



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

October 14, 2024

Emergency Operations Center

7:00 PM

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of Minutes**
 - 3.1. September 9, 2024 Regular Meeting
- 4. Citizens To Be Heard**
- 5. Old Business - None**
- 6. New Business**
 - 6.1. Weller Creek Playground Study Discussion
 - 6.2. Friendly Neighborhood Street Program and Traffic Studies Update
- 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

MAYOR
Paul Wm. Hoefert

TRUSTEES
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VILLAGE MANAGER
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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, September 9, 2024.

ROLL CALL

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

Absent:

Others in Attendance:	Vito Li Rosi	Resident	17 Audrey Lane
	Joel Dufucis	Resident	206 Audrey Lane
	Diane/Rick McNulty	Residents	1908 Connie Lane/119 Audrey Lane
	Jill Maher	Resident	514 S. Wa Pella Avenue
	Laura Daly	Resident	511 S. Wa Pella Avenue
	Arlindo Numani	Resident	522 Council Trail
	John Maher	Resident	514 W. Wa Pella
	Matt Lawrie	Village Engineer	

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 March 11, 2024. The minutes were approved by a vote of 6-0. Officer Mavraganis was not present for the approval of minutes.

CITIZENS TO BE HEARD

Audrey Lane Traffic

Mr. Li Rosi and his neighbors spoke to the Commission about traffic issues on Audrey Lane. The following points were raised during the discussion:

- Comments on the traffic study that was conducted in May of 2024, after installation of speed feedback signs on the street
 - Concerns about vehicles slowing down before the tube counters
 - Inconsistencies with what the studies say and what he is seeing
 - Concerns over an increase in vehicle volumes compared to previous studies
 - Liaison Foresman had the following responses
 - The traffic counters the Village uses are standard practice, proven to provide accurate results, and meet the requirements of the Village
 - Vehicle volume changes are within expected cyclical traffic patterns
 - The study showed a drop in average and 85th percentile speeds, constant with other speed feedback signs installed in the Village
- Concerns about drivers ignoring the stop signs at Connie Lane
 - A resident indicated the stop bar was missing on the west leg of the intersection (Post meeting note: Staff confirmed the missing stop bar and scheduled it to be painted)
- Liaison Foresman indicated the Engineering Division was preparing a memo describing the history of traffic issues on Audrey Lane. He indicated the memo would be made available to the Village Board, the Commission and the public. Liaison Foresman then gave a brief overview of the history of development and traffic issues around Audrey Lane.
- Concerns of drivers going 35 mph and above
- Concerns of an increase in distracted drivers over the years

Commissioner Nejdil asked what other traffic calming options could be considered. Liaison Foresman indicated items outlined in the Traffic Calming Toolbox included in the Friendly Neighborhood Streets Program are measures the Village would consider.

Liaison Foresman indicated the next steps for the neighborhood would be to submit a petition through the process outlined in the Friendly Neighborhood Streets Program. Liaison Foresman indicated he would follow up with Mr. Li Rosi after the meeting with petition requirements so the neighborhood could request additional/different traffic calming measures on the street.

Weller Creek Park

Ms. Maher and her neighbors spoke to the Commission about safety and parking issues relating to the newly constructed playground in Weller Creek Park. The playground fronts the south side of Council Trail at the intersection with Wa Pella Avenue. The following points were raised during the discussion:

- There is no designated parking for the playground
 - Parking is not allowed along Council Trail
 - Parking is allowed on Wa Pella Avenue and cars are parking on Wa Pella Avenue to access the Park
 - Parking is allowed on Man A Wa Trail on the south side of Weller Creek. A bridge over the creek provides access to the playground
- Comments on the speeds and volume of vehicles on Council Trail and how park patrons have to cross Council Trail in order to access the playground
- Comments on the number and age of kids using the playground
- Lack of stop signs along Council Trail
- Unfriendliness for bikes on Council Trail

Liaison Foresman indicated Public Works is currently doing a study on Council Trail and that traffic counters were currently installed on the street. The study will look at vehicle speed, vehicle volume, pedestrian access to the playground and parking for the playground. Public outreach will be included as part of the study and the Village will be working closely with the Park District on solutions.

It is anticipated this study will be an agenda item at the October Transportation Safety Commission Meeting.

OLD BUSINESS

None.

NEW BUSINESS

A: Albert Street Parking

Staff Liaison Foresman presented the following on proposed parking changes on Albert Street north of Central Road:

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 Commission 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 Commission meeting via letters sent to each address. They were also invited to attend the Transportation Safety Commission Meeting. No comments were 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 to prevent congestion and ensure safe turns onto Central Road. 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.

Discussion: Commissioner DeAragon commented that she did see cars parked where the proposed no parking zone would be but agreed that cars should not park at this location.

There were general comments from the Commission that the parking changes are appropriate based on the recent roadway changes.

Commissioner Nejdl motioned to approve the recommendation to prohibit parking at all times on the west side of Albert Street from Central Road to 150 feet north of Central Road. Vice-Chairman Prosperi seconded the motion.

The motion was approved by a vote of 6-0. Fire Department Representative Vena was not present for this discussion.

B. Project Updates – Discussion Item Only

Staff Liaison Foresman provided updates to the council on the following projects:

2024 Projects Completed or Under Construction

- Central Road and Cathy Lane Crosswalk – Complete
- IL 83 and Busse Avenue Crosswalk – Under Construction
- Annual Resurfacing Program – Under Construction
- Annual Sidewalk Program – Busse Road this Fall
- Central Road/Mount Prospect Road/Rand Road – Intersection Project – Complete
- Business Center Drive Road Diet – Path Construction this Fall
- Central Road Resurfacing – Westgate Road to Wolf Road – Under Construction
- Schoenbeck Road Streetlighting – Complete
- Burning Bush Lane Streetlighting – Out to Bid
- Arterial Bike Network Study – Open House Scheduled for October

2025 Tentative Project Studies and Design

- Kensington Road SRTS Project (CN Railroad Crossing Upgrade) – Construction Late 2025
- Algonquin Road Shared-Use Path, Sidewalk and Street Lighting – Construction 2026
- Rand-IL 83-Kensington Phase II Design – Construction 2026
- Melas – Meadows Bridge Phase II Design – Construction 2026
- Schoenbeck Road Sidewalk and Resurfacing – Construction 2026
- Northwest Highway/Central Road/Prospect Avenue/UPRR Intersection Study – Phase I Design
- Wolf Road Long Term Study – Phase I Design

2025 Tentative Construction Projects

- IL 83 and Busse Avenue Crosswalk Mast Arm Installation
- Annual Street Resurfacing
- New Sidewalk Program – Wolf Road (ComEd ROW) – Permitting Delays
- Rand Road Streetlights – Camp McDonald Road to Kensington Road

Other Projects

- Busse Road Reconstruction (Cook County) – Construction 2026
- Friendly Neighborhood Streets Program
 - 6 residents have reached out
 - No petitions submitted yet

Recent Grant Awards

- Wolf Road STP Funding - \$1,910,000
- Village is applying for ITEP Grants this fall
 - Rand Road Shared Use Path
 - Busse Road Shared Use Path and Lighting

COMMISSION ISSUES

Commissioner Nejdil asked about opportunities for the Commission to review new developments and other changes in the Village as they relate to transportation, similar to the Weller Creek Park redevelopment. Liaison Foresman indicated that developments go through a standard permitting process and Public Works evaluates the proposed developments for traffic at that time. Liaison Foresman indicated Staff would discuss internally about options for presenting projects to the Safety Commission for discussion.

Staff Liaison Foresman informed the Commission that Chairman Kuehlthau's chairmanship was up due to serving two consecutive terms. The Mayor is required to appoint a new Chairperson and the Commission votes on the Vice-Chairperson position. Liaison Foresman asked that any of the Commissioners express their interest in the Chairperson position within the next two weeks. Chairman Kuehlthau will continue to serve as Chairman until a new person is appointed.

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.
Project Engineer



Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO: DIRECTOR OF PUBLIC WORKS
FROM: PROJECT ENGINEER
DATE: OCTOBER 11, 2024
SUBJECT: COUNCIL TRAIL TRAFFIC STUDY

Request: Traffic study to determine any needed improvements to address perceived traffic issues on Council Trail relating to the recent opening of the Weller Creek Playground.

Requested By: Residents near the new Weller Creek Playground.

Park History: For several years, nearby residents voiced the need for a playground within the surrounding area of Weller Creek Park. The Park District identified this as a need on its FY2024 Annual Capital Improvement Plan which was approved in November of 2023. On February 7th, 2024, Park District Staff held a community open house meeting and received valuable input on the proposed playground development. Park District Staff presented two playground options at the meeting and asked the community to vote on an option, colors, and other site amenities. For those that were unable to attend, a concept plan along with renderings were posted on the Park District's website to view. Feedback was also shared with Park District Staff via email. The majority of the feedback received was from members that live around the park. After review of the nearby parks and input provided, it was obvious that Weller Creek Park would be a great location for a new neighborhood playground.

With the natural setting that this park provides, the Park District designed it to preserve greenspace with a focus on it being nature-themed. The development would include a new playground serving both 2-5 and 5-12 age groups, concrete plaza with shade, renovated basketball court, new site furnishings, and many landscaping improvements.

This playground was designed as a neighborhood playground, not a destination playground, with most patrons expected to travel to the park by walking or biking. There is no parking allowed on Council Trail. Once the playground opened, cars began to park along Council Trail and Wa Pella Avenue as many patrons wanted to experience the new park. Public Works installed additional no parking signs along Council Trail adjacent to the playground that alleviated the illegal parking issues along Council Trail. A reduced number of vehicles continued to park along Wa Pella Avenue. Residents are concerned about safety issues brought on by the new playground.

Perceived Safety Issues:

Residents have raised the following safety issues relating to the new playground:

- There is no parking immediately adjacent to the playground
- Patrons are required to cross Council Trail to access the playground from the north
- Speed of vehicles on Council Trail
- Number of vehicles on Council Trail
- Parking issues along Wa Pella Avenue relating to the new playground

Traffic Study:

Mount Prospect Public Works, in coordination with the Mount Prospect Police Department and the Mount Prospect Park District, investigated the following items as part of the study to determine the existing traffic conditions and usage of the new playground:

- Traffic counts on Council Trail
- Parking surveys along Council Trail, Wa Pella Avenue and Man A Wa Trail
- Usage counts of the playground
- Crash history investigation along Council Trail

Each of these items will be discussed below.

Traffic Counts:

The Engineering Division installed three traffic counters along Council Trail. Results are shown below and also included in the attached map.

Year	Location	Average Speed	85% Speed	Average Volume
2009	E. of See Gwun	23.5	28	1061
2005	E. Na Wa Ta	26.3	30.9	1051
2024	W. of Can Dota	27.7	32.1	1005.2
2009	E. of Can Dota	27.5	32.5	1179
2024	At Wa Pella	26.3	31	977.7
2007	W. of Ioka	25.7	30.3	1254.5
2008	W. of IL 83	23.5	28.5	1458
2024	W. of IL 83	23.7	28.5	1199.2

Traffic counts show consistent traffic and speeds over time. These counts are consistent with other collector streets in the Village and reflect that Council Trail is one of the primary access routes for the Mount Prospect Golf Club.

Parking Studies:

Existing Parking Regulations:

- Council Trail – No parking anytime
- Wa Pella Avenue – No specific parking regulations
- Man A Wa Trail – No specific parking regulations

Village-Wide Parking Regulations (Village Code 18.1303):

- No parking within 20' of a crosswalk
- No parking with 15' of a fire hydrant
- No parking within 30' of a stop bar
- No overnight parking, 2AM – 6AM

With these existing parking regulations, there is limited legal parking options near the Weller Creek Playground.

Public Works and Park District Staff observed parking 32 times from 7/29/24 to 8/23/2024 and from 9/9/2024 to 10/8/2024. A maximum of three (3) cars were parked near the playground at any one time.

Based on the limited observed on-street parking use and the park being designed as a neighborhood park, should the Transportation Safety Commission recommend additional parking, the Engineering Division recommends 6 total parking spaces for the playground would be the appropriate amount to have near the park.

See attached parking survey documentation. Parking regulations are also shown on the Alternative 1, 2 and 3 Exhibits.

Playground Usage
Counts:

While Village and Park District Staff were conducting the parking studies, they also documented the amount of people using the playground. These results are included in the parking survey documentation. The highest number of park users at any one time was over 12. Bikes and strollers were commonly at the park indicating neighborhood residents are walking and biking to the park. The busiest time at the playground was observed to be between 5PM and 6PM while school is in session. Mid afternoon was the busiest in the summer.

Crash History:

Crash data from IDOT and the Village of Mount Prospect Police Department were reviewed for the most recent 5 years that data is available (2019 – 2023). There were no reported crashes along Council Trail between See Gwun Avenue and IL 83 (Elmhurst Road) during this time period. This would indicate low existing safety issues on the street (prior to the playground being constructed).

Design

Considerations:

Once the data collection portion of the traffic study was complete, Public Works evaluated where parking could be allocated and reviewed if any enhancements were needed for pedestrian access to the playground. This included the following:

- Stopping Sight Distance Review
- On-Street Parking Locations Utilizing the Existing Roadway Width
- On-Street Parking Locations with Roadway Widening
- Pedestrian Considerations
- Bike Considerations

Stopping Sight Distance:

Stopping sight distance is the distance traveled during the time it takes for a driver to decide they should stop a vehicle (perception-reaction time) and the time it takes for the vehicle to stop (maneuver time). Based on the speeds recorded in the traffic counts, a 30 MPH speed was chosen which requires a 200 foot stopping sight distance.

This 200' stopping sight distance was applied to the crosswalk across Council Trail at Wa Pella Avenue to determine where, if any, on-street parking on Council Trail could be installed without widening the roadway. See the Stopping Sight Distance Exhibit.

On-Street Parking Locations, Existing Roadway Width:

Possible on-street parking locations without widening the roadway are shown on the Stopping Sight Distance Exhibit. Based on only stopping sight distance, on-street parking without widening the roadway could be allowed on the Council Trail if:

- It is more than 200' west of the crosswalk on the south side
- It is more than 60' east of the crosswalk on the south side
- It is east of the Wa Pella island on the north side
- It is west of the Wa Pella island on the north side

While parking could be allowed in these locations based on stopping sight distance, engineering judgement determined that any on-street parking on Council Trail without widening the roadway on approach to the crosswalk would reduce safety at the crosswalk. Council Trail is 23' wide and currently does not allow parking on either side. The street effectively has two 11.5' through lanes in each direction. Introducing on-street parking without widening the roadway would require vehicles to navigate around the parked vehicles, decrease sight lines and potentially reduce drivers focus on pedestrians in the area. Therefore, Public Works does not recommend on-street parking without widening the roadway on Council Trail unless it is after the crosswalk in the direction of travel. Alternative 3 shows the possible on-street parking location without widening the roadway. Parking should not be striped to reduce impacts on traffic when parked cars are not present.

Any on-street parking introduces new safety concerns that should be considered when evaluating new-on street parking. Drivers and potentially passengers would have to exit their vehicle into the travel lane of the street, creating a new conflict point between park patrons and motorists. Due to the proximity of the crosswalk to the preferred on-street parking location without widening the roadway, staff would not recommend crosswalk improvements as part of this alternative due to increased safety issues relating to weaving vehicles.

On Wa Pella Avenue, parking is currently allowed except where prohibited village-wide (near crosswalks, stop bars or fire hydrants). Wa Pella Avenue also has unique geometry with a triangular island in the middle of the intersection with Council Trail. Parking is currently allowed along the island but can make navigating the intersection difficult and can block crosswalk sight lines.

Public Works recommends prohibiting parking along the island at the intersection of Wa Pella Avenue and Council Trail to increase safety. Additionally, due to the number of stop bars, crosswalks and driveways, Public Works recommends prohibiting parking on Wa Pella Avenue from 20' north of the crosswalk north of the island to Council Trail.

This effectively removes only one legal parking spot, but signage needs to be added to increase parking compliance on the street. With on-street parking prohibited near the island, centerlines can be painted on Wa Pella Avenue to help slow vehicles driving around the curves. These recommendations are included in all proposed alternatives.

On-Street Parking
Locations with
Roadway
Widening:

Four on-street parking locations that could be accommodated by widening the roadway were reviewed to provide parking while mitigating the negative safety impacts that on-street parking within the current roadway width would have:

- South side of Council Trail west of the crosswalk
- South side of Council Trail east of the crosswalk
- East side of the island
- West side of the island

The on-street parking locations through roadway widening within the island were ruled out due safety concerns associated with vehicles backing out of the spaces into oncoming traffic traveling around a curve. Additionally, parking within the island could limit visibility of pedestrians wanting to cross Wa Pella Avenue.

On-street parking through roadway widening would be viable both east and west of the crosswalk. The parking would be set back from the street preserving sight lines for the crosswalk. The preferred location is west of the crosswalk as this is closest to the playground. The proposed roadway widening locations are within Village right-of-way and outside of floodplains.

Even with roadway widening, this on-street parking introduces similar safety considerations to on-street parking within the current street width. While there would be more space since the street would be widened to accommodate the parking, vehicle drivers, and possibly passengers, would need to exit the vehicle into the travel lane on Council Trail. Additionally, roadway widening has the potential to impact existing parkway trees. The proposed back of curb is at least 2' from the existing tree trunks, but well within the tree canopy, meaning tree roots would be affected by the parking being constructed. This has the potential to reduce the health of the trees to the point where they would need to be removed for safety concerns.

If approved for construction, it is recommended work be designed and constructed by the Village through the annual street resurfacing program but funded by the Park District due to the need for parking being directly related to the new playground. The on-street parking design with roadway widening is shown in Alternative 1.

Pedestrian
Considerations:

The crosswalk across Council Trail is currently marked and signed, including advanced warning signs. This is appropriate for the amount of traffic on Council Trail and the number of pedestrians using the crossing. Options to further enhance the crosswalk include:

- In-street pedestrian signs and a striped median (Alternative 2)
- Pedestrian refuge island (Alternative 4)

Both crosswalk enhancement options would force drivers to pay attention at the crosswalk by having drivers navigate objects in the street. The in-street pedestrian signs would need to be removed in the winter for snow removal operations, though there are fewer park visitors at this time of year. The pedestrian refuge island would require widening Council Trail at a much larger project and cost.

Other crosswalks in the area were also reviewed by Staff. The crosswalks from the island to Wa Pella Avenue are striped and located at stop signs for southbound traffic. No further improvements are recommended for these. The crosswalk across Wa Pella Avenue north of the island is currently unmarked. The recommendation is to install a new marked crosswalk to increase visibility for pedestrians and reduce the likelihood of vehicles parking across the crosswalk. This recommendation is included in all alternatives.

The crosswalk across Man A Wa Trail, south of the playground, is currently striped but does not include signage. Staff recommends installing crosswalk signage and no parking signage at the crosswalk. This recommendation is included in all alternatives.

Bicycle

Considerations:

Council Trail is a signed on-street bike route. The bridge over Weller Creek at Wa Pella Avenue is well used by bicyclists as well. Council Trail has a roadway width of 23' edge to edge. This is too narrow to install bike lanes and maintain two-way traffic. Adding on-street parking within the existing roadway width would force bikes to swerve around the parked cars, bringing them closer to vehicular traffic potentially creating safety issues.

One bike treatment that would be possible on Council Trail is advisory bike lanes. These are dashed bike lanes that designate a space for bicyclists on the street that vehicles can use to pass each other when bikes are not present.

Advisory bike lanes have the potential to slow down vehicles as well due to visually narrowing the street, but more study, and a robust public outreach campaign would be required before implementation due to advisory bike lanes being new to the Village. They have been successfully installed on low volume streets in Chicago and elsewhere to improve safety for bicycles and to calm traffic.

Advisory bike lanes are shown in Alternative 4.

Alternatives

The following summarizes the four alternatives. All alternatives include the following items:

- Add crosswalk signage and no parking signage on Man A Wa Trail
- Install marked crosswalk across Wa Pella Avenue north of the island
- Prohibit parking on Wa Pella Avenue from 20' north of the crosswalk north of the island to Council Trail
- Add centerlines along Wa Pella Avenue adjacent to the island

Alternative 1 – On-Street Parking with Roadway Widening:

- Village of Mount Prospect widens Council Trail to install 6 on-street parking spots along the south side of Council Trail west of the crosswalk
- Mount Prospect Park District pays for the work
- Estimated construction cost \$30,000

Alternative 2 – No Additional Parking:

- No additional parking, primary playground parking along Man A Wa Trail
- Park District to install signage at park directing patrons to park along Man A Wa Trail
- In-street pedestrian signs and pavement markings added to Council Trail crosswalk
- No cost – completed in house

Alternative 3 – On-Street Parking without Roadway Widening

- Village installs signs permitting on-street parking on the south side of Council Trail east of the crosswalk
- No cost – completed in house

Alternative 4 – Advisory Bike Lanes/Traffic Calming (Long Lead Time):

- Add advisory bike lanes to Council Trail between See Gwun Avenue and IL 83 (Elmhurst Road)
- Add bike transition ramps at the intersection with IL 83
- Widen Council Trail and add pedestrian refuge island at crosswalk adjacent to playground
- On-street parking from Alternative 1 can be included with advisory bike lanes through widening the roadway
- Estimated construction cost \$63,030 (without on-street parking)

Alternatives are to be discussed at the Transportation Safety Commission meeting on 10/14/2024 to guide staff in developing a preferred alternative. Staff is looking for the following input from the Commission:

- Determine the need for additional on-street parking near the playground
- If the Commission determines there is a need for additional on-street parking, provide input on the additional on-street parking location
- Provide input on safety improvements at the Council Trail crosswalk
- Approve or provide input on the recommend parking changes on Wa Pella Avenue, the recommended striping of the crosswalk across Wa Pella Avenue and the recommended signage additions on Man A Wa Trail

Note, ideas from any of the alternatives can be considered as the preferred alternative is developed, the Commission does not have to chose just one alternative to implement.

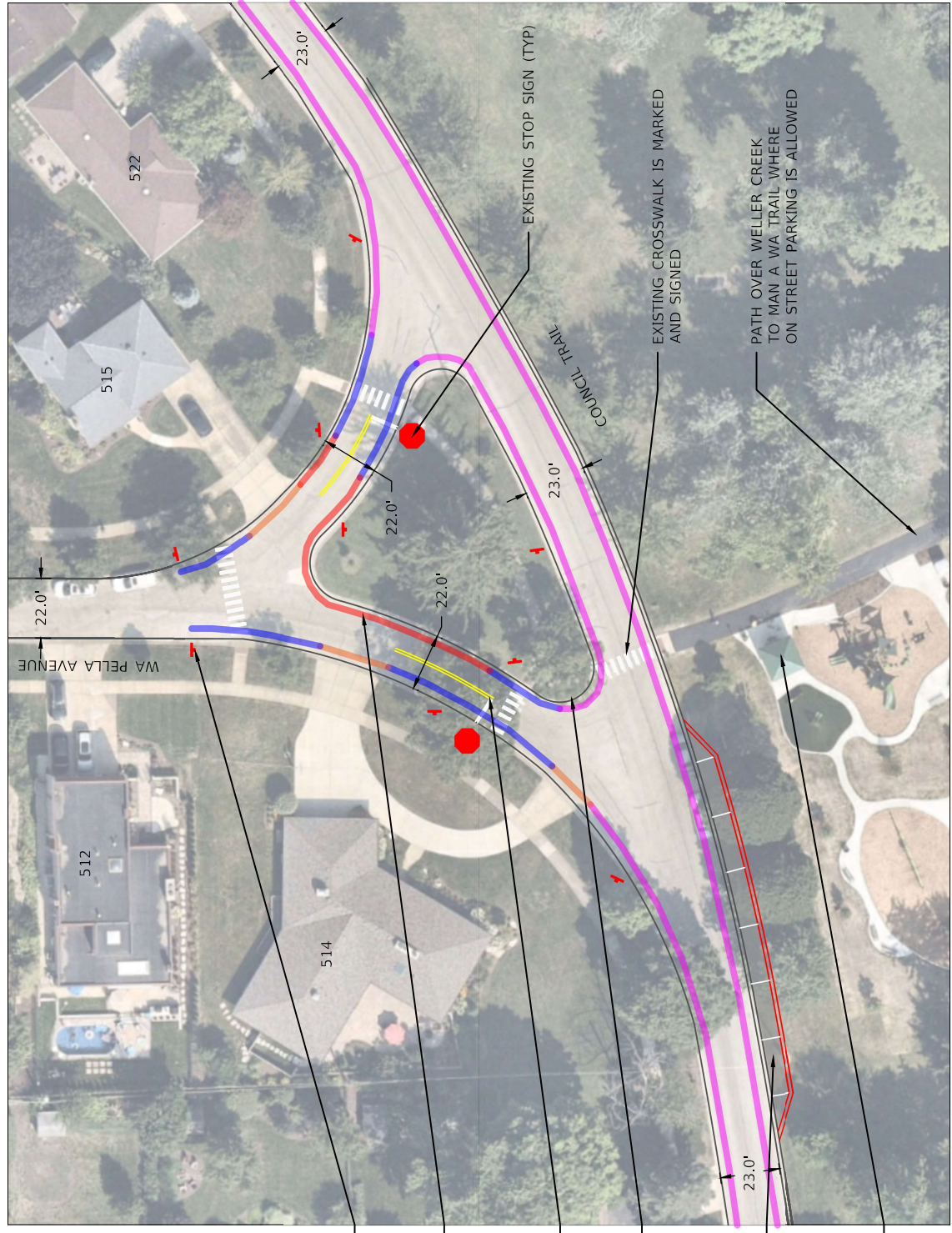
Attachments:

Alternative 1 – On-Street Parking with Roadway Widening Exhibit
Alternative 1 – On-Street Parking with Roadway Widening Cost Estimate
Alternative 2 – No New Parking Exhibit
Alternative 3 – On-Street Parking without Roadway Widening Exhibit
Alternative 4 – Advisory Bike Lanes Exhibit
Alternative 4 – Advisory Bike Lanes Cost Estimate
Stopping Sight Distance Exhibit
Roadway Widening for Parking Locations
Traffic Count Results Map
Parking Surveys

ON-STREET PARKING LEGEND

- EXISTING NO PARKING ON COUNCIL TRAIL
- EXISTING NO PARKING DUE TO CROSSWALKS OR STOP BARS PER VILLAGE CODE
- EXISTING NO PARKING DUE TO DRIVEWAYS
- PROPOSED NO PARKING WHERE PARKING IS CURRENTLY ALLOWED

- NEW SIGNS TO ENFORCE EXISTING AND PROPOSED PARKING RESTRICTIONS. ONE ON-STREET PARKING SPOT ELIMINATED IN FRONT OF 515 WA PELLA AVENUE
- PROHIBIT PARKING ADJACENT TO THE ISLAND, APPROXIMATELY 4 SPOTS REMOVED
- NEW STRIPPED CENTERLINES ON WA PELLA AVENUE TO SLOW VEHICLES AROUND CURVES
- NO PROPOSED ON-STREET PARKING ON COUNCIL TRAIL TO MAINTAIN EXISTING SIGHT-LINES, PARKING ON COUNCIL TRAIL WOULD BE DISTRACTING AND WOULD MAKE SEEING PEDESTRIANS USING THE CROSSWALK MORE DIFFICULT
- SIX NEW ON-STREET PARKING SPOTS TO BE BUILT BY VILLAGE AND PAID FOR PARK DISTRICT BY WIDENING COUNCIL TRAIL
- SEE DETAIL ON NEXT SHEET
- PARK DISTRICT TO ADD SIGN TO PARK ALERTING PATRONS THAT PARKING IS AVAILABLE ON MAIN A WA TRAIL WHILE ROADWAY IS WIDENED



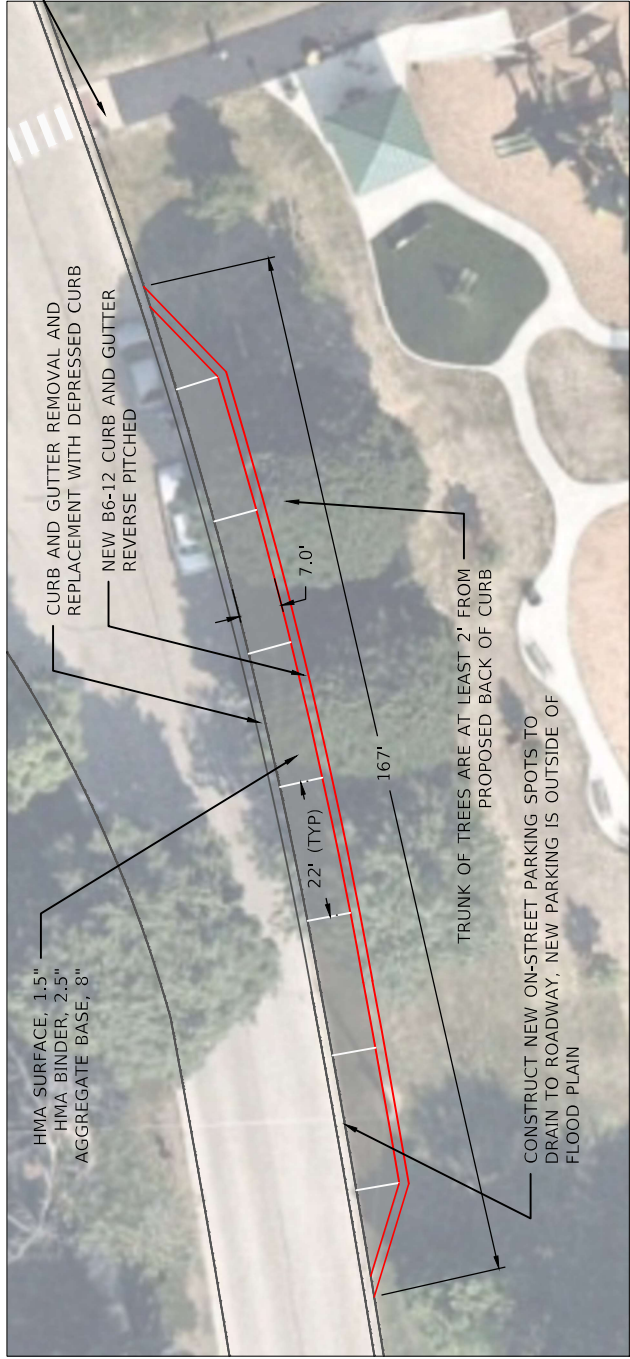
USER NAME	= LIF
DRAW	= LIF
CHECKED	= MPL
DATE	= 9/19/2024

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DATE	-	REVISED	-

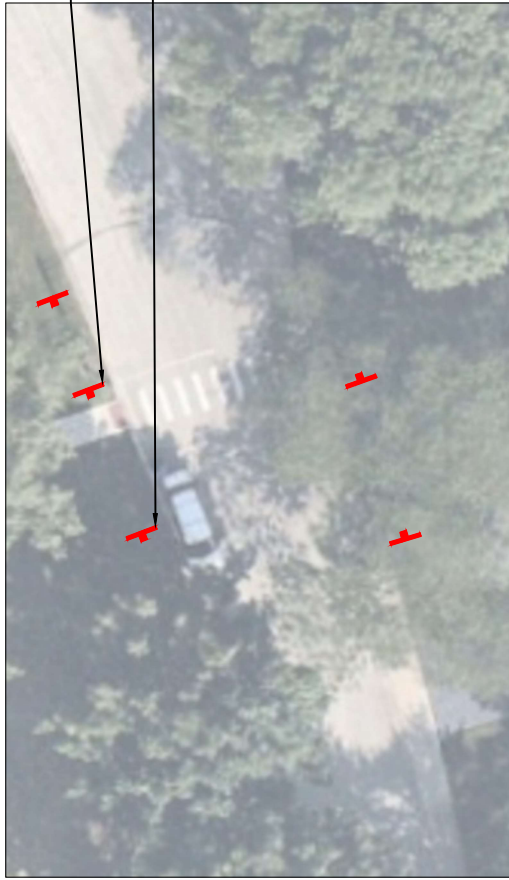
VILLAGE OF MOUNT PROSPECT

COUNCIL TRAIL TRAFFIC STUDY
ALTERNATIVE 1 - ROADWAY WIDENING FOR PARKING
SCALE: 1"=40' OF 2 SHEETS AT WELLER CREEK PLAYGROUND

PROJECT NO.	2	SHEET NO.	1
COUNTY	COOK	CONTRACT NO.	N/A
SECTION			
DATE			



COUNCIL TRAIL ROADWAY WIDENING DETAIL - 1:20 SCALE



MAN A WA TRAIL DETAIL - 1:20 SCALE

ROADWAY WIDENING PRESERVES SIGHT-LINES TO CROSSWALK



WELLER CREEK PATH OVERVIEW - 1:75 SCALE

	COUNCIL TRAIL TRAFFIC STUDY										SHEET NO.		SHEET NO.	
	ALTERNATIVE 1 - ROADWAY WIDENING FOR PARKING										COUNTY		CONTRACT NO.	
	SCALE VARIES										SECTION		CONTRACT NO.	
	SHEET 2 OF 2 SHEETS										AT WELLER CREEK PLAYGROUND		LUMBER	
	DESIGNED - LIF										REVISED -		SHEET NO.	
	DRAW - LIF										REVISED -		COUNTY	
	CHECKED - MPL										REVISED -		COOK	
	DATE - 9/19/2024										REVISED -		CONTRACT NO.	
	PLOT DATE - 9/19/2024										REVISED -		CONTRACT NO.	
	PLOT DATE - 9/19/2024										REVISED -		CONTRACT NO.	



Village of Mount Prospect
Council Trail Roadway Widening for On-Street Parking
Preliminary Engineer's Estimate of Probable Construction Cost

Item Number	Code Number	Item	Unit	Total Quantity	Unit Price	Total Cost
1	20200100	EARTH EXCAVATION	CU YD	51	\$ 45.00	\$ 2,295.00
2		AGGREGATE BASE COURSE, TYPE B, 4"	SQ YD	39	\$ 15.00	\$ 585.00
3		AGGREGATE BASE COURSE, TYPE B, 8"	SQ YD	114	\$ 25.00	\$ 2,850.00
4		CURB AND GUTTER REMOVAL	FOOT	170	\$ 15.00	\$ 2,550.00
5		CURB AND GUTTER B-6.12	FOOT	172	\$ 50.00	\$ 8,600.00
6		HMA BINDER COURSE, N50 2.5"	TON	17	\$ 250.00	\$ 4,250.00
7		HMA SURFACE COURSE, MIX D, N50 1.5"	TON	10	\$ 250.00	\$ 2,500.00
8		CONTINGENCY	LSUM	1	\$ 6,370.00	\$ 6,370.00

Construction Total \$ 30,000.00

Design Engineering (By Village)	N/A
Construction Engineering (By Village)	N/A

Engineering Total N/A

Project Total \$ 30,000.00

ON STREET PARKING LEGEND

- EXISTING NO PARKING ON COUNCIL TRAIL
- EXISTING NO PARKING DUE TO CROSSWALKS OR STOP BARS PER VILLAGE CODE
- EXISTING NO PARKING DUE TO DRIVEWAYS
- PROPOSED NO PARKING WHERE PARKING IS CURRENTLY ALLOWED

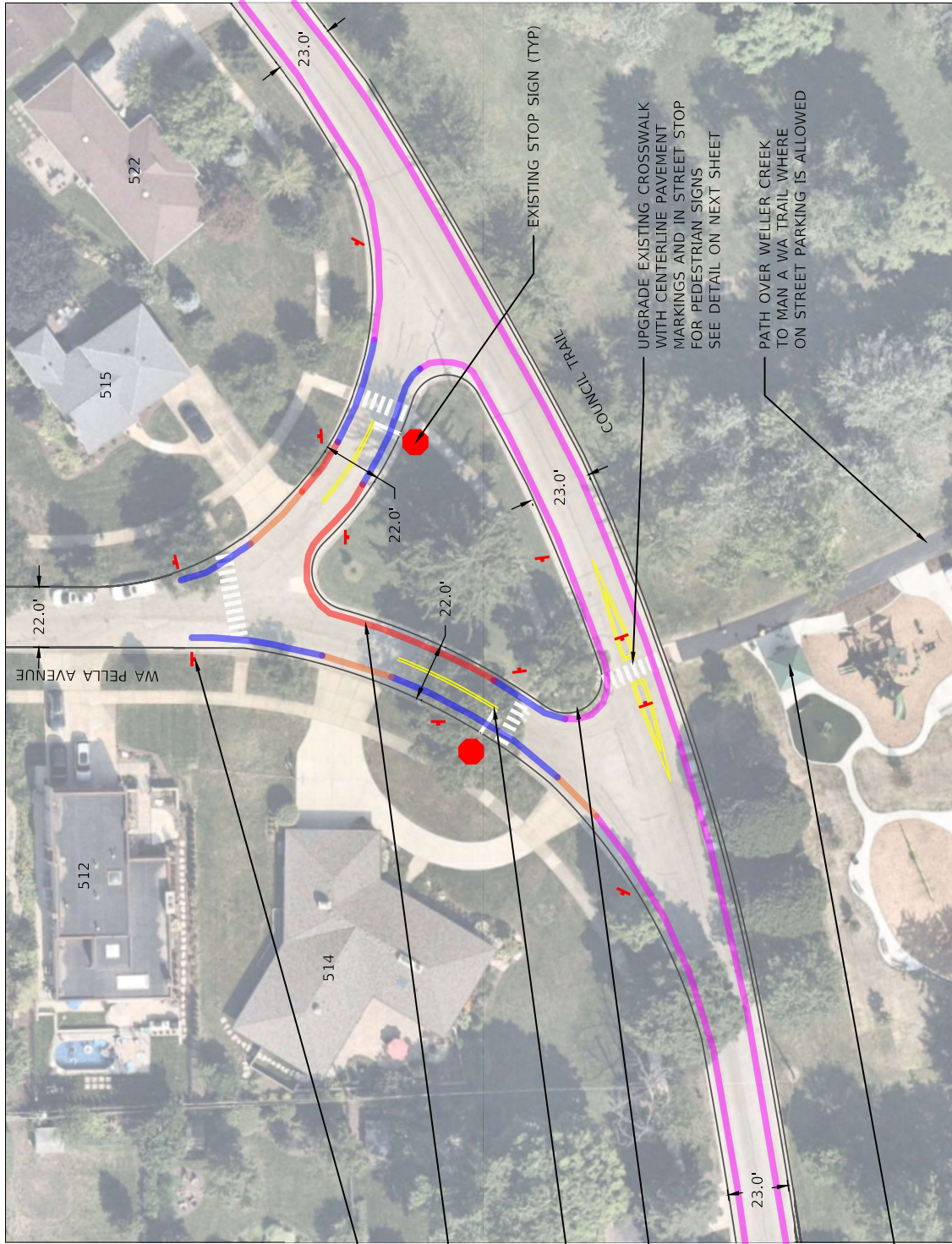
NEW SIGNS TO ENFORCE EXISTING AND PROPOSED PARKING RESTRICTIONS. ONE ON STREET PARKING SPOT ELIMINATED IN FRONT OF 515 WA PELLA AVENUE

PROHIBIT PARKING ADJACENT TO THE ISLAND, APPROXIMATELY 4 SPOTS REMOVED

NEW STRIPPED CENTERLINES ON WA PELLA AVENUE TO SLOW VEHICLES AROUND CURVES

NO PROPOSED ON STREET PARKING ON COUNCIL TRAIL TO MAINTAIN EXISTING SIGHT-LINES, PARKING ON COUNCIL TRAIL WOULD BE DISTRACTING AND WOULD MAKE SEEING PEDESTRIANS USING THE CROSSWALK MORE DIFFICULT

PARK DISTRICT TO ADD SIGN TO PARK ALERTING PATRONS THAT PARKING IS AVAILABLE ON MAN A WA TRAIL



USER NAME = LIF
DRAW = LIF
CHECKED = MPL
DATE = 9/19/2024

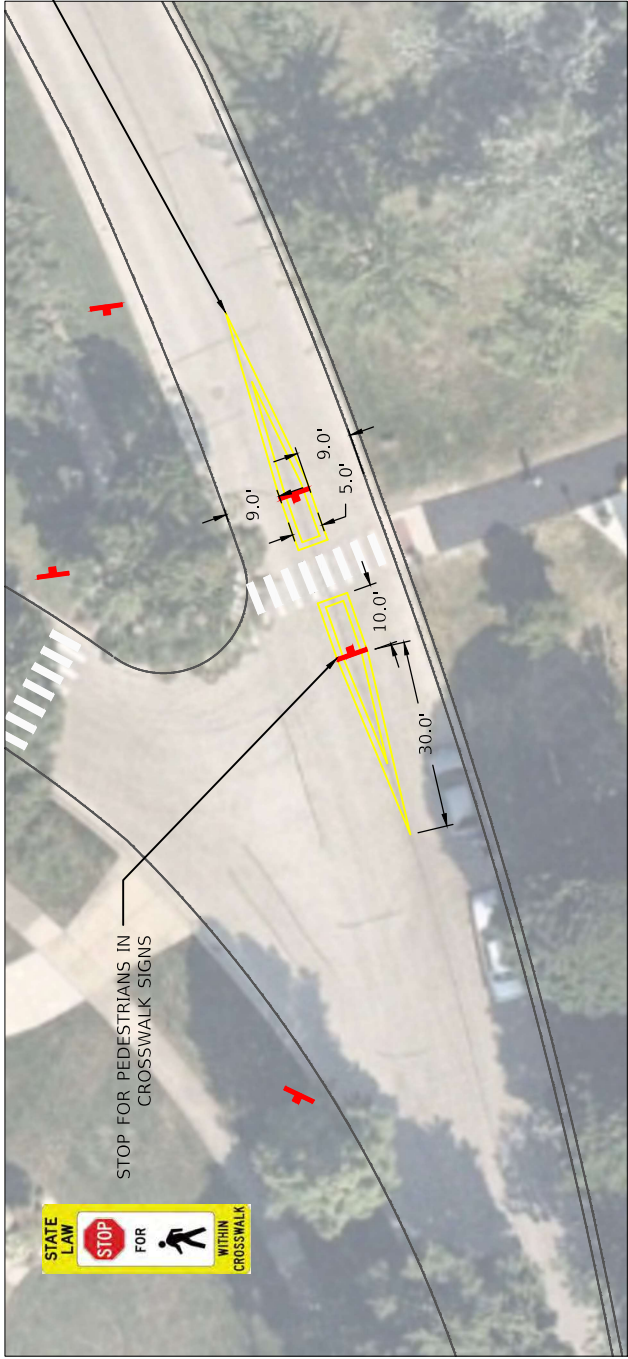
DESIGNED - LIF
REVISED -
REVISED -
REVISED -
REVISED -

VILLAGE OF MOUNT PROSPECT

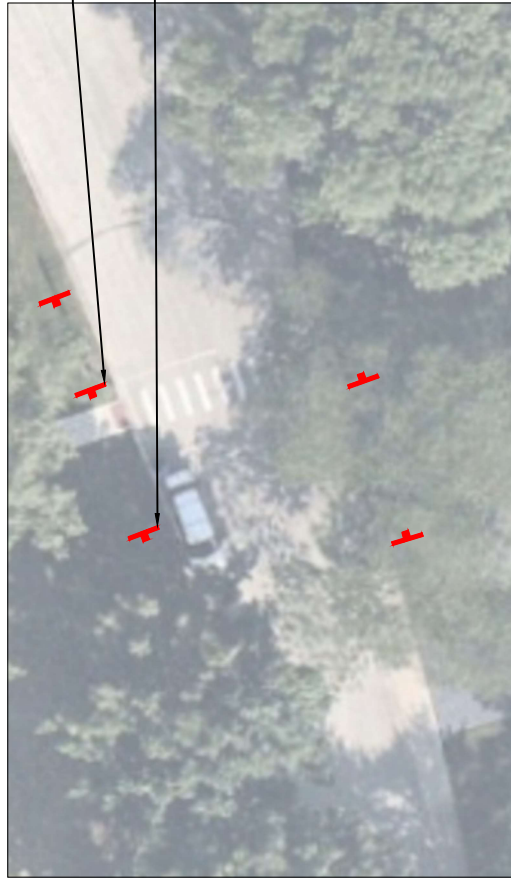
COUNCIL TRAIL TRAFFIC STUDY ALTERNATIVE 2 - NO ADDITIONAL PARKING

SCALE: 1"=40' OF 2 SHEETS AT WELLER CREEK PLAYGROUND

PROJECT NO.	COUNTY	SECTION	SHEET NO.
2024-001	COOK		2
			1
CONTRACT NO.	DATE	BY	DATE
N/A			



COUNCIL TRAIL CROSSWALK DETAIL - 1:20 SCALE



MAN A WA TRAIL DETAIL - 1:20 SCALE



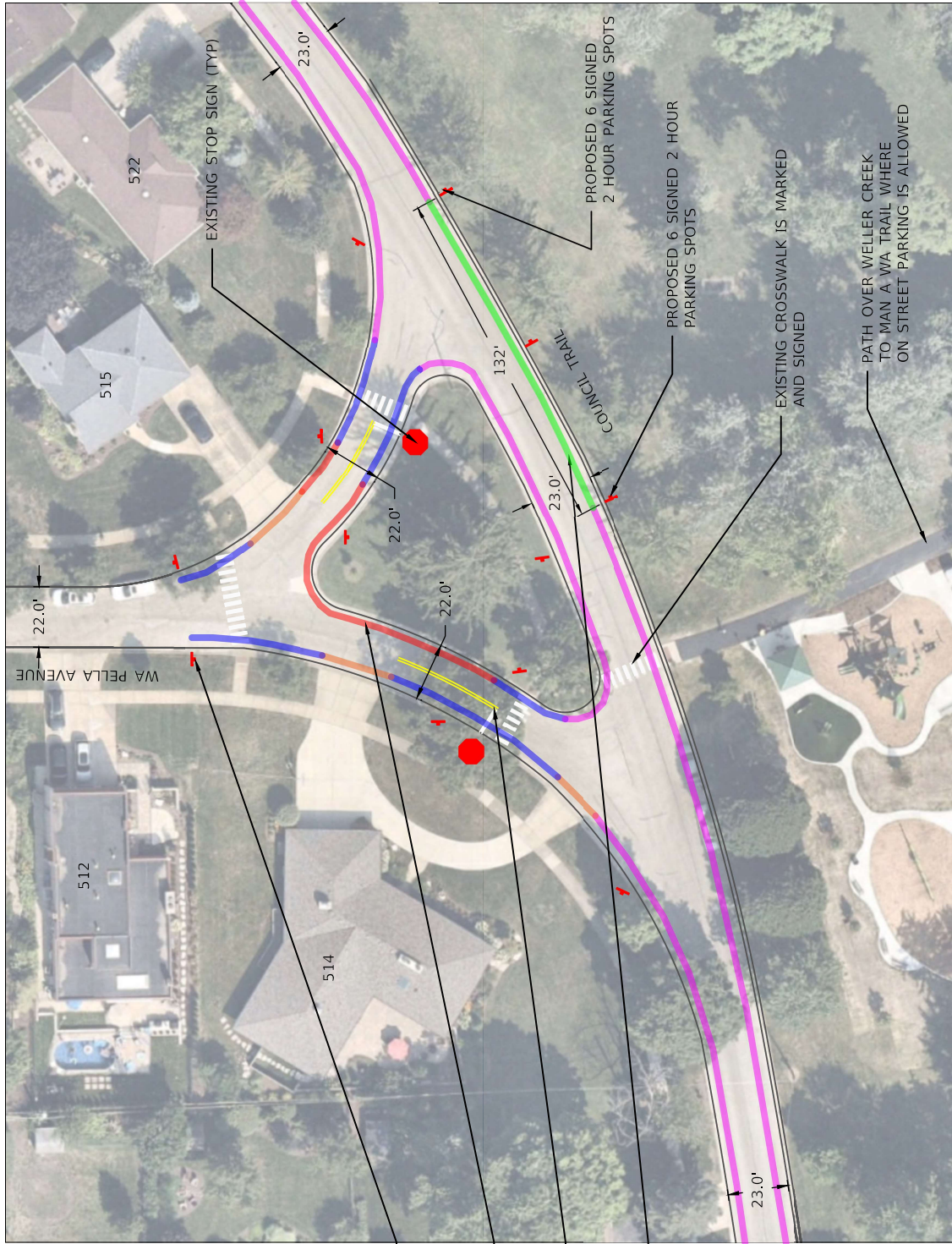
WELLER CREEK PATH OVERVIEW - 1:75 SCALE

	USER NAME - LIF DRAW - LIF PLOT SCALE - PLOT DATE - 9/19/2024		DESIGNED - LIF REVISED - CHECKED - MPL DATE - 9/19/2024		REVISED - REVISED - REVISED - REVISED -		VILLAGE OF MOUNT PROSPECT		COUNCIL TRAIL TRAFFIC STUDY ALTERNATIVE 2 - NO ADDITIONAL PARKING		SCALE VARIES	SHEET 2 OF 2 SHEETS	AT WELLER CREEK PLAYGROUND	PLAT NO. COUNTY COOK SECTION 2 SHEET NO. 2	CONTRACT NO. N/A

ON STREET PARKING LEGEND

- EXISTING NO PARKING ON COUNCIL TRAIL
- EXISTING NO PARKING DUE TO CROSSWALKS OR STOP BARS PER VILLAGE CODE
- EXISTING NO PARKING DUE TO DRIVEWAYS
- PROPOSED NO PARKING WHERE PARKING IS CURRENTLY ALLOWED
- PROPOSED 2 HOUR PARKING WHERE PARKING IS CURRENTLY PROHIBITED

- NEW SIGNS TO ENFORCE EXISTING AND PROPOSED PARKING RESTRICTIONS. ONE ON STREET PARKING SPOT ELIMINATED IN FRONT OF 515 WA PELLA AVENUE
- PROHIBIT PARKING ADJACENT TO THE ISLAND, APPROXIMATELY 4 SPOTS REMOVED
- NEW STRIPPED CENTERLINES ON WA PELLA AVENUE TO SLOW VEHICLES AROUND CURVES
- SIX NEW ON-STREET PARKING SPOTS TO BE SIGNED ONLY



USER NAME - LIF
DRAW - LIF
CHECKED - BPL
DATE - 9/19/2024

DESIGNED - LIF
REVISED -
REVISED -
REVISED -
REVISED -

VILLAGE OF MOUNT PROSPECT

COUNCIL TRAIL TRAFFIC STUDY
ALTERNATIVE 3 - ON-STREET PARKING

SCALE: 1"=40' SHEET 1 OF 2 SHEETS AT WELLER CREEK PLAYGROUND

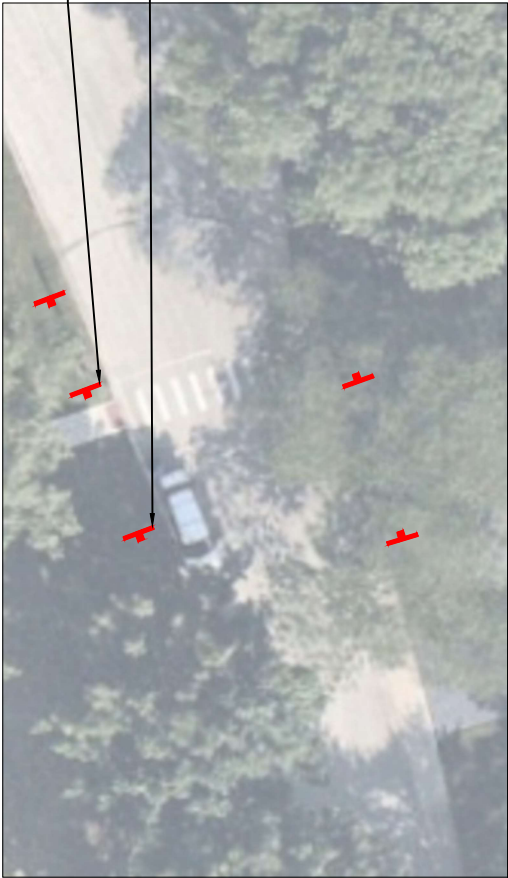
PROJECT NO.	COUNTY	SECTION	SHEET NO.	SHEET TOTAL
2024-001	COOK		2	1
CONTRACT NO. N/A			DATE	

\\g:\engineering\traffic\hobby\commission\Council Trail\2024 - Weller Creek Park\CD\Council Trail CD - All 3 OnStreet Parking.dwg



WELLER CREEK PATH OVERVIEW - 1:75 SCALE

6 NEW SIGNED ON STREET PARKING SPOTS



MAN A WA TRAIL DETAIL - 1:20 SCALE

ADD CROSSWALK SIGNAGE TO MAN A WA TRAIL

ADD PARKING RESTRICTION SIGNAGE ADJACENT TO CROSSWALK PER VILLAGE CODE TO INCREASE SAFETY AT CROSSWALK

PATH FROM MAN A WA TRAIL OVER BRIDGE TO THE WELLER CREEK PARK PLAYGROUND

ON STREET PARKING ALLOWED ON MAN A WA TRAIL

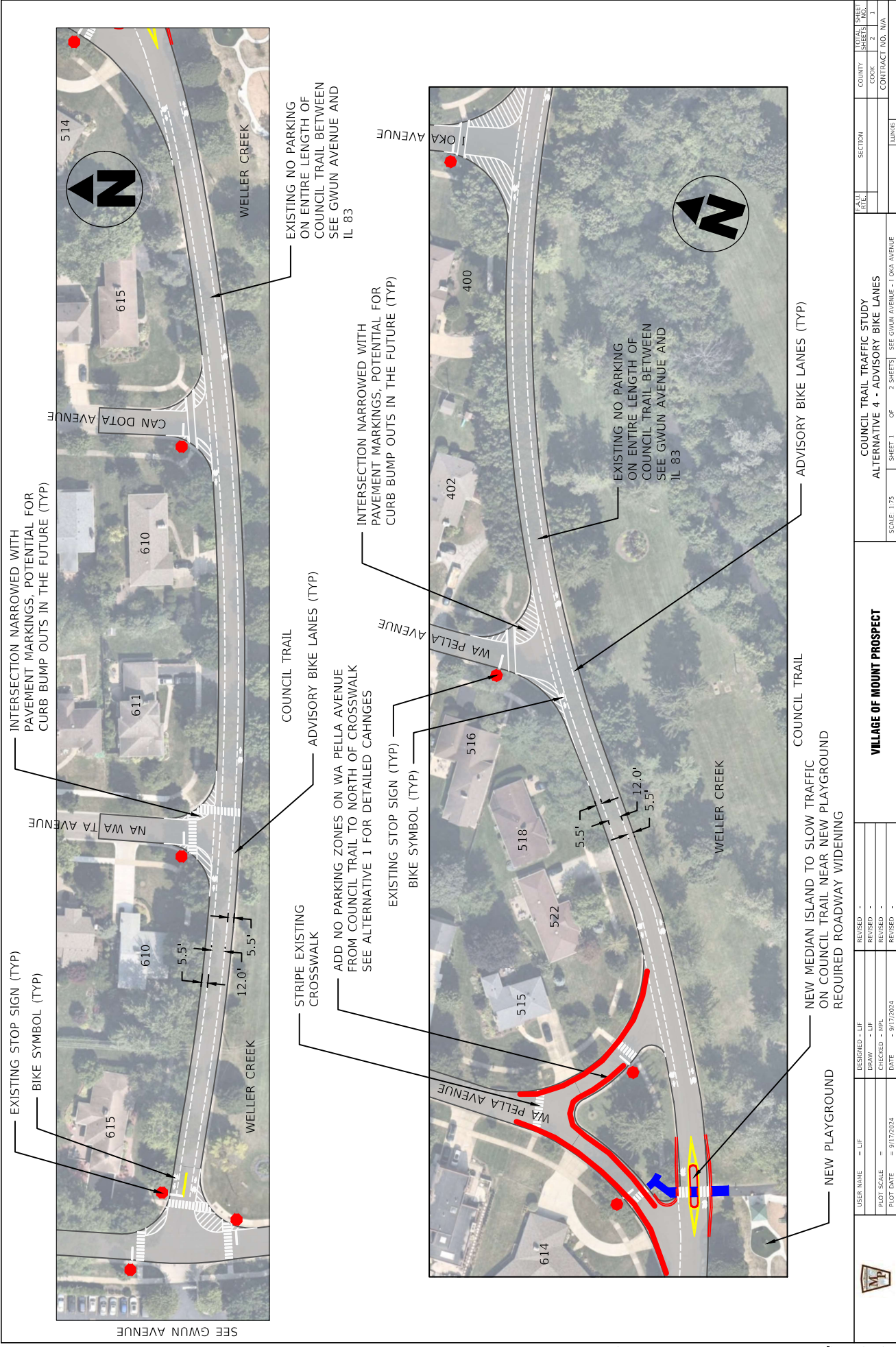


VILLAGE OF MOUNT PROSPECT

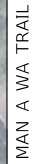
COUNCIL TRAIL TRAFFIC STUDY
ALTERNATIVE 3 - ON-STREET PARKING

SCALE: VARIES SHEET 2 OF 2 SHEETS AT WELLER CREEK PLAYGROUND

DESIGNED - LIF	REVISOR -	SECTION	COUNTY	SHEET NO.
DRAW - LIF	REVISOR -		COOK	2
CHECKED - BPL	REVISOR -		CONTRACT NO.	N/A
DATE - 9/19/2024	REVISOR -			



	USER NAME = LIF		DESIGNED - LIF		REVISED -		COUNCIL TRAIL TRAFFIC STUDY		SHEET NO.	TOTAL SHEETS
	DRAW - LIF		CHECKED - MPL		REVISED -		ALTERNATIVE 4 - ADVISORY BIKE LANES			
PLOT SCALE =		DATE = 9/17/2024		SHEET 1 OF 2		SEE GWUN AVENUE - I OKA AVENUE		SCALE: 1"=75'		CONTRACT NO. N/A



VILLAGE OF MOUNT PROSPECT

COUNCIL TRAIL TRAFFIC STUDY ALTERNATIVE 4 - ADVISORY BIKE LANES		SECTION		COUNTY	TOTAL SHEETS
					2
				COOK	2
				CONTRACT NO. N/A	



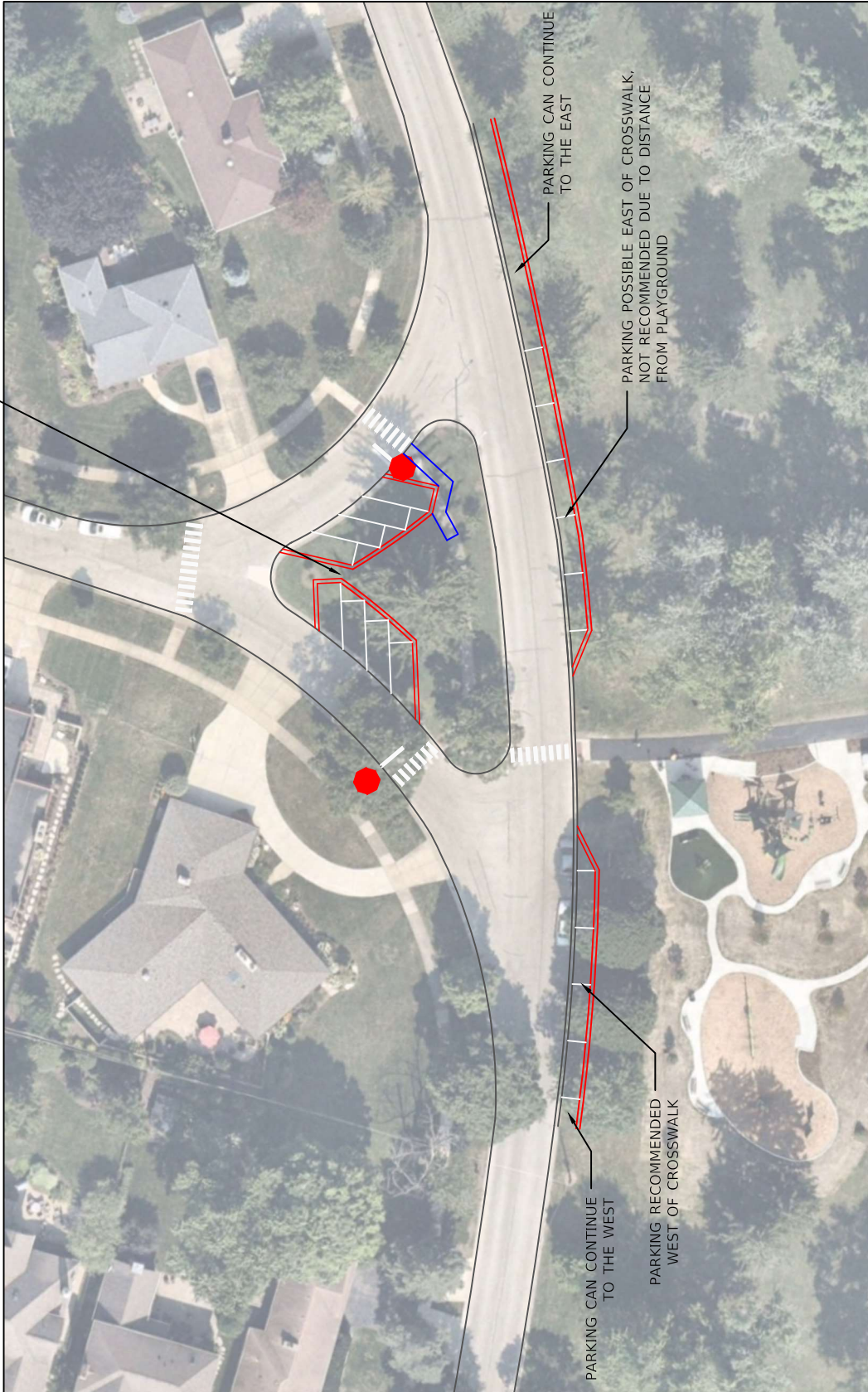
Village of Mount Prospect
Neighborhood Greenways
Preliminary Engineer's Estimate of Probable Construction Cost

Route Number: 24
Route Name: Council Trail
 Total Length: ~~1.45~~ Miles
 Total Cost: ~~\$ 281,486.50~~
 Date Updated: 5/30/2024

Section: 1
 Limits: See Gwun Avenue to IL 83 (Elmhurst Road) - Including Intersection with IL 83
 Length: 2,425'

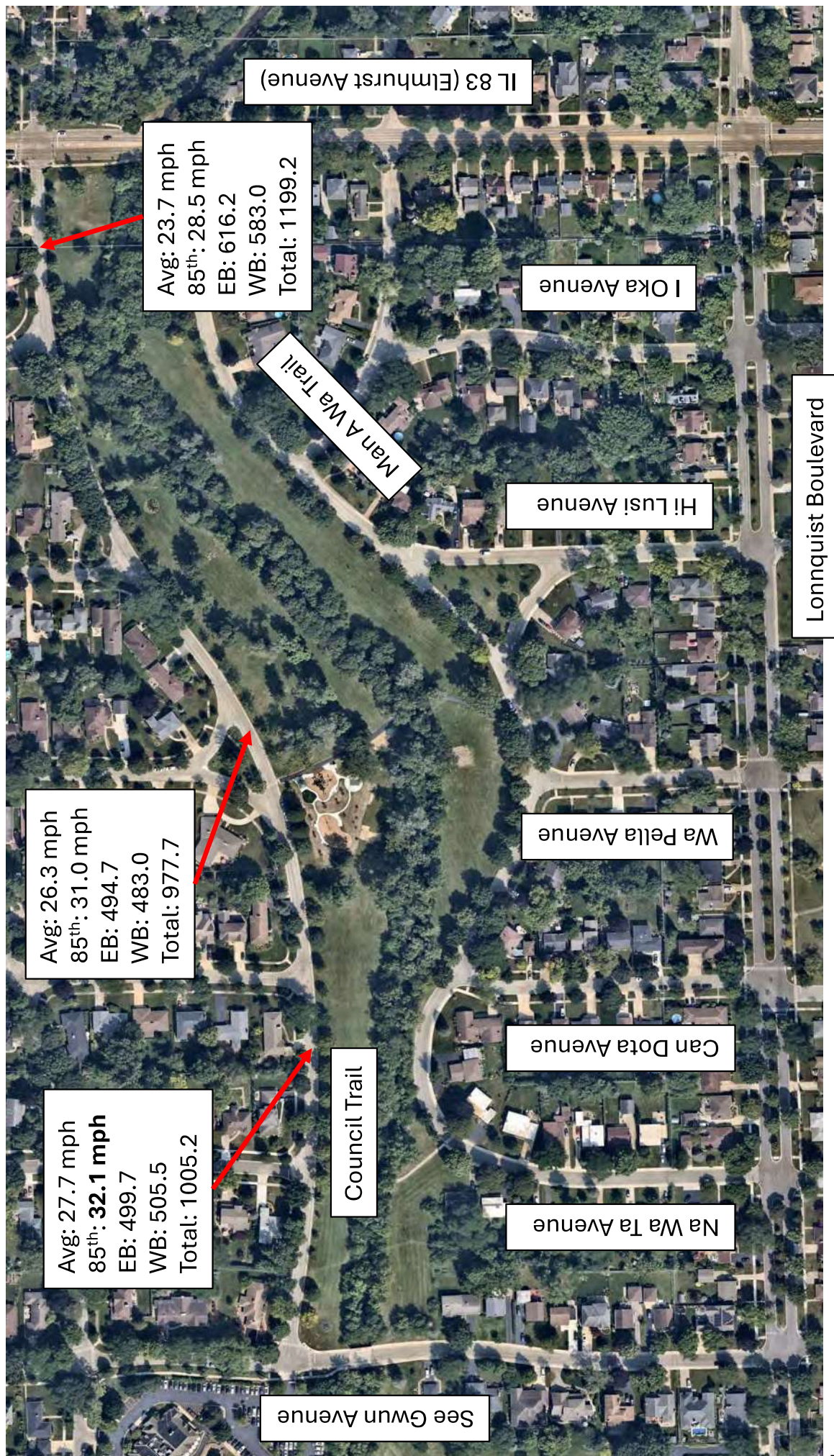
Item Number	Item	Unit	Total Quantity	Unit Price	Total Cost
1	White Pavement Marking Line, 6"	Foot	4925	\$ 1.50	\$ 7,387.50
2	White Pavement Marking Line, 12"	Foot	330	\$ 2.50	\$ 825.00
3	White Pavement Marking Line, 24"	Foot	0	\$ 6.00	\$ -
4	Yellow Pavement Marking Line, 4"	Foot	425	\$ 1.50	\$ 637.50
5	Bike Symbol	Each	18	\$ 400.00	\$ 7,200.00
6	Sharrow	Each	2	\$ 400.00	\$ 800.00
7	White Letters and Symbols	SQ FT	0	\$ 6.00	\$ -
8	Green Pavement Marking	SQ FT	0	\$ 8.00	\$ -
9	Pavement Marking Removal	SQ FT	10	\$ 5.00	\$ 50.00
10	New Sign	Each	13	\$ 200.00	\$ 2,600.00
11	Curb Bump Out/Median Island	Each	0	\$ 7,500.00	\$ -
12	Mini-Traffic Circle	Each	0	\$ 15,000.00	\$ -
13	New Path Construction	SQ YD	148	\$ 110.00	\$ 16,280.00
14	Sidewalk Improvements	SQ FT	150	\$ 15.00	\$ 2,250.00
Subtotal					\$ 38,030.00
Miscellaneous Items					
1	New Crosswalk Island and Widening	LSUM	1	\$ 25,000.00	\$ 25,000.00
					\$ -
Section Sub Total					\$ 63,030.00

[illegible]



	USER NAME = LIF	DESIGNED - LIF	REVISED -	VILLAGE OF MOUNT PROSPECT				COUNCIL TRAIL TRAFFIC STUDY				PLAN RITE.	SECTION	COUNTY	TOTAL SHEET NO.
		DRAW	REVISED -					REVISED -	ROADWAY WIDENING PARKING LOCATIONS						
	PLOT SCALE =	CHECKED - MPL	REVISED -	REVISED -								COOK	1	1	
	PLUT DATE = 9/17/2024	DATE = 9/17/2024	REVISED -	REVISED -					SCALE 1"=40'		SHEET 1	OF 1	SHEETS	VIA HELLA AVENUE	

Council Trail – Weller Creek Playground
 Traffic Count Summary
 24 Hour Counts **Tuesday 9/10 – Sunday 9/15**



Council Trail – Weller Creek Playground Traffic Count Summary

24 Hour Counts **Tuesday 9/10 – Thursday 9/12**





Parking Study Weller Creek Park

Date	Time	<i>Cars on W. Council Trail</i>	<i>Cars on Wa Pella (S- SW Side)</i>	Park Users
7-29-24	9:00 am	0	0	4
7-31-24	11:15 am	2	0	
8-1-24	8:00 am	0	0	
8-1-24	3:15 pm	0	0	
8-2-24	9:10 am	1	0	
8-2-24	1:30 pm	0	0	
8-5-24	8:30 am	0	0	
8-5-24	2:00 pm	0	0	
8-7-24	1:50 pm	2	0	
8-13-24	6:07 pm	1	1	6
8-14-24	2:00 pm	0	3	12
8-16-24	5:17 pm	1	0	12+
8-20-24	9:55 am	2	0	10
8-21-24	11:33 am	0	1	11
8-23-24	10:33 am	0	0	2
10-8-24	5:56 pm	0	0	0

Updated: 10.8.2024

Council Trail Parking Counts

Date	Time	800 Block		700 Block		600 Block		At Park		Wa Pella		500 Block		400 Block		300 Block		People at Park	Na Wa Ta Trail
		North	South	North	South	North	South	South		West	East	North	South	North	South	North	South		
9/9/2024	3:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	N/A
9/9/2024	4:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	6	1
9/10/2024	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	N/A
9/10/2024	1:40 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	4	0
9/10/2024	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	4	0
9/11/2024	1:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/11/2024	5:05 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	11	0
9/12/2024	12:10 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0
9/13/2024	4:24 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	8	1
9/14/2024	10:12 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
9/14/2024	5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
9/14/2024	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
9/14/2024	8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9/15/2024	6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0
9/16/2024	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	N/A
9/16/2024	11:55 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4	0