



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

September 9, 2024

Emergency Operations Center

7:00 PM

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of Minutes**
 - 3.1. March 11, 2024 regular meeting minutes
- 4. Citizens To Be Heard**
- 5. Old Business**
- 6. New Business**
 - 6.1. Albert Street Parking
 - 6.2. Project Updates
- 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

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Paul Wm. Hoefert

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Village of Mount Prospect Public Works

1700 W. Central Road, Mount Prospect, Illinois 60056

DRAFT MINUTES OF THE MOUNT PROSPECT TRANSPORTATION SAFETY COMMISSION

CALL TO ORDER

The meeting of the Mount Prospect Transportation Safety Commission was called to order at 7:00 p.m. on Monday, March 11, 2024.

ROLL CALL

Present upon roll call:	Justin Kuehlthau	Chairman
	Christopher Prosperi	Vice Chairman
	Todd Novak	Fire Department Representative
	Jeffrey Nejd	Commissioner
	Nicholas Mavraganis	Police Department Representative
	scott Moe	Public Works Department Representative
	Luke Foresman	Project Engineer – Staff Liaison

Absent:	Tina DeAragon	Commissioner
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Others in Attendance:	Steven Polit	Resident	601 N. Wilshire Drive
	Carole Martz	Resident	105 W. Berkshire Lane

APPROVAL OF MINUTES

Vice Chairman Prosperi, seconded by Chairman Kuehlthau, moved to approve the minutes of the regular meeting of the Transportation Safety Commission held on February 12, 2024. The minutes were approved by a vote of 6-0.

CITIZENS TO BE HEARD

Mr. Polit mentioned inconsistencies with the meeting listings on the Village website for the Transportation Safety Commission. Liaison Foresman indicated he would investigate the issues.

OLD BUSINESS

None.

NEW BUSINESS

A: Cottonwood Lane and Birch Drive Crosswalks

Staff Liaison Foresman presented the following on proposed pedestrian improvements at the intersection of Cottonwood Lane and Birch Drive:

The Village is resurfacing Cottonwood Lane between Busse Road and Redwood Drive and desires to use this opportunity to improve the crosswalks at the intersection of Cottonwood Lane and Birch Drive. The Village reviews all streets included in the annual resurfacing program for potential bike and pedestrian improvements. Due to the large number of residents living south of Cottonwood Lane, limited locations to cross Cottonwood Lane between Busse Road and Redwood Drive, and the indirect access to the ComEd paths, it was determined this would be a good location to pursue additional pedestrian improvements as part of the street resurfacing program.

The Village observed the intersection numerous times both before and after school. On street parking was not heavily utilized with only a few cars parking in spaces that would be removed as part of the proposed improvements. There is a parking lot for the condominiums on the south side with access to the intersection that was also not heavily used. Pedestrians were observed on the sidewalks with a few crossing the street at the intersection. Pedestrians were also observed crossing Cottonwood Lane at the stop-controlled intersection with Redwood Drive. Few elementary aged students walked through the intersection, but more middle and high school aged kids were observed walking home in the afternoon.

Analysis:

1. The intersection of Cottonwood Lane & Birch Drive was evaluated as part of the Neighborhood Traffic Study in 2009. Before the study, the intersection was stop controlled on Cottonwood Lane only with no traffic control on Birch Drive. With the study, all-way Stop signs were not warranted. Instead a stop sign was installed on the Birch Drive leg and stop signs were removed from Cottonwood Lane.
2. Cottonwood Lane does not qualify for traffic calming measures (as appropriate) per the Neighborhood Traffic Calming Program based on traffic speeds.
3. In-street Stop for Pedestrian signs have been beneficial at the intersection of Prospect Avenue & Maple Street in the downtown. The signs were installed in the pavement in 2010. Motorists use greater caution traveling through the intersection making it safer for commuters. The signs, however, are removed in the winter so as to not interfere with snow plow operations.
4. Raised median islands were installed at the intersection of Cottonwood Lane and Circle Drive in 2013 and have helped improve pedestrian safety without any negative comments from the community.
5. The Engineering Division considered various options to enhance safety at the intersection for pedestrians crossing Cottonwood Drive. The favored solution includes constructing raised median islands and installing in-street Stop for Pedestrian signs on them. The signs would be left in place all year since they would be protected by the raised median islands as a constant reminder for motorists to use caution. The islands would also narrow the travel lanes slowing vehicles.
6. Raised median islands would need to be designed to accommodate the turning patterns of large vehicles such as fire trucks, buses and delivery trucks. They would match the islands on Cottonwood Lane at Circle Drive.

7. The approximate cost to construct two raised median islands with decorative brick in the center, signs and pavement markings is \$16,000.00. Funds are available in the 2024 Village Budget for this work.
8. On-street parking along the south side of Cottonwood Drive would have to be prohibited within the influence of the raised median islands in order to not obstruct through traffic. This would affect 260' of on-street parking along the south side of Cottonwood Lane.
9. If approved, construction would take place concurrently with the resurfacing program work on the street.

Residents and Robert Frost School were solicited by letter for input on the proposed crosswalk improvements at the intersection of Cottonwood Lane and Birch Drive. They were also invited to attend the Transportation Safety Commission Meeting. As of March 5th, 2024 one comment was received in support of the changes.

As the Village looks to improve alternative forms of transportation, the intersection of Cottonwood Lane and Birch Drive was identified as a potential improvement that could easily be incorporated into the resurfacing program. The condominiums and ComEd trails represent pedestrian generators on the south side of Cottonwood Lane that would benefit from an improved crossing at Birch Drive.

In-street Stop for Pedestrian signs have proven effective in making motorists aware of pedestrians crossing the street. And raised median islands have proven effective in other parts of the Village in slowing vehicles. These measures should provide a higher level of safety for pedestrians given the current traffic conditions.

With these improvements on-street parking would need to be prohibited within the influence of the raised median islands so as to not obstruct through traffic. Parking is already prohibited on the north side of the street. A new ordinance would need to be enacted prohibiting parking for 260' on the south side of Cottonwood Drive. While this would directly impact those residents adjacent to the raised median islands there would continue to be ample on-street parking along Cottonwood Drive and in the parking lot for the condominiums with access at the intersection of Birch Drive.

If approved by the Transportation Safety Commission and Village Board of Trustees, the Engineering Division would develop detailed construction drawings for the work. Construction would take place during the summer as part of the annual street resurfacing program. There are available funds in the 2024 Village Budget for the work.

Discussion:

Representative Novak asked about fire trucks navigating the intersection, specifically the tower truck. Liaison Foresman explained the islands were nearly identical in design to the islands at the intersection of Cottonwood Lane and Circle Drive and the Engineering Division had not received complaints from the Fire Department in the past on those islands. The islands have been designed to accommodate single unit trucks based on IDOT design guidelines, but Liaison Foresman could not confirm how easily the tower truck would be able to navigate the intersection. Representative Novak indicated the Fire Department would be able to take the tower truck through the existing islands at the intersection of Cottonwood Lane and Circle Drive.

Representative Novak also commented that Public Works should investigate if trees need to be trimmed prior to construction as the islands would shift the eastbound travel lane to the south curb lane, an existing parking lane. Liaison Foresman indicated we would have our Forestry Division investigate this.

Commissioner Nejdl asked about use of on street parking since this proposal will eliminate some on street parking spots. Liaison Foresman indicated there was low use of on street parking during our observation periods. There is a private off street parking lot adjacent to the project that was underutilized as well. Representative Moe agreed that there appeared to be ample off-street parking for the condominiums from observations during plowing operations and at other times.

There was general discussion about the location of the islands. Liaison Foresman indicated the islands were placed to allow single unit trucks and busses to be able to navigate the intersection while keeping them as close to Birch Drive and the crosswalks as possible. If the islands were shifted further from the intersection, it would make truck turns easier but would also encourage higher speeds for personal vehicles making turns. A question was asked about only installing one island instead of two to help with truck movements. Liaison Foresman explained that would be something the Engineering Division would be open to if required by site geometrics, but having both islands is the better design for pedestrian safety and we see no issue with installing two islands at this intersection. Liaison Foresman reiterated that with all pedestrian safety or traffic calming measures there will be give and take on ease of driving versus traffic calming or pedestrian safety effects. The Engineering Division works closely with the Divisions of Public Works when designing these projects to ensure Public Works' vehicles can navigate them and complete maintenance activities, but measures are designed to have the greatest effect on vehicle speed and pedestrian safety while maintaining vehicle access.

Mr. Polit brought up the following points relating to the proposed project:

- On-street parking is reserved for visitors to the condominiums
- There used to be an access agreement to allow pedestrians to access the Park District paths in the ComEd Transmission Corridor
- Suggested installing stop signs on Cottonwood Lane at Birch Drive
 - Liaison Foresman indicated all-way stop control is not warranted at the intersection and the Engineering Division does not recommend installing them
- Commented on vehicles making high speed left turns at the intersection

Recommendation:

Commissioner Nejdl motioned to recommend proceeding with the project, pending Fire Department approval, to enhance pedestrian safety at the intersection of Cottonwood Lane and Birch Drive by constructing two raised median islands, installing in-street Stop for Pedestrian signs and installing pavement markings per the Engineering Division's drawing. In addition, parking would be prohibited along the south side of Cottonwood Drive 130' east and west of the centerline of Birch Drive. Chairmen Kuehlthau seconded the motion.

The motion was approved by a vote of 6-0.

B. IL 83 (Main Street) and Busse Avenue Crosswalk – Discussion Item Only

Staff Liaison Foresman presented the following on proposed crosswalk improvements at the intersection of IL 83 (Main Street) and Busse Avenue. Liaison Foresman indicated this presentation is to inform the Commission on the project and to document their comments. Due to the project being on an IDOT roadway, IDOT dictates exactly what can be constructed, including required turn restrictions. Once the design is approved by IDOT, a construction contract and turn prohibition ordinance will be presented to the Village Board for final consideration.

Improvements to this intersection were first identified in the 2013 Downtown Implementation Plan to increase pedestrian access and safety to the "Triangle" site that is bounded by IL 83 (Main Street), the

alley north of Busse Avenue, Wille Street and US 14 (Northwest Highway). The plan calls for intersection improvements consisting of:

- New landscaped median to calm traffic
- Pedestrian Crosswalk striping and refuge island

Once this plan was adopted, the Village retained a consultant to conduct a study of the intersection to determine the best way to implement pedestrian improvements. With the alternative report complete the Village proceeded with detailed design and IDOT coordination.

Plans were first submitted to IDOT in 2018 and approval is now expected in the spring of 2024. The back and forth with IDOT was due to negotiations with IDOT related to turn restrictions, median island size, and access to Village streets. The Village pushed to maintain as much access as possible while IDOT wanted limited access to local streets along IL 83 (Main Street). The final design represents an agreement between IDOT and Village staff.

The Village also sought to install rectangular rapid flashing beacons (RRFB's) like the ones installed on Central Road at Weller Lane (Melas Park) but IDOT denied that request due to the close proximity of the crosswalk to the intersection with US 14 (Northwest Highway) and the Union Pacific Railroad Crossing. Intersection spacing is also the reason IDOT denied RRFB's at the recently installed crosswalk at Central Road and Emerson Street.

The Village has addressed all the outstanding comments and are awaiting final approval from IDOT. No changes to the plans as presented will be allowed by IDOT as the Village must comply with all State requirements for permit approval. We expect construction to proceed this summer.

Analysis:

1. The proposed improvements will impact existing traffic patterns; however, since downtown Mount Prospect has a grid street system, there are ways for vehicles to reroute to maintain access to businesses.
2. Prior to construction, a public outreach campaign will be needed to inform the public of the access changes.
3. Raised median islands have been designed to accommodate the turning patterns of large vehicles such as fire trucks, buses and delivery trucks.
4. Turn restrictions will need to be approved by the Village Board prior to construction.
5. The project will be bid for construction as soon as the IDOT permit is approved. If approved by the Village Board, construction is anticipated to begin this summer and be completed by the end of the year.

A virtual public meeting was held on March 24, 2020. At this meeting the project was presented to the public and alternatives discussed. Since the public meeting, the Village Manager's Office has had ongoing conversations with existing and future business owners in the area that would be impacted by the project. In general, the businesses are in favor of the project due to a lack of parking west of IL 83 (Main Street).

The following are comments and discussion points that were brought up on this project:

Representative Mavraganis brought up the following points from the Police Department's perspective:

- He is concerned about drivers driving on the wrong side of the island on SB IL 83 to access the turn lane at the intersection of IL 83 and Northwest Highway. Also, illegally turning onto eastbound Busse Avenue when traffic is backed up on southbound IL 83 due to a train blocking the crossing leading to no northbound traffic on IL 83.

- He is concerned the left turn lane on southbound IL 83 at Northwest Highway is too short to accommodate additional traffic since turning left as Busse Avenue will no longer be allowed.
 - Liaison Foresman responded by saying IDOT had reviewed the proposed plans and did not raise concerns about the existing signal system in downtown being able to accommodate the change in traffic patterns.
 - Our consultant evaluated traffic capacity as part of the proposed changes as outlined in the alternatives study and determined there would be a limited impact on delay, less than a second more per vehicle at the intersection of IL 83 and Central Road.
 - Additionally, the preferred new traffic pattern will have vehicles turn left from southbound IL 83 at the intersection with Central Road, then turn right onto Emerson Street to access downtown Mount Prospect. This turn lane has sufficient storage and is not as affected by the railroad crossing compared to the intersection of IL 83 and Northwest Highway.

Representative Novak indicated the Fire Department would not have issues with the design. He believed it is likely the ladder truck could make a right turn from westbound Busse Avenue onto northbound IL 83, but it would be a known condition the Fire Department would route around if necessary.

Concerns were raised about how Busse Avenue would be signed to deter large trucks from heading westbound on Busse Avenue towards IL 83 with the new islands making truck turning movements difficult.

Commissioner Nejdil commented that the Village's downtown is not very large, and he wouldn't anticipate the improvement would be a major inconvenience for vehicles. He indicated people are crossing IL 83 at this location now and it is a needed improvement. Busse Avenue would only be affected for one block and it is a grid street system downtown so it would still be easy for vehicles to get to their destinations.

Liaison Foresman indicated that a public outreach campaign would be needed to alert drivers of the new traffic patterns and direct them to the Village Hall parking garage as an option to park and access the restaurants west of IL 83.

Mr. Polit had the following comments:

- The Village Hall parking garage needs better internal signage to direct people parking in the garage to the exit at the west end of the parking garage that outlets to IL 83.
- He is concerned about the southbound IL 83 to eastbound Northwest Highway turning movement not being able to accommodate the additional traffic that closing the left turn onto Busse Avenue would produce.
 - Liaison Foresman indicated that a traffic analysis had been conducted by our consultant and showed minor increase in delays due to the improvement.
 - IDOT has reviewed the plans and is not concerned about the change in traffic patterns negatively affecting their traffic signals in the area.
 - The Village expects most of the existing traffic turning left from southbound IL 83 onto eastbound Busse Avenue will instead turn or continue straight on eastbound Central Road then turn right onto southbound Emerson Street to access downtown Mount Prospect east of IL 83 from the north.

Ms. Martz had the following comments:

- She is concerned IDOT is not considering people in the crosswalk would cause stopped vehicles on northbound IL 83 to back up onto the railroad tracks.
 - The Village does not anticipate this will be an issue as crossing times will be limited, partly by having a refuge island reducing the amount of roadway pedestrians must cross.
- She asked about installing signs instructing pedestrians not to cross at the intersection instead of constructing the crosswalk improvements.

- Representative Moe indicated there were signs at the intersection of Central Road and Emerson Street indicating this prior to that crosswalk project and they were ignored. Installing signs would be expected to have a similar non-effect here.
- She thought the Village may be pursuing a solution to a problem that doesn't exist.
 - Commissioner Nejdil responded with an example of installing new sidewalk along Gregory Street by his house. While the neighborhood was against it because they wanted things to stay the way they are and there was not much existing pedestrian use, after the sidewalk was built it is used regularly. For the IL 83 and Busse Avenue project, while there is some demonstrated use of the crosswalk currently, existing use should not be the determining factor when considering improvements where no infrastructure currently exists, as it is likely use will be much greater once dedicated infrastructure is constructed.
- She is concerned about the business owners east of IL 83 being affected since left turns will no longer be allowed onto eastbound Busse Avenue from IL 83.
 - Liaison Foresman explained that while this specific movement would not longer be allowed, access to these businesses would still be maintained by accessing downtown from Emerson Street as shown in the new proposed traffic pattern.

Liaison Foresman ended the conversation by stating he would keep the Commission informed of when the project will go before the Village Board for discussion.

COMMISSION ISSUES

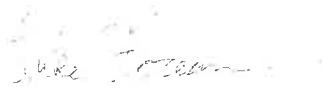
Staff Liaison Foresman informed the Commission the Friendly Neighborhood Streets Program is scheduled to go before the Village Board at its March 19th meeting. If the Program is adopted, the Engineering Division will open a call for projects period to allow residents to submit traffic calming project requests for review. After the call for projects period closes, Engineering Staff will review the projects and proceed with the highest prioritized ones as staff time allows and at the direction of the Director of Public Works.

Chairman Kuehlthau asked about the Village's policy on deaf child or other related signs. Liaison Foresman indicated the Village installs those at the request of residents. The Village has a database of the signs and periodically reaches out to the residents who requested them to see if they are still needed. Liaison Foresman will review the database and make updates as necessary.

ADJOURNMENT

With no further business to discuss, the Transportation Safety Commission voted 6-0 to adjourn at 8:45 p.m. upon the motion of Chairman Kuehlthau. Vice Chairman Prosperi seconded the motion.

Respectfully submitted,



Luke Foresman, P.E.
Civil Engineer



Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO: TRANSPORTATION SAFETY COMMISSION
FROM: PROJECT ENGINEER
DATE: SEPTEMBER 4, 2024
SUBJECT: ALBERT STREET PARKING

Request: New no parking zone on the west side of Albert Street from Central Road to 150' north of Central Road.

Requested By: Mount Prospect Public Works

Public Notice: Raising Cane's and the resident at 908 East Central Road were invited to provide comments and attend the TSC meeting via letters sent to each address.

Current Traffic Regulations:

1. 18.2006: Schedule VI – No Parking Any Time
Albert St. – East Side Between Central Rd. and Henry St.
2. Parking is prohibited between 2:00 A.M. and 6:00 A.M. on all Village streets.
3. The speed limit is 25 mph.

Current Layout:

1. Albert Street was recently widened to 36' wide (edge to edge) from the Raising Cane's entrance to Central Road as part of the Raising Cane's redevelopment.
2. There are two 12' south bound lanes and one 12' north bound lane to help accommodate traffic from Raising Cane's.
3. No parking is allowed on the entire east side of Albert Street between Central Road and Henry Street.
4. Per Village Code, no parking is allowed within 30' of the stop bar on south bound Albert Street at the intersection of Central Road.

Current Traffic Conditions:

1. Vehicles can park in the striped south bound right turn lane due to no provision in the Village Code prohibiting it.
2. Vehicles park on the west side of Albert Street in front of the apartment buildings north of the Raising Cane's entrance.

Concerns:

1. Since a no parking zone is not signed, there is the possibility of vehicles parking in the south bound right turn lane causing backups and congestion on Albert Street.

Observations:

1. Public Works has not observed parking within the south bound right turn lane.
2. Illegal parking has been observed on the east side of Albert Street, primarily due to a lack of signage.

Action: Public Works installed supplemental no parking signs on the east side of Albert Street on September 4, 2024 to remind drivers there is no parking allowed on the east side.

Resident Survey: Raising Cane's and the resident at 908 East Central Road were invited to provide comments and attend the TSC meeting via letters sent to each address. They were also invited to attend the Transportation Safety Commission Meeting. As of September 4th, 2024 no comments have been received.

Recommendation: With the redevelopment of Raising Cane's, Albert Street was widened to allow three lanes of traffic. The Village Code needs to be updated and signs installed to prohibit parking at this location. The street reconfiguration was approved as part of the Raising Cane's development.

Recommendation: Prohibit parking at all times on the west side of Albert Street from Central Road to 150 feet north of Central Road.

Options: Action at the discretion of the Commission.

Attachments: Map Showing Existing and Proposed Parking Regulations
Notification Letters



Mount Prospect Public Works Department

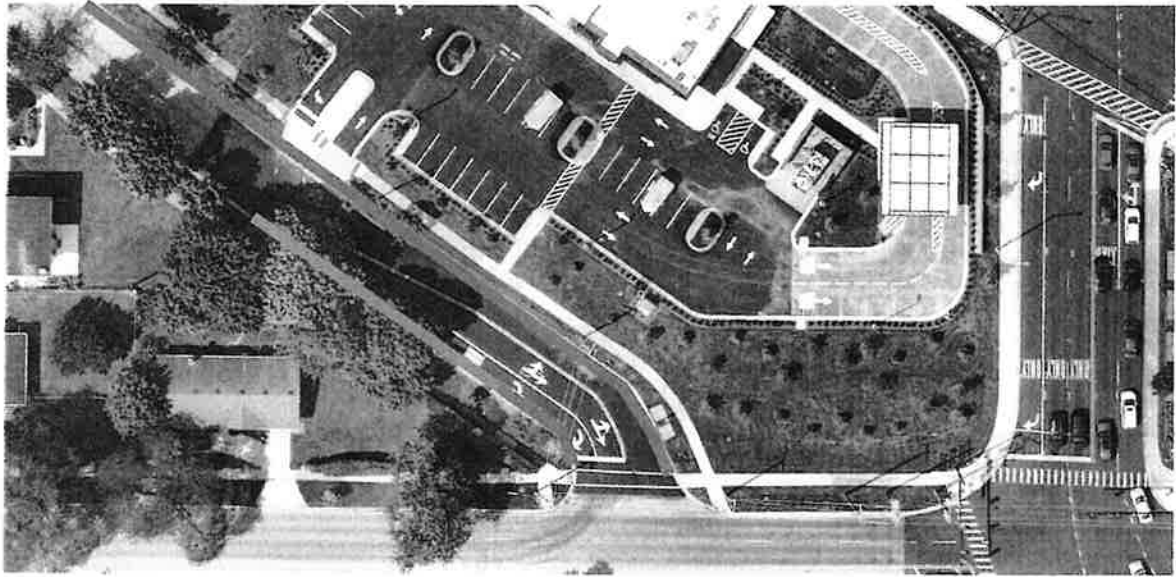
INTEROFFICE MEMORANDUM

TO: TRANSPORTATION SAFETY COMMISSION
FROM: PROJECT ENGINEER
DATE: SEPTEMBER 4, 2024
SUBJECT: ALBERT STREET PARKING - MAPS



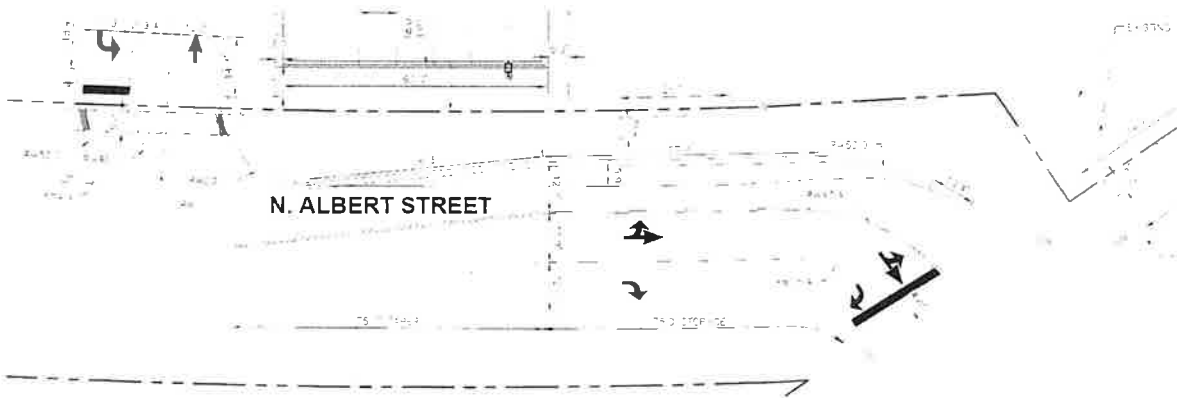
Map 1 – Albert Drive Prior to Redevelopment

Existing no parking zones shown in red, parking allowed elsewhere.



Map 2 – Albert Street After Redevelopment and Widening

Existing no parking zones shown in red, proposed no parking zones in light blue



Plans 1 – Approved Roadway Widening Plans

Notification Bulletin

Albert Street Parking

Village of Mount Prospect
Public Works Department
AUGUST 2024

INTRODUCTION:

The Village proposes to designate a no parking zone on the southwest side of North Albert Street from Central Road to 150' northwest of the intersection with Central Road. This is due to the recent redevelopment of the Century Tile property into a Raising Cane's restaurant and the subsequent roadway widening of North Albert Street adjacent to the development. This roadway widening now allows for 2 outbound (southeast) lanes and one inbound (northwest) lane on North Albert Street at Central Road. With this new three lane configuration, there is no longer space for parking between the entrance to Raising Cane's and Central Road. Before we implement any changes we welcome your input.

EXISTING CONDITIONS:

There is currently no parking allowed on the east side of North Albert Street for its entire length per Village Code. This will remain. The Village will be installing additional signs alerting drivers that parking is not allowed on the east side of North Albert Street to alleviate congestion on the street.

PUBLIC INVOLVEMENT:

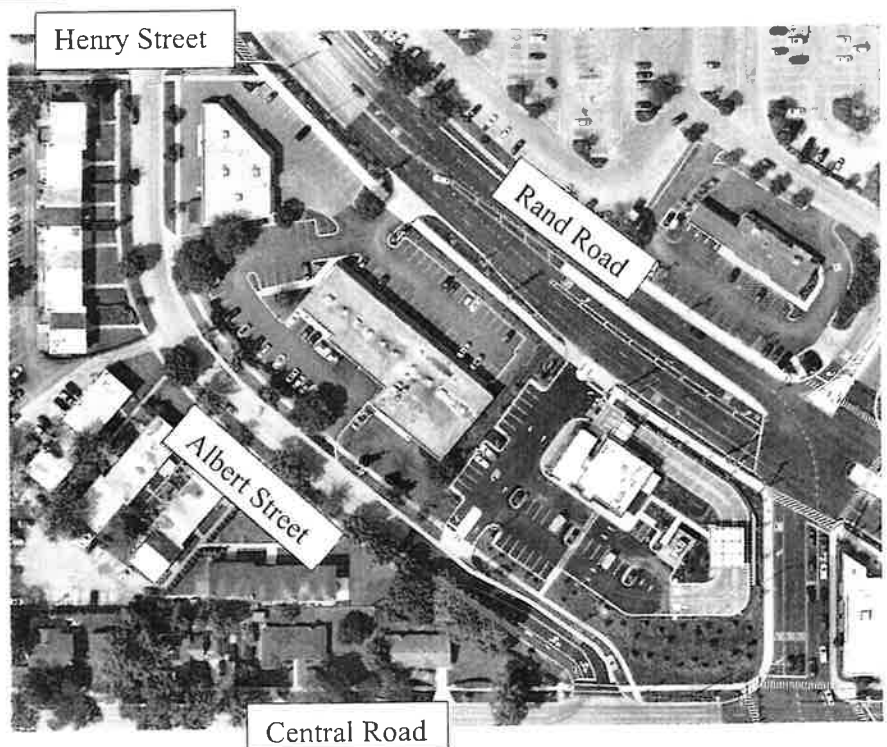
The Village is seeking public input as part of this change. Should you wish, please respond by Wednesday September 4th with any comments by contacting the Public Works Department by phone at (847) 870-5640 or by email at publicworksdept@mountprospect.org.

Please put "Albert Street Parking" in the subject line of your email. The issue will be presented to the Transportation Safety Commission at their meeting at 7:00 PM on September 9th, 2024 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 image for the proposed changes.

= Existing No Parking

— = Proposed No Parking



VILLAGE OF MOUNT PROSPECT PUBLIC WORKS DEPARTMENT

1700 W. Central Road
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**Transportation Safety
Commission Meeting**
Monday September 9th
Emergency Operations
Center, 1720 W. Central
Road @ 7:00 PM



