-way stop sign control warrants/requirements. The following summarizes the all-way stop sign control recommendations.

Maintain Existing All-Way Stop Sign Control

1. Busse Avenue with Emerson Street
2. Busse Avenue with School Street
3. Busse Avenue with Owen Street

Removal of Existing All-Way Stop Sign Control

As shown in Table 2 in the Appendix, the following intersections do not meet any of the all-way stop sign control warrants and/or requirements. Both intersections are located along collector roads. This is due to the fact that the intent of collector roads is to distribute the traffic from the sub-area to the arterial roadway system and visa versa. As such, collector roads are designed to promote mobility through a neighborhood via efficient and uninterrupted traffic flow when possible. The following outlines the intersections where the all-way stop sign control is recommended to be removed and further indicates which road is recommended to be under stop sign control.

1. Busse Avenue with Maple Street (Maple Street is recommended to remain under stop sign control.)

2. Evergreen Avenue with Owen Street (Evergreen Avenue is recommended to remain under stop sign control.)

Intersection Traffic Control Evaluation
Two-Way/One-Way Stop Sign Control

Once the all-way stop sign control intersections were identified, according to the *Residential Intersection Traffic Control Program,* all of the other intersections were to be controlled via one-way (T-intersections) or two-way (four-legged intersections) stop sign control. Therefore, the last step was to determine which road of the one-way and two-way stop sign control intersections is to be under stop sign control. The criteria used in determining which road of an intersection should be under stop sign control were based on the following.

- The guidelines provided in the MUTCD, which is outlined in Section 3 of this report.

- Ensuring that local roads have less than 1,320 feet of uninterrupted flow as suggested in the *Residential Intersection Traffic Control Program*.

- If possible, maintaining which road is currently under traffic control (via either yield sign or stop sign) at each intersection in order to minimize the change in the flow of traffic through the sub-area.

For those intersections that will be under two-way/one-way stop sign control, the existing characteristics of the intersections were evaluated to determine which road would be under stop sign control. Table 3 in the Appendix provides the results of the two-way/one-way stop sign control evaluation. As indicated previously, a separate section within the Appendix has been provided for each of the 28 intersections.

Recommended Intersection Traffic Control Plan

Based on the above evaluation, the recommended intersection traffic control plan was developed for Sub-Area 13 and is shown in Figure 6. Of the 28 total intersections, traffic control modifications are recommended at 21 intersections which are outlined below and shown in Figure 7. Lastly, Table 1 provides a comparison of the existing and recommended traffic control in the sub-area.

Converting From All-Way Stop Sign Control to Two-Way Stop Sign Control

1. Busse Avenue with Maple Street
2. Evergreen Avenue with Owen Street

Changing the Road which will be Under Stop Sign Control at an Existing Two-Way/One-Way Yield Sign Control Intersections

1. Busse Avenue with Louis Street
2. Busse Avenue with William Street
3. Evergreen Avenue with Edward Street

Converting From Yield Sign Control to Two-Way/One-Way Stop Sign Control

1. Busse Avenue with Albert Street
2. Busse Avenue with George Street
3. Lincoln Street with Albert Street

Converting Intersection with no Traffic Control to Two-Way/One-Way Stop Sign Control

1. Busse Avenue with Edward Street
2. Evergreen Avenue with Albert Street
3. Evergreen Avenue with George Street
4. Evergreen Avenue with Louis Street
5. Evergreen Avenue with William Street
6. Milburn Avenue with Albert Street
7. Milburn Avenue with George Street
8. Milburn Avenue with Edward Street
9. Milburn Avenue with Louis Street

10. Milburn Avenue with William Street
11. Milburn Avenue with Owen Street
12. Lincoln Street with George Street
13. Lincoln Street with Edward Street

Table 1
EXISTING AND RECOMMENDED INTERSECTION TRAFFIC CONTROL

Intersection traffic control	Existing Intersection Traffic control	Recommended Intersection Traffic Control
All-Way Stop Sign Control	5	3
Two-Way/One-Way Stop Sign Control	4	25
Yield Sign Control	6	0
No Intersection Traffic Control	13	0
Total	28	28

Summary of Recommended Intersection Traffic Control Plan

- Under the recommended intersection plan, 28 of the 28 intersections are to have two-way/one-way stop sign control or all-way stop sign control. This is a significant improvement over existing conditions where 19 intersections are currently under yield sign control or no intersection traffic control.

- The recommended plan ensures that the local roads generally have less then 1,320 feet of uninterrupted flow. In most cases, a stop sign is provided at least at every other cross road along the local roads. This type of intersection traffic control is an excellent deterrent to neighborhood traffic concerns such as cut-through traffic and speeding along local roads.

- The intent of collector roads is to distribute the traffic from the sub-area to the arterial roadway system and visa versa. As such, collector roads are designed to promote mobility through a neighborhood via efficient and uninterrupted traffic flow when possible. However, it should be noted that the collector roads within the sub-area will not have free flow through the entire sub-area. The recommended plan proposes that Emerson Street and Owen Street have all-way stop sign control at one intersection within the sub-area and that Busse Avenue between IL 83 and Owen Street have all-way stop sign control at three intersections within the sub area. As such, the recommended intersection traffic control plan should ensure a balance between the mobility that collector roads should provide and providing a deterrent to neighborhood issues such as cut-through traffic and speeding.

- As indicated, modifications to the existing intersection traffic control are recommended at 21 intersections. However, 19 intersections involve providing two-way/one-way stop sign control at intersections that are currently under yield sign control or no intersection traffic control where motorists currently expect to yield the right-of-way to the cross traffic.

Implementation of Recommended Intersection Traffic Control Plan

The recommended intersection traffic control plan is proposing modification of the existing intersection traffic control at 21 of the 28 intersections within the sub-area. As a result, an implementation plan has been developed to educate and warn the motoring public of the various changes. The following provides recommendations for implementation of the intersection traffic control plan.

1. *Phasing/Staging*. It is recommended that the entire plan be implemented at the same time as opposed to staging or phasing in the modifications. Implementing the plan at once allows the public to become familiar with the changes at once as opposed to subjecting them to staged or phased process. Furthermore, it is far more practical from a logistical standpoint (serving public notice, installing warning sign, etc.) to implement the plan at the same time.

2. *Public Notice*. To properly educate the public, a comprehensive marketing campaign should be implemented prior to any modifications. This should include providing public notice in the local newspaper(s) and the Village web page, mailings to the residences in the sub-area and handouts to the parents and students of the two schools.

3. *Signage and Warning Devices*. The following signage and warning devices are recommended to be installed in the sub-area to further warn the motoring public of the various modifications.

    - "Cross Traffic Does Not Stop" signs should be located below stop signs at intersections where (1) all-way stop sign control is recommended to be replaced with two-way/one-way stop sign control and (2) the intersection traffic control is recommended to be switched from one road to the other. The additional signage will alert the motorists that the cross traffic does not have to stop at the particular intersection as it did prior to the modifications. A total of five intersections will require this additional signage.

    - A flashing warning beacon or warning flags should be located above new stop signs installations where the intersection traffic control is recommended to be switched from one road to the other. The additional warning devices will further alert motorists that they now have to yield the right-of-way to the cross traffic. Three intersections will require the warning devices.

- No additional signage or warning devices are required at intersections where (1) yield signs are recommended to be replaced with stop signs and (2) stop signs are recommended to be installed at locations with no traffic control. Since the motoring public has always expected to yield the right of way at these locations, no additional signage or warning devices are required.

5.
Conclusion

This study summarizes the results and findings of Sub-Area 13 of the Village of Mount Prospect's *Residential Intersection Traffic Control Program*. Sub-Area 13 consists of the neighborhood bounded by Central Road on the north, Mount Prospect Road on the east and Northwest Highway on the south and west. The objectives of this study were to (1) inventory and examine the existing operational characteristics of the sub-area and roadway system, (2) develop the criteria in which to evaluate the intersection traffic control and (3) examine the existing conditions of each intersection and the overall sub-area and recommended the appropriate intersection traffic control.

Based on the results of the study, a recommended intersection traffic control plan was developed for Sub-Area 13 and is shown in Figure 6. The plan was developed based on the guidelines established by the Village in its *Residential Intersection Traffic Control Program* and conformity with the 2003 *MUTCD*. The following summarizes the recommended intersection traffic control plan.

- It is recommended that Owen Street, Emerson Street, and Busse Avenue between IL 83 and Owen Street all be classified as collector roads in the sub-area. Only Emerson Street is currently classified as a collector road by the Village of Mount Prospect.

- The following provides a summary of the recommended intersection traffic control at the 28 intersection within the sub-area under the jurisdiction of the Village.

    - Three All-Way Stop Sign Controlled Intersections
    - Twenty-Five Two-Way or One-way Stop Sign Controlled Intersections

- Per the *Residential Intersection Traffic Control Program* guidelines, 28 of the 28 intersections are recommended to be controlled by (1) two-way/one-way stop sign control or (2) all-way stop sign control. This is a significant upgrade from existing conditions where six intersections are under yield sign control and thirteen intersections have no intersection traffic control.

- The plan has been developed to minimize cut-through traffic and speeding on local roads by having generally less than 1,320 feet of uninterrupted flow. In most cases, a stop sign is provided at least at every other cross road along the local roads. Furthermore, the plan strikes a balance between the mobility that collectors roads need to provide and implementing an appropriate deterrent to cut-through traffic and speeding.

- Of the 28 total intersections, traffic control modifications are recommended at 21 intersections in the sub-area as outlined below and shown in Figure 7.

    - Two intersections are recommended to be converted from all-way stop sign control to two-way/one-way stop sign control.

    - Three intersections are recommended to change the road which will be under stop sign control at a two-way/one-way yield sign control intersection.

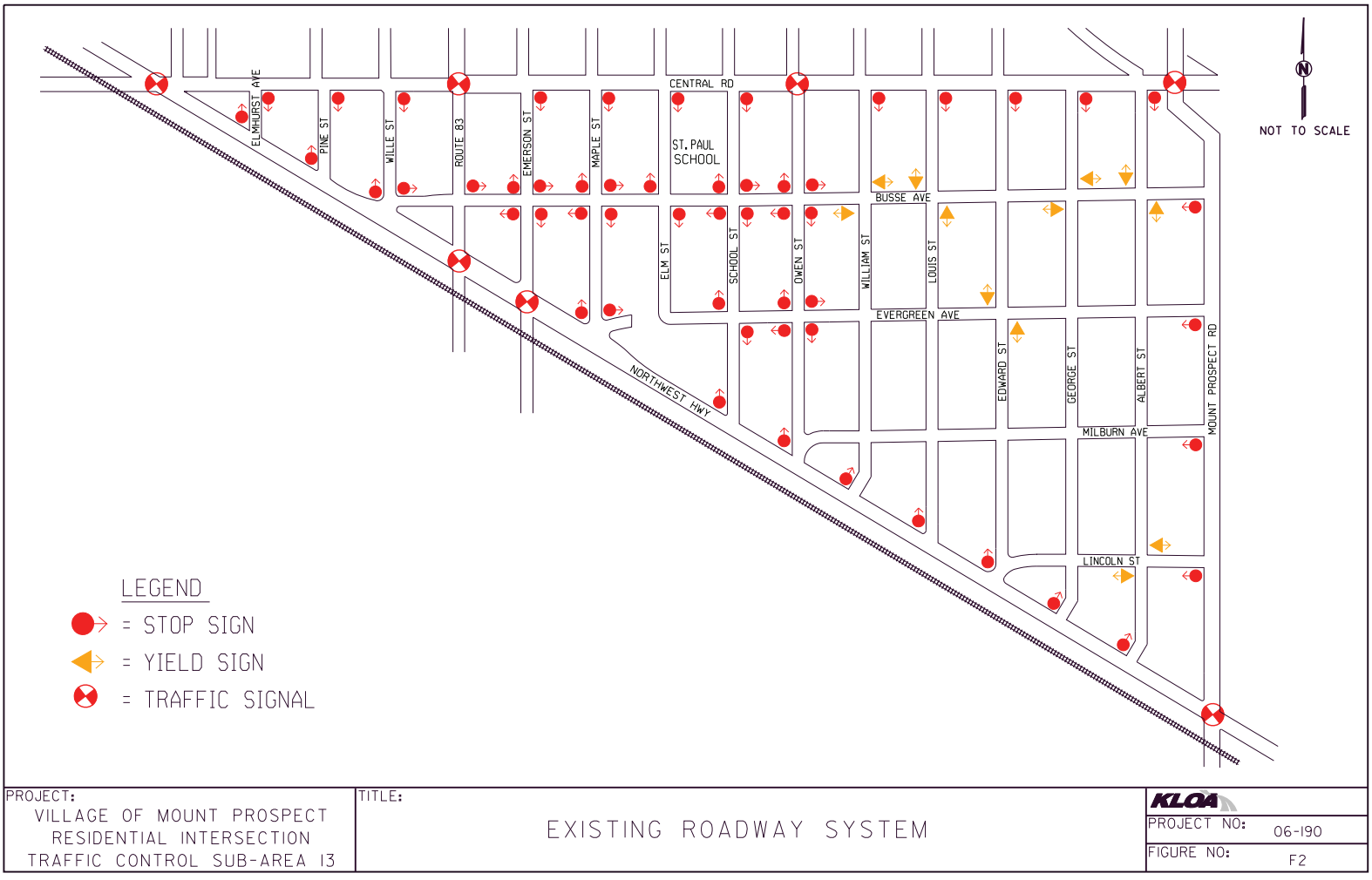
    - Three intersections are recommended to be converted from yield sign control to two-way/one-way stop sign control.

    - Thirteen intersections with no traffic control are recommended to be converted to two-way/one-way stop sign control.

Appendix

FIGURE 1

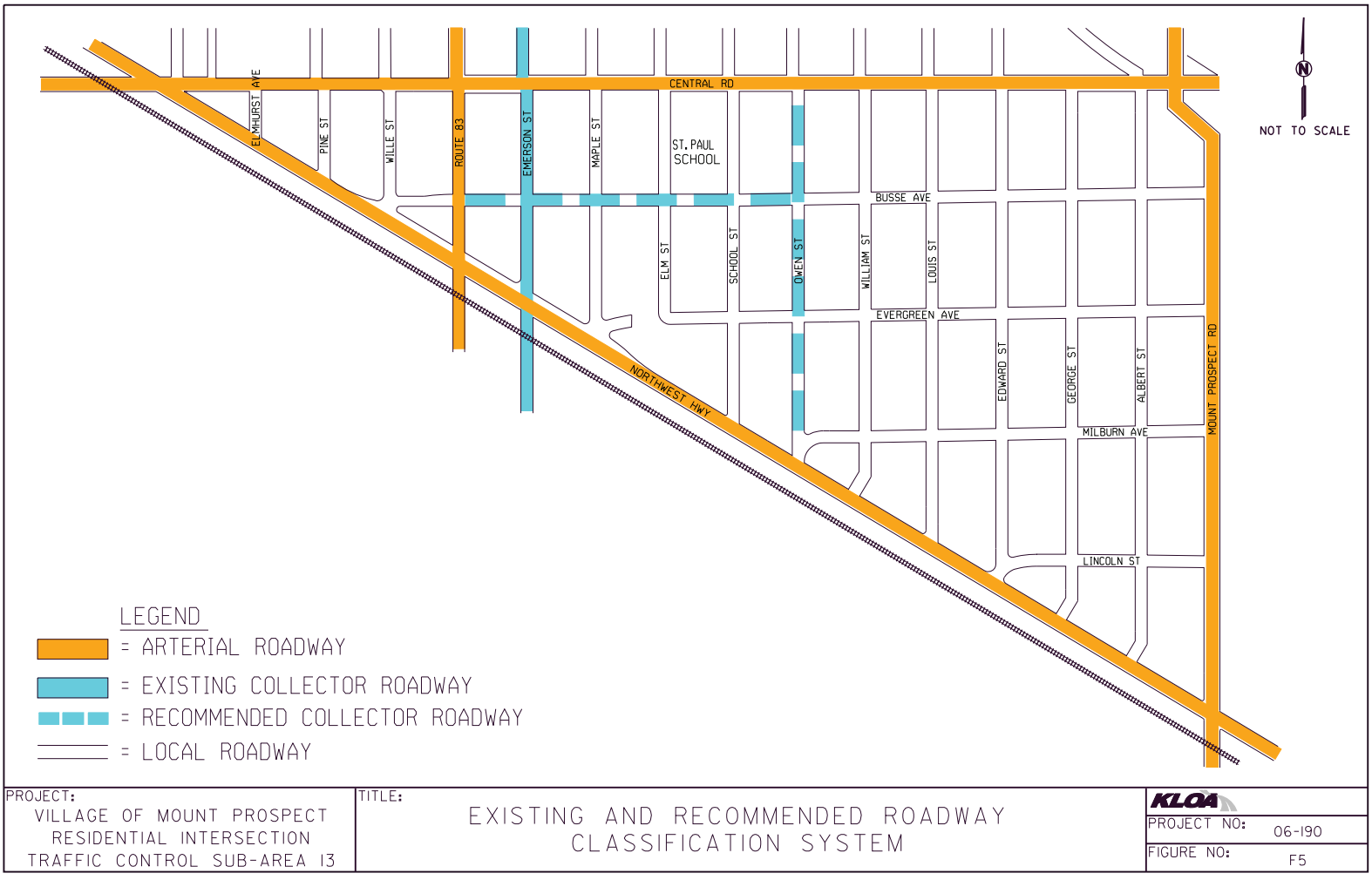
LOCATION OF ZONE 13



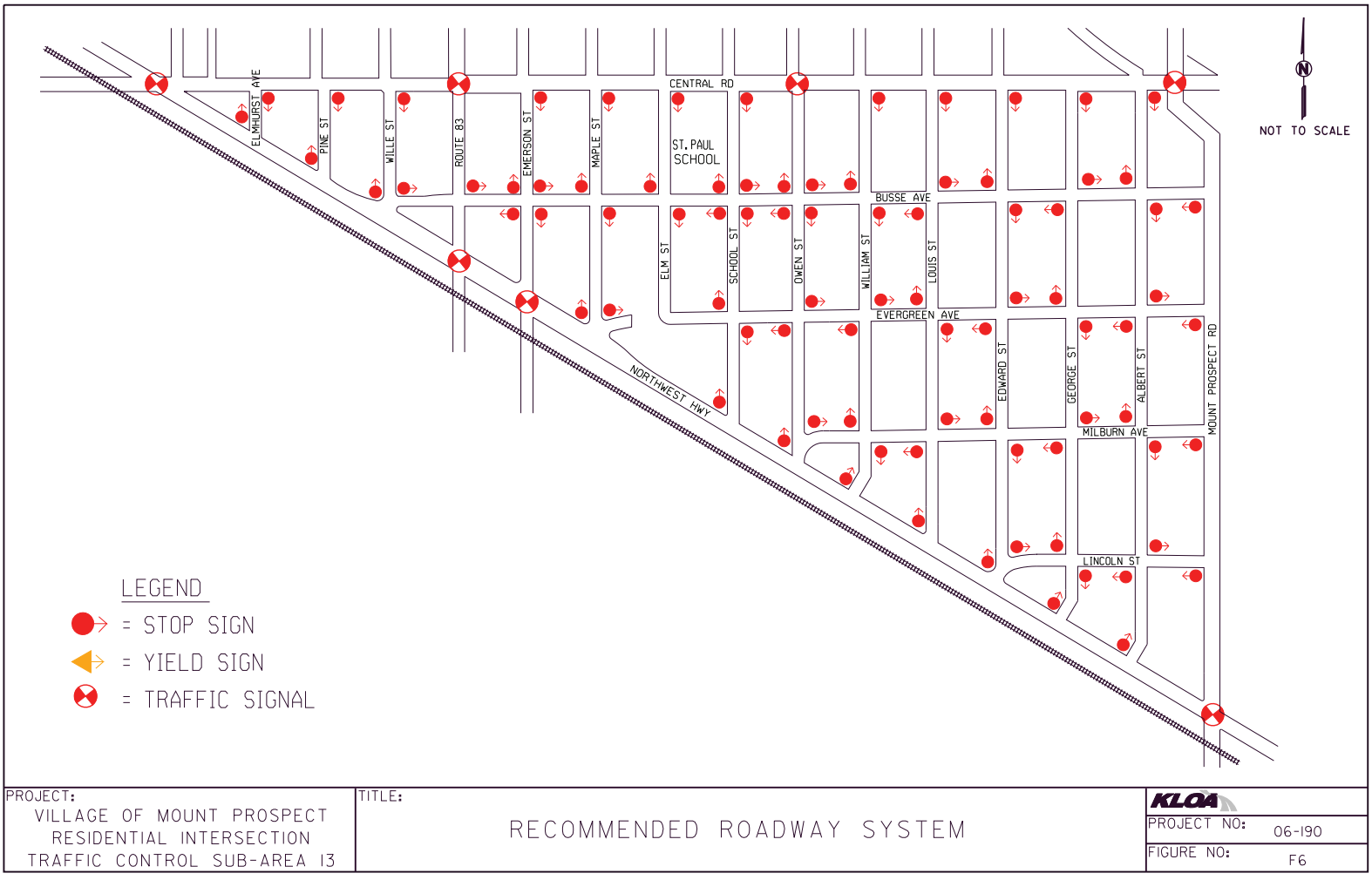
PROJECT:	TITLE:	
VILLAGE OF MOUNT PROSPECT RESIDENTIAL INTERSECTION TRAFFIC CONTROL SUB-AREA 13	EXISTING ROADWAY SYSTEM	KLOA PROJECT NO: 06-190 FIGURE NO: F2

PROJECT:	TITLE:	
VILLAGE OF MOUNT PROSPECT RESIDENTIAL INTERSECTION TRAFFIC CONTROL SUB-AREA 13	EXISTING DAILY TRAFFIC VOLUMES	KLOA PROJECT NO: 07-157 FIGURE NO: F3

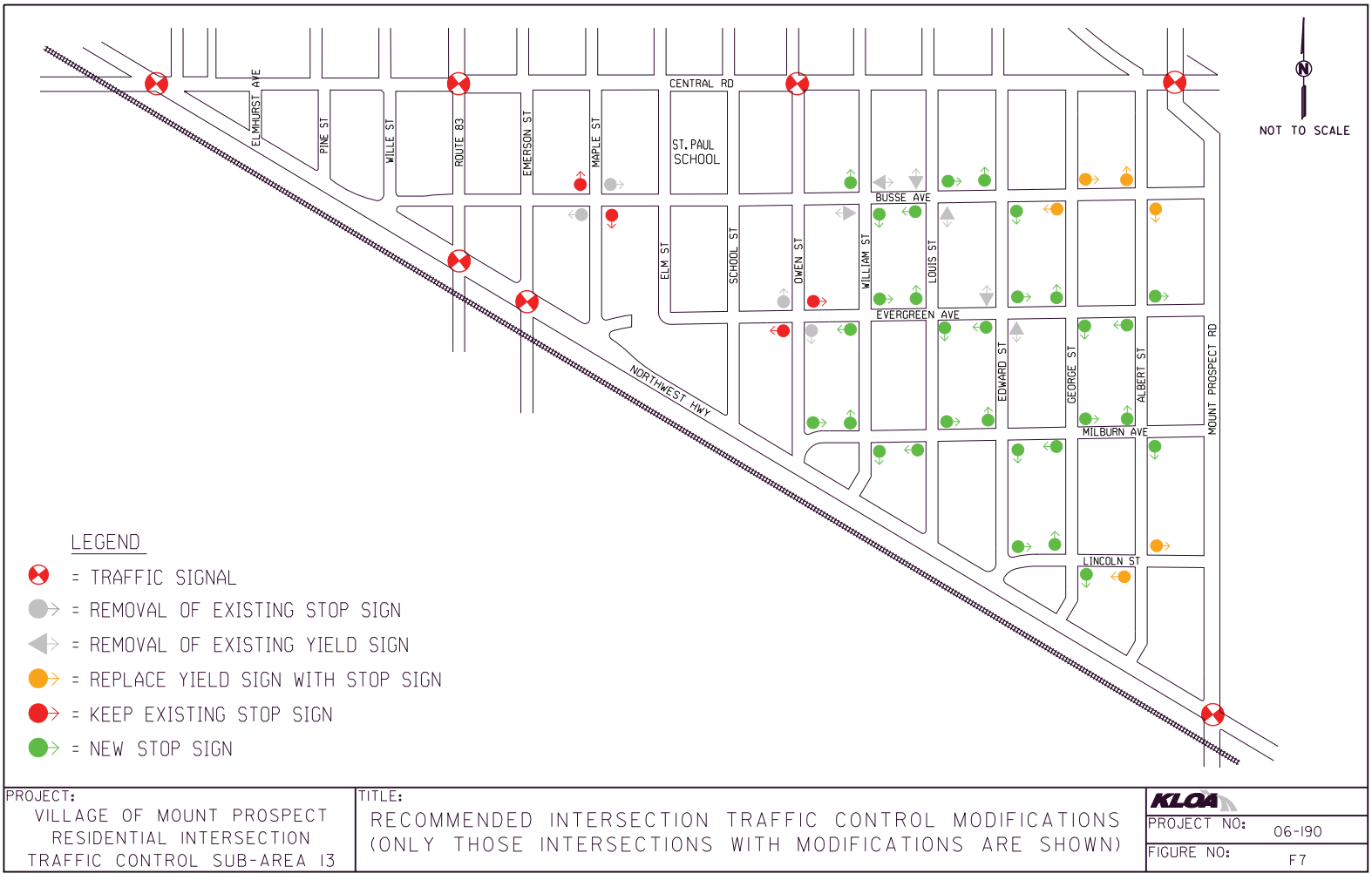
PROJECT:	TITLE:	KLOA
VILLAGE OF MOUNT PROSPECT RESIDENTIAL INTERSECTION TRAFFIC CONTROL SUB-AREA 13	EXISTING PEAK HOUR TRAFFIC VOLUMES	PROJECT NO: 06-190 FIGURE NO: F4



PROJECT:	TITLE:	
VILLAGE OF MOUNT PROSPECT RESIDENTIAL INTERSECTION TRAFFIC CONTROL SUB-AREA 13	EXISTING AND RECOMMENDED ROADWAY CLASSIFICATION SYSTEM	KLOA PROJECT NO: 06-190 FIGURE NO: F5



PROJECT:	TITLE:	
VILLAGE OF MOUNT PROSPECT RESIDENTIAL INTERSECTION TRAFFIC CONTROL SUB-AREA 13	RECOMMENDED ROADWAY SYSTEM	KLOA PROJECT NO: 06-190 FIGURE NO: F6



PROJECT:	TITLE:	KLOA
VILLAGE OF MOUNT PROSPECT RESIDENTIAL INTERSECTION TRAFFIC CONTROL SUB-AREA 13	RECOMMENDED INTERSECTION TRAFFIC CONTROL MODIFICATIONS (ONLY THOSE INTERSECTIONS WITH MODIFICATIONS ARE SHOWN)	PROJECT NO: 06-190 FIGURE NO: F7

APPENDIX

EVERGREEN AVENUE WITH OWEN STREET

Table 1
EXISTING INTERSECTION CHARACTERISTICS

Intersection Characteristics	North-South Road	East-West Road
Roadway Names	Owen Street	Evergreen Avenue
Existing Intersection Traffic Control	Stop Sign	Stop Sign
Existing/Recommended Classification of Road	Collector	Local
Traffic/Pedestrian Volume		
• Daily Traffic Volume	583	356
• Peak Hour Traffic Volume	60	30
• Peak Hour Pedestrian Volume	n.a.	n.a.
Number of Accidents Per Year		
• 2003	0	
• 2004	0	
• 2005	0	
Land Uses Surrounding Intersection	Residential	

Table 2
ALL-WAY STOP SIGN CONTROL EVALUATION

All-Way Stop Sign Criteria	
Meets minimum traffic and pedestrian volume	NO
Meets minimum number of intersection accidents	NO
Required to control left turn conflicts	NO
Required to control vehicle/pedestrian conflicts	NO
Required due to poor intersection sight distance	NO
Required to improve traffic operational characteristics of intersections with collectors of similar design and operating characteristics	NO
Meets All-Way Stop Sign Criteria	NO

EVERGREEN AVENUE WITH OWEN STREET

Table 3
TWO-WAY/ONE-WAY STOP SIGN CONTROL EVALUATION

ROAD TO BE CONTROLLED: Evergreen Avenue

Do the intersecting roads have approximately the same volume of traffic? NO

If YES, why was the road selected?

- Stopping the road with the lower functional classification.
- Stopping the road that ends at the intersection (T intersections only).
- Stopping the road that conflicts the most with pedestrians.
- Stopping the road that has obscured views that already require the driver to use lower operating speeds.
- Stopping the road with the longest distance of uninterrupted flow.
- Stopping the road with the best sight distance to conflicting traffic.
- To minimize modifications to the traffic control in the sub-area.

If NO, was the lower volume road selected for stop sign control? YES

If NO, why was the higher volume road selected for stop sign control?

- Stopping the road with the lower functional classification.
- Stopping the road that ends at the intersection (T intersections only).
- To minimize modifications to the traffic control in the sub-area.
- Stopping the road with the longest distance of uninterrupted flow.
- To deter cut through traffic within the sub-area.
- To minimize sight distance issues.

Resident Information Bulletin
Owen Street and Evergreen Avenue Intersection Traffic Study

Village of Mount Prospect
Public Works Department
October 2023

INTRODUCTION
The Village has received a petition requesting all-way stop control at the intersection of South Owen Street and East Evergreen Avenue. The Village has initiated a traffic study to evaluate if installing all-way stop control is appropriate for this intersection or if other measures are necessary.

EXISTING CONDITIONS
The intersection of Owen Street and Evergreen Avenue is currently stop controlled on Evergreen Avenue only. This configuration has been in place for the past 17 years. The posted speed limit on Owen Street and Evergreen Avenue is 25 MPH.

TRAFFIC STUDY
The Village is currently performing a traffic study based on the petition. As part of the study, we will collect traffic data (volume and speed) and evaluate whether stop signs are warranted in all directions at the intersection of Owen Street and Evergreen Avenue based on Village and national guidelines. We will also consider other measures, as necessary, if stop signs are not warranted. The issue will be discussed at the November Transportation Safety Commission Meeting.

PUBLIC INVOLVEMENT
The Village is seeking public input as part of our study of the intersection of Owen Street and Evergreen Avenue. Should you wish, please respond by Friday, November 3rd with any comments by contacting the Public Works Department by phone at (847) 870-5640 or by email at publicworksdept@mountprospect.org. Please put "Owen and Evergreen" in the subject line in your email. The issue will be presented to the Transportation Safety Commission at their meeting at 7:00 PM on November 13th, 2023 at the Emergency Operations Center at Public Works, 1720 W. Central Road. You are invited to attend and participate in the meeting. The Village appreciates your involvement.

Please see a map of the study location on the back side of this page.

VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT

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

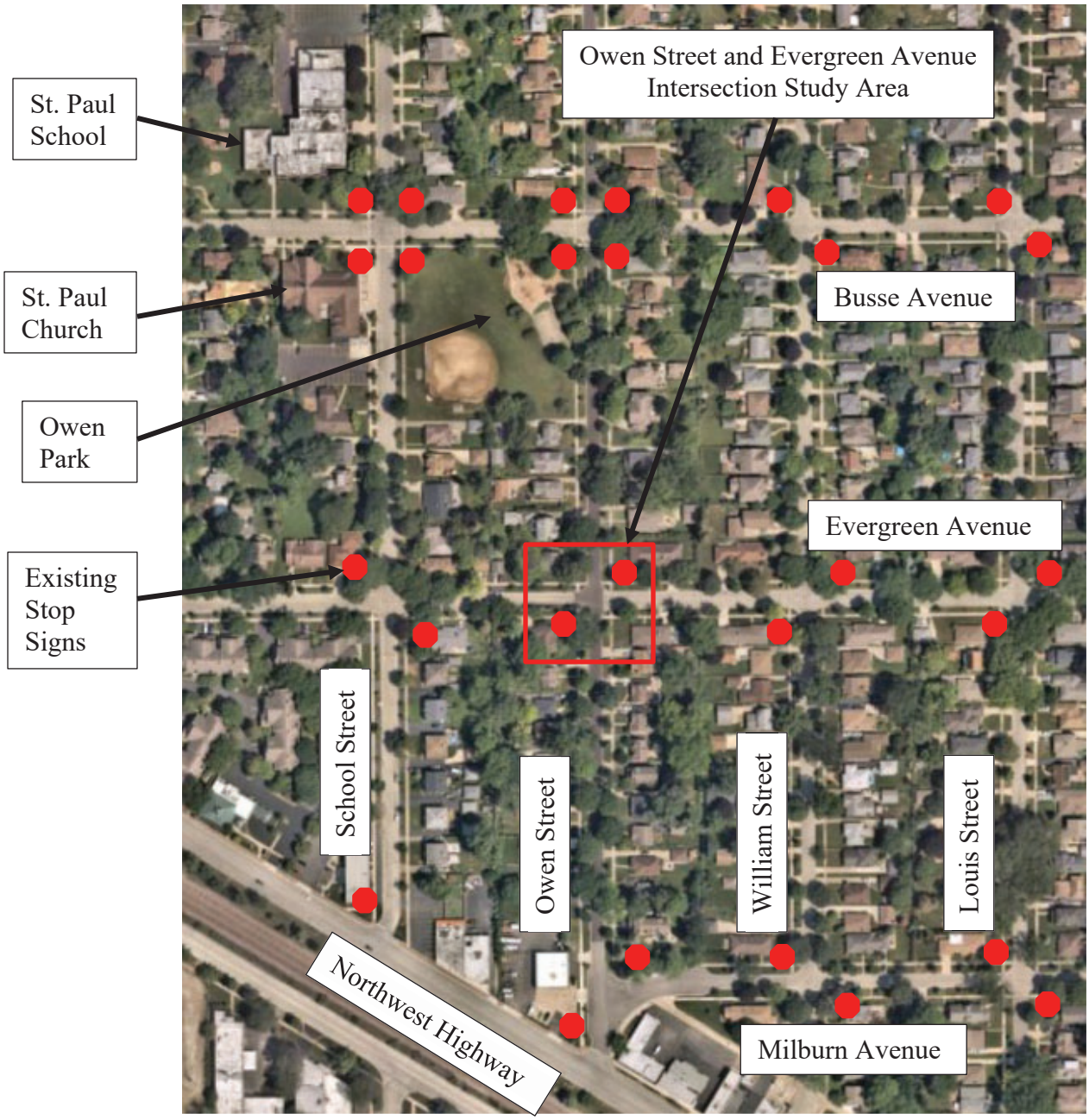
Phone: 847-870-5640
TDD: 847-392-1235

Transportation Safety Commission Meeting
Monday November 13th
Emergency Operations Center, 1720 W. Central Road @ 7:00 PM

Resident Information Bulletin
Owen Street and Evergreen Avenue Intersection Traffic Study

Village of Mount Prospect
Public Works Department
October 2023

Project Map



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

From:
Date: October 22, 2023 at 3:23:50 PM CDT
To:
Subject: Owen and Evergreen

I am against making this intersection a four way stop. I have lived here for 30+ years. I don't recall any accidents at this intersection. I am senior citizen and cross it daily and have not had any difficulties. This is not the 1st study of this intersection, why waste money on this issue. There is about the same level of traffic for years.
Sent from my iPhone

From:
Date: October 22, 2023 at 8:31:33 PM CDT
To:
Subject: Owen Street and Evergreen Ave

100% in favor of this being a 4-way. That intersection is the perfect mix of dogwalkers, bus drop-off, little tykes going to the park, strollers, and more. It's the first intersection I encounter on my morning commute from 201 S School. It sometimes becomes difficult to see traffic off northwest highway because cars park on owen between evergreen and northwest highway all the time. Just make everyone stop. Thank you. 201 S. School. Mount Prospect.

--
"I would be most content if my children grew up to be the kind of people who think decorating consists mostly of building enough bookshelves"-Anna Quindlen

From:
Date: October 25, 2023 at 2:37:05 PM CDT
To:
Subject: Owen and Evergreen

To Whom It May Concern.

I live at 218 S Owen, just off of Northwest Highway, and have for the past 27 years. Close to a decade ago there was a stop sign at Owen and Evergreen, but it was taken down. Almost immediately we saw cars speeding down Owen St. The biggest issue is that our street is used as a cut through from NW hwy to Central. We (I) have spoken to various patrol officers and the village in the past about the speeding issue and the best solution they had was to request a mobile speed monitor.

Regularly when driving down the street (driving the speed limit) I have cars rapidly pull up behind me and flash their lights or honk for me to speed up (its only 3 blocks in total). I have even had someone pass me. There is a park on the block and many people with children in strollers and bikes travel down the street to the park (they cross the street or travel down it as it is now designated a bike route). Most of the cars are from people that do not live on the street.

I would love if we had more of a police presence on our street, however I understand that there are only so many officers on duty at a time and there are other more important issues that have to be dealt with. We used to park our cars in the street to slow cars down, but recently the village installed signs limiting the time one could park on the street.

Adding a stop sign is a low cost, higher impact solution than other options and it can only help, there is not a downside.

Thank you for your time.

Best Regards,

218 S Owen St

From:
Date: October 31, 2023 at 4:28:38 PM CDT
To:
Subject: Owen and Evergreen

Dear Transportation Safety Commission,

As a homeowner on South Owen St in Mt. Prospect for the past 20 years, I've seen many near misses at the corner of Owen and Evergreen. South Owen St has become a busy pass through from Central to Northwest Hwy. As cars are traveling S on Owen from the park, they pick up a ton of speed at the intersection of Owen and Evergreen. I'm terrified everyday that there is going to be an accident. We have many families on South Owen with young children and we're all concerned it's not a matter of if, but when there is going to be an accident.

If South Owen street was like other streets in the triangle neighborhood, I wouldn't be writing. But because South Owen is used as a pass through street, we just get so much traffic. PLEASE consider making Owen and Evergreen a 4-way stop again.

Many thanks for your consideration!

Sincerely,

211 S Owen St

Phone Log

11/2/2023

212 S Owen

Wants to vote “yes” to a stop sign.

My wife and I live at 216 S. Owen with our 5-year older daughter, a few houses in from Northwest Highway. Our block is filled with families with young kids and so is S. Owen Street just past Evergreen. Owen Park is also located just past Evergreen which is always filled with kids and families. There also is schoolbus pick-up on S. Owen near Owen Park. In short, there are always young kids out and about on S. Owen Street and/or at Owen Park.

From personal experience, I can say that drivers use S. Owen as a pass-through street coming off Northwest Highway or getting to Northwest Highway. Many, if not all, of these drivers speed and drive well-above the 25 MPH speed limit. This creates a dangerous condition for the kids that live on S. Owen and/or that go to Owen Park and/or for kids walking to their bus stops and/or home after they are dropped off.

I believe a 4-way stop sign would prevent people from speeding down S. Owen. I pride myself on trying to consider all sides and perspectives on an issue. However, doing that here, I cannot see any reason to not have a 4-way stop sign S. Owen and Evergreen. There's no benefit to anyone. Not having one only encourages people to speed. I also see 4-way stop signs at many other intersections around S. Owen and Evergreen--despite these intersections having much less traffic. The 4-way stop signs at those intersections noticeably reduce the speed of traffic.

I also understand there used to be a 4-way stop sign at S. Owen and Evergreen. I cannot understand why the Village removed it.

I respectfully request that the Village make S. Owen and Evergreen a 4-way stop for the safety of the community and kids, which I know our great Village and community puts above all else.

Hello again,
I also meant to mention that I'm aware the Village laid down or had a speed test conducted on S. Owen near Owen park. I'm unsure of the results but where the speed test was conducted was not in the correct spot to accurately gauge the speed of drivers as they pass through S. Owen and Evergreen. It was placed too close to the stop sign at S. Owen and Busse. As a result, people were either already slowing down to stop as they approached the stop sign at S. Owen and Busse or just beginning to speed up after stopping at the stop sign at S. Owen and Busse. The speed test should've been conducted closer to S. Owen and Evergreen and placed on the southside of the S. Owen and Evergreen intersection. Thanks.

Description: Transportation Safety Commission,

I am a homeowner on South Owen and am writing in support of installing a 4-way stop sign in the intersection of Owen and Evergreen.

There are many families with young kids, including mine, living on South Owen and the speed that cars and delivery vehicles have when driving down South Owen is a great concern. Many cars use South Owen as a passthru street from Northwest Highway and because there is no stop sign at Owen and Evergreen, most cars pick up significant speed, way above the 25 mph speed limit. My home office is overlooking the street so I literally look at the traffic on South Owen all day, every day. Delivery trucks are especially bad and unfortunately it seems like an accident is waiting to happen with the speed some of the cars have. Just yesterday it was a near accident between a speeding car and a neighbor child who was helping his parents rake leaves under the trees along the street.

I understand a speed monitoring device was installed a few weeks back to record the speed. In my opinion, the monitoring device was placed on the wrong side of the Owen intersection. It was placed on the north side facing Owen Park and by that time, cars usually start to slow down because they see the park and the upcoming stop sign on Owen and Busse. Rather, it should have been placed on the south side of Owen and Evergreen where the cars have the highest speed.

I highly recommend installing a 4-way stop sign at Owen and Evergreen as soon as possible to prevent an accident and hopefully slow down the speed of cars on South Owen.

Thank you for your consideration and please feel free to reach out if you have any questions.

Description: Good Morning,

I have lived at 217 South Owen for 5 years. When we moved to the triangle I only had one child in kindergarten. I loved that we were so close to a beautiful and well maintained park. We now have 2 year old twins and my then kindergartner is in 5th grade. Owen is a pass-through street so we have considerably more traffic than other streets in the triangle. I am very concerned with the speed with which cars barrel down my portion of South Owen, The stop sign at the park is essential, however as cars pick up speed racing to northwest highway, my block is the danger zone. I feel an additional stop sign put in at the corner of Evergreen to Owen is necessary. Many of us have started parking our cars on the street weekends just so it will slow down the traffic having to maneuver through the now narrow street.

Thank you for your consideration,

Description: Hello Transportation Safety Commission,

Thank you for taking my All-Way-Stop-Sign petition seriously at the corner of S. Owen & Evergreen. Although I personally believe the road strips were placed in the wrong spot--they should've been placed on the S. Owen Block because that's where most people hit their maximum speed. Also, the village workers in the vehicles recording data should've been posted during rush-hour times instead of the middle of a work day. That being said, my main reason to install this stop sign is a safety issue to help protect all the children & dog walkers in the area.

As a resident on S. Owen St. I've witnessed and been a part of many potential accidents. People use S. Owen as a cut through street to get to Central from Northwest HWY. Adding the stop-sign will just slow people down and decrease the chances of an accident.

Thank you again for your time and consideration.

Description: I wish to put back the stop sign on Owen due to the high speed cars are traveling at.
Thank you

Description: Hello, Mount Prospect Public Works Department.

We reside at 209 S Owen St., near the referenced intersection. When we moved here in 2001, there was a stop sign and the intersection and we strongly objected to its eventual removal 17 years ago.

We are sending this email to strongly advocate for the village returning the intersection to a full four-way stop. Over time we have seen cars speed up/down Owen St. as a way to quickly cut through from Northwest Highway to Central Rd. or from Central Rd. to Northwest Highway. Without a four-way stop at Owen and Evergreen, drivers often exceed the posted 25 MPH limit in both directions. This includes driving past Owen Park, which is often crowded with neighborhood families and school children. This creates a danger that we believe a four-way stop would reduce significantly.

We sincerely hope the village takes this positive action to improve safety in our neighborhood.

June 7, 2023

4-WAY STOP SIGN PETITION at S. Owen & E. Evergreen Ave

Dear Village of Mount Prospect,

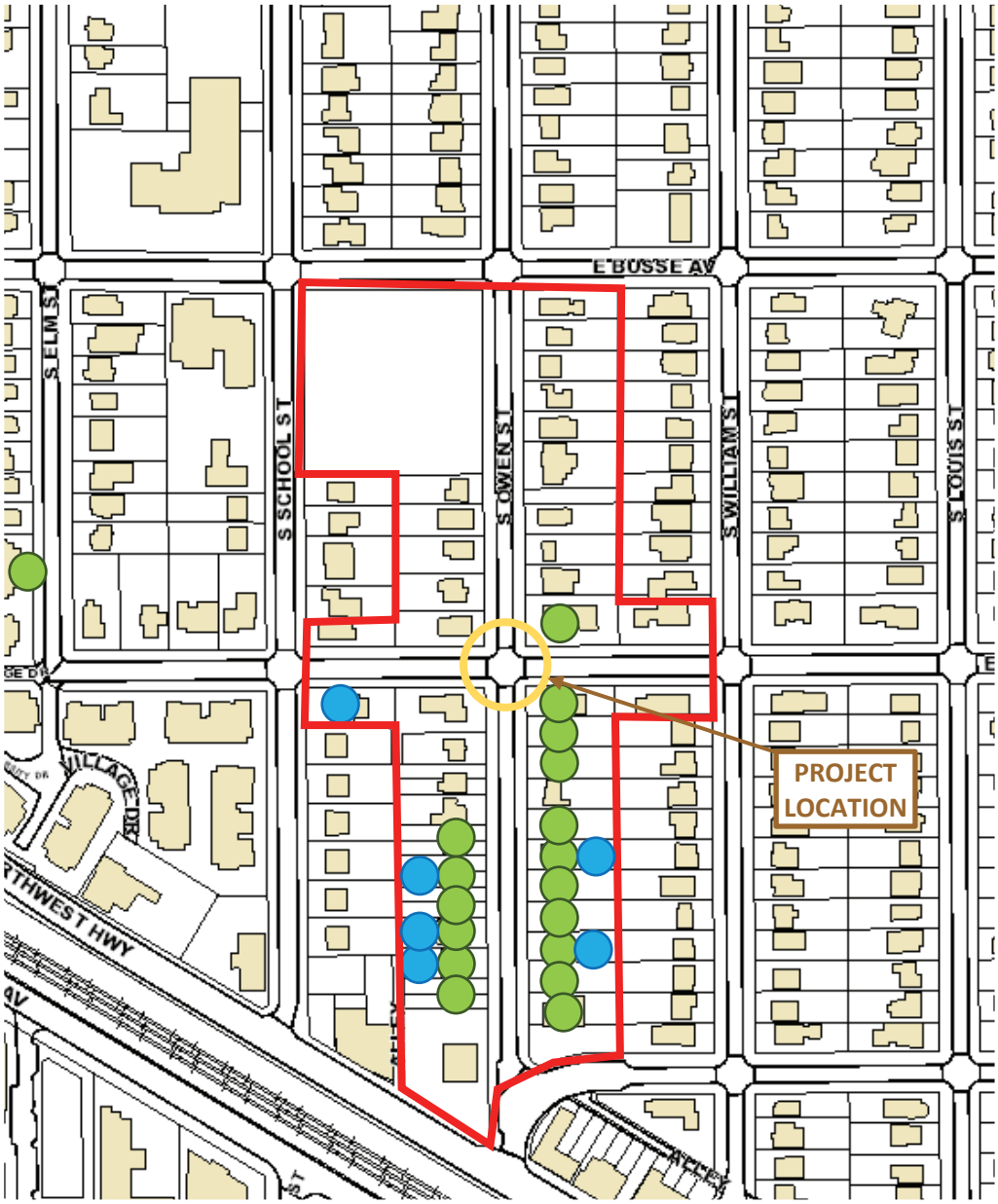
We as residents of the village, have had enough with vehicles including delivery trucks speeding down the 100-200 blocks of South Owen Street. Included on these two residential blocks is Owen Park which contains a playground, basketball court and baseball field. There are always kids, families, and dog walkers in this area. These are two mammoth blocks so drivers' constantly exceed the posted speed limit by double-digits. This is why, as a community, we've come together to sign this petition. We hope you please consider adding a **4-Way-Stop-Sign at** the intersection of **South Owen Street & East Evergreen Ave**. If a 4-way-stop isn't added, please have a Police Officer permanently placed on that street monitoring speed.

Thank you,

PRINTED NAME	No. of House Residents	ADDRESS	SIGNATURE
Schneider Family	4	213 S. Owen St.	
Remington Family	2	210 S. Owen St.	
Vicki Bergeron	1	211 S. Owen St.	very dangerous
Ryan Wenkman	2	205 S. Owen St.	
Beers Family	2	218 S. Owen St.	
McCormack Family	3	214 S. Owen St.	
Deluso Family	5	217 S. Owen St.	
Petersen Kern Family	3	216 S. Owen St.	
John Henry	4	219 S Owen St	
The Graham Family	3	215 South Owen	
JAMES JAGIELLO	2	212 S OWEN	
Alex Morad	4	221 S. Owen St.	
Kathi Pasler	2	203 S. Owen St.	

PRINTED NAME	No. of House Residents	ADDRESS	SIGNATURE
Lindsay Hines	5	201 S. Owen	
John McDermott	3	121 S. Owen	
Trebswether	4	209 S Owen	
Elizabeth Pozulo	4	1 E. Berkshire Ln.	
Meghan Sarnacki	4	8 S. Edward St	
Courtney Ritanic	4	813 S main St	
Jamie Predovich	4	710 S. Emerson St	
Ann DeDecker	5	807 S. Maple St.	
Katie Lee	5	104 E Hiawatha Tr	
Violeta Contoravdis	5	702 S. Emerson St	
Jessica Baker	6	410 S. Wille St.	
Trevor Beauchamp	1	207 S Maple St	
Hillary Slingo	2	205 S Owen St	
Julie Spear	1	7 S. Edward St.	
Todd Sulak	5	404 S. Wille St	
Christopher Schenkelberger	4	218 S Kenilworth Ave	
Samantha Ligwisky	4	103 W Berkshire In, MP	
Debbie Martin	1	330 S Owen St	
DEBORAH SCHNEIDER	2	1185 Elm	

OWEN STREET AND EVERGREEN AVENUE
PETITION AND COMMENT LOCATION MAP



LEGEND

- Petition Signature Location
- Positive Public Comment Location
- Limits of Public Outreach Letters

OWEN STREET AND EVERGREEN AVENUE
PETITION AND COMMENT LOCATION MAP

List of Petitioners not in the immediate study area:

- **1 E. Berkshire Lane**
- **7 S. Edward Street**
- **8 S. Edward Street**
- **103 W. Berkshire Lane**
- **104 E. Hiawatha Trail**
- **207 S. Maple Street**
- **218 S. Kenilworth Avenue**
- **404 S. Wille Street**
- **410 S. Wille Street**
- **702 S. Emerson Street**
- **710 S. Emerson Street**
- **807 S. Maple Street**
- **813 S. Main Street**

One comment against all-way stop controlled was received, but no address was listed on the comment. It is assumed it came in response to the public outreach letters and therefore are located within the study limits.

Three additional comments were received in favor of all-way stop control, but no address was listed on the comments. It is assumed these came in response to the public outreach letters and therefore are located within the study limits.

Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO: TRANSPORTATION SAFETY COMMISSION

FROM: PROJECT ENGINEER

DATE: November 13, 2023

SUBJECT: Can Dota Avenue (Lincoln Middle School) Traffic Study

Request: Lincoln Middle School has requested "No Stopping, Standing, or Parking from 2:30 - 3:00 PM" regulations on the east side of Can Dota Avenue between the intersections with Milburn Avenue and "No Left Turn from 7:15 – 7:45 AM, and 2:30 – 3:00 PM" for traffic on Milburn Avenue westbound at the intersection with Can Dota Avenue to address traffic issues during student pick-up and drop-off.

Requested By: Lincoln Middle School, 700 W. Lincoln Street, Mount Prospect, IL 60056.

Public Notice: The school and residents along Can Dota Avenue and Milburn Avenue were invited to provide comments and attend the TSC meeting via letters sent to each address.

Current Traffic Regulations:

1. 18.2004: Schedule IV – Stop and Yield Signs

Name of Street	Direction Of Traffic Movement	At Intersection With
Milburn Ave.	Westbound	Can Dota Ave.

2. 18.2009: Schedule IX – Parking During School Hours – C

Name of Street	Side of Street	Description
Can-Dota Ave.	East	Btw. Lincoln St. and Milburn Ave. 7:00 A.M. to 3:00 P.M.
Can-Dota Ave.	West	Btw. Milburn Ave. and the school's north driveway (drop-off/pick-up zone) 7:00 A.M. to 8:00 A.M. and 2:00 P.M. to 3:00 P.M.

3. Parking is prohibited between 2:00 A.M. and 6:00 A.M. on all Village Streets.
4. The speed limit on both streets is 25 mph.

1700 West Central Road, Mount Prospect, IL 60056 847-870-5640 publicworksdept@mountprospect.org

Current Layout:

1. Can Dota Avenue is approximately 24' wide (edge to edge).
2. Milburn Avenue, east of Can Dota Avenue, is approximately 26' wide (edge to edge).
3. The school entrances on Can Dota Avenue are right-in right-out only during pick-up and drop off.
4. An east-west crosswalk across Can Dota Avenue is present on the south leg of the intersection with Milburn Avenue. A crossing guard is usually present at the crosswalk.

Current Traffic: Conditions:

1. Vehicles will queue along the west side of Can Dota Avenue from the north school entrance to the north for drop off in the morning. This line moves quickly and there are few parked vehicles as the students are not all dropped off at one time.
2. For pickup, there is both a pick-up queue and lots of parked vehicles. Parents will park and wait for students to come to them along Can Dota Avenue (where parking is allowed) and along both sides of Milburn Avenue both east and west of Can Dota Avenue.
3. The pick-up queue extends from the north entrance of the school north on Can Dota Avenue to past the south intersection with Milburn Avenue.
4. Parents in the pick-up line queue in the travel lane on Can Dota Avenue alongside parked vehicles.
5. With the queue and parked vehicles on one side of Can Dota Avenue, there is one travel lane remaining (northbound).
6. When vehicles are parked on both sides of Milburn Avenue, there is one lane for through traffic. This can cause issues at the intersection of Can Dota Avenue and Milburn Avenue with traffic both entering and existing the intersection.
7. There is a crossing guard present during pick-up at the crosswalk across the south leg of the intersection of Can Dota Avenue and Milburn Avenue.
8. Most congestion last abouts 10 minutes for both drop-off and pick-up, with pick-up having worse conditions due to students being released at the same time whereas drop-off is more staggered.
9. Existing parking regulations on Can Dota Avenue have helped alleviate traffic issues adjacent to school, but further away, traffic issues are present.

Concerns:

1. When vehicles are parked on both sides of Can Dota Avenue and Milburn Avenue, there is only one through lane available for two-way traffic. This leads to congestion and aggressive driving.
2. The large amounts of vehicles and pedestrians (students) using the intersection of Can Dota Avenue and Milburn Avenue slows vehicles but leads to a large amount of potential conflict.

Observations:

1. The Engineering Division observed traffic on multiple occasions during both drop-off and pick-up.
2. Congestion was observed during both drop-off and pick-up but was a bigger issue during pick-up due to vehicles parking and waiting for students instead of just dropping them off and leaving.

Observations Continued:

3. If vehicles were parked on both sides of Can Dota Avenue and Milburn Avenue, congestion was worse as there would only be one through lane available for two directions of traffic.
4. The intersection of Can Dota Avenue and Milburn Avenue has a lot of traffic, both pedestrian and vehicular, as this is a primary east-west crossing for students, and all vehicles going through the drop-off/pick-up line on Can Dota Avenue must go through the intersection.
5. Vehicles line up in the afternoon on Milburn Avenue in an effort to turn onto Can Dota Avenue and queue in the pick-up line. This leads to congestion on Milburn Avenue for the first 5 minutes after school lets out. There was no congestion on Milburn Avenue during drop-off.

Resident Survey:

Residents and the school were solicited by letter for input on the proposed parking changes on Can Dota Avenue and Milburn Avenue. They were also invited to attend the Transportation Safety Commission Meeting. As of November 3rd, 2023 one comment in favor of the changes on Milburn Avenue and one unrelated comment were received in addition to the initial request letter from the school. The unrelated comment discussed traffic issues in general but did not voice support for or against the proposed changes. The comments and the school's letter are included as attachments.

Recommendation:

The Engineering Division recognizes the existing traffic issues near Lincoln Middle School. Can Dota Avenue is the primary access point to the east side of the school. As such, there is a large amount of traffic and pedestrians on the street and surrounding area during school drop-off and pick-up. Parked vehicles on both sides of the streets reduce them to having one through lane for two-way traffic increasing congestion and leading to aggressive driving.

The Engineering Division recommends a tiered approach to addressing the traffic issues, implementing parking regulations first followed by additional measures if necessary. To maintain two-way traffic during drop-off and pick up times on Milburn Avenue and Can Dota Avenue, parking regulations should be enacted. While traffic issues were more severe during pick-up, parking regulations should be the same during both drop-off and pick-up to avoid confusion.

The school also requested turn restrictions from Milburn Avenue onto Can Dota Avenue. Our experience has shown there will be some drivers that do not comply with timed turn restrictions which increases safety risks for pedestrians who expect drivers to follow the signs. If traffic issues persist after implementing parking restrictions, the Village can investigate turn restrictions as an alternative.

Any changes in traffic patterns around the school should be implemented during break with outreach from the school to parents informing them of the change in traffic patterns.

Recommendation: Add No Stopping, Standing, Parking School Day 7 AM – 8 AM & 2 PM – 3 PM to the west side of Can Dota Avenue adjacent to the southern intersection with Milburn Avenue, on the east side of Can Dota Avenue between both intersections of Milburn Avenue, and on the north side of Milburn Avenue between Can Dota Avenue and Wa Pella Avenue to maintain two-way traffic at these locations.

Recommendation: If parking restrictions are approved, the Village should evaluate the effectiveness of these changes and determine if further changes are needed, possibly including turn restrictions from Milburn Avenue onto Can Dota Avenue.

Options:

- Include turn restriction prohibiting left turns from westbound Milburn Avenue onto southbound Can Dota Avenue during drop off and pick up times.
- Changes to parking prohibitions as proposed.
- No changes to parking or traffic regulations on Can Dota Avenue or Milburn Avenue.
- Action at the discretion of the Commission.

Attachments: Public Outreach
Lincoln Middle School Request Letter
Comments Received

Resident Information Bulletin
Lincoln Middle School Traffic Study

Village of Mount Prospect
Public Works Department
October 2023

INTRODUCTION
The Village has been approached by Lincoln Middle School to add parking restrictions to Can Dota Avenue and Milburn Avenue near the school. The southern intersection of Can Dota Avenue and Milburn Avenue includes an east-west crosswalk that is a primary route for students walking to school. In addition, some students cross at the intersection to access waiting vehicles on Milburn Avenue and the east side of Can Dota Avenue. An increase of parents dropping off and picking up students in personal vehicles in recent years has led to congestion at the intersection at the beginning and end of the school day.

BACKGROUND
Can Dota Avenue provides access to the east side of the Lincoln Middle School which includes a staff parking lot, a student drop-off line in the morning and a primary exit point for students in the afternoon. Traffic issues have been present on Can Dota Avenue in the past. In 2017 the Village restricted parking on the 300 block of Can Dota Avenue to help alleviate traffic issues. This helped immediately adjacent to the school, allowing two-way traffic on the 300 block of Can Dota Avenue. More recently, there has been an increase in parked vehicles on Can Dota Avenue north of Milburn Avenue and on Milburn Avenue. This leads to increased congestion at the intersection and prevents two-way traffic when cars are parked on both sides of the street. The intersections of Can Dota Avenue and Milburn Avenue are stop controlled on the Milburn Avenue legs. A crossing guard is usually present at the intersection in the afternoon.

REQUEST
The Transportation Safety Commission (TSC) will consider the school's request to add NO STOPPING, STANDING, PARKING SCHOOL DAYS 7 AM – 8 AM & 2 PM – 3 PM zones on the north side of Milburn Avenue from Can Dota Avenue to Wa Pella Avenue, on the east side of Can Dota Avenue between the Milburn Avenue intersections, and on the west side of Can Dota Avenue opposite the southern intersection of Can Dota Avenue and Milburn Avenue (blue locations on the map). This is intended to increase safety at the southern intersection of Milburn Avenue and Can Dota Avenue while also improving traffic flow in the neighborhood during school drop-off and pick-up times by improving visibility of students crossing the street and allowing two-way traffic near the school. A map is included on the back of this letter showing the proposed improvements.

PUBLIC INVOLVEMENT
The Village is seeking public input as part of our study of traffic conditions around Lincoln Middle School. Should you wish, please respond by Friday, November 3rd with any comments by contacting the Public Works Department by phone at (847) 870-5640 or by email at publicworksdept@mountprospect.org. Please put "Lincoln Middle School Parking" in the subject line in your email. The issue will be presented to the Transportation Safety Commission at their meeting at 7:00 PM on November 13th, 2023, at the Emergency Operations Center at Public Works, 1720 W. Central Road. You are invited to attend and participate in the meeting.

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

Transportation Safety Commission Meeting
Monday November 13th
Emergency Operations Center, 1720 W. Central Road @ 7:00 PM

Resident Information Bulletin
Lincoln Middle School Traffic Study

Village of Mount Prospect
Public Works Department
October 2023

Project Map

REQUESTED No Stopping, Standing Parking School Days 7AM – 8AM & 2PM – 3PM

EXISTING No Parking Drop Off/Pick Up Only School Days 7AM – 8AM & 2PM – 3PM

EXISTING No Parking Here to Corner

Requested Parking Regulations

Existing Parking Regulations

REQUESTED No Stopping, Standing Parking School Days 7AM – 8AM & 2PM – 3PM

Primary Crosswalk

EXISTING No Stopping, Standing Parking School Days 7AM – 3 PM

VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT

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Office of Finance and Operations

701 W. Gregory St.
Mount Prospect, IL 60056
www.d57.org

Jason Kaiz, Assistant Superintendent
(847) 394-7300 ext. 1003
jkaiz@d57.org

Oct 3, 2023

Dear Village of Mount Prospect,

We are writing to you to seek your consideration for additional signage on S. Can-Dota Ave as well as W. Milburn Avenue, as depicted in the map below.

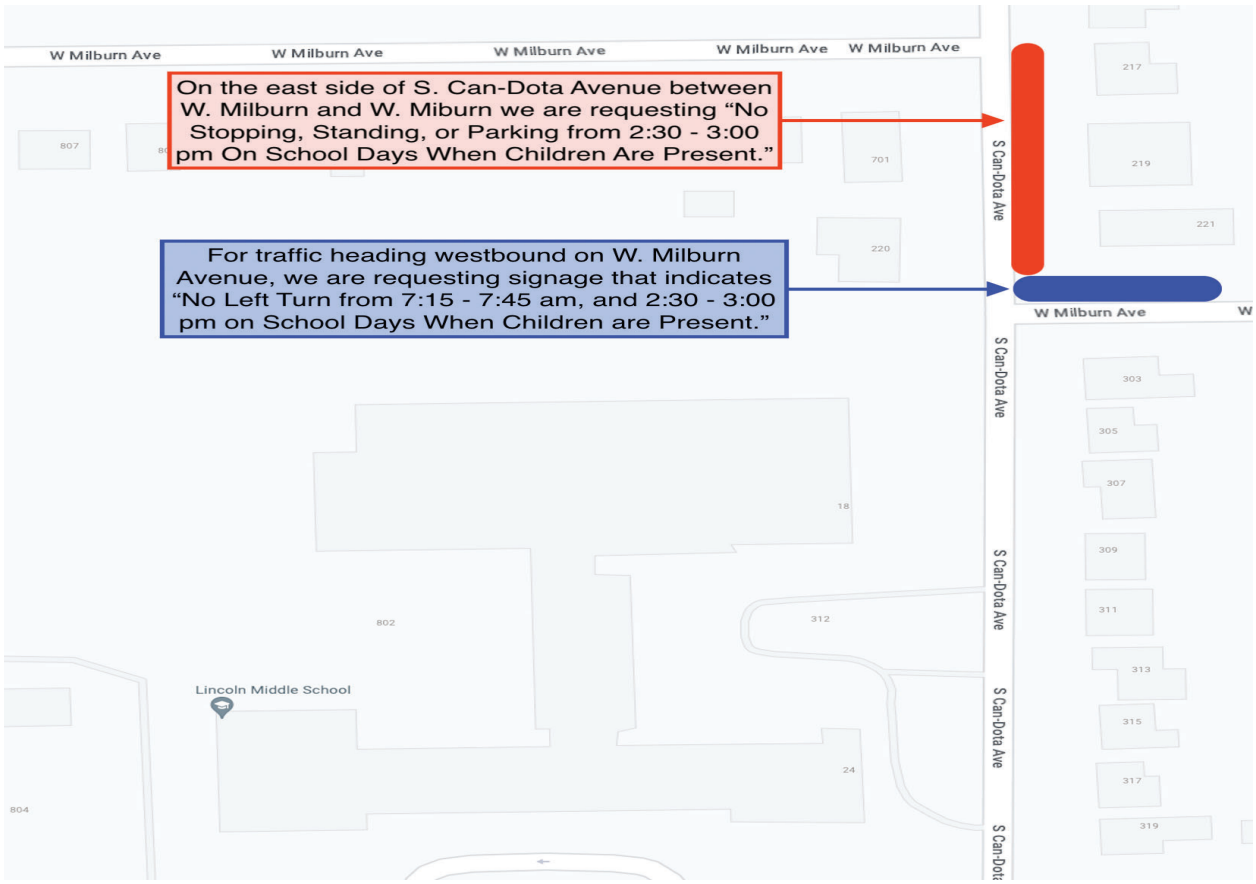
S. Candota Road Signage

We are advocating for the implementation of a 'No Stopping, Standing, or Parking' policy from 2:30 - 3:00 p.m. on school days when children are present. This request is motivated by the unsafe conditions that arise when vehicles are parked on the east side of the road between W. Milburn and W. Milburn. On the west side of S. Can-Dota, families are queued up, waiting to pick up their children from Lincoln. When vehicles park on the east side, it creates a bottleneck, narrowing the lane between the parked vehicles on both sides. This restricted space allows only one vehicle to pass through, either northbound or southbound on S. Can-Dota. Prohibiting individual vehicle parking on the east side would facilitate smoother traffic flow, ensuring a safer environment for everyone involved. Please see the diagram below indicating the specific location.

Office of Finance and Operations

701 W. Gregory St.
Mount Prospect, IL 60056
www.d57.org

Jason Kaiz, Assistant Superintendent
(847) 394-7300 ext. 1003
jkaiz@d57.org



W. Miburn Avenue Signage

We are requesting the installation of signage along W. Milburn Avenue to restrict left turns from 7:15-7:45 am and 2:30-3:00 pm on school days when children are present. This measure aims to enhance safety for the students walking to and from school during morning drop-off and afternoon pick-up at the school. Additionally, it will contribute to improved traffic flow by directing vehicles wishing to drop off at the S. Can-Dota parking lot to approach from a location further north on S. Can-Dota.

Please let us know the next steps and if there is any additional information you would like as we discuss this proposal.

Respectfully Submitted,

Eric Larson
Principal of Lincoln Middle School

Jason Kaiz
Assistant Superintendent for Finance and Operations

From:
Date: October 23, 2023 at 5:30:58 AM CDT
To:
Subject: Lincoln Middle School Parking

Good morning -

I'm a lifelong Mt. Prospect resident, and have lived at my current address for 20+ years. I am at 317 S. Can Dota and I can tell you that teachers currently park on the west side of Can Dota during the entire school day. One in particular parks right across from my driveway, which makes it extremely difficult to get out of my driveway in the morning on my way to work. I usually have to make a sharp cut and go on my grass to make the turn.

I have also been working with the school during these 20+ years, and finally within the last two years they have made northbound Can Dota a one way entrance into the school. When it was two-ways, I could never get out of my driveway unless I just pulled out and hoped the cars of parents would stop and not hit my car.

Anything you can do to alleviate this issue would be great. Ideally, kids should walk to school (I did) and those that live farther take the bus. This need to drive you kid to school when they live only a few blocks away is ridiculous.

Thank you for letting me voice my thoughts, concerns, and opinions. I will be out of town and cannot attend the November 13 meeting in person.

From:
Date: November 4, 2023 at 8:50:36 AM CDT
To:
Subject: Lincoln Middle School Parking

To Whom It May Concern, My name is and I live at 300 S Wa Pella Ave., Mount Prospect, IL 60056, of which part of my house is adjacent to Milburn Avenue, so my house will be directly impacted by the suggested parking change. I totally support the idea of restricting parking on the North side of Milburn Ave on school days, particularly from 2 PM to 3 PM. The intersection of Candota and Milford by the Lincoln Middle school gets very dangerous particularly during the afternoon hours of 2 to 3 PM. You have children, bikes, buses, cars, etc., all accumulating right at that intersection. Quite often the traffic just stops, which causes aggravation. This intersection just gets more and more dangerous. Thanks for letting me give you my opinion.

Sent from Mail for Windows 10