



BUSSE ROAD STUDY

Cook County Department of Transportation and Highways

Spring 2019 Newsletter

Proposed Improvement Design Presented

The Cook County Department of Transportation and Highways held a public hearing on March 12, 2019 for the Busse Road Phase I Study. The project team presented the proposed improvement design and received feedback from community members. As displayed below, the proposed design consists of one lane in each direction with a center turn lane along with curb and gutter. Additionally, an 8-foot shared-use path would be located on the east side of Busse Road and a 5-foot sidewalk would be located on the west side.

Following the public meeting in 2017, the project team reviewed public comments, completed additional

analyses, and coordinated with the Illinois Department of Transportation to develop and refine the proposed design. This included reducing the width of through lanes by 1 foot and the shared-use path by 2 feet to minimize impacts to adjacent driveways and trees, and adding a right-turn lane on Lonquist Boulevard to improve safety and traffic flow. The project team also dismissed an alternative (Alternative 2) which proposed adding a lane in each direction. This was dismissed due to lack of public support and the proposed improvement design satisfying the project goals. The

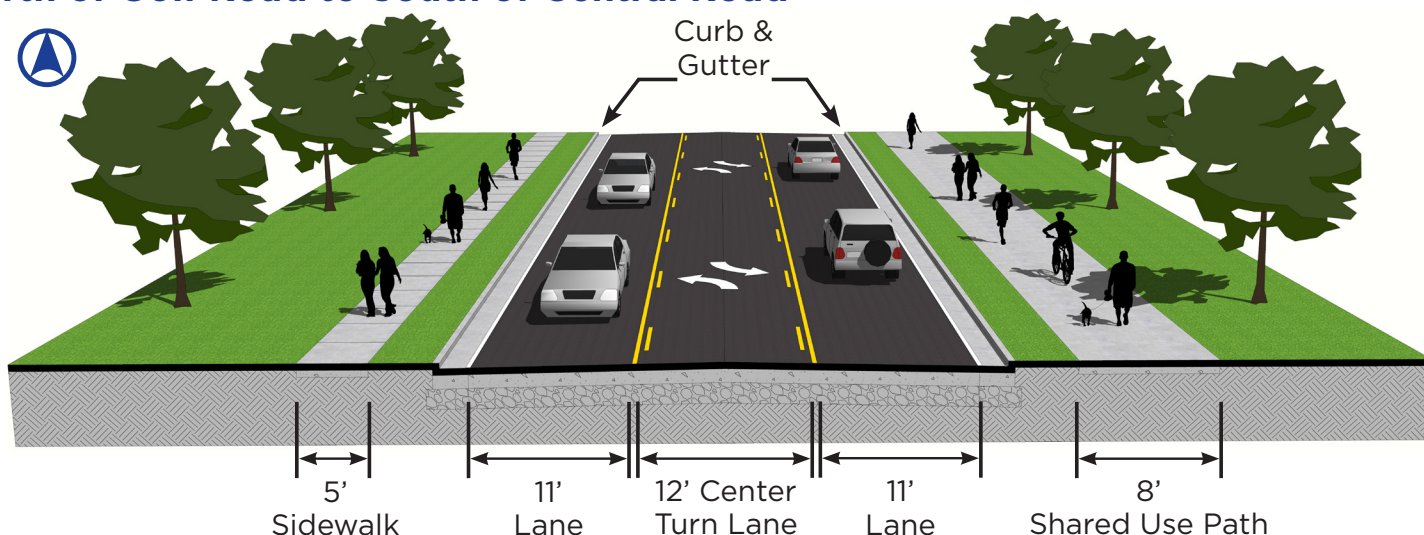
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proposed design addresses safety, mobility and access, pedestrian and bicycle accommodations, drainage issues and noise along Busse Road.

The project team would like to thank community members for providing input and participating in stakeholder and public meetings throughout the Phase I Study.

North of Golf Road to South of Central Road



The Department of Transportation and Highways maintains and helps support the development of a world class transportation system that spurs economic growth and creates more livable communities.

Busse Road Study Overview

Cook County initiated the Busse Road Study in 2017 to address roadway deficiencies and evaluate improvements from Golf Road to Central Road in Mount Prospect, Illinois. Busse Road serves local schools, businesses, and surrounding residential communities. The study was initiated to examine improvements that would accommodate existing and future travel demands and provide safe access for all users through pedestrian and bicycle accommodations. The project team analyzed existing roadway and intersection deficiencies, met with local stakeholders, developed improvement alternatives, and evaluated the potential impacts of the improvement alternatives.



Public Hearing Recap

The public hearing was held at Mount Prospect Village Hall on March 12, 2019. More than 60 residents, elected officials, and local stakeholders attended. Comment forms were available at the hearing and a court reporter was present to record formal verbal comments. The project team received 37 comments through the end of the comment period, March 26, 2019. If you were unable to attend the hearing or would like to view hearing materials, these are available on the Village of Mount Prospect website: www.mountprospect.org/services/transparency-and-fact-check/busse-road-improvement-study-by-cook-county. If viewing the newsletter electronically, the materials are available through the links below.

- [Public Hearing PowerPoint Presentation](#)
- [Public Hearing Exhibits: Boards/Aerial](#)
- [Public Hearing Summary](#)

The goals of the Busse Road Study include the following:

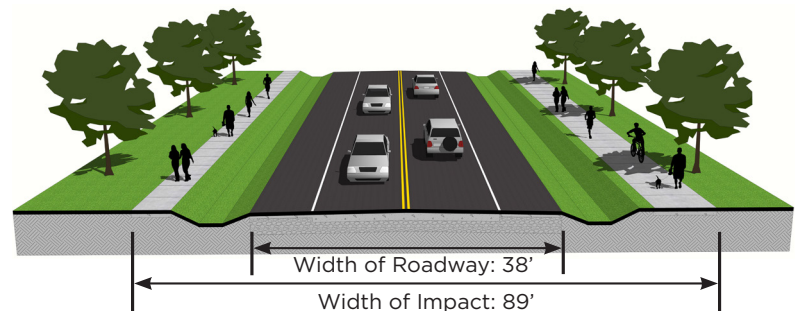
- Improve safety
- Improve mobility and access
- Enhance pedestrian and bicycle accommodations
- Upgrade roadway features to meet current design standards
- Address existing roadway and drainage deficiencies

Upgrading the Existing Roadway Configuration to Current Standards

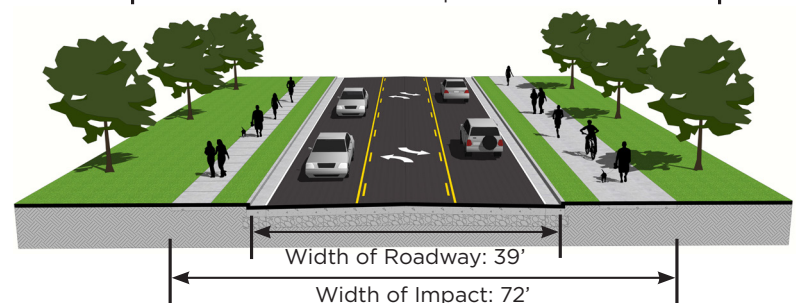
A common request received throughout the project was to provide an alternative which does not change the current roadway configuration. The Existing Conditions with Updates rendering below does not change the roadway configuration, but does update it to meet current design standards. For example, 8-foot shoulders are needed on both sides of the road to meet design standards. With 11-foot travel lanes, the total roadway width would be 38 feet. The Proposed Improvement Design roadway width would be 39 feet from curb to curb. Therefore, the total roadway width would be similar for both options.

The area impacted for overall improvement, though, would be greater in the Existing Conditions with Updates option as the proposed ditches for drainage would bring the improvements closer to existing homes.

Existing Conditions with Updates



Proposed Improvement Design



Comment Themes

Primary themes from the public hearing are outlined below and were taken into consideration as the project team finalized the proposed improvement design.

Proposed Improvement Design

The majority of comments received supported the proposed improvement design, while some did not express a preference for a particular design. Comments in support of the design conveyed that the addition of a center turn lane would alleviate congestion and assist in the flow of traffic, specifically during rush hour. Multiple comments mentioned that the elimination of shoulders would prohibit the unsafe practice of driving on the shoulder to maneuver around left-turning motor vehicles. Others noted that it would be easier to turn into the surrounding neighborhood driveways and cross streets with the center turn lane, and it would alleviate concerns about rear-end crashes.

Some comments expressed concerns regarding the proposed improvement design. Generally, these comments preferred that the existing roadway configuration remain in place, which consists of one lane in each direction, shoulders, and ditches. The existing roadway configuration would not meet project goals, including improving safety, mobility, and access.

Safety

The majority of public comments emphasized the need for safety improvements in the project corridor. Some community members had safety concerns specific to speed and pedestrian and bicycle accommodations. One prevalent concern was that the addition of the center turn lane may lead to increased speeding and traffic congestion.

Busse Road is classified as a minor arterial route. Speed limits on

suburban arterial routes typically range from 35 to 50 mph. The current speed limit is 35 mph and will remain in place. As the current roadway configuration contains shoulders and ditches, the road may appear wider and encourage speeding. The proposed curb and gutter and narrowed travel lanes are traffic calming measures and are anticipated to help reduce speeding. Traffic is not projected to significantly increase in the future. The proposed design would accommodate the minor 3 percent increase in traffic per the Chicago Metropolitan Agency for Planning 2040 traffic projections. The center turn lane will also improve safety and reduce traffic congestion, as it removes turning vehicles from the through lanes.

Pedestrian and Bicycle Accommodations

Along with safety, pedestrian and bicycle accommodations were the most common topics discussed. Numerous comments supported the addition of sidewalks along Busse Road, providing connections to neighborhoods, parks, and schools for community members. Some comments expressed concern over potential conflicts between bicyclists and pedestrians on the shared-use path, and that the placement of pedestrian and bicycle facilities near the road may be unsafe for users.

The project team followed [Cook County's "Complete Streets" policy](#) (2011) and took into consideration the [Mount Prospect Bicycle Plan](#) (2011) when developing the sidewalk and shared-use path location and design. The shared-use path would be situated on the east side of the street, where fewer houses are located, resulting in fewer driveway impacts. Additionally, the proposed design would connect sections of sidewalk currently located on the west side of Busse Road. A shared-use path is a common design to improve accessibility and mobility for multiple modes of transportation, such as pedestrians and bicyclists.

The proposed shared-use path meets safety guidelines and is wide enough for users to pass one another without conflict. As with all multi-modal designs, users should be aware of their surroundings to prevent any unexpected conflicts.

Regarding the potential impacts, the width of the shared-use path was reduced from 10 feet to 8 feet. The sidewalk and shared-use path would also be set a minimum of 5 feet behind the curb to provide adequate distance from traffic. This is consistent with county, state, and federal guidelines or standards.

Lonnquist/Busse Intersection

The Lonnquist Boulevard and Busse Road intersection received the most location-specific comments. Numerous comments referenced the lack of yielding for pedestrians and bicyclists at this intersection. Comments expressed concern that the addition of a center turn lane would further encourage drivers to proceed without caution through the intersection. Some comments suggested that the existing Rectangular Rapid Flashing Beacon (RRFB) be replaced with a traffic signal or include a red light feature.

The project team thoroughly reviewed the addition of a traffic signal and completed pedestrian and vehicular traffic studies. It was determined that a traffic signal was not warranted. New RRFB's at this location will be designed and installed per state and federal guidelines, and will include advance warning signs and pavement markings. Additionally, state law dictates that motor vehicles must stop for pedestrians and bicyclists when the RRFB is activated. A right turning lane in both directions on Lonnquist Boulevard was added to improve traffic flow at the intersection.

Additional input included comments on drainage, noise, trucks, and potential property impacts.

Frequently Asked Questions

Why does the roadway need to be reconstructed instead of resurfaced?

Busse Road has exceeded its useful life. Resurfacing of the roadway would only temporarily address the issues which would return within a few years. Reconstruction is needed to address existing pavement and drainage deficiencies.

When will the project be constructed and how long will the construction last?

The construction start date has not been determined at this time. It is anticipated to begin after the completion of Phase II design (anticipated 18-24 months), pending project readiness, land acquisition, and project funding. Construction is anticipated to last 12-18 months.

Will Busse Road remain open during construction?

It is the intent to keep Busse Road open to traffic using lane shifts and reduced lane widths. During this time, travel times are expected to increase while crews work to

make improvements. The County will work with the Village of Mount Prospect to coordinate construction activities and notices.

How will I be impacted by the improvements? Will there be property acquisitions?

The project team prioritized keeping a majority of improvements and construction within the existing public Right of Way (ROW). However, the improvements do require some property acquisition and construction easements. All properties where ROW acquisition or a temporary easement is anticipated have been notified. These properties are identified on the plan aerial included in the hearing materials.

A temporary construction easement is anticipated for several properties. This temporary easement would be needed to grade the driveways of adjacent properties to meet the new roadway pavement elevation.

Minor acquisition of land in front of some homes is anticipated. The

current ROW line for a handful of these properties is not consistent with all other properties on the corridor. Therefore, acquisition is needed adjacent to the roadway for the improvements, the ROW line would then match all other properties in the corridor. For three properties at the north end of the corridor on the east side, additional acquisition is anticipated to accommodate the proposed shared-use path.

What is the process if any part of my property is acquired for the improvements?

All land to be acquired will follow Cook County land acquisition policies and processes. Phase II design begins after Phase I Study receives design approval. During Phase II design, the County will confirm the impacts and the amount of property to be acquired for the project. The County will work closely with affected property owners and appraisers during this time.

Project Schedule



Next Steps

Cook County is currently finalizing the Project Report which will be submitted to the Illinois Department of Transportation (IDOT) for design approval. Phase I is anticipated to be complete in late spring 2019. Phase II, which consists of design engineering documents, is

anticipated to begin in early 2020, followed by construction.

Please send any comments or any questions pertaining to the study to Sanjay Joshi, P.E., Project Manager at Busse.Road@CookCountyil.gov.

