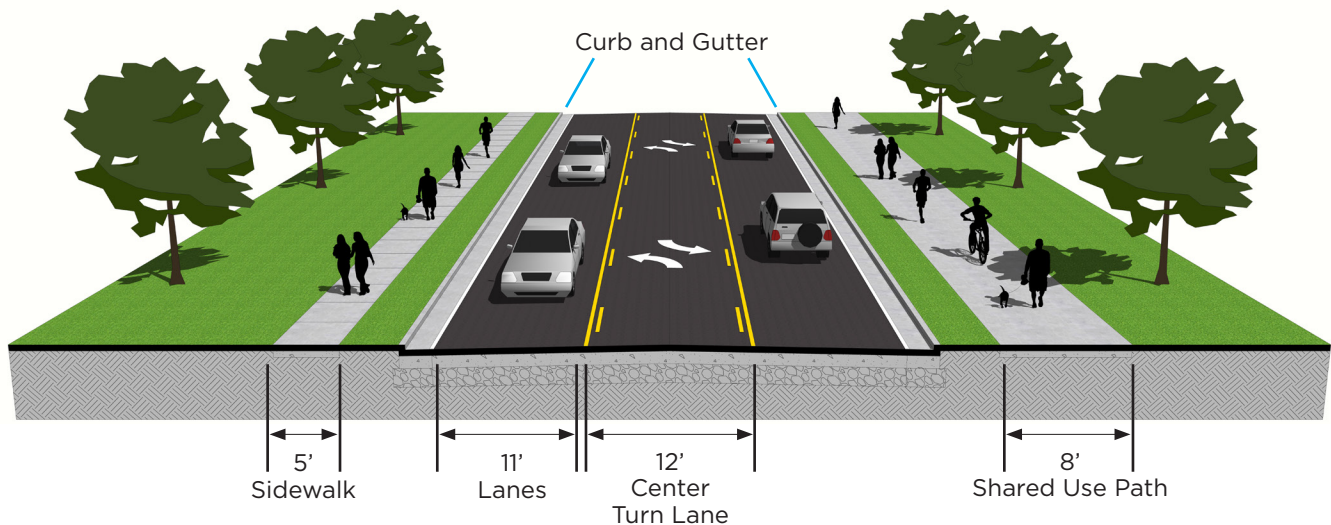




## Proposed Improvement Design

Thank you for your input throughout the Busse Road Phase I Study. The project team has reviewed your comments and completed technical analyses to determine the proposed improvement design. An overview of the proposed improvement design is included below and will be presented at the Public Hearing.

### North of Golf Road to South of Central Road



## How will this design improve Busse Road?

**The proposed design would improve multiple aspects of Busse Road, including safety, mobility and access, pedestrian and bicycle accommodations, drainage and noise.**

### Safety

- Traffic calming measures, such as curb and gutter and narrowed lanes, are expected to slow vehicles down.
- Most crashes on the corridor are rear-end and turning, often caused by stop-and-go traffic and lack of turn lanes. The added center left turn lane would remove slowing/stopped vehicles needing to make left turns from the through lane.
- Some sections of the road would be flattened to improve sight distance.
- The proposed design would accommodate the minor anticipated increase in motor vehicle traffic per the 2040 projections by the Chicago Metropolitan Agency for Planning.

### Mobility and Access

- Mobility would be improved and motor vehicle travel time would potentially decrease, as turning users are removed from the through lanes.
- Access would be improved as pedestrian and bicycle accommodations would provide connections to destinations throughout the corridor.

### Pedestrian and Bicycle Accommodations

- The additions of the sidewalk and shared-use path would improve pedestrian access and bicycle connectivity.
- A five-foot sidewalk is proposed on the west side of Busse Road, and an eight-foot shared-use path is proposed on the east side of Busse Road. These would be set five feet behind the proposed curb and gutter.
- The shared-use path would connect to existing designated bike routes at Lincoln Street and Lonnquist Boulevard.

### Drainage

- Drainage would improve by replacing ditches with curb and gutter. Curb and gutter would carry the roadway drainage to the underground storm sewer pipe.
- Additional drainage flow due to added impervious pavement would be detained in the pipe and released at the same rate as existing conditions to mitigate flooding.

### Noise

- Improved pavement conditions would lessen noise from traffic, including truck traffic which averaged four to five percent of total traffic in 2017.

## Comments

Written comments will be accepted at the Public Hearing or by email to [Busse.Road@cookcountyil.gov](mailto:Busse.Road@cookcountyil.gov). The comment period will be open until March 26, 2019.