



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

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**April 14, 2025**

**Emergency Operations Center**

**7:00 PM**

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- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of Minutes**
  - 3.1. March 10, 2025 - Regular Meeting
- 4. Citizens To Be Heard**
- 5. Old Business**
- 6. New Business**
  - 6.1. Lincoln Street Parking Study - Hi Lusi Avenue to I Oka Avenue
  - 6.2. Pine Street Parking Study - Prospect Avenue to Evergreen Avenue
- 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](mailto:lforesman@mountprospect.org) OR CALL 847/870-5640**

**MAYOR**  
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William A. Grossi  
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**VILLAGE MANAGER**  
Michael J. Cassady

**DIRECTOR OF PUBLIC WORKS**  
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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 10, 2025.

#### ROLL CALL

Present upon roll call:	Justin Kuehlthau	Chairman
	Christopher Prosperi	Vice Chairman
	Tina DeAragon	Commissioner
	Jeffrey Nejd	Commissioner
	B-L Pellicore	Commissioner
	Charlie Lowry	Commissioner
	Aaron Grandgeorge	Fire Department Representative
	Luke Foresman	Project Engineer – Staff Liaison
Absent:	Scott Moe	Public Works Department Representative
	Nicholas Mavraganis	Police Department Representative – Arrived at 7:05 PM

Others in Attendance:	Mike Topolewski	Resident	515 S. William
	Susan Ostroluski	Resident	116 S. Audrey
	Carol Ceimo	Resident	100 S. Audrey
	Henry Lopez	Resident	605 S. William
	Vito LiRosi	Resident	17 S. Audrey
	Dennis Voss	Resident	700 S. William
	Jose DeChoudens	Resident	7 S. Audrey
	Eleanor Slesicki	Resident	814 S. William
	Brad Gates	Resident	18 S. Audrey
	Rick & Diane McNulty	Residents	1908 Connie
	Debbie Geavaras	Resident	200 S. Audrey
	Matt Lawrie	Village Engineer	

## APPROVAL OF MINUTES

Staff Liaison Foresman presented the following to the Commission for inclusion as an addition to the draft minutes that were included in the agenda packet:

Under the discussion section for the Arterial Bike Network Study, add the following.

- “Commissioner DeAragon had two questions relating to trees. Could trees be transplanted if they are in the way of a shared use path? And can we plan ahead so when trees on future path routes are planted, they are planted so that they will not conflict with proposed paths? Staff Liaison Foresman indicated he would check with the Forestry Division and follow up with the Commission.
  - Post Meeting Note: The Forestry Division indicated they typically do not relocate trees due to Public Works not having the necessary equipment and the cost associated with tree relocation. But it could be looked at on a case-by-case basis. They were also open to referencing the Arterial Bike Network Study when planting trees in the future to avoid conflicts with proposed paths.
- Commissioner DeAragon asked if burying utilities was a possibility to avoid conflicts. Staff Liaison Foresman indicated the cost of burying utilities would have to be paid by the Village and would be prohibitively expensive. Additionally, underground separation requirements would have to be met which may not be possible in all locations.”

Commissioner Pellicore, seconded by Vice Chairman Prosperi, moved to approve the minutes of the regular meeting of the Transportation Safety Commission held on February 10, 2025. The minutes were approved by a vote of 7-0.

## CITIZENS TO BE HEARD

None.

## OLD BUSINESS

None.

## NEW BUSINESS

### **A: Hatlen Heights – Friendly Neighborhood Streets Program**

Staff Liaison Foresman presented the following on the Hatlen Heights Study:

#### Background:

The study limits include:

- Audrey Lane from Central Road to Bonita Avenue
- Hatlen Avenue from Central Road to Bonita Avenue
- Bonita Avenue from Hatlen Avenue to Lincoln Street
- Connie Lane from Meier Road to Hatlen Avenue
- Meier Road from Lincoln Street to Connie Lane

A petition for the Friendly Neighborhood Streets Program for Audrey Lane was received on October 2, 2024. Staff found the street qualified for the program and determined the study area.

Initial Public Outreach:

Staff sent a letter to all properties in the study area (excluding Meier Road at this time) to solicit input on existing traffic issues. 134 surveys were sent out and 27 were returned.

While Staff reviewed all responses, the below themes were the focus of the study:

- Reducing vehicle speeds
- Reducing “cut-through” traffic
- Increasing pedestrian safety at intersections
- Increasing stop sign compliance

Initial Plan:

Staff developed an initial traffic calming plan to address the perceived traffic issues in the neighborhood. This plan includes the following traffic calming measures:

- Median Islands
- Mini-Traffic Circles
- Pavement Markings
- Speed Feedback Signs – As an option

Plan exhibits were prepared and presented to the Commission showing the location and approximate size of the traffic calming measures. Liaison Foresman reiterated that this is the initial design developed by Staff and will be updated with input from the Commission and the public.

The following measures were not included in the initial plan:

- Bump Outs – Streets are too narrow to install bump outs and have the desired traffic calming effect
- Stop Signs – Stop signs cannot be used for speed control
- Speed Bumps – Speed bumps are not a part of the Village’s traffic calming toolbox
- Choke Points – Not preferred by Public Works due to maintenance concerns

Road closures were suggested by some residents but were not included for the following reasons:

- Would increase response time for Police and Fire
- Would limit access for Police and Fire
- Would increase maintenance for Public Works
- Could increase traffic on other streets in the neighborhood
- Was trialed in the 1990’s and it was decided not to keep the closure in place, we would expect similar issues if the roads were closed again

Second Public Outreach:

A resident information bulletin and survey were sent to all addresses within the expanded study area, including Meier Road from Lincoln Street to Connie Lane, introducing the initial preferred alternative and requesting feedback from residents on it. The public comment period is open until Friday March 15th.

Temporary Measures:

Temporary measures were unable to be installed prior to the meeting due to weather. Staff will work to install temporary measure this spring to trial the revised design.

On-Site Meeting:

This Transportation Safety Commission meeting is serving as the “on-site” meeting as outlined in the Friendly Neighborhood Streets Program due to the study taking place over the winter.

Next Steps:

Once the public comment period ends, Staff will review the comments and revise the design as appropriate.

When the final preferred alternative is ready, residents will be set a letter containing plans of the proposed traffic calming project and a ballot to express their desire for a project to move forward or not.

When the balloting period ends, there will be a Transportation Safety Commission meeting to discuss the final preferred alternative and results of the balloting. It will then be up to the Commission to recommend the project to the Village Board or not.

If the project is forwarded to the Village Board, the Village Board will have final approval of the project prior to construction.

Discussion:

The following is a summary of the discussion on the initial plan:

- There was concern raised by residents over how mini-traffic circles would function and how drivers would know how to navigate them.
- Parking concerns were raised over the impact the proposed traffic calming measures would have on street parking.
- It was mentioned the only way to remove cut-through traffic on the streets would be to dead end multiple streets in the neighborhood.
- There was a comment that parked cars on the street have a traffic calming effect.
- There was concern over the possibility of driver’s hitting the traffic calming measures, causing damage to vehicles.
- A resident wanted to make sure traffic calming measures as proposed would not shift traffic to other streets in the neighborhood.
- The initial design would prohibit parking on Connie Lane between Meier Road and Audrey Lane. There was concern that there is not sidewalk access along the east side of Meier Road.

Action:

There are no action items for this agenda item. The discussion from the meeting, along with comments received from the public, will guide Staff as they revise the initial plan to develop the preferred alternative.

## **B: William Street – Friendly Neighborhood Streets Program**

Staff Liaison Foresman presented the following on the William Street Study:

Background: The study limits include William Street from Prospect Avenue to Golf Road.

A petition for the Friendly Neighborhood Streets Program for William Street was received on September 30, 2024. Staff found the street qualified for the program and determined the study area.

Initial Public Outreach: Staff sent a letter to all properties in the study to solicit input on existing traffic issues. 78 surveys were sent out and 25 were returned.

While Staff reviewed all responses, the below themes were the focus of the study:

- Reducing vehicle speeds
- Reducing the number of vehicles
- Addressing parking issues related to activities at Sunrise Park
- Addressing crosswalk safety concerns south of the bridge over Weller Creek
- Increasing pedestrian safety at intersections
- Increasing stop sign compliance

Initial Plan: Staff developed an initial traffic calming plan to address the perceived traffic issues in the neighborhood. This plan includes the following traffic calming measures:

- Median Islands
- Intersection Bump Outs
- Pavement Markings
- Speed Feedback Signs – As an Option

Plan exhibits were prepared and presented to the Commission showing the location and approximate size of the traffic calming measures. Liaison Foresman reiterated that this is the initial design developed by Staff and will be updated with input from the Commission and the public.

The following measures were not included in the initial plan:

- Stop Signs – Stop signs cannot be used for speed control
- Speed Bumps – Speed bumps are not a part of the Village’s traffic calming toolbox
- Choke Points – Not preferred by Public Works due to maintenance concerns

Road closures were suggested by some residents but were not included for the following reasons:

- Would increase response time for Police and Fire
- Would limit access for Police and Fire
- Would increase maintenance for Public Works
- Could increase traffic on other streets in the neighborhood

Second Public Outreach:

A resident information bulletin and survey were sent to all addresses within the study area introducing the initial preferred alternative and requesting feedback from residents on it. The public comment period is open until Friday March 15th.

Temporary Measures:

Temporary measures were unable to be installed prior to the meeting due to weather. Staff will work to install temporary measure this spring to trial the revised design.

On-Site Meeting:

This Transportation Safety Commission meeting is serving as the “on-site” meeting as outlined in the Friendly Neighborhood Streets Program due to the study taking place over the winter.

Next Steps:

Once the public comment period ends, Staff will review the comments and revise the design as appropriate.

When the final preferred alternative is ready, residents will be set a letter containing plans of the proposed traffic calming project and a ballot to express their desire for a project to move forward or not.

When the balloting period ends, there will be a Transportation Safety Commission meeting to discuss the final preferred alternative and results of the balloting. It will then be up to the Commission to recommend the project to the Village Board or not.

If the project is forwarded to the Village Board, the Village Board will have final approval of the project prior to construction.

Discussion:

The following is a summary of the discussion on the initial plan:

- Soccer games at Sunrise Park are the primary cause of parking issues at the south end of William Street. Suggested staggering games to allow attendees from earlier games to leave before the next round of parents and players arrive.
- There were concerns about removing parking on the west side of William Street south of Weller Creek.
- Concerns over bump outs impacting traffic, the Commission confirmed that two-way traffic would be maintained at all times with all traffic calming measures.
- Comment against bump outs due to impact on parking and not seeing them as being necessary.
- Comment that alley traffic north of Sha Bonee Trail should be considered when reviewing the plan.
- Comment on how traffic calming measures would affect cyclists. Commissioner Lowry responded that slower vehicle speeds would be preferred for cyclists, even if traffic calming measures force them to share a lane.
- Comment on how traffic calming is needed due to the large amount of children on the street.
- Comment that residents do not feel a need for traffic calming.
- Comment that the stop signs at the intersection of William Street and Council Trail are regularly ignored.

- Concern over the proposed bump out at the intersection of Berkshire Lane and William Street being too large.
- The Commission would like to be informed when trial measures are installed.
- Comment over how balloting would work going forward.

Action: There are no action items for this agenda item. The discussion from the meeting, along with comments received from the public, will guide Staff as they revise the initial plan to develop the preferred alternative.

### **C: Arterial Bike Network Study**

Staff Liaison Foresman presented the following on the Final Report of the Arterial Bike Network Study:

Background: The Village’s existing Bike Plan was adopted in 2012. Since then, the Village has installed 28 miles of on-street bike routes, completing Phase I of the Bike Plan. Phases II and III are to install bike facilities along arterial roads, however more study was needed to determine how those could be built

The Village applied for and was awarded a planning grant from the State of Illinois in 2022 and was able to retain a consultant to develop the Arterial Bike Network Study in 2023 and 2024. The draft final report of the Arterial Bike Network Study was presented to the Transportation Safety Commission at the February 10<sup>th</sup> Meeting and the Village Board at the February 18<sup>th</sup> Committee of the Whole meeting for comment.

Changes from Draft Report: Comments received at those meeting were incorporated into the final report. Below are changes made to the study between the draft and final document. The page numbers are the page of the PDF study document:

- Page 49 – Euclid Avenue – East Section Cost Estimate Updated
- Page 56 – Kensington Road – Corridor Routing Updated
- Page 57 – Kensington Road – Facility Type Corrected
- Page 79 – IL 83 (Main Street) – Corridor Routing Updated
- Page 84 – Golf Road – Corridor Routing Updated
- Page 90 – ComEd Trail – Cost Estimate Updated
- Page 106 – Cost Estimate Table – Updated

There was discussion at the February 10<sup>th</sup> Transportation Safety Commission about safe crossings of arterial roads to access the proposed shared-use paths. The design and location of the crossings will be included in future design engineering of a corridor and are not a part of this study.

Recommendation: Staff recommends the Transportation Safety Commission recommend the Village Board adopt the Arterial Bike Network Study and its appendixes.

Option: Action at the discretion of the Commission.

Discussion: None.

Motion: Commissioner Pellicore motioned for the Transportation Safety Commission recommend the Village Board adopt the Arterial Bike Network Study and its appendixes. Commissioner Lowry seconded the motion.

**The motion was approved by a vote of 7-0.**

Representative Mavraganis was not present for the vote.

#### COMMISSION ISSUES

Liaison Foresman informed the Commission that the Village's Human Services department was currently developing a Transit Study and provided information on the public survey for that study:  
<https://www.mountprospect.org/departments/human-services/transit-study#!/>

#### ADJOURNMENT

With no further business to discuss, the Transportation Safety Commission voted 7-0 to adjourn at 9:40 p.m. upon the motion of Commissioner Pellicore. Commissioner NejdI seconded the motion.

Respectfully submitted,



Luke Foresman, P.E.  
Project Engineer



# Mount Prospect Public Works Department

## INTEROFFICE MEMORANDUM

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TO: TRANSPORTATION SAFETY COMMISSION  
FROM: PROJECT ENGINEER  
DATE: APRIL 8, 2025  
SUBJECT: LINCOLN STREET PARKING STUDY – HI LUSI AVENUE TO I OKA AVENUE

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Request: Prohibit parking on one side of Lincoln Street between Hi Lusi Avenue and I Oka Avenue due to church related on-street parking.

Requested By: Resident

Public Notice: Residents along Lincoln Street were invited to provide comments and attend the TSC meeting via letters sent to each address.

Current Traffic Regulations:

1. There is currently No Parking on the south side of Lincoln Street on Sundays from 6:30 AM to 1:30 PM.
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. Lincoln Street is approximately 29 feet wide in this area.
2. Lincoln Street is surrounded by residential homes for this block.
3. St. Raymond Church and School are located one block to the east.

Current Traffic Conditions:

1. Patrons for events at St. Raymond are choosing to utilize street parking on this block of Lincoln Street.
2. The width of Lincoln Street does allow navigation by emergency vehicles even when cars are parked on both sides of the street.

Concerns:

1. When cars are parked on both sides of the street it prevents two-way traffic.
2. A resident indicated backing out of their driveway can be difficult.
3. As the on-street parking is related to events at St. Raymond, there are higher than typical traffic volumes and pedestrian activity during instances of high parking, leading to potential safety issues.

- Observations:
1. Public Works logged on-street parking at various times and referenced the St. Raymond calendar to see if higher parking instances could be related to church or school events.
  2. A resident also provided photos documenting instances of high volumes of on-street parking at different times.
  3. Staff observed cars parked along both sides of Lincoln Street in this block.
  4. High on-street parking utilization was able to be tied to events at St. Raymond.
  5. Parking logs are included in the exhibits.
  6. As events at St. Raymond take place at all times of the day, targeted (hourly) parking restrictions would be ineffective.

Proposed Improvements: Staff proposes to prohibit parking at all times on the south side of Lincoln Street between Hi Lusi Avenue and I Oka Avenue. Parking would remain on the north side of Lincoln Street at all times. This would ensure two-way traffic on this block.

This would match the parking restrictions on other streets surrounding the church and school, see attached map. However, Lincoln Street is wider than some of the other streets surrounding the church and school.

Resident Survey: Residents along Lincoln Street were invited to provide comments and attend the TSC meeting via letters sent to each address. One comment was received.

“When both sides of the street have cars on Lincoln, difficult to get out of my driveway especially when it’s dark. Can’t see kids in between cars, at times they dart out. If all the other streets have parking on one side why can’t Lincoln?”

Recommendation: Lincoln Street between Hi Lusi Avenue and I Oka Avenue can experience high levels of on-street parking during events at St. Raymond church and school. When vehicles are parked on both sides of the street, two-way traffic is difficult.

**Recommendation: Prohibit parking on the south side of Lincoln Street between Hi Lusi Avenue and I Oka Avenue at all times.**

Options: Leave existing parking regulations as is.

Action at the discretion of the Commission


Attachments: Map Showing Existing and Potential Parking Regulations  
Notification Letters  
Parking Study Results  
Map of Parking Regulations in the Area

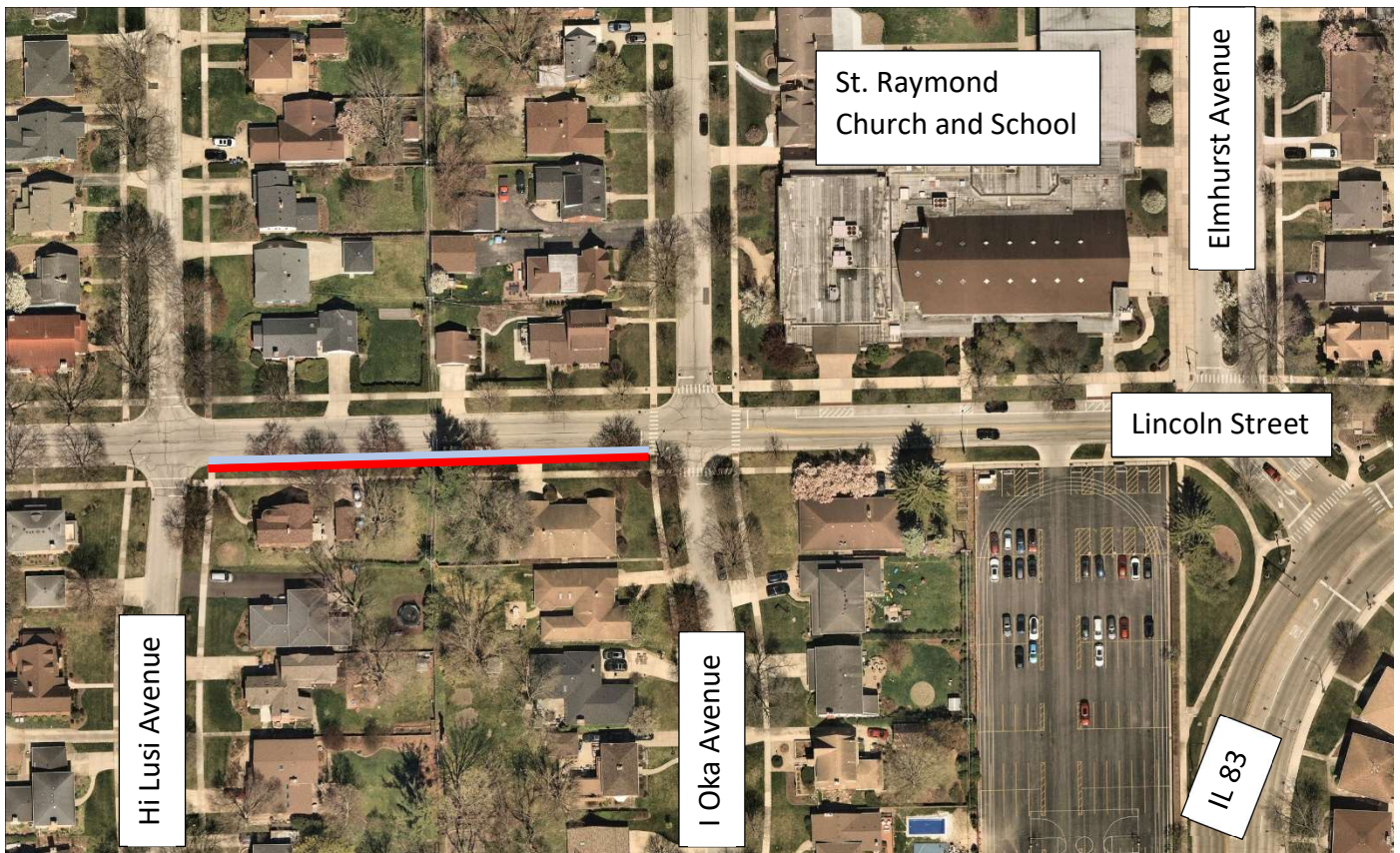


# Mount Prospect Public Works Department

## LINCOLN STREET POTENTIAL PARKING CHANGES LOCATION MAP

 = Existing No Parking Sundays 6:30 AM to 1:30 PM

 = Potential No Parking Anytime



**INTRODUCTION:**

The Village has been approached by a resident with concerns about increased parking on the 400 block of West Lincoln Street (between Hi Lusi Avenue and I Oka Avenue). This parking is believed to be related to St. Raymonds.

**OBSERVATIONS:**

On street parking usage on the 400 block of West Lincoln Street was recorded multiple times in January and February 2025. These counts showed cars parking on both sides of Lincoln Street and appeared to be related to events held at the church or school. Parking is currently prohibited on the south side of the 400 block of West Lincoln Street on Sundays between 6:30 AM and 1:30 PM. Besides these times, there are no specific parking restrictions on this block of Lincoln Street. Overnight parking is prohibited on all public streets in the Village. Lincoln Street is approximately 28' wide on this block. With vehicles parked on both sides of the street, there is still a 12' travel lane in the middle to allow vehicles through. While vehicles will need to take turns to pass the parked vehicles, this is adequate space for emergency vehicle access.

**OPTIONS:**

The Village reviewed parking in the surrounding area and determined, with resident support, prohibiting parking on the south side of the 400 block of West Lincoln Street at all times would be consistent with other parking regulations on streets surrounding St. Raymonds. This change would directly affect residents fronting Lincoln Street, therefore we are soliciting feedback from those residents before determining if Village Staff will pursue a parking change.

**PUBLIC INPUT**

The Village is seeking public input as part of the parking study. Should you wish, please respond by Friday April 4<sup>th</sup> with any comments on prohibiting parking at all times on the south side of the 400 block of West Lincoln Street by contacting the Public Works Department by phone at (847) 870-5640 or by email at [publicworksdept@mountprospect.org](mailto:publicworksdept@mountprospect.org).



Please put "Lincoln 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 April 14<sup>th</sup>, 2025 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.

**VILLAGE OF MOUNT PROSPECT**  
**PUBLIC WORKS DEPARTMENT**

1700 W. Central Road  
Mount Prospect, IL 60056  
[www.mountprospect.org](http://www.mountprospect.org)

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

**Transportation Safety**  
**Commission Meeting**  
Monday, April 14<sup>th</sup>  
Emergency Operations  
Center, 1720 W. Central  
Road @ 7:00 PM



**Lincoln Street Parking Study**

400 Block of West Lincoln Street  
Between Hi Lusi Avenue and I Oka Avenue

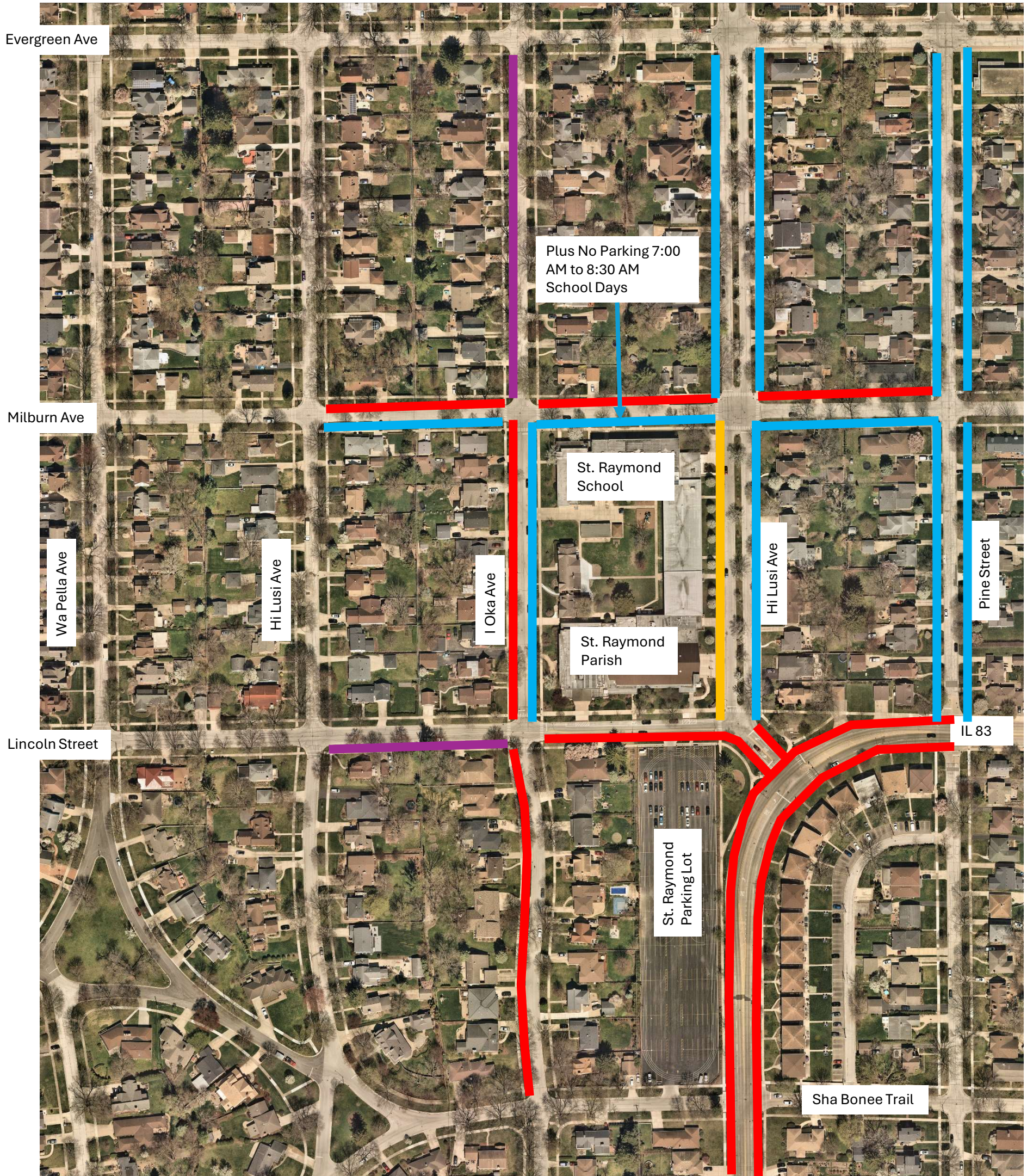
Complaint relatign to St. Raymonds Parking

Existing Parking Regulations: no parking on south side of street on Sundays from 6:30 AM to 1:30 PM

Observations:

Date	Day	Time	St. Raymond Event	Notes
1/19/2025	Sunday	Afternoon	Joey Sykes Tournament	9 cars North Side, 9 cars south side, no cars past Hi Lusi
1/28/2025	Tuesday	Evening	AA, Basketball, Cub Scout Meeting	At least 3 cars on north and south side
1/31/2025	Friday	Evening	Stations of the Cross, Family Dance	5 cars north side, 5 cars south side, no cars past Hi Lusi
2/9/2025	Sunday	12:30 PM	Post 11 AM Mass	5 cars on north side, 3 cars south side, no cars past Hi Lusi, cars on south side ignoring no parking sign
2/11/2025	Tuesday	7:10 PM	AA, Basketball	3 cars on north side, 6 cars on south side, no cars past Hi Lusi
3/7/2025	Friday	6:00 PM	Fish Fry	9 cars North Side, 9 cars south side, no cars past Hi Lusi
3/8/2025	Saturday	7:00 PM	Trivia Night	6 cars north side 5 cars south side

# Existing Parking Regulations Around St. Raymond's



## Legend

- = No Parking Sundays 6:30 AM to 1:30 PM
- = No Parking Anytime
- = 2 Hour Parking 7:00 AM to 6:00 PM
- = No Parking Drop-Off/Pickup Zone School Days 8AM – 4PM



# Mount Prospect Public Works Department

## INTEROFFICE MEMORANDUM

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TO: TRANSPORTATION SAFETY COMMISSION  
FROM: PROJECT ENGINEER  
DATE: APRIL 4, 2025  
SUBJECT: PINE STREET PARKING STUDY – PROSPECT AVENUE TO EVERGREEN AVENUE

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Request: Prohibit parking on the west side of Pine Street between the alley south of Prospect Avenue and Evergreen Avenue on Fridays, Saturdays and Sundays.

Requested By: Village of Mount Prospect

Public Notice: Residents along Pine Street were invited to provide comments and attend the TSC meeting via letters sent to each address.

Current Traffic Regulations:

1. There is currently 2 Hour Parking on both sides of Pine Street between 7 AM and 6 PM Monday to Friday to discourage commuter parking.
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. From Prospect Avenue to the alley south of Prospect Avenue, Pine Street is approximately 45' wide with striped angled parking on the east side and striped parallel parking on the west side.
2. Pine Street south of the alley is approximately 22' wide (edge to edge).

Current Traffic Conditions:

1. Parking from businesses on Prospect Avenue is spilling over onto Pine Street on the weekends. This is primarily related to restaurant parking.
2. When vehicles are parked on both sides of Pine Street it can be difficult for large vehicles to pass through due to the narrow roadway width.

Concerns:

1. Increased parking on Pine Street is relatively new due to the many new restaurants that have opened on Prospect Avenue in recent years.
2. Without additional parking restrictions, emergency or other large vehicle access could be difficult on the street.

Observations:

1. Public Works observed parking in the neighborhood on three weekends in 2024, June 28<sup>th</sup> and 29<sup>th</sup>, August 16<sup>th</sup> and 17<sup>th</sup>, and October 4<sup>th</sup> and 5<sup>th</sup>.
2. Observations were recorded hourly at 5 PM, 6PM and 7PM each night.
3. The first observations occurred prior to outdoor dining beginning on Prospect Avenue. The second and third observations occurred during the outdoor dining program.
4. During observations, there were vehicles regularly parked along both sides of Pine Street, especially around 7 PM.

Proposed  
Improvements:

Staff proposes to prohibit parking on Fridays, Saturdays and Sundays on the west side of Pine Street between the alley south of Prospect Avenue to Evergreen Avenue. The existing 2-hour parking regulations will remain in effect on other days, providing on-street parking on the west side during the week while preventing commuters from parking on the street. Existing parking regulations will remain on the east side, allowing weekend parking. The east side was chosen as it provides more on-street parking compared to the west side.

Resident Survey:

All 12 residents along Pine Street between Prospect Avenue and Evergreen Avenue were invited to provide comments and attend the TSC meeting via letters sent to each address. One comment was received.

“I am a homeowner on the 100 S Pine Street block.

My concern with parking restrictions is what do we as homeowners do if we are having people to our house on the weekend? Where will they park if the restaurants are using the one side of the street?

I agree something needs to be done, this is terribly dangerous. Just trying to get UPS or Amazon down the street is hard enough. This was my voiced concern last year. Why has the village not come up with better parking garages or lots? We have been in our house for 37 years, this is not right to us, that we need to ask our guests to find a parking place, because the village did not think out this plan.

Same is going to happen with Chase Bank and the new building on NW HWY, where are all these patrons supposed to park. There is a huge mess over by Station 34 and The Prospect, yes valet service is offered at The Prospect, but have you seen the lines on Saturday night?

Better solutions before more businesses are opened or buildings built. Think before making your final decision as to how it affects others. How would you feel if this was happening in front of your house every weekend?”

Recommendation: Recently, Pine Street from the alley south of Prospect Avenue to Evergreen Avenue has experienced higher on-street parking rates on weekends relating to businesses on Prospect Avenue. Pine Street is among the narrowest streets in the Village at 22' wide. When vehicles are parked on both sides of the street, large vehicle access can be difficult.

**Recommendation: Prohibit parking on the west side of Pine Street from the alley to Evergreen Avenue at all times on Fridays, Saturdays and Sundays.**

Options: Prohibit parking on the west side of Pine Street from the alley to Evergreen Avenue at night only (6 PM – 6 AM) on Fridays, Saturdays and Sundays.

Prohibit parking on the west side of Pine Street from the alley to Evergreen Avenue at all times on Fridays and Saturdays.

Prohibit parking on the west side of Pine Street from the alley to Evergreen Avenue at night only (6 PM – 6 AM) on Fridays and Saturdays.

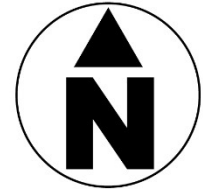
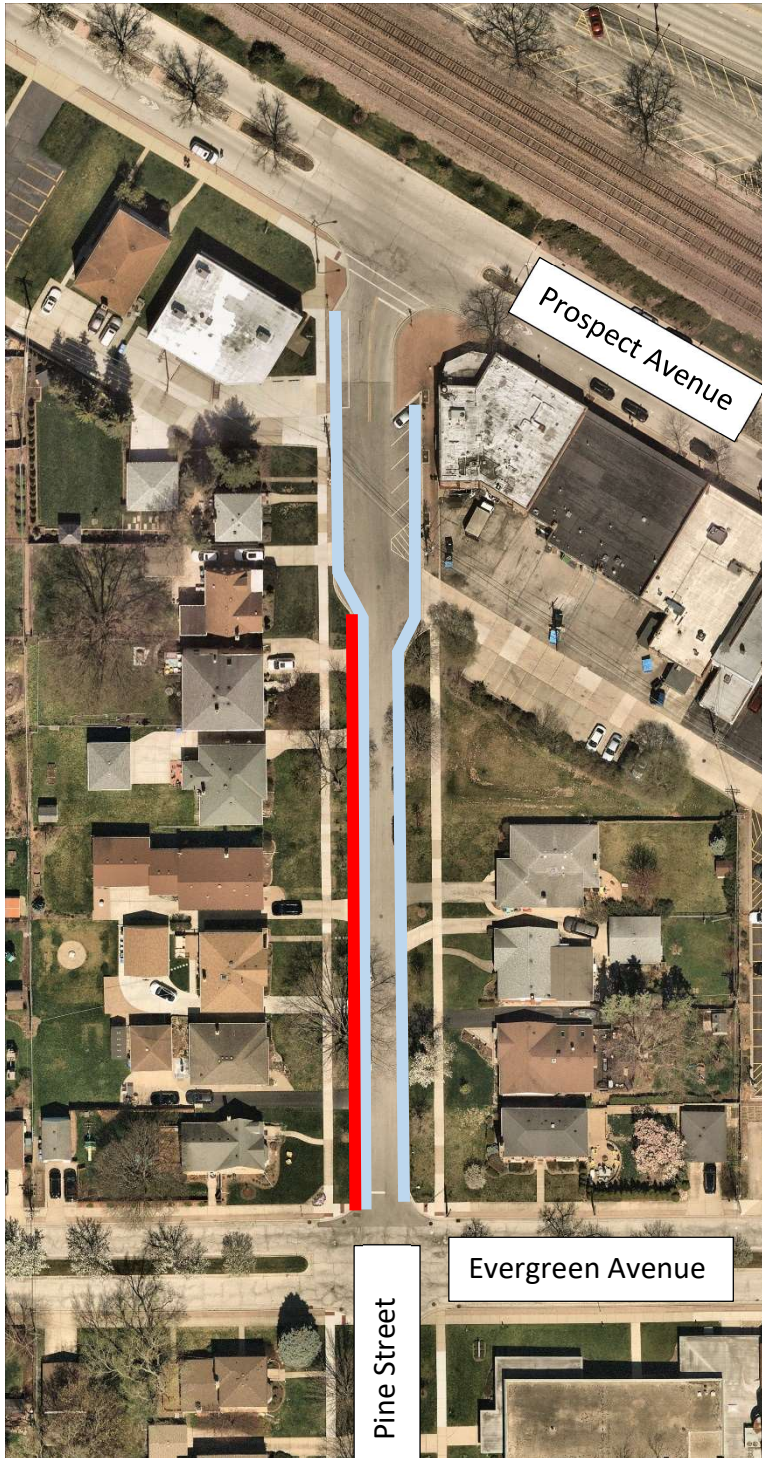
Action at the discretion of the Commission.



Attachments: Map Showing Existing and Proposed Parking Regulations  
Notification Letters  
Map of Public Parking in the Area  
Parking Study Results



# Mount Prospect Public Works Department

## PINE STREET PARKING CHANGES LOCATION MAP



-  = Existing 2 Hour Parking  
7:00 AM to 6:00 PM
-  = Proposed No Parking  
Anytime Fridays, Saturdays  
and Sundays

### INTRODUCTION:

In recent years there have been many new restaurants that have opened on Prospect Avenue near Pine Street. This has led to an increase in business patrons parking along Pine Street, particularly on weekends. When vehicles are parked on both sides of Pine Street, this can make it difficult to maintain two-way traffic. The Village is now looking to address this situation prior to summer.

### BACKGROUND:

Patina Wine Par, Lady Dahlia, Salerno's and Whiskey Hill have all opened within the past two years on Prospect Avenue. These restaurants joined other longstanding businesses, such as Mia's and Games Plus, driving an increase in parking demand along Prospect Avenue. At times, this has led to an increase in vehicles parking on Pine Street. The Village confirmed this through parking counts on weekends throughout the summer last year. Pine Street is approximately 22' wide making it difficult for large vehicles to travel through when vehicles are parked on both sides of the street.

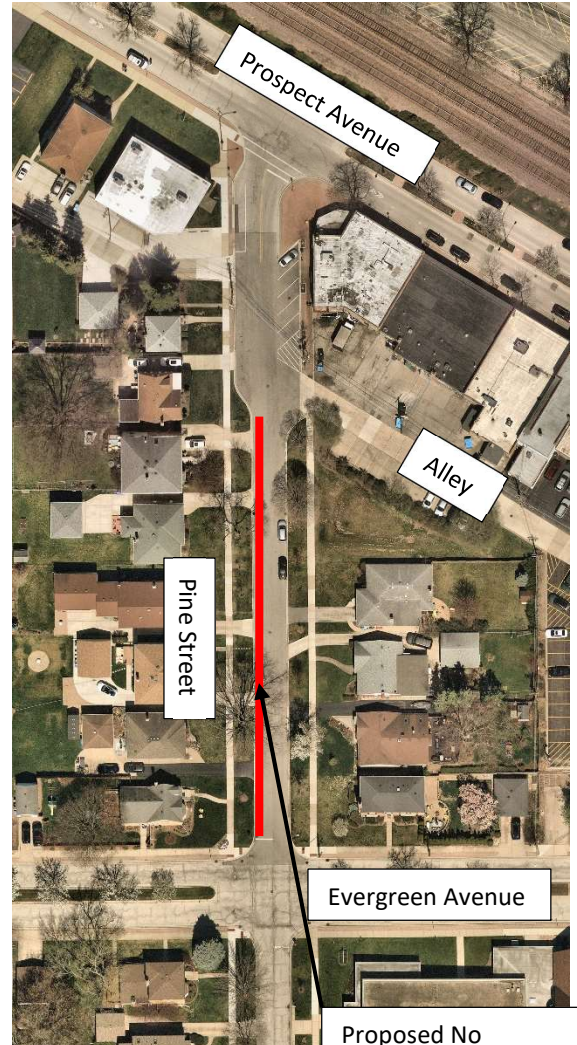
### PROPOSED IMPROVEMENTS:

The Village proposes to prohibit parking on the west side of Pine Street between the alley and Evergreen Avenue on Fridays, Saturdays and Sundays to address this issue. The existing 2-hour parking regulations will remain in effect on other days, providing on-street parking on the west side during the week while preventing commuters from parking on the street. Existing parking regulations will remain on the east side, allowing weekend parking. The east side was chosen as it provides more on-street parking compared to the west side.

### PUBLIC INPUT

The Village is seeking public input as part of these changes. Should you wish, please respond by Friday April 4<sup>th</sup> with any comments by contacting the Public Works Department by phone at (847) 870-5640 or by email at [publicworksdept@mountprospect.org](mailto:publicworksdept@mountprospect.org).

Please put "Pine 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 April 14<sup>th</sup>, 2025 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.



Proposed No Parking on Fridays, Saturdays and Sundays on west side of Pine Street from Evergreen Avenue to the Alley

VILLAGE OF MOUNT PROSPECT  
PUBLIC WORKS DEPARTMENT

1700 W. Central Road  
Mount Prospect, IL 60056  
[www.mountprospect.org](http://www.mountprospect.org)

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

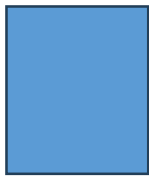
**Transportation Safety  
Commission Meeting**  
Monday, April 14<sup>th</sup>  
Emergency Operations  
Center, 1720 W. Central  
Road @ 7:00 PM

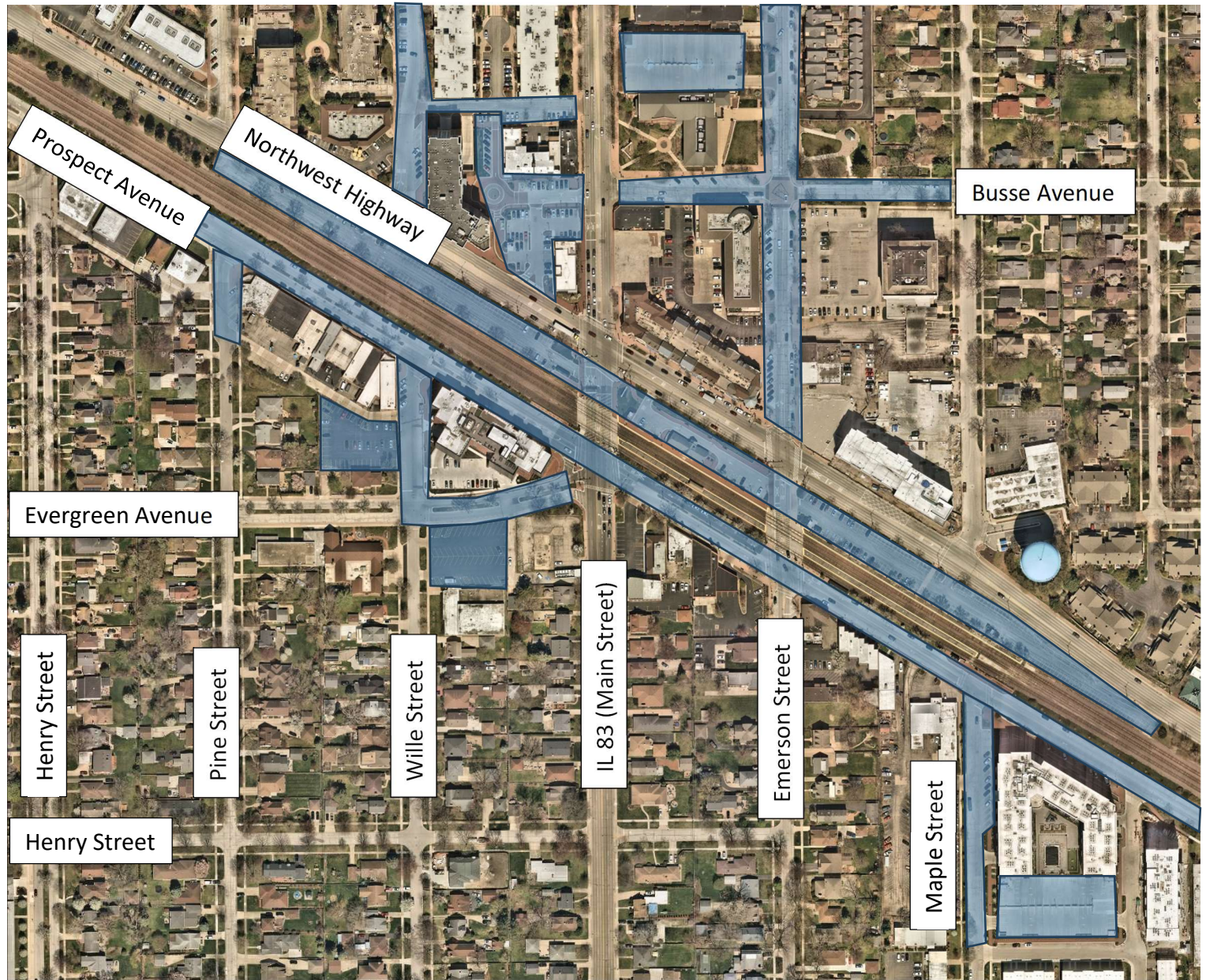


# Mount Prospect Public Works Department



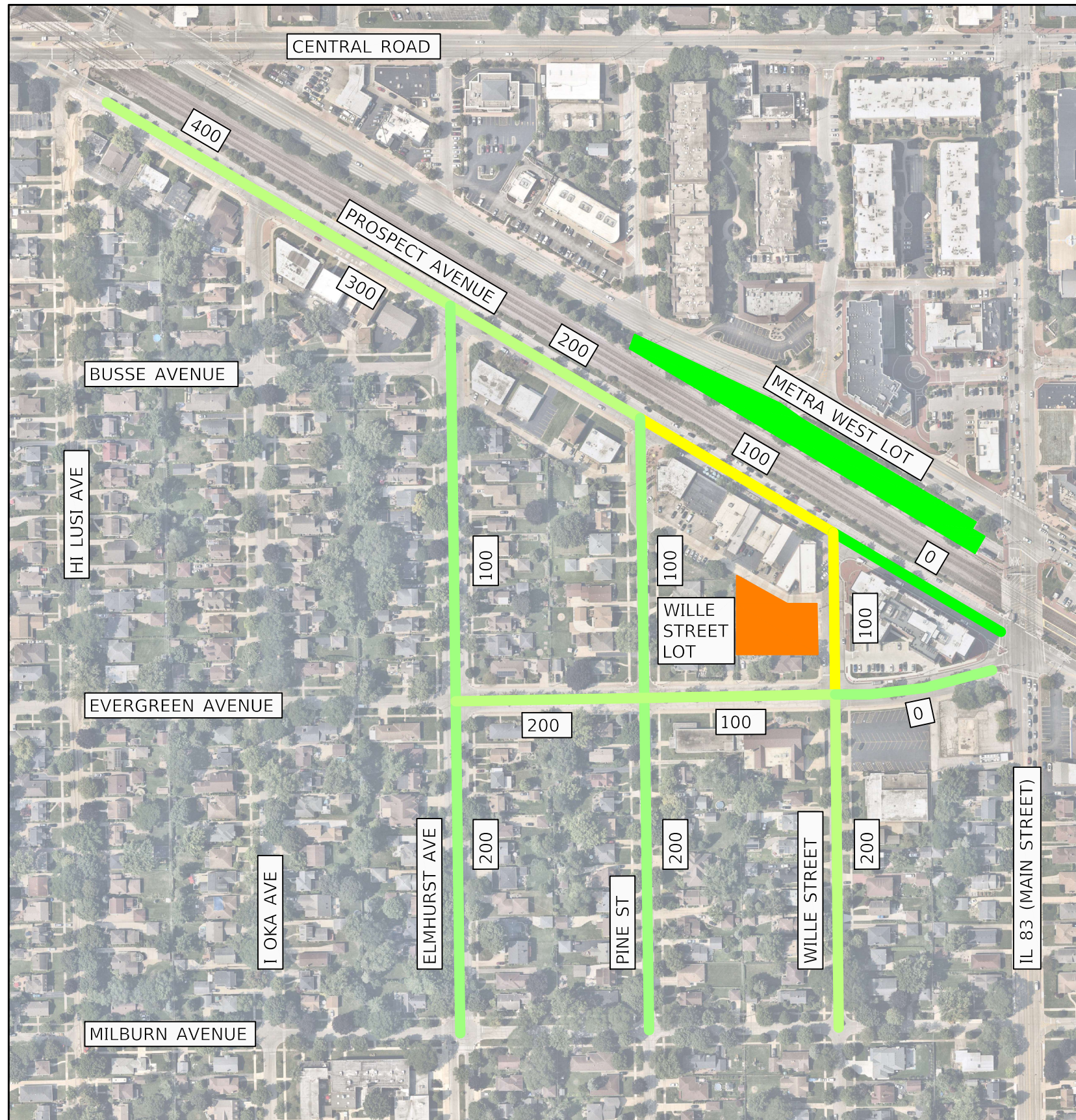
## DOWNTOWN PARKING PARKING MAP

 = Public  
Parking  
Location



**Prospect Avenue Parking Survey Summary**

Street	Block	Side	Total Number Of Spaces	5PM			6PM			7PM		
				Average Spaces Used	Average Spaces Available	Combined Utilization	Average Spaces Used	Average Spaces Available	Combined Utilization	Average Spaces Used	Average Spaces Available	Combined Utilization
West Metra Lot			141	34	107	24%	38	103	27%	39	103	27%
Wille Street Lot			49	30	19	61%	35	14	71%	36	13	73%
Prospect Avenue	400	North	14	0	14	1%	0	14	0%	0	14	0%
Prospect Avenue	400	South	11	0	11		0	11		0	11	
Prospect Avenue	300	North	18	0	18	4%	0	18	3%	0	18	4%
Prospect Avenue	300	South	14	1	13		1	13		1	13	
Prospect Avenue	200	North	18	3	15	17%	9	9	57%	13	5	80%
Prospect Avenue	200	South	13	3	11		8	5		12	2	
Prospect Avenue	100	North	20	12	9	56%	19	1	84%	19	1	84%
Prospect Avenue	100	South	15	8	7		11	4		11	4	
Prospect Avenue	0	North	15	5	10	34%	12	3	67%	13	2	74%
Prospect Avenue	0	South	13	5	8		7	6		8	5	
Wille Street	100	East	5	2	4	48%	2	3	62%	3	2	71%
Wille Street	100	West	7	5	2		6	1		6	1	
Wille Street	200	East	16	2	15	6%	2	14	6%	2	15	6%
Wille Street	200	West	14	0	14		0	14		0	14	
Pine Street	100	East	14	4	11	19%	7	8	46%	8	6	62%
Pine Street	100	West	11	2	10		5	6		7	4	
Pine Street	200	East	15	1	14	11%	1	14	9%	2	14	12%
Pine Street	200	West	14	2	12		2	12		2	12	
Elmhurst Avenue	100	East	17	1	16	11%	1	16	9%	1	16	10%
Elmhurst Avenue	100	West	17	3	14		2	15		2	15	
Elmhurst Avenue	200	East	13	2	11	15%	2	11	13%	2	11	12%
Elmhurst Avenue	200	West	16	2	14		2	15		1	15	
Evergreen Avenue	0	North	9	3	6	15%	3	6	18%	5	4	30%
Evergreen Avenue	0	South	11	0	11		0	11		1	10	
Evergreen Avenue	100	North	9	1	8	6%	0	9	2%	1	9	3%
Evergreen Avenue	100	South	12	1	12		1	12		0	12	
Evergreen Avenue	200	North	9	1	9	7%	0	9	7%	1	8	7%
Evergreen Avenue	200	South	9	1	8		1	8		1	8	



**LEGEND**

Parking Utilization Percentage  
5 PM Average Utilization

Dates:

- 6/28
- 6/29
- 8/16
- 8/17
- 10/4
- 10/5

0% - 20%



20% - 40%



40% - 60%

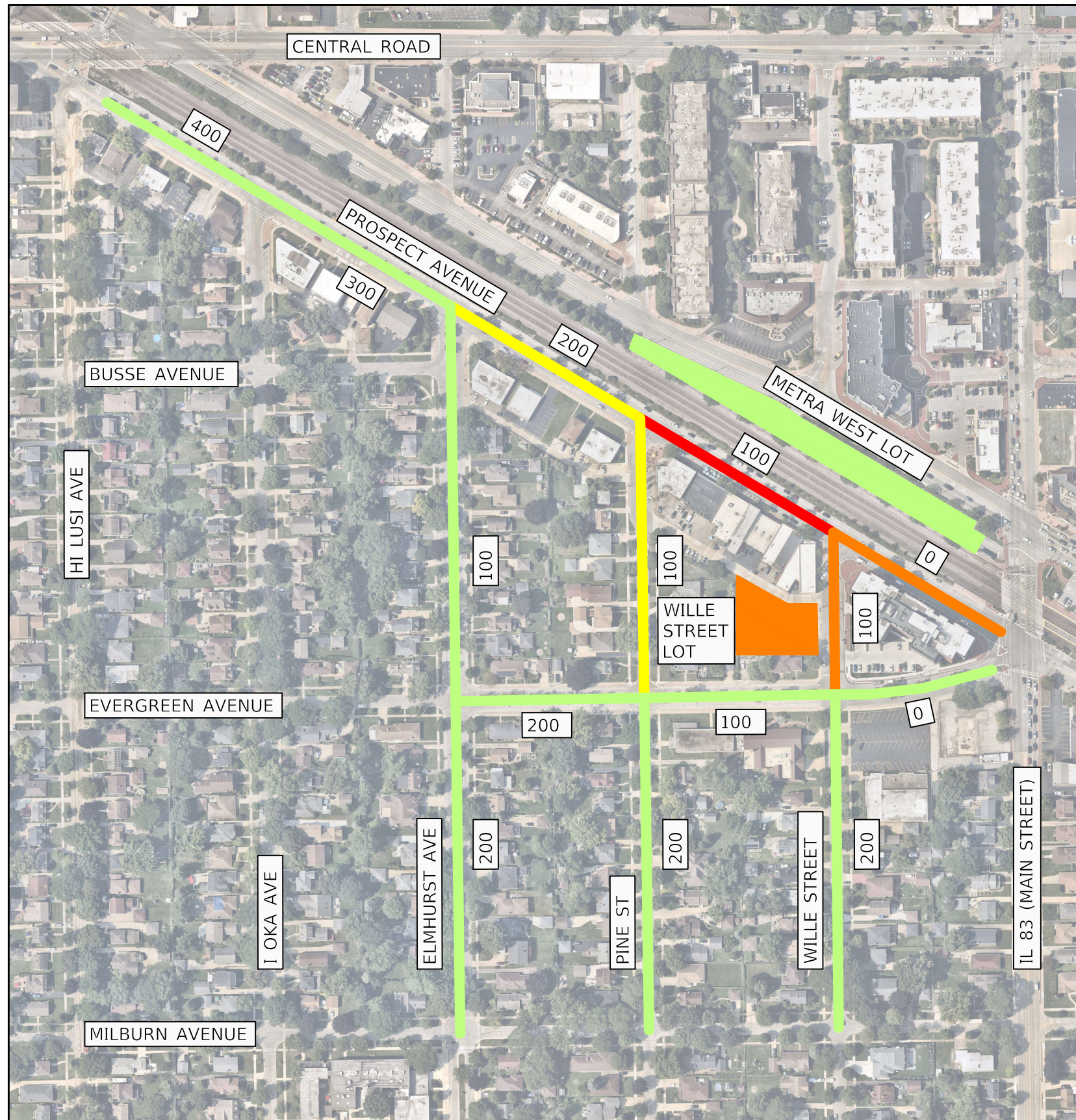


60% - 80%



80% - 100%





**LEGEND**

Parking Utilization Percentage  
6 PM Average Utilization

Dates:

- 6/28
- 6/29
- 8/16
- 8/17
- 10/4
- 10/5

0% - 20%



20% - 40%



40% - 60%

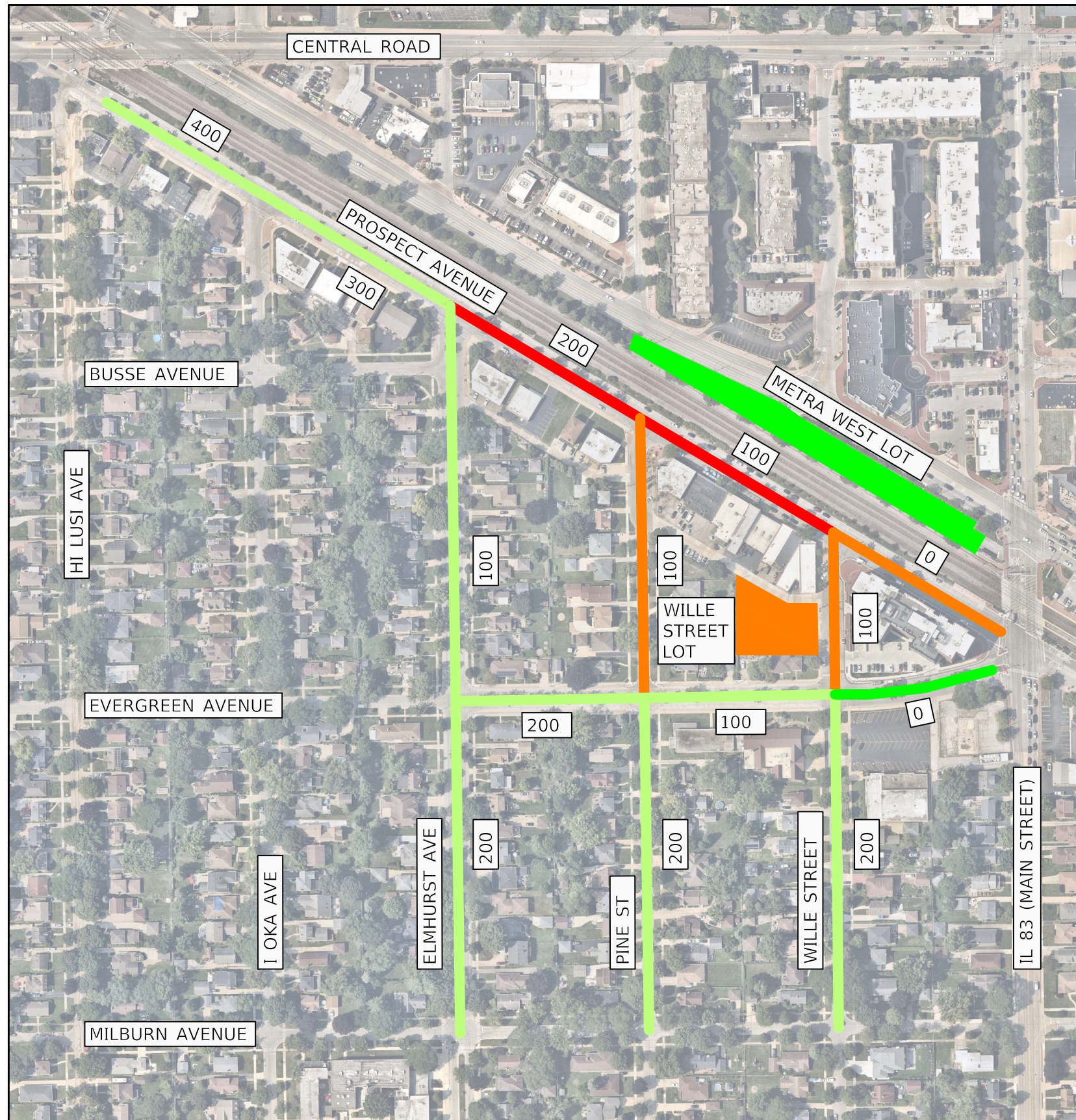


60% - 80%



80% - 100%





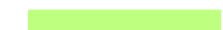
**LEGEND**

Parking Utilization Percentage  
7 PM Average Utilization

Dates:

- 6/28
- 6/29
- 8/16
- 8/17
- 10/4
- 10/5

0% - 20%



20% - 40%



40% - 60%



60% - 80%



80% - 100%

