



BUSSE ROAD STUDY

Cook County Department of Transportation and Highways

Winter 2017 Newsletter

What is the Busse Road Study?

Cook County Department of Transportation and Highways initiated the Busse Road Study in 2017 to evaluate improvements to Busse Road, from Golf Road to Central Road, in Mount Prospect, Illinois. Busse Road is classified as an arterial road. The purpose of an arterial road is to deliver traffic between urban centers or to a freeway at the highest level of service possible. The study will examine improvements to accommodate existing and projected 2040 travel demands, as well as evaluate pedestrian and bicycle accommodations to provide safe access for all users.

Over the past year, the project team has analyzed existing conditions on the corridor, met with multiple stakeholders in the community



to obtain feedback on issues and needs, and held a public open house to receive input. (Learn more about what we heard in this newsletter!). The study will continue through mid-2018, with a public hearing taking place in spring 2018. The result of this study will be a preliminary design report for an improved Busse Road.

Study Goals

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

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Project Schedule



Durations are approximate. This is a tentative timeline and will be adjusted throughout the project.

Funding

Phase I is locally funded by the Department's Illinois Motor Fuel Tax. Funding sources for future phases have not yet been identified.

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.

The Public Provides Input

Thank you to everyone who attended the open house on September 14th at the Village of Mount Prospect Public Works Department! With over 120 members of the public in attendance, the project team received valuable input and has been busy reviewing all of your comments.

At this meeting, the project team introduced the study and received input on needed improvements within the corridor. If you were unable to attend the meeting or would like to review the meeting materials, these are available at the Village of Mount Prospect Public Works Department (1700 W. Central Rd, Mount Prospect, IL). If viewing this newsletter electronically, these are available through the links below.

- [Public Meeting PowerPoint presentation \(PDF\)](#)
- [Public Meeting Exhibits: Boards Aerial](#)
- [Public Meeting Summary and Comments](#)

Thank you for all of your comments during, and after, the meeting! Over 70 comments were received, including one petition containing 98 signatures. The major comment themes are included below in the “What We Heard from You” section. The project team will consider these comments in the design for Busse Road.



This word cloud displays the words written most often in all written comments received. The larger the word, the more times it appeared in the written comments.

What We Heard from You!

Following the public open house, the project team compiled the major comment themes. These themes include alternatives review, pedestrian and bicycle accommodations, drainage, Lonnquist/Busse intersection, safety, property values, truck traffic, and noise. Read more about each of these themes below.

In the No build option, there are no improvements to Busse Road and the project goals are not met. This option is required to be studied for all roadway projects, and is used as a baseline to compare other alternatives. Additionally, resurfacing the roadway would only provide a temporary solution and would not fully resolve all pavement and drainage issues. The roadway pavement and foundation are in poor condition and require complete reconstruction, as proposed with Alternatives 1 and 2.

The option of adding a lane in each direction (Alternative 2) was based on design standards indicating the two-lane roadway may be reaching capacity with the current traffic volumes. This option had the least support from verbal and written comments received at the public meeting. As Alternative 1 satisfies the project goals, including accommodating projected 2040 traffic demands and improving safety, and has greater public support than Alternative 2, Alternative 2 will be removed from further evaluation.



Alternatives Review

The project team developed three improvement options for Busse Road. Most comments from the public meeting were related to these options. Comments provided were both in support of and in opposition to each improvement option. The improvement options presented include:

- No build option
- Alternative 1: One lane in each direction with a Two-Way Left Turn Lane (TWLTL)
- Alternative 2: Two lanes in each direction

Regarding Alternative 1, continuous two-way left-turn lanes (TWLTL) increase mobility and reduce conflicts in areas where there are numerous access points along an existing roadway. Busse Road is a good candidate for adding a TWLTL based on the 35 mph speed limit and the numerous driveways and cross streets (approximately 65 access points) along the 1.25-mile corridor. Busse Road has at least 50 driveways/cross streets per mile, which falls within the design standard of 30 to 60 driveways per mile for a recommended TWLTL.

Alternative 1 Concept



Alternative 2 Concept





Pedestrian and Bicycle Accommodations

Pedestrian and bicycle accommodations were the topics with the second most comments received. The comments ranged from support for a sidewalk and/or shared-use path on both sides of the street, to support for minimal pedestrian and bicycle improvements. The project team is following Cook County's "Complete Streets" policy adopted in 2012 (review this further in the box below).

The project team is also taking into consideration the Mount Prospect Bicycle Plan (2011) in order to connect and coordinate with local bicycle networks. In this Plan, Busse Road is a Phase II (long-term) Bicycle Network path, and connects multiple Phase I (short-term) Bicycle Network paths. Specifically, Busse Road is recommended to be a shared-use path in the Plan.

There is currently a sidewalk located on the west side of Busse Road between Golf Road and Lonnquist Boulevard and Lincoln Street to Central Road. There are also a few short segments of sidewalk on the



east side between Lincoln Street and Westbrook Elementary School. Continuous pedestrian treatments will be evaluated to provide connectivity to the commercial area at the south and north ends as well as Westbrook Elementary School and Robert T. Jackson Clearwater Park.

To provide better non-vehicular access along Busse Road, the project team will evaluate a sidewalk (5' wide) on one side of the road and a shared-use path (10' wide) on the other side.



Lonnquist/Busse Intersection

Of all specific locations along the corridor, the project team received the most comments on the Lonnquist Boulevard/Busse Road intersection. Comments were received both in favor of and in opposition to the addition of a traffic signal, but the majority of comments expressed a need for improving pedestrian safety at this location. This intersection currently has stop signs at Lonnquist Boulevard for eastbound and westbound traffic and does not have stop signs for northbound and southbound traffic. A Rectangular Rapid Flashing Beacon is located at the marked crosswalk along the south leg of the intersection and can be activated by pedestrians crossing Busse Road. Vehicles are required by state law to stop when it is activated.

Adding a traffic signal at this intersection was studied. However, the analysis concluded that the current traffic, pedestrian activity, and roadway conditions do not justify a traffic signal. Unjustified traffic signals can result in excessive delay and disobedience of the signal indication, and significant increases in the frequency of collisions, especially rear-end collision. The project team will evaluate other operational and safety measures at this intersection for both vehicular traffic and pedestrians and an improvement option will be available for review at the public hearing.



Drainage

Several drainage issues were identified by the Village of Mount Prospect and attendees at the public meeting. The majority of drainage issues identified occur adjacent to residential properties and when storm water overtops Busse Road. These issues may be reduced through various improvements, such as adding curb and gutter, providing storm sewers, and regrading drainage swales and ditches. The project team is evaluating options to improve drainage along Busse Road.

Cook County Complete Streets Policy

What are Complete Streets?
Complete Streets are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.

What is the Cook County Complete Streets Policy?
The Policy outlines the County's commitment to creating a comprehensive, integrated, and connected network of transportation options for all modes.



Safety

Comments included concerns regarding drivers currently speeding and its impact on safety,

as well as concerns regarding potential increased traffic with the proposed roadway improvements. Per the 2040 projections from Chicago Metropolitan Agency for Planning, traffic is not anticipated to significantly increase (3 percent) along this corridor. As the majority of crashes in this corridor are rear-end and turning crashes, the addition of a center left turn lane will accommodate vehicles turning onto cross streets and driveways and may reduce these types of crashes and provide greater mobility for through traffic.

In regard to speed, Busse Road is classified as an arterial route. Speed limits on suburban arterial routes usually range between 35 mph and 50 mph. The speed limit along Busse Road is at the low end of this range at 35 mph. The current roadway has paved shoulders, which often cause the roadway to appear wider and may encourage drivers to speed. As speeding control is in the purview of law enforcement, the project team will communicate concerns to local law enforcement. Additionally, there are other methods to reduce speeding, including traffic calming measures. The project team is reviewing these

measures, such as curb and gutter or reducing lane widths on Busse Road.



Property Values

Residents expressed concern that property values on Busse Road would decrease following the roadway improvements. Proximity to a roadway is one of several factors including zoning, land use planning, desirability and economic conditions that affect land values. The proposed improvements will not widen the roadway pavement by a significant amount (approximately 6 feet on each side), and will help provide better mobility for residents and commuters along the route. This project improvement, along with pedestrian and drainage improvements, will provide a safer travel environment, improve accessibility and reinvest in the community to enhance land use and quality-of-life.



Truck Traffic

Multiple comments were received regarding truck traffic along Busse Road. Concerns were expressed regarding current noise, wear and tear on the road, and vibrations to nearby residences. Truck traffic along

Busse Road averages 4.3 percent to 5.0 percent of the total vehicles in 2017. A higher volume of truck traffic in both directions occurs during the morning peak hour, by about two to eight times, than in the afternoon. Since Busse Road is an arterial route, it serves to deliver goods and provide connectivity to state routes. Traffic on arterial routes include passenger vehicles, buses and trucks. Applying a weight restriction would change the roadway function. The proposed improvements are not anticipated to encourage additional truck traffic on Busse Road. Reconstructing the roadway will improve the pavement condition and lessen the noise from truck traffic. The project team will consider truck traffic, and its impacts, when finalizing the proposed improvements.



Noise

Meeting attendees commented on the current noise of Busse Road and expressed concern that there would be increased noise with the proposed improvements. While traffic volumes are anticipated to increase slightly (3 percent) with Alternative 1, a noise analysis for potential noise walls will not be completed since additional through lanes are not being proposed, and the edge of the travel lanes are not moving significantly closer to adjacent buildings and houses (approximately six feet). However, reconstructing the roadway pavement will help reduce noise.

What are the Next Steps?

Over the next few months, the project team will further review comments, continue coordination with the Village of Mount Prospect and other stakeholders, complete additional analyses and refine the design for Busse Road. The public hearing will be held in spring 2018 to share the proposed roadway

design with the public and receive additional feedback.

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

