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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 10th Meeting and the Village Board at the February 18th 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 10th 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