



## Agenda

-  **Sign-in**
-  **View the Exhibits**
-  **Ask Questions!**
-  **Provide Comments**

## Meeting Purpose:

-  **Inform Public of Project Goals**
-  **Present Data and Analysis**
-  **Show Alternative Designs**
-  **Gather Public Feedback**

# Village of Mount Prospect Central Road Railroad Crossing Phase I Study

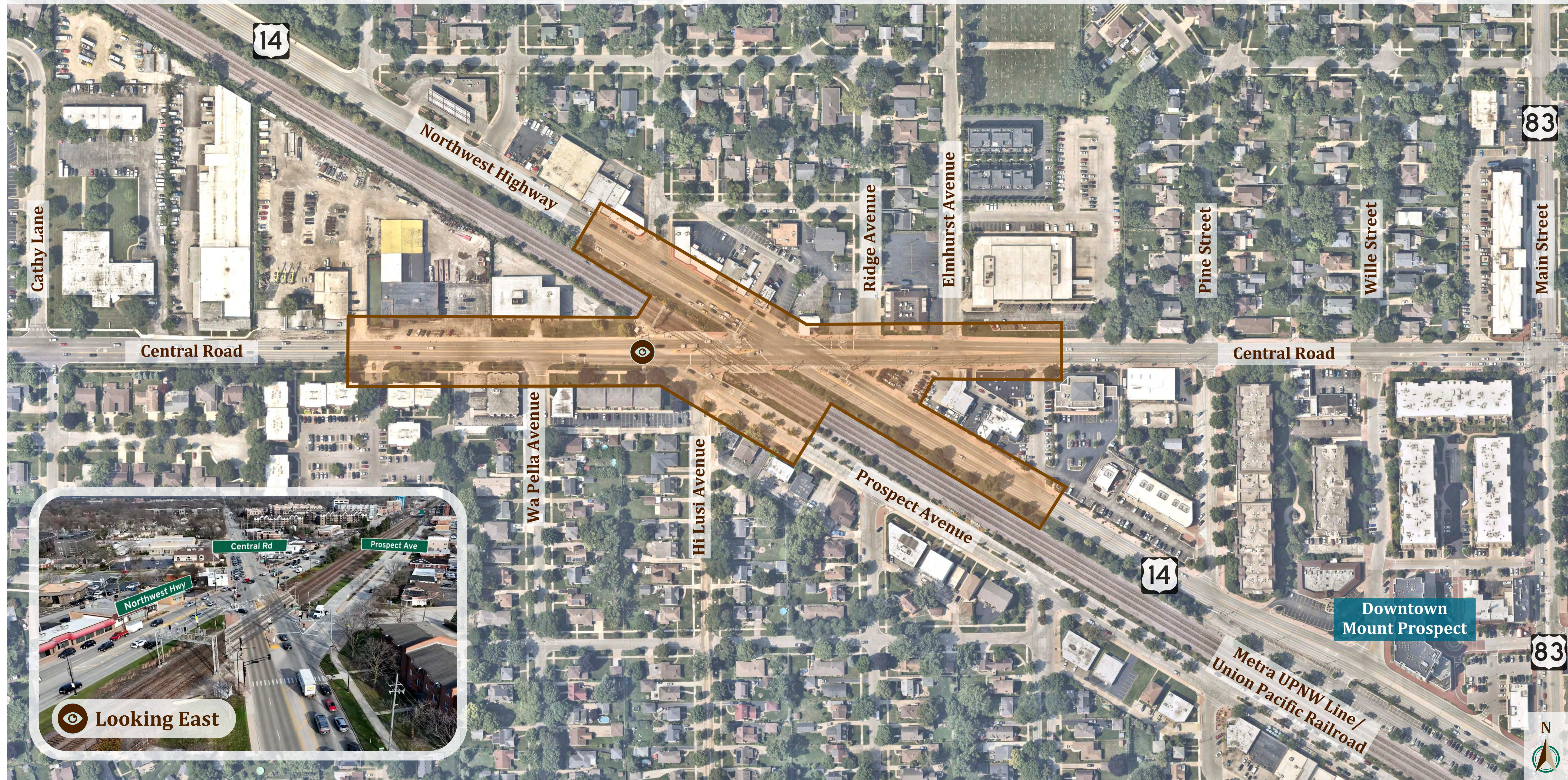
**Thank you for visiting the Village of Mount Prospect's Public Information Meeting for the Central Road Railroad Crossing Phase 1 Study.**

**We appreciate you taking time to learn about this study and provide input.**

# Study Area Location Map



The Study is located at the Metra/Union Pacific Railroad Crossing on Central Road and at the intersections of Central Road at Northwest Highway (US-14) and Central Road at Prospect Avenue.



# Project Purpose & Need and Schedule



## Project Purpose & Need

To improve pedestrian, bicycle and vehicular mobility and safety at the Central Road Railroad Crossing and the intersection of Central Road with Northwest Highway (US-14) and Prospect Avenue.

The project seeks to address safety concerns and improve mobility for all users within the project study area in support of the Village of Mount Prospect's strategic goals.

## Schedule

### PHASE 1



**PHASE 2**

**Right-of-Way  
Acquisition & Contract  
Plan Preparation**

**2027-2028\***



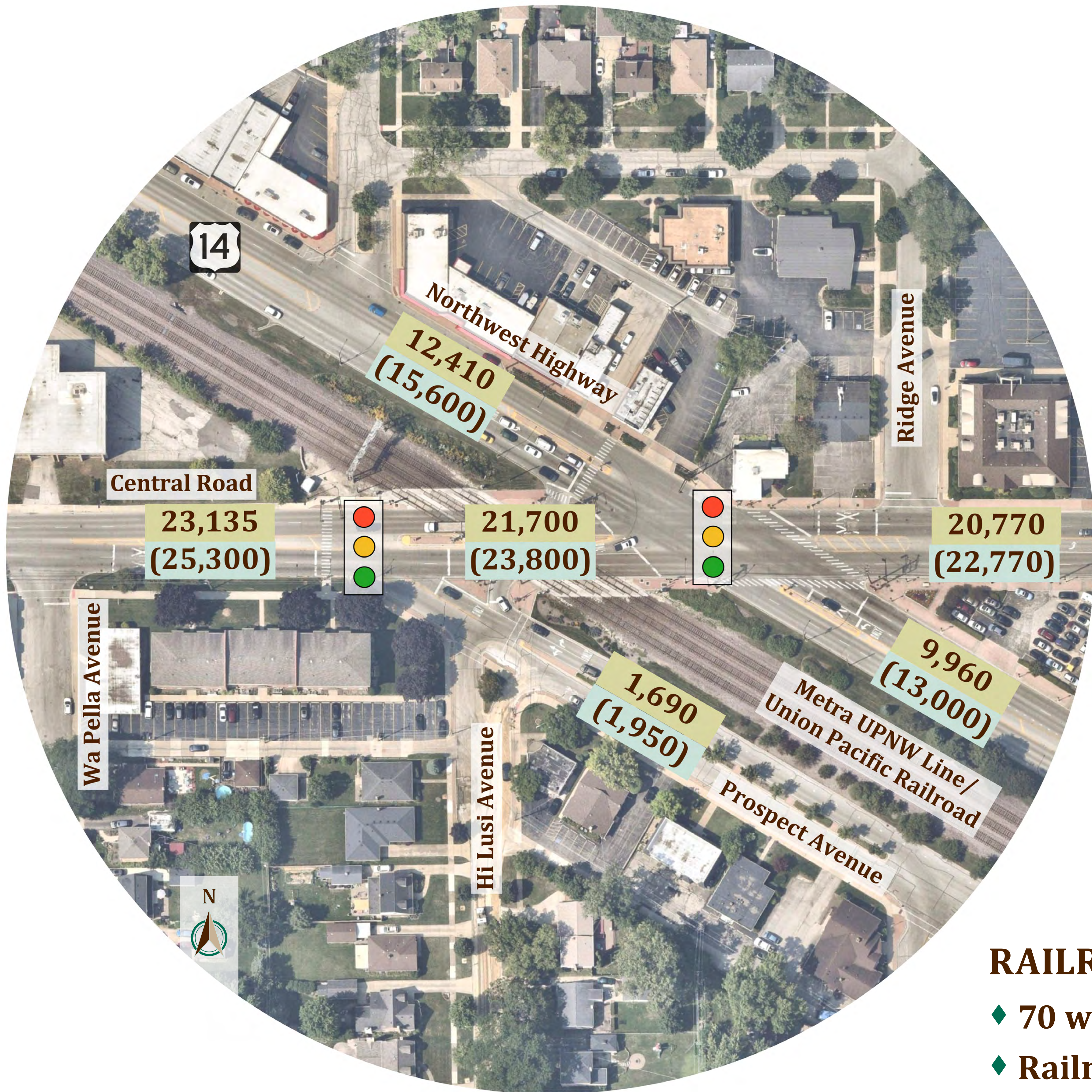
**PHASE 3**

**Construction**

**2029-2030\***

*\*Pending project readiness and funding availability*

# Traffic Operations: Average Daily Traffic (ADT)



XX,XXX Existing (2024) ADT  
(XX,XXX) No-Build (2050) ADT

Existing traffic counts were collected for 24 hours on a weekday in 2024. The Chicago Metropolitan Agency for Planning (CMAP) provides projected 2050 traffic volumes based on anticipated land use changes in the region.

| Evening Rush Hour Average Vehicle Delay |            |                 |                 |
|-----------------------------------------|------------|-----------------|-----------------|
| Route                                   | Direction  | Existing (2024) | No-Build (2050) |
| Central Road                            | Eastbound  | 6 Minutes       | 8 Minutes       |
|                                         | Westbound  | 2 Minutes       | 2 Minutes       |
| Northwest Highway (US-14)               | Northbound | 1 Minute        | 1 Minute        |
|                                         | Southbound | 1 Minute        | 1 Minute        |
| Prospect Avenue                         | Northbound | 1.5 Minutes     | 1.5 Minutes     |

## RAILROAD CROSSING

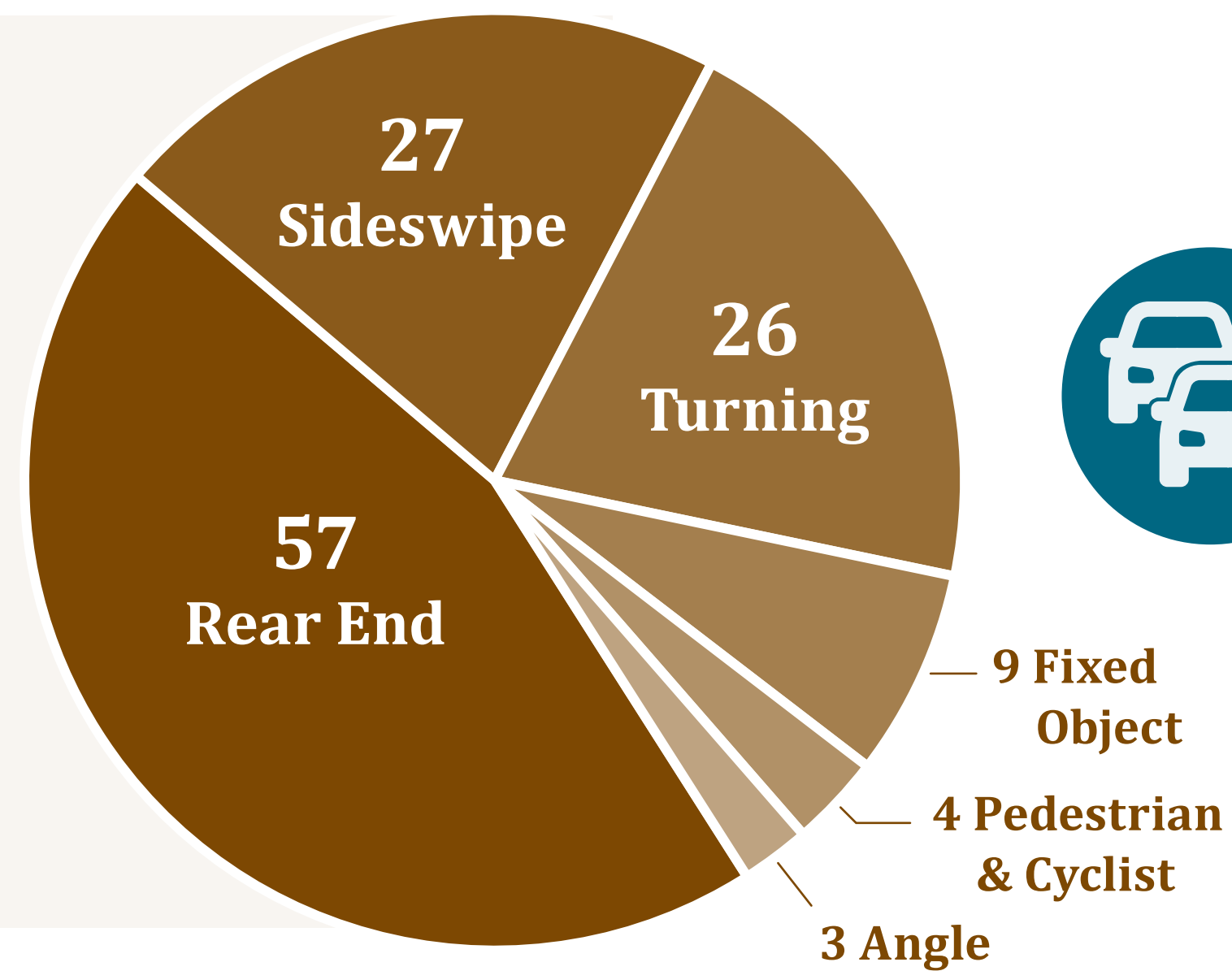
- ◆ 70 weekday trains per day
- ◆ 6 a.m.–9 a.m. — 18 trains
- ◆ Railroad gate down time regularly exceeds 2 minutes per train
- ◆ 4 p.m.–7 p.m. — 17 trains

# Safety: Crash History (2019-2023)



## Study Area 126 TOTAL CRASHES

19 INJURIES  
1 Type A:  
Incapacitating  
Injury



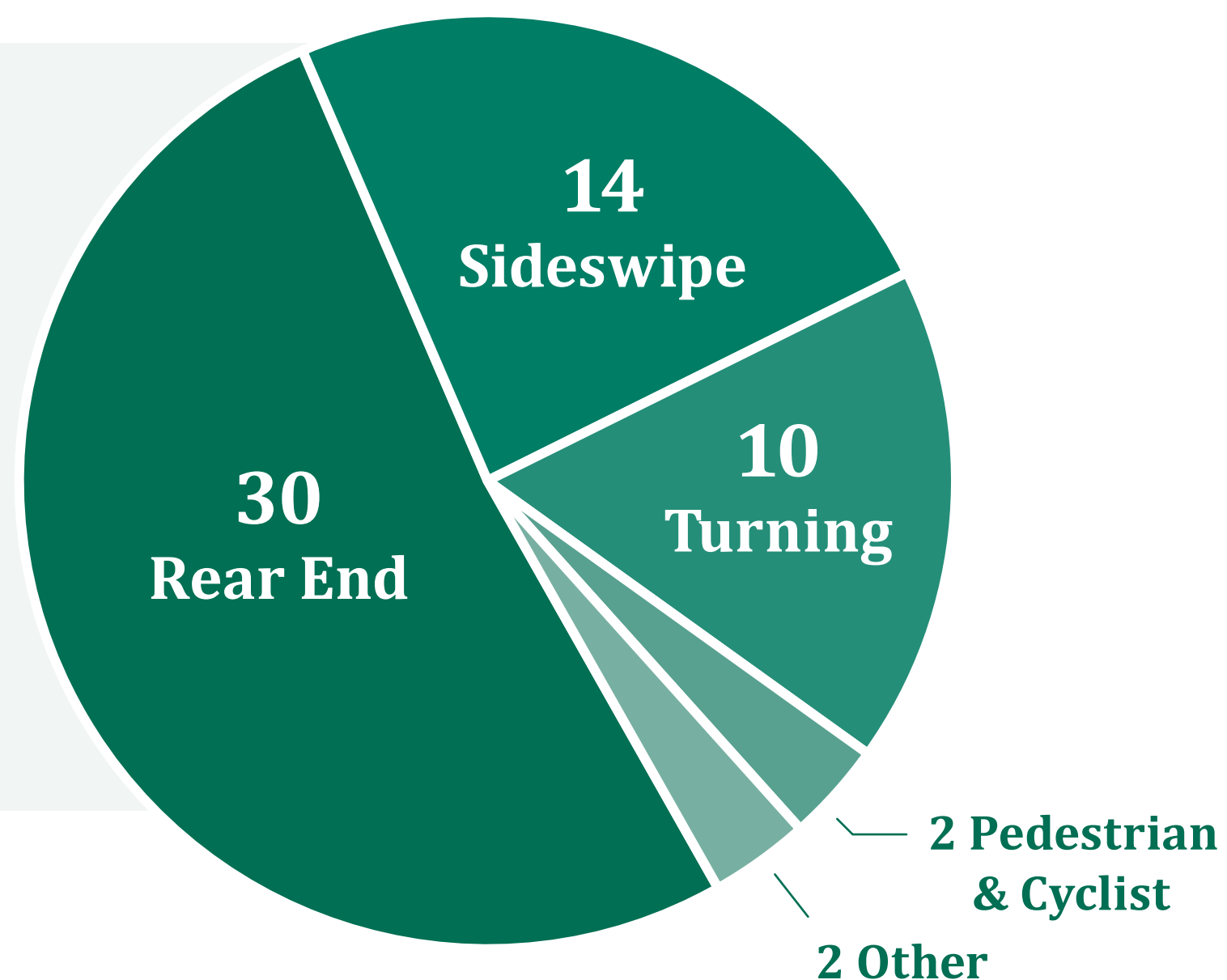
## Central Road Railroad Crossing and Intersection of Central Road with Northwest Highway (US-14) and Prospect Avenue

*Rear End and Sideswipe Crashes* account for *2/3 of all crashes* and are typically associated with *congestion*.

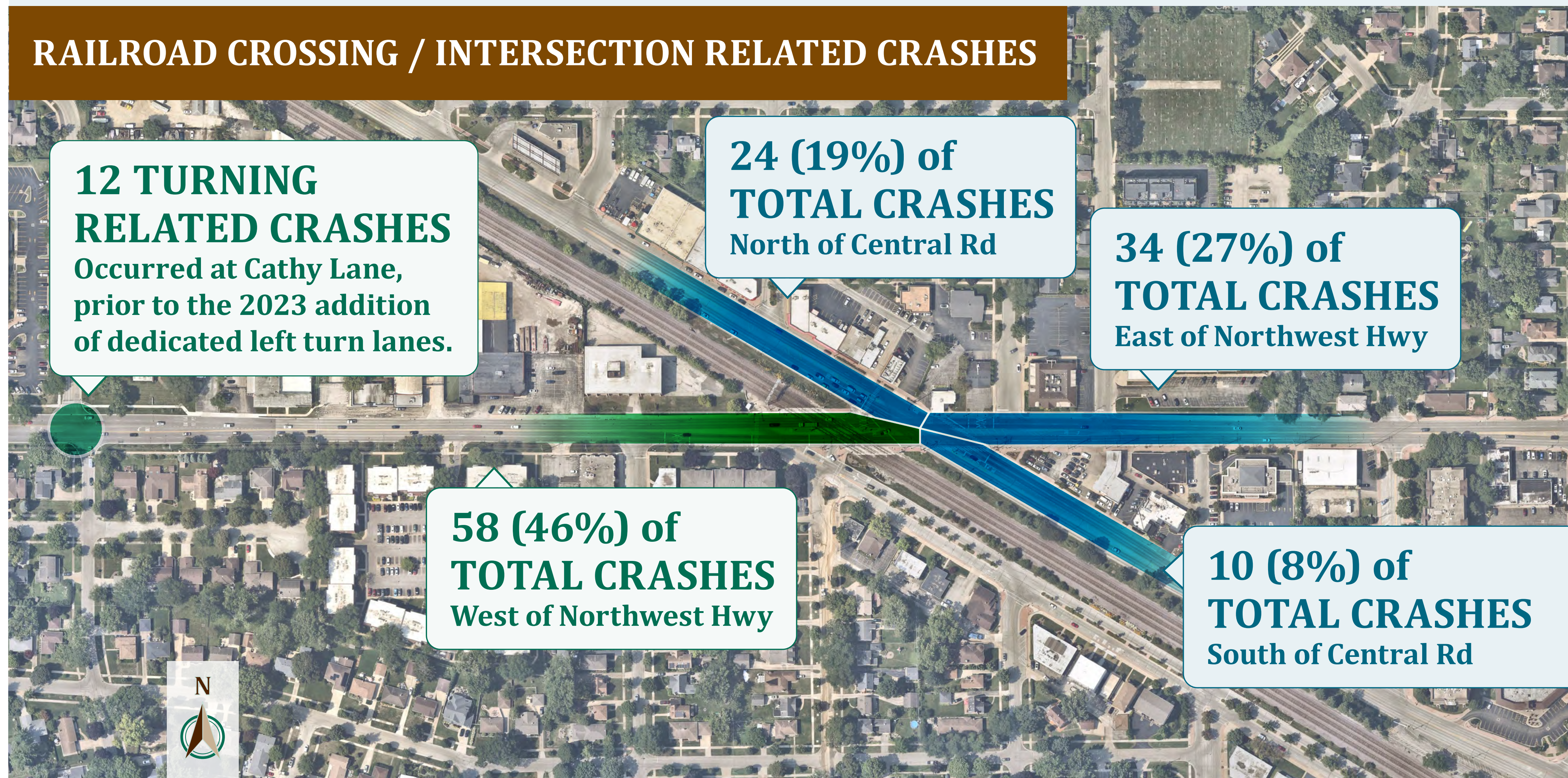


## West of Northwest Hwy 58 TOTAL CRASHES

10 INJURIES  
1 Type A:  
Incapacitating  
Injury



### RAILROAD CROSSING / INTERSECTION RELATED CRASHES



# No Build



⬆ Existing signals can be re-timed to optimize intersection efficiency

◆ Maintains existing access

⊗ Overall intersection delay increased by 45%

⊗ Eastbound delay increased by 35%

⊗ Does not address eastbound left turning vehicles from blocking the through lane



# Alternative 1: Extend Eastbound Left Turn Lane



⬆ Increase eastbound left turn lane storage

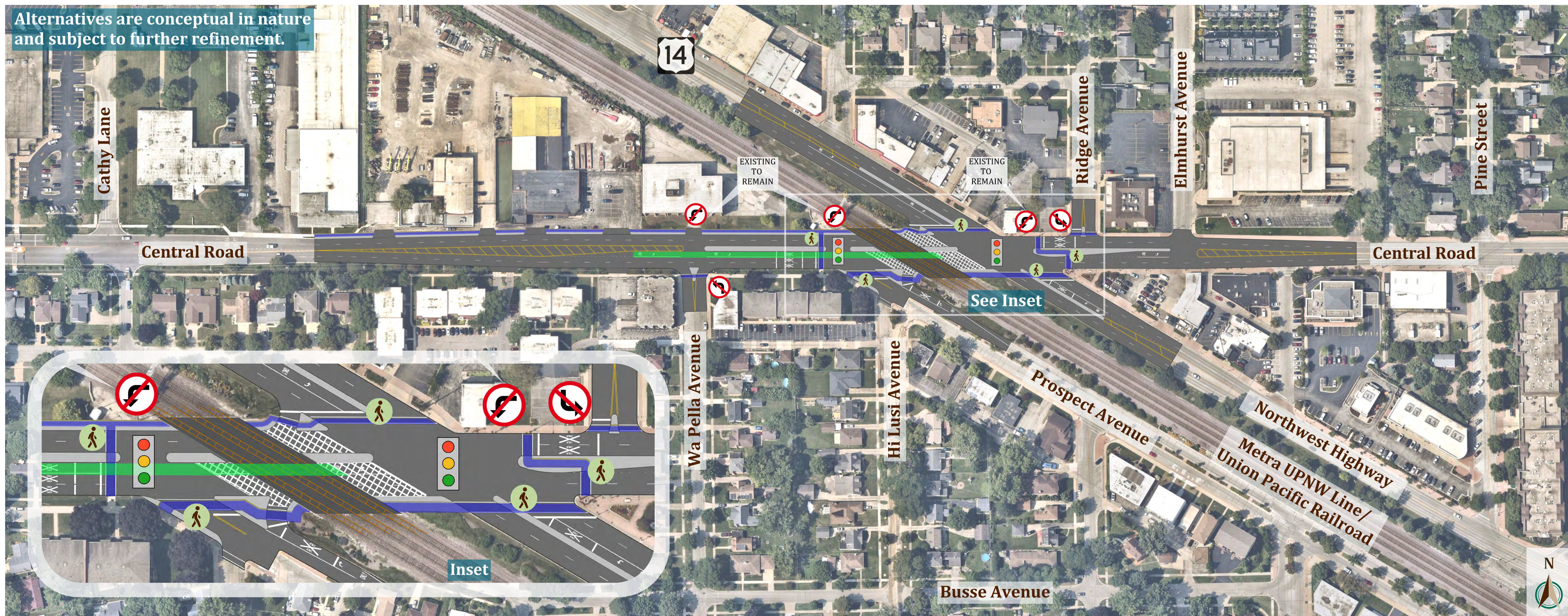
🚶 Enhanced pedestrian crossings

⊗ Prohibit left turns to/from Wa Pella Avenue and Ridge Avenue

◆ Overall intersection delay reduced by 40%

◆ Eastbound delay reduced by 60%

Alternatives are conceptual in nature and subject to further refinement.



# Alternative 2: Remove Eastbound Left Turn Lane



⊗ Prohibit (eliminate) eastbound left turns from Central Road to Northwest Highway (US-14)

🚶 Enhanced pedestrian crossings

⊗ Prohibit left turns to/from Ridge Road

◆ Overall intersection delay reduced by 55%

◆ Eastbound delay reduced by 80%

⚠ Additional engineering studies will be needed to determine how traffic will reroute through network and establish if this alternative is viable.



# Alternative 3: One-Way Prospect Avenue



➡ Extended eastbound left turn lane storage

⊗ Eliminate signal at Prospect Avenue

⊗ Eliminate access from Prospect Avenue to Central Road

🚶 Enhanced pedestrian crossings

⊗ Prohibit left turns to/from Wa Pella Avenue and Ridge Avenue

◆ Overall intersection delay reduced by 50%

◆ Eastbound delay reduced by 75%

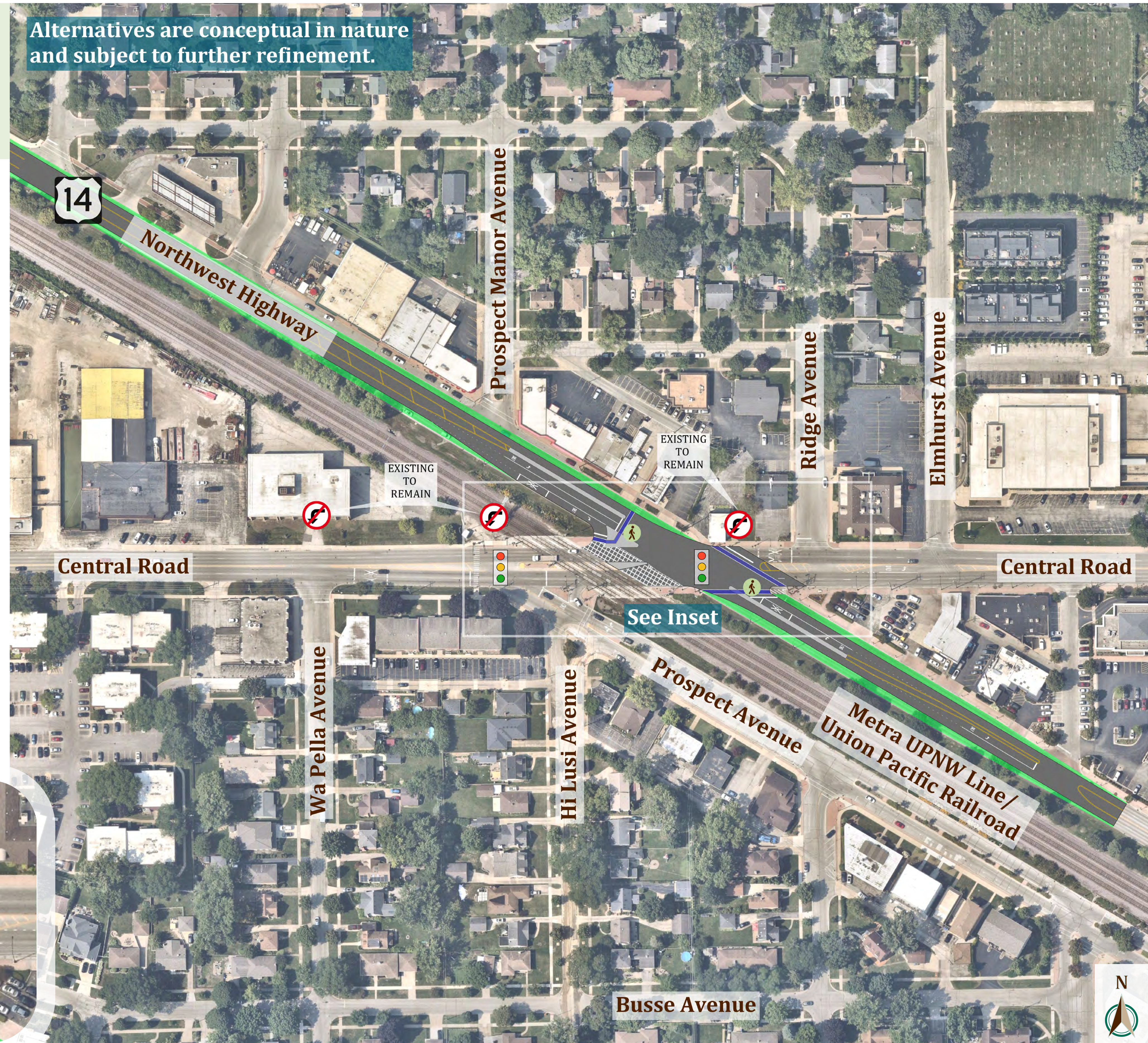
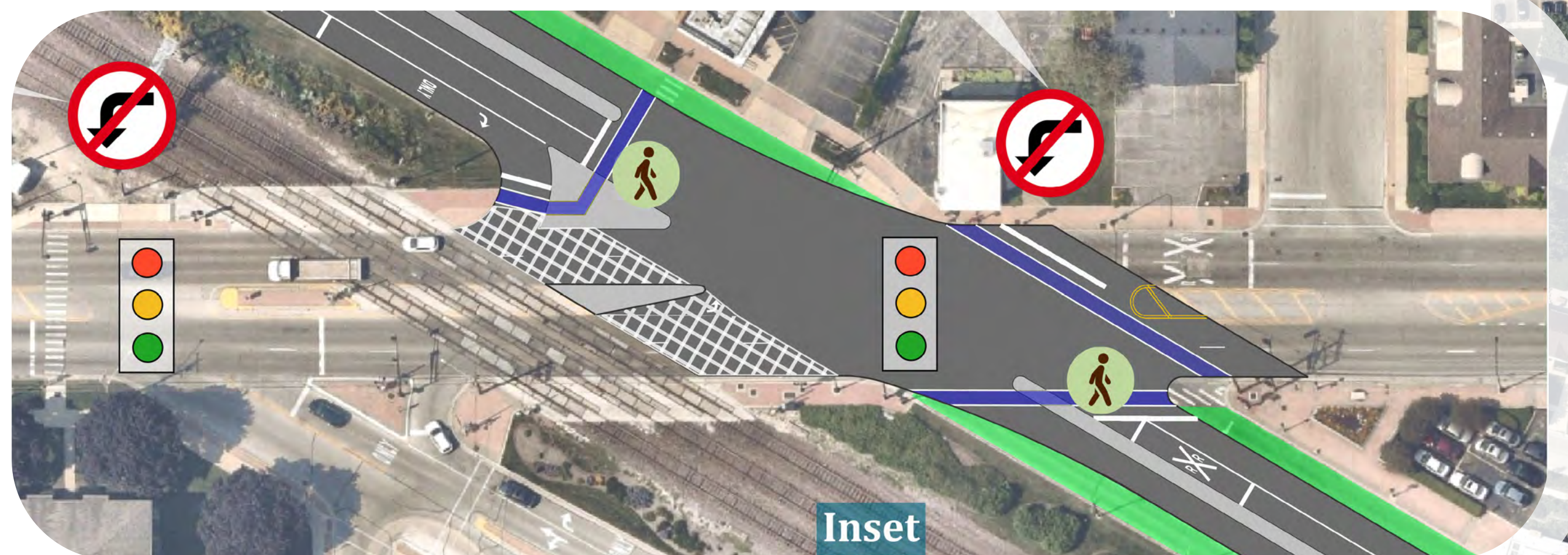
⚠ Additional engineering studies will be needed to determine how traffic will reroute through network and establish if this alternative is viable.



# Alternative 4: Northwest Highway Lane Reduction



- ↑ Provide space on Northwest Highway (US-14) for a bike path, landscaping and/or additional parking
- ➡ Enhanced pedestrian crossings
  - ◆ Reduce the through travel lanes on Northwest Highway (US-14) from 2 to 1 in each direction
  - ◆ CMAP projects a 33% vehicle reduction on Northwest Highway (US-14)
- ⊗ Overall intersection delay increased by 80%
- ⊗ Eastbound delay increased by 50%
- ◆ Can be combined with other Alternatives



# Comparison of Alternatives



| Evaluation Category                 | No-Build 2050 | Alternative 1 | Alternative 2 | Alternative 3 | Alternative 4 |
|-------------------------------------|---------------|---------------|---------------|---------------|---------------|
| Traffic Operations                  |               |               |               |               |               |
| Crash Reduction                     |               |               |               |               |               |
| Pedestrian & Bicycle Accommodations |               |               |               |               |               |
| Access Changes                      |               |               |               |               |               |
| Right-of-Way                        |               |               |               |               |               |
| Construction Cost                   |               |               |               |               |               |
| Construction Complexity             |               |               |               |               |               |

No change      Least Favorable      Less Favorable      Favorable      Most Favorable

# Get Involved!



Scan QR code to  
visit project website  
and survey.



*Comments can be submitted in-person  
at the meeting, via online survey, or to:*



publicworksdept@mountprospect.org



847-870-5640



Luke Foresman, P.E.  
Project Engineer  
1700 W. Central Road  
Mount Prospect, IL 60056

*Public comment deadline: June 19, 2025*

[www.mountprospect.org/CentralRRCrossing](http://www.mountprospect.org/CentralRRCrossing)