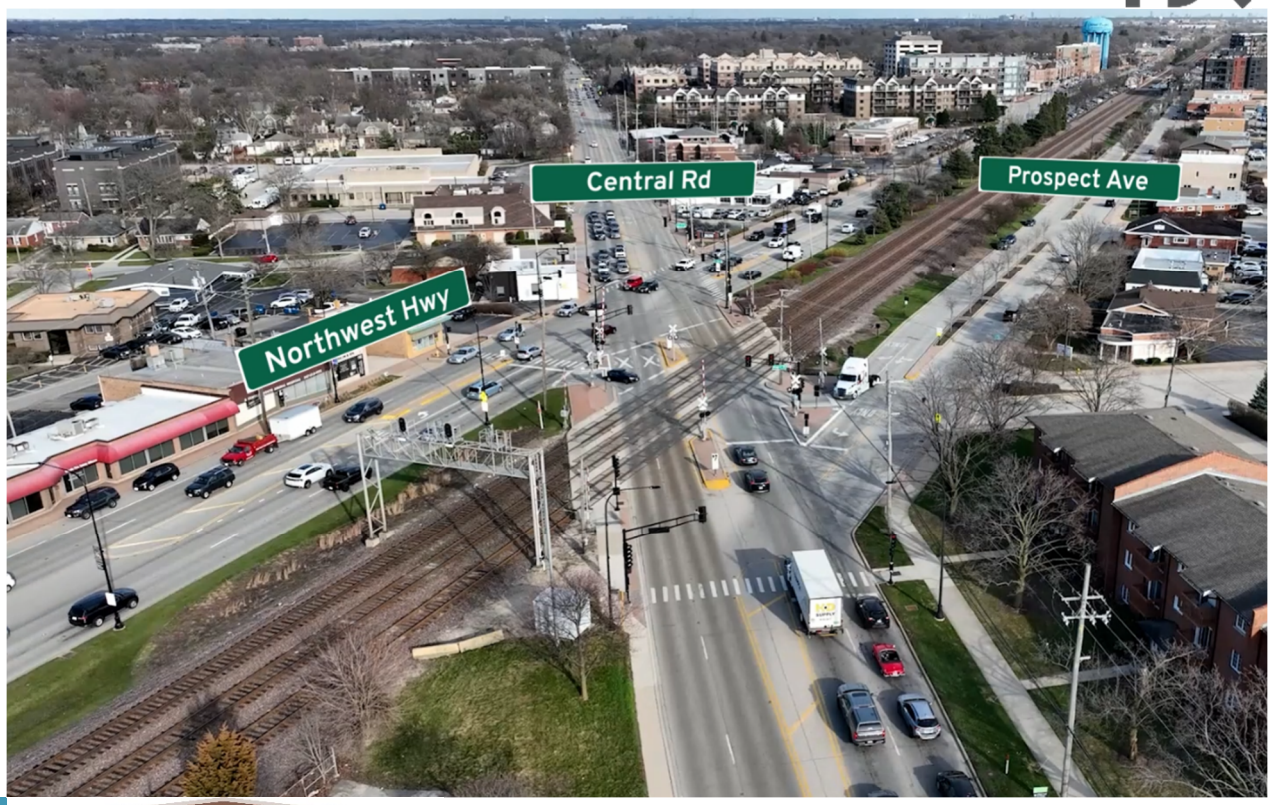



# Public Meeting Summary

Central Road Railroad Crossing Phase I Study

Public Information Meeting #1

*The Village of Mount Prospect*

**Meeting Date: June 5, 2025**

***Report Date: July 23, 2025***

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- Survey
- Social Media Posts for Meeting
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- Handout
- Display Boards
- Roll Plot
- Open House Board and Handout

Appendix B. Public Information Meeting Comments

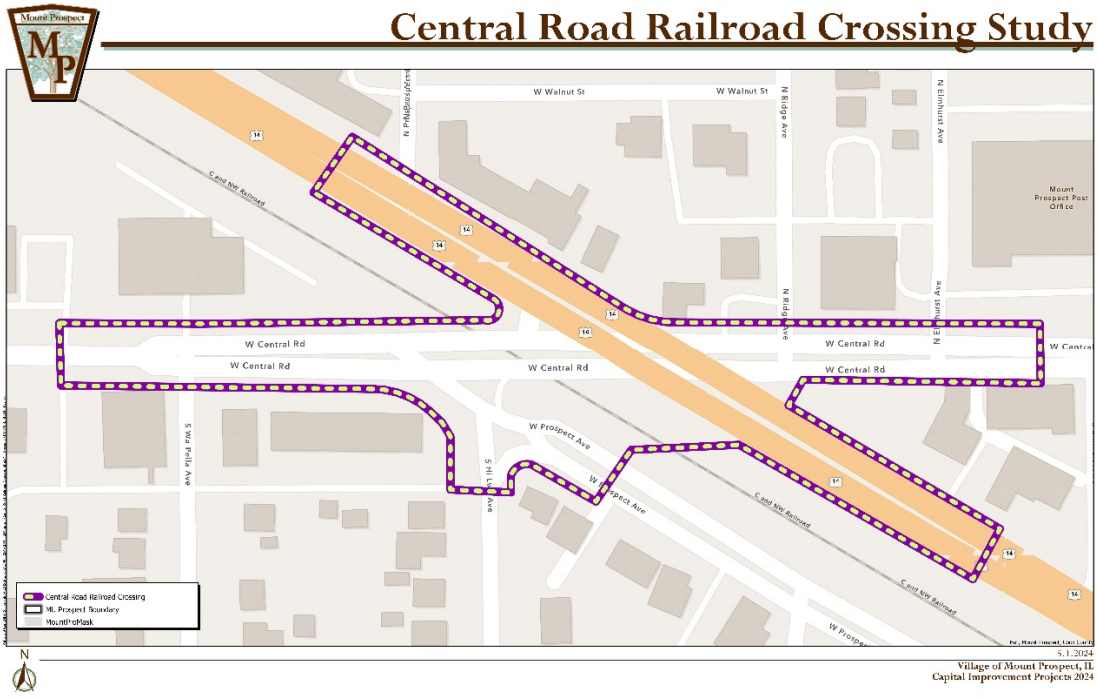
- Comments Summary
- Written Comments
- Sign In Sheets
- Email Comments
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# 1 Introduction

The Village of Mount Prospect launched the Central Road Railroad Crossing Phase I Study with the goal of addressing safety concerns and improving mobility in the study area. The purpose is to improve pedestrian, bicycle, and vehicular mobility at the Central Road Railroad Crossing and the intersection of Central Road and Northwest Highway (US-14) and Prospect Avenue.

**Figure 1. Study Area**




# 2 Public Information Meeting

The Village of Mount Prospect sponsored a Public Information Meeting on June 5, 2025 to obtain public input to inform the evaluation of alternatives.

## 2.1 Public Information Meeting – June 5, 2025

On June 5, 2025, the first Public Information Meeting was held at the Village of Mount Prospect Village Hall in the Farley Community Room on the 1st Floor. Staff from the Village of Mount Prospect and consultant staff from HDR were available to discuss project information and answer questions. Exhibit boards were displayed in the meeting room to introduce the project and its purpose, provide traffic operation and crash data, present a "no build" alternative and four "build" alternatives, and present a comparison of all alternatives. Design alternatives presented for public feedback included extending the eastbound left turn lane (Alternative 1), removing the eastbound left turn lane (Alternative 2), converting Prospect Avenue to a one-way street (Alternative 3), and a lane reduction for Northwest Highway (Alternative 4). Feedback was solicited from the public regarding

the transportation and community needs in the area to gather meaningful input from stakeholders, residents, and users. Information was provided to the public explaining how they can get involved and stay informed, the commenting process, and how this feedback is incorporated into the study. Attendees were urged to provide their input by filling out a comment card, leaving a comment on the project map, filling out an online survey, or reaching out to provide input via phone or email. Staff were available to answer questions and collect feedback in person.

### 2.1.1 Advertisement

An exhibit board and handouts advertising the Public Information Meeting were shared at the Village of Mount Prospect's Public Works Open House on May 17, 2025. Advertisements for the Public Information Meeting were posted in the Daily Herald newspaper. Two advertisements were made in the newspaper, one on May 21, 2025, and one on May 29, 2025. Social media posts linking to the project survey and project website were shared on the Village of Mount Prospect's Public Works Facebook and X (Twitter) accounts and the Village of Mount Prospect's Facebook account both before and after the public information meeting. A postcard was created advertising the Public Information Meeting and mailed to property owners near the study area. A stakeholder email was also created and sent to key stakeholders prior to the public information meeting. The project website included information advertising the Public Information Meeting. The postcard, social media graphics, stakeholder email, handout, legal notice and news release are provided in Appendix A.

### 2.1.2 Participation

Approximately 50 individuals attended the Public Information Meeting. A project website is also available as an additional resource to access information provided at the Public Information Meeting.
(www.mountprospect.org/CentralRRCrossing)

Copies of the presentation and display boards are provided in Appendix A.

Attendees were encouraged to ask questions, provide input on the study information and the initial design ideas presented, and fill out the online project survey. The comment period for the Public Information Meeting ended on June 19, 2025.

Nine comment forms were returned at the Public Information Meeting, 22 comments were left on the project location map, 289 project surveys were completed online, and three comments were provided via email (see **Appendix B**). Redacted sign-in sheets, written comments and survey responses are included in **Appendix B**. Comments are summarized by the following themes:

- The length of the existing eastbound left turn lane on Central Road is insufficient.
- Capacity on Northwest Highway (US-14) should not be reduced.
- Access restrictions should be avoided because they may result in traffic rerouting through residential neighborhoods.

In addition, an online survey requested feedback on the four different alternatives being considered and any additional concerns that residents may have. These results are summarized in Table 1. Full survey results are included in Appendix B.

## Table 1. Public Information Meeting Comments and Responses

| Comment Summary | |
|---|---|
| **Question: Are you a resident of the Village of Mount Prospect?** | • Majority are residents: Approximately 96.5% of respondents confirmed they are residents of the Village of Mount Prospect.<br>• Small percentage are non-residents: A smaller portion, about 3.5%, indicated they are not residents. |
| **Question: How often do you cross the railroad tracks along Central Road and/or use the intersection of Central Road at Northwest Highway (US-14)?** | • High frequency of use: The most common response was "Every day," accounting for about 61.6% of respondents.<br>• Regular weekly use is also significant: Approximately 30.6% cross at least once a week. |
| **Question: How do you use this railroad crossing and/or intersection? Choose all that apply.** | • Car is the primary mode: "Car" was the most selected option, appearing in 97.2% of responses.<br>• Multimodal use is common: Combinations like "Walk - Bike - Car" (21.1%) and "Walk - Car" (18.0%) indicate frequent use by various transportation methods. |
| **Question: Do you ever avoid using the railroad crossing on Central Road and/or the intersection of Central Road at Northwest Highway (US-14)?** | • Avoidance is common: A slight majority, approximately 56.5% of respondents, stated they do sometimes avoid using the crossing/intersection.<br>• Many do not avoid: About 43.5% indicated they do not avoid it. |

| | |
|---|---|
| **Question: Do you have any comments about Alternative 1?** | • Least Controversial Option (by implication): While comments are general, the lack of significant negative feedback (compared to other alternatives) suggests this option is generally seen as palatable or logical by respondents. Comments often expressed that this alternative "makes sense" or is perceived as a "better" option compared to others.<br>• Focus on Existing Traffic Flow Improvements: Comments specifically mention benefits like proposed changes at Wa Pella Avenue (addressing turning difficulties) and extended left turn lanes on Central, indicating a focus on improving existing vehicle movements.<br>• Open-ended feedback: This question collected various free-text comments from 217 respondents.<br>• Representative comments:<br>  ○ " It would be great to have a longer eastbound left turn lane. I turn there often & I worry about other rear ending me."<br>  ○ "I am very much against losing the left turn onto Central from Wa-Pella." |
| **Question: Do you have any comments about Alternative 2?** | • Mixed Opinions: Some comments were in favor of this alternative while other comments were strongly opposed to this alternative.<br>• Risk of Displaced Congestion: A major concern is that this alternative would merely shift traffic problems, specifically by backing up left turns at other nearby intersections or increasing traffic in residential neighborhoods (e.g., "by the post office," "downtown").<br>• Critical Impact on Institutional Access: The prohibition of left turns is explicitly cited as making it difficult for residents to access key community institutions like Prospect High School, highlighting a significant negative social impact.<br>• Open-ended feedback: This question gathered detailed free-text comments from 215 respondents.<br>• Representative comments:<br>  ○ " I think that this alternative would only lead to more traffic and backups in the neighborhoods."<br>  ○ "I would think this option would just relocate the backups into the downtown, where there are already long delays and backups at Central/83 and NW Hwy/83." |

| | |
|---|---|
| **Question: Do you have any comments about Alternative 3?** | • Strong opposition: A significant number of comments expressed strong opposition to this alternative.<br>• Direct Economic Concern for Local Businesses: Strong opposition is directly tied to the perceived negative impact on "new businesses and restaurants," suggesting a clear concern about reduced accessibility affecting local commerce.<br>• Disruption of Established Local Access Patterns: Comments specifically about prohibiting left turns from "Wa Pella" indicate that this alternative would severely disrupt established and necessary local travel patterns, particularly for residents attempting to access the main road.<br>• Open-ended feedback: This question collected free-text comments from 207 respondents.<br>• Representative comments:<br>  ○ " I don't like the disruption of removing the signal/turns at Prospect Avenue."<br>  ○ "This option would be hard on the new businesses and restaurants. This my least favorite option as it really limits access to and from these businesses." |
| **Question: Do you have any comments about Alternative 4?** | • Opposition: A significant number of comments expressed opposition to this alternative.<br>• Support for Active Transportation Infrastructure: This alternative garners positive comments for its potential to improve bike paths and pedestrian safety, appealing to those who use the area for walking and cycling, particularly for school commutes.<br>• Integration with Broader Planning: Some respondents view this alternative in the context of larger community development, asking for its relation to "forthcoming comp plan updates," suggesting a desire for holistic urban planning.<br>• Open-ended feedback: This question gathered free-text comments from 206 respondents.<br>• Representative comments:<br>  ○ " I would not be comfortable riding along that road [Northwest Highway] unless necessary."<br>  ○ " While I love the idea of having more bike lanes in Mount Prospect, I think reducing the NW Highway to one lane going through the intersection will increase the traffic delays and congestion on NW Highway tremendously." |

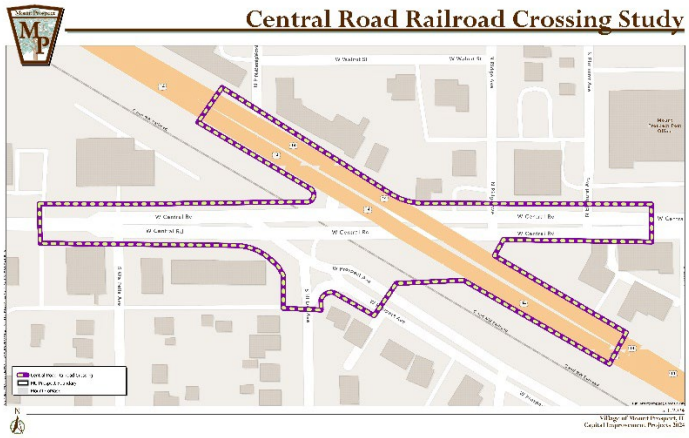
| | |
|---|---|
| **Question: Would you like to provide any additional comments?** | • Focus on pedestrian safety and accessibility: Many comments reiterated concerns about pedestrian safety, particularly at crossings, and issues with limited space for pedestrians at corners.<br>• General appreciation for the survey: Some respondents expressed gratitude for the opportunity to provide feedback.<br>• Open-ended feedback: This question served as a general feedback area, gathering diverse free-text comments from 145 respondents. |

# Appendix A. June 5, 2025 Public Information Meeting Materials

# News Release

**The Village of Mount Prospect to Host Public Information Meeting on the Central Road Railroad Crossing Phase I Study**

Village of Mount Prospect – The Village of Mount Prospect will hold a Public Information Meeting concerning the Central Road Railroad Crossing Phase I Study. The study aims to address safety concerns and improve mobility for all users at the Central Road Railroad Crossing and the intersection of Central Road with Northwest Highway (US-14).




The purpose of the meeting is to present the purpose and need for the project, present design alternatives to address the project needs, share the project schedule, present traffic data, answer questions, and obtain public input to determine a preferred alternative.

The public information meeting will be held Thursday, June 5, 2025, from 5:00 p.m. to 7:00 p.m. at the Village of Mount Prospect Village Hall, 1st Floor, Farley Community Room, 50 S. Emerson St, Mount Prospect, IL 60056.

The meeting will be conducted in an open-house format with project displays and other information available for viewing. Staff will be available to provide information and answer questions.

For those who are unable to attend the in-person public information meeting, but are interested in following the project, all meeting materials will be available on the project website at www.mountprospect.org/CentralRRCrossing by June 5, 2025.

All correspondence and/or written comments regarding this project can be submitted in person at the Public Meeting. Public comments can also be submitted online by completing the survey on the project website, directly via email to the project contact below, or mailed to the Village of Mount Prospect Public Works. See below for more information on where to submit comments.

Village of Mount Prospect Public Works
1700 W. Central Road
Mount Prospect, IL 60056
ATTN: Luke Foresman, P.E.
Project Engineer
publicworksdept@mountprospect.org
847-870-5640

# Newspaper Certification

**Public Information Meeting**
Scheduled by
Village of Mount Prospect
Central Road Railroad Crossing Phase I Study

The Village of Mount Prospect will hold a Public Information Meeting concerning the Central Road Railroad Crossing Phase I Study. The study will evaluate Central Road at the Metra/Union Pacific Railroad Crossing and the intersection of Central Road at Northwest Highway (US-14). The public information meeting will be held at the Village of Mount Prospect Village Hall, 1st Floor, Farley Community Room, 50 S. Emerson St, Mount Prospect, IL 60056, on June 5, 2025, from 5:00 p.m. to 7:00 p.m. All persons interested in this project are invited to attend the meeting. Persons with a disability desiring to participate in this activity should contact the person listed in this Notice by May 29th to make arrangements for participating. The contact may be by telephone, e-mail, or in writing.

This public information meeting is being held in compliance with the National Environmental Policy Act (NEPA) requirements and the Illinois Department of Transportation's public involvement policy.

The meeting will be conducted on an informal basis. There is no formal presentation. Representatives of the Village of Mount Prospect will be available to explain the project, answer individual questions, and record comments offered by those in attendance. Village representatives will address topics such as the need for the project, the design alternatives under consideration, and the tentative project schedule. Concept drawings will be available for inspection and viewing during the entire time. The same material will be available for review and inspection on the project website at: www.mountprospect.org/CentralRRCrossing by June 5, 2025.

All correspondence and/or written comments regarding this project can be submitted in person at the Public Meeting. Public comments can also be submitted online by completing the survey on the project website or directly via email to the project contact below. Public comments can also be mailed to the Village of Mount Prospect Public Works. See below for more information on where to submit comments.

Village of Mount Prospect Public Works
1700 W. Central Road
Mount Prospect, IL 60056
ATTN: Luke Foresman, P.E.
Project Engineer
publicworksdept@mountprospect.org
847-870-5640

Comments must be received by June 19, 2025, to be considered as part of the public record.

Published in Daily Herald, May 21, 29, 2025 (291197)

# CERTIFICATE OF PUBLICATION

**Paddock Publications, Inc.**

**Northwest Suburbs**
**Daily Herald**

Corporation organized and existing under and by virtue of the laws of the State of Illinois, DOES HEREBY CERTIFY that it is the publisher of the **Northwest Suburbs DAILY HERALD**. That said **Northwest Suburbs DAILY HERALD** is a secular newspaper, published in Arlington Heights, Cook County, State of Illinois, and has been in general circulation daily throughout Cook County, continuously for more than 50 weeks prior to the first Publication of the attached notice, and a newspaper as defined by 715 ILCS 5/5.

I further certify that the **Northwest Suburbs DAILY HERALD** is a newspaper as defined in "an Act to revise the law in relation to notices" as amended in 1992 Illinois Compiled Statutes, Chapter 715, Act 5, Section 1 and 5. That a notice of which the annexed printed slip is a true copy, was published 05/21/2025, 05/29/2025 in said **Northwest Suburbs DAILY HERALD**. This notice was also placed on a statewide public notice website as required by 5 ILCS 5/2.1.

BY _____
Designee of the Publisher of the Daily Herald

Control # 291197

PADDOCK PUBLICATIONS, INC. Corporate SEAL ILLINOIS

# Postcard

**The Village of Mount Prospect is hosting a Public Information Meeting for the Central Road Railroad Crossing Phase 1 Study.**

## Join us to learn more and provide your input on the future of this area.

***Flip this postcard over to learn how you can get involved!***



The Central Road at-grade crossing of the Union Pacific Railroad is the western gateway to downtown Mount Prospect. The Village of Mount Prospect is developing a vision to enhance the transportation system to benefit pedestrians, bicyclists, motorists, local businesses, and our residents.

## Meeting Purpose:

- Present alternatives
- Obtain public input

# *Get involved!*

***Your participation will help us develop solutions that are the best fit for the community.***

## Public Information Meeting

**June 5, 2025**
**from 5 p.m–7 p.m.**

Village Hall
1st Floor, Farley Community Room
50 S. Emerson Street
Mount Prospect, IL 60056

The meeting will be conducted in an open house format. Interested persons may visit anytime between 5 p.m. and 7 p.m. Staff will be available to provide information and answer your questions.

## Project Website and Survey

**www.mountprospect.org/CentralRRCrossing**

**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***

# Survey

# Central Road Railroad Crossing Survey

Village of Mount Prospect

The Central Road at-grade crossing of the Union Pacific Railroad is the western gateway to downtown Mount Prospect. The Village of Mount Prospect is developing a vision to enhance the transportation system to benefit pedestrians, bicyclists, motorists, local businesses, and our residents.

*Please take a moment to take our survey to let us know how you currently use the intersection and provide your thoughts on the alternatives currently being considered.*

1. Are you a resident of the Village of Mount Prospect?

- ◯ Yes
- ◯ No

2. How often do you cross the railroad tracks along Central Road and/or use the intersection of Central Road at Northwest Highway (US-14)?

- ◯ Every day
- ◯ At least once a week
- ◯ Occasionally
- ◯ Rarely
- ◯ Never

3. How do you use this railroad crossing and/or intersection? Choose all that apply.

- [ ] Walk
- [ ] Bike
- [ ] Car
- [ ] Other

4. Do you ever avoid using the railroad crossing on Central Road and/or the intersection of Central Road at Northwest Highway (US-14)?

- ( ) Yes
- ( ) No

5. The Village of Mount Prospect is considering changing this railroad crossing and/or intersection to improve safety and ease of use. The alternatives currently being considered are shown below. **Please provide any feedback that you would like Village staff to consider.**

*You may zoom into and explore each alternative map shown below. Either click and scroll or use the navigation tools in the top left corner to zoom in or out, reset the view, or open the map in its own window.*



Do you have any comments about Alternative 1?

## 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.




Do you have any comments about Alternative 2?




Do you have any comments about Alternative 3?




Do you have any comments about Alternative 4?

6. If you would like to stay updated on the project, please provide your email address for future updates.

example@example.com

7. Would you like to provide any additional comments?

Submit

# Social Media Posts for Meeting



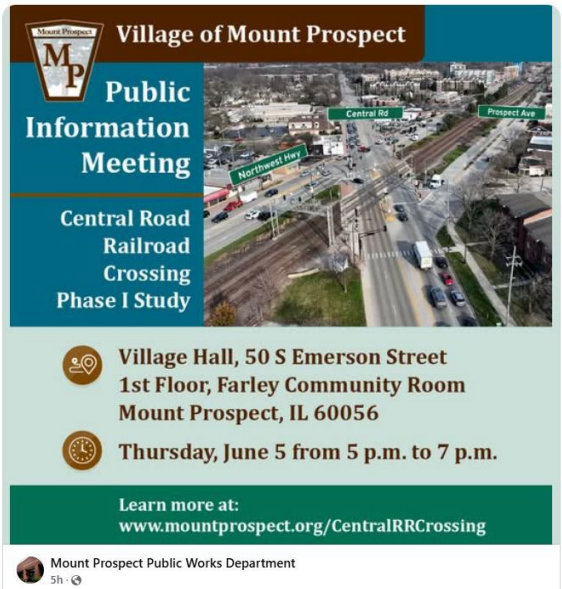

**Village of Mount Prospect**

10K followers • 31 following

Message Follow Search

5-29-2025

Village of Mount Prospect
3h ·




Mount Prospect Public Works Department
5h ·

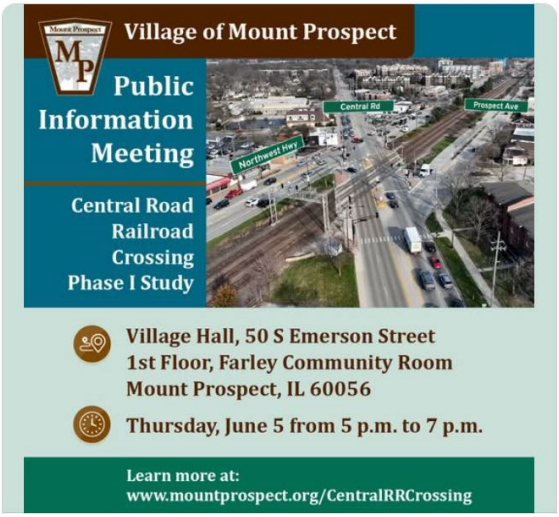
Join us for a public information meeting on the Central Road Railroad Crossing Phase I Study. Mark your calendars for Thursday, June 5, 2025, from 5:00 p.m. to 7:00 p.m. at the Village of Mount Prospect Village Hall. Your input is valuable, and if you can't attend, please share your thoughts through our survey. We look forward to hearing from you! https://bit.ly/3YWoKO1

6-3-2025

Village of Mount Prospect
June 3 at 8:06 PM ·

📣 The Village is conducting a study to address safety concerns and improve mobility at the Central Road Railroad Crossing and the intersection of Central Rd. with Northwest Hwy.

Provide your input on design alternatives, ask questions, and learn more about the project this Thursday, June 5. This meeting is in an open-house format, so attendees may walk in anytime between 5 and 7 pm.






**Mount Prospect Public Works Department**

2.4K followers • 12 following

Sign Up | Follow | Search

5-29-2025

Mount Prospect Public Works Department
May 28 at 4:00 PM ·

Join us for a public information meeting on the Central Road Railroad Crossing Phase I Study. Mark your calendars for Thursday, June 5, 2025, from 5:00 p.m. to 7:00 p.m. at the Village of Mount Prospect Village Hall. Your input is valuable, and if you can't attend, please share your thoughts through our survey. We look forward to hearing from you!

HDR.JOTFORM.COM
**Central Road Railroad Crossing Survey**
Please click the link to complete this form.

1

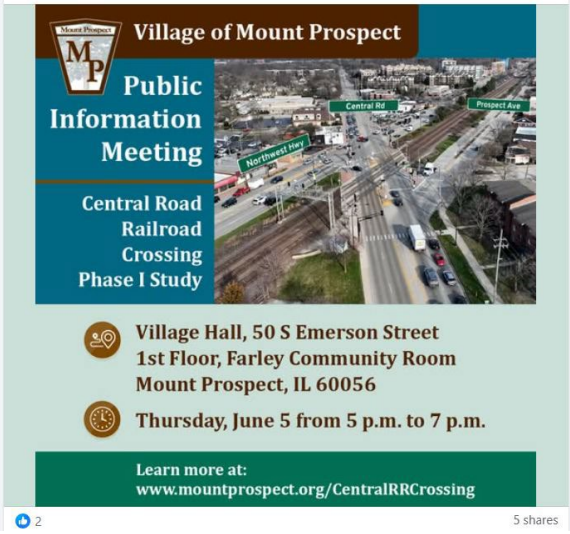
Like | Comment | Share

Write a comment...

6-3-2025

Mount Prospect Public Works Department
21h ·

Join us for a public information meeting on the Central Road Railroad Crossing Phase I Study. Mark your calendars for Thursday, June 5, 2025, from 5:00 p.m. to 7:00 p.m. at the Village of Mount Prospect Village Hall. Your input is valuable, and if you can't attend, please share your thoughts through our survey. We look forward to hearing from you! https://bit.ly/3YWoKO1

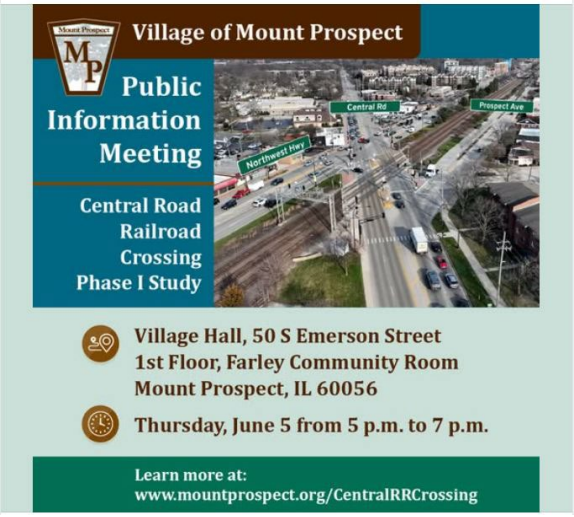



2 | 5 shares

6-5-2025

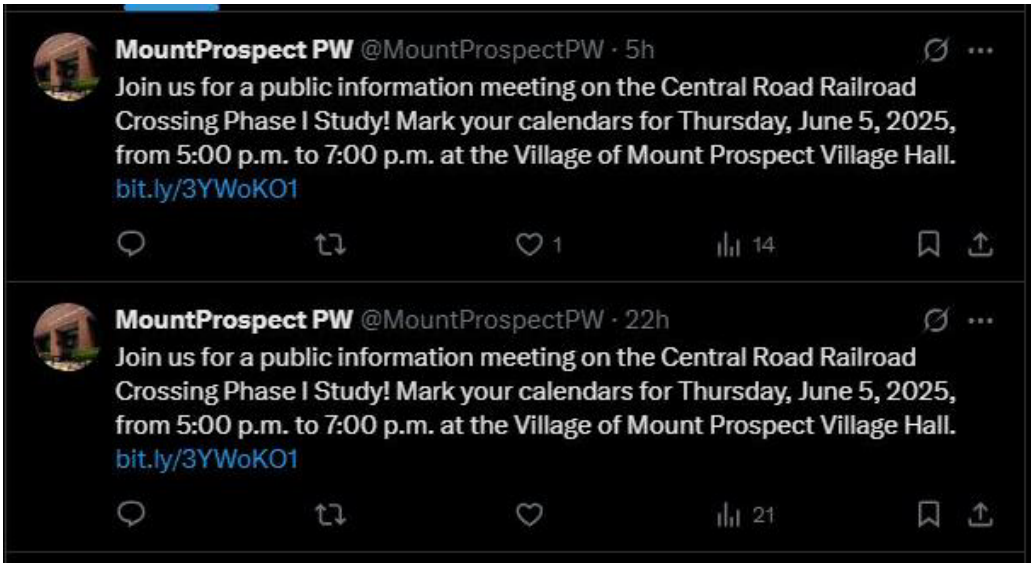
Mount Prospect Public Works Department
June 5 at 10:00 AM ·

Join us tonight, Thursday, June 5, 2025, from 5:00 p.m. to 7:00 p.m. at the Village of Mount Prospect Village Hall, for a public information meeting on the Central Road Railroad Crossing Phase I Study. Your input is valuable, and if you can't attend, please share your thoughts through our survey. We look forward to hearing from you! https://bit.ly/3YWoKO1

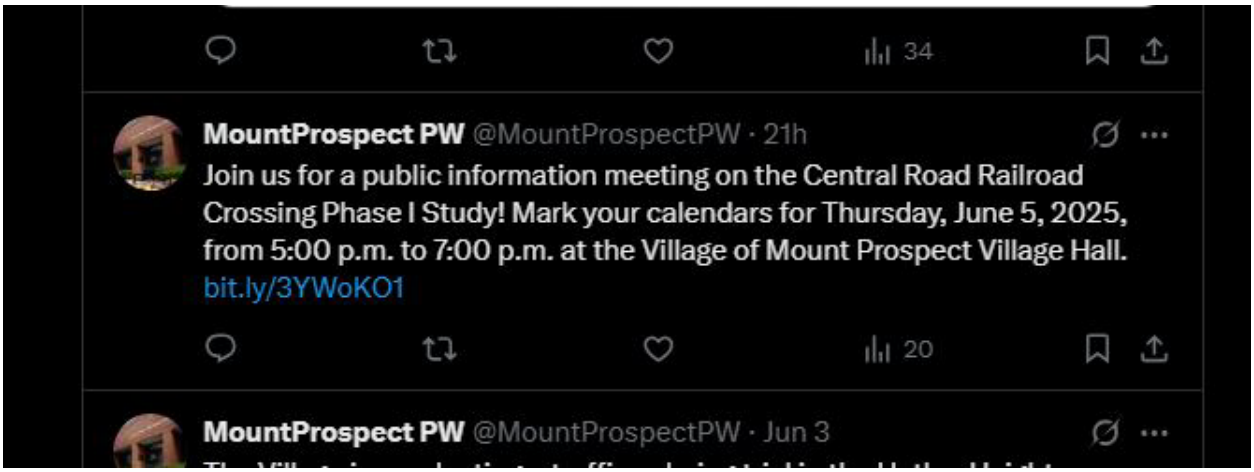





5-22025 & 5-29-2025



6-3-2025




6-5-2025



# Social Media Posts for Post Meeting




**Village of Mount Prospect**

10K followers • 31 following

Message Follow Search

6-13-2025

Village of Mount Prospect
June 13 at 10:36 AM ·

The Village held a Public Information Meeting on June 5 to share information and collect public input on the Central Road Railroad Crossing Phase I Study. If you could not attend, the meeting materials are available for review on the project website:
www.mountprospect.org/CentralRRCrossing




Mount Prospect Public Works Department
June 12 at 3:00 PM ·

If you were unable to attend our public meeting in person, please review the meeting materials now available on our project site. https://bit.ly/4kXNCgU

9 6 comments 4 shares




**Mount Prospect Public Works Department**

2.4K followers • 12 following

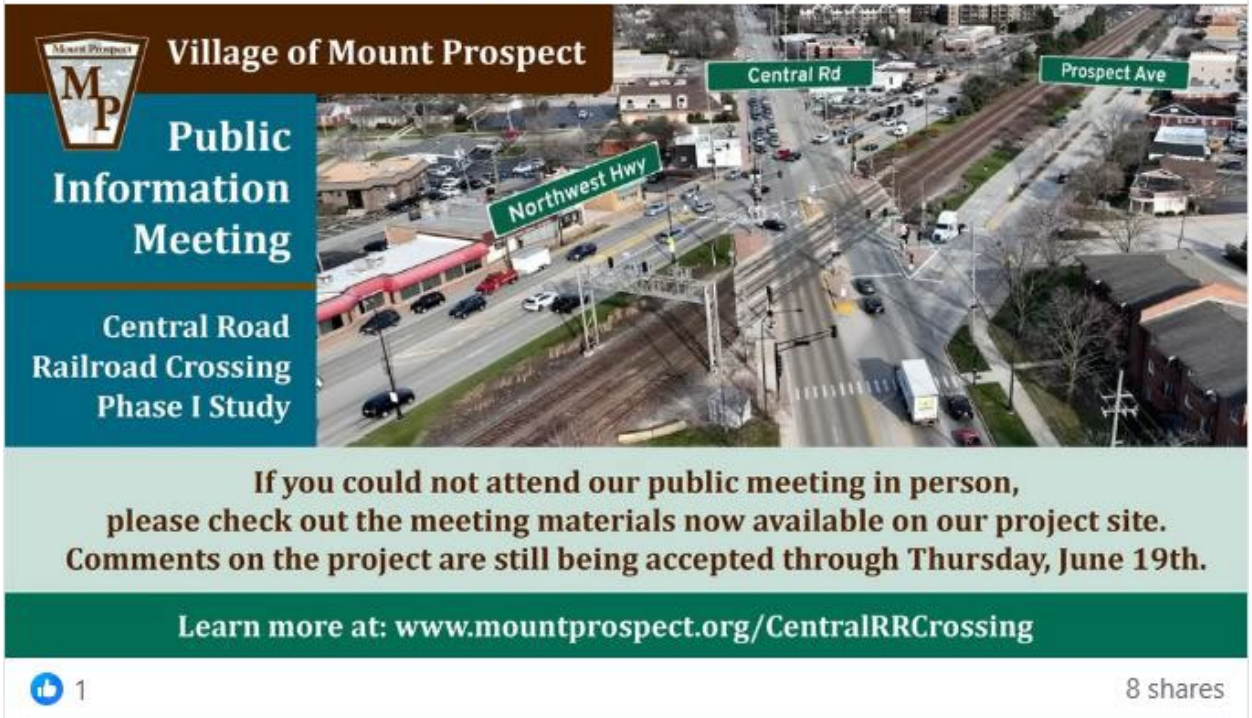
Sign Up | Follow | Search

6-12-2025

Mount Prospect Public Works Department

June 12 at 3:00 PM ·

If you were unable to attend our public meeting in person, please review the meeting materials now available on our project site. https://bit.ly/4kXNCgU




1 8 shares

6-16-2025

Mount Prospect Public Works Department
June 16 at 9:00 AM ·

If you were unable to attend our public meeting in person, please review the meeting materials now available on our project site. https://bit.ly/4kXNCgU




MountProspect PW
2,892 posts
Follow
MountProspect PW
@MountProspectPW
Joined January 2016
5 Following
227 Followers
Not followed by anyone you're following

6-12-2025


MountProspect PW @MountProspectPW · Jun 12
If you were unable to attend our public meeting in person, please review the meeting materials now available on our project site. bit.ly/4kXNCgU
Village of Mount Prospect
Public Information Meeting
Central Road Railroad Crossing Phase I Study
Central Rd
Prospect Ave
Northwest Hwy
If you could not attend our public meeting in person,
please check out the meeting materials now available on our project site.
Comments on the project are still being accepted through Thursday, June 19th.
Learn more at: www.mountprospect.org/CentralRRCrossing
1
33

6-16-2025


MountProspect PW @MountProspectPW · Jun 16
If you were unable to attend our public meeting in person, please review the meeting materials now available on our project site. bit.ly/4kXNCgU
Village of Mount Prospect
Public Information Meeting
Central Road Railroad Crossing Phase I Study
Central Rd
Prospect Ave
Northwest Hwy
If you could not attend our public meeting in person, please check out the meeting materials now available on our project site. Comments on the project are still being accepted through Thursday, June 19th.
Learn more at: www.mountprospect.org/CentralRRCrossing
24

# Handout

# Village of Mount Prospect

## Central Road Railroad Crossing Phase I Study




### 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.**

## Public Information Meeting

**June 5, 2025 from 5 p.m - 7 p.m.**

Village Hall
1st Floor, Farley Community Room
50 S. Emerson Street
Mount Prospect, IL 60056

The meeting will be conducted in an open house format. Interested persons may visit anytime between 5 p.m. and 7 p.m. Staff will be available to provide information and answer your questions.

***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***

***Get Involved!*** An online comment form can be completed and submitted at:
**www.mountprospect.org/CentralRRCrossing**

# Display Boards

# 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.**

## Agenda

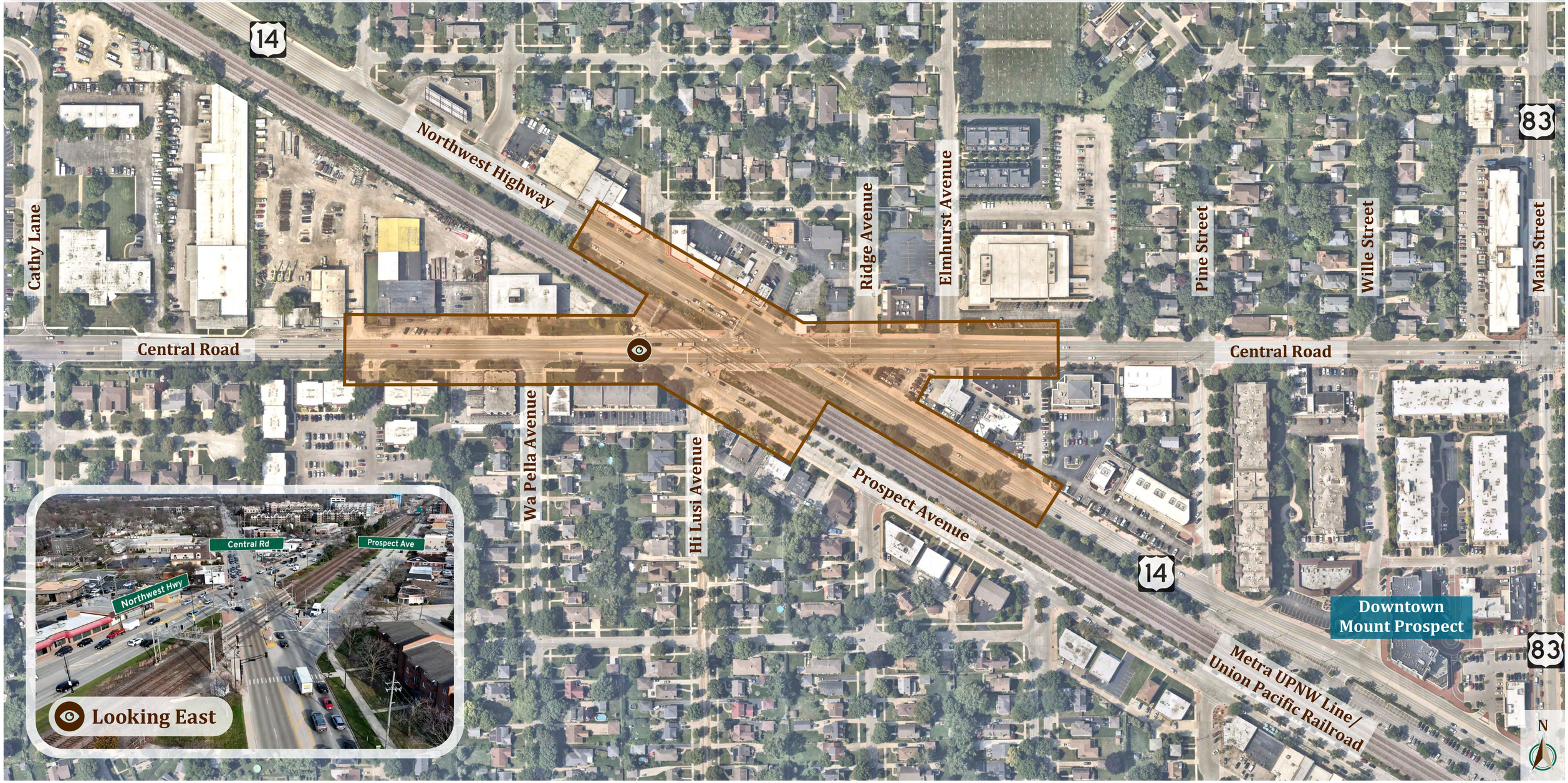
- **Sign-in**
- **View the Exhibits**
- **Ask Questions!**
- **Provide Comments**

## Meeting Purpose:

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

# 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

**Gathering & Analyzing Existing Data**

- Traffic and Safety Analysis
- Environmental Surveys

**Develop & Analyze Initial Alternatives**

- Identify concepts to address project needs
- Identify opportunities to minimize impacts
- Public Meeting *June 2025*

**Identify Preferred Alternative**

- Use public feedback to evaluate the initial alternatives
- Develop preferred alternative

### PHASE 2

Right-of-Way Acquisition & Contract Plan Preparation

2027–2028*

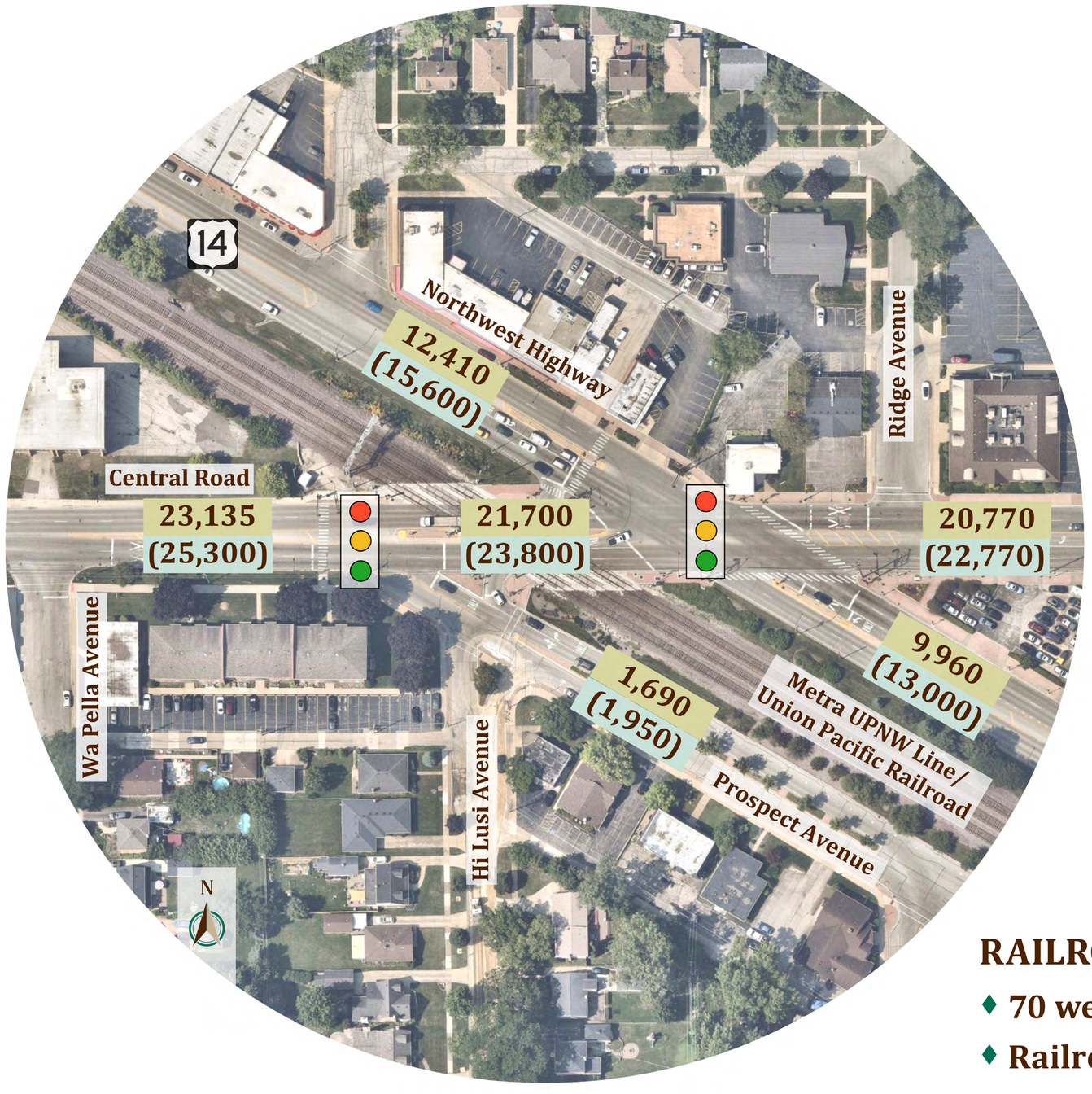
### PHASE 3

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 |

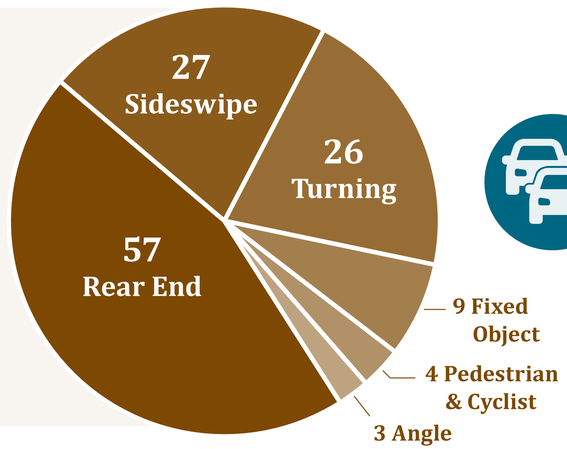
## RAILROAD CROSSING

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

# Safety: Crash History (2019-2023)

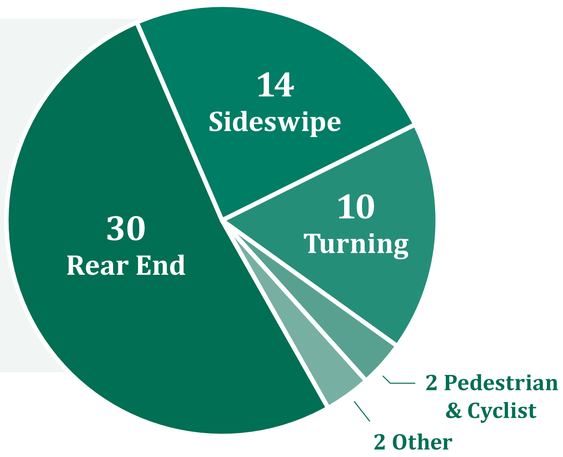
## Study Area
## 126 TOTAL CRASHES

**19 INJURIES**
**1 Type A: Incapacitating Injury**




## West of Northwest Hwy
## 58 TOTAL CRASHES

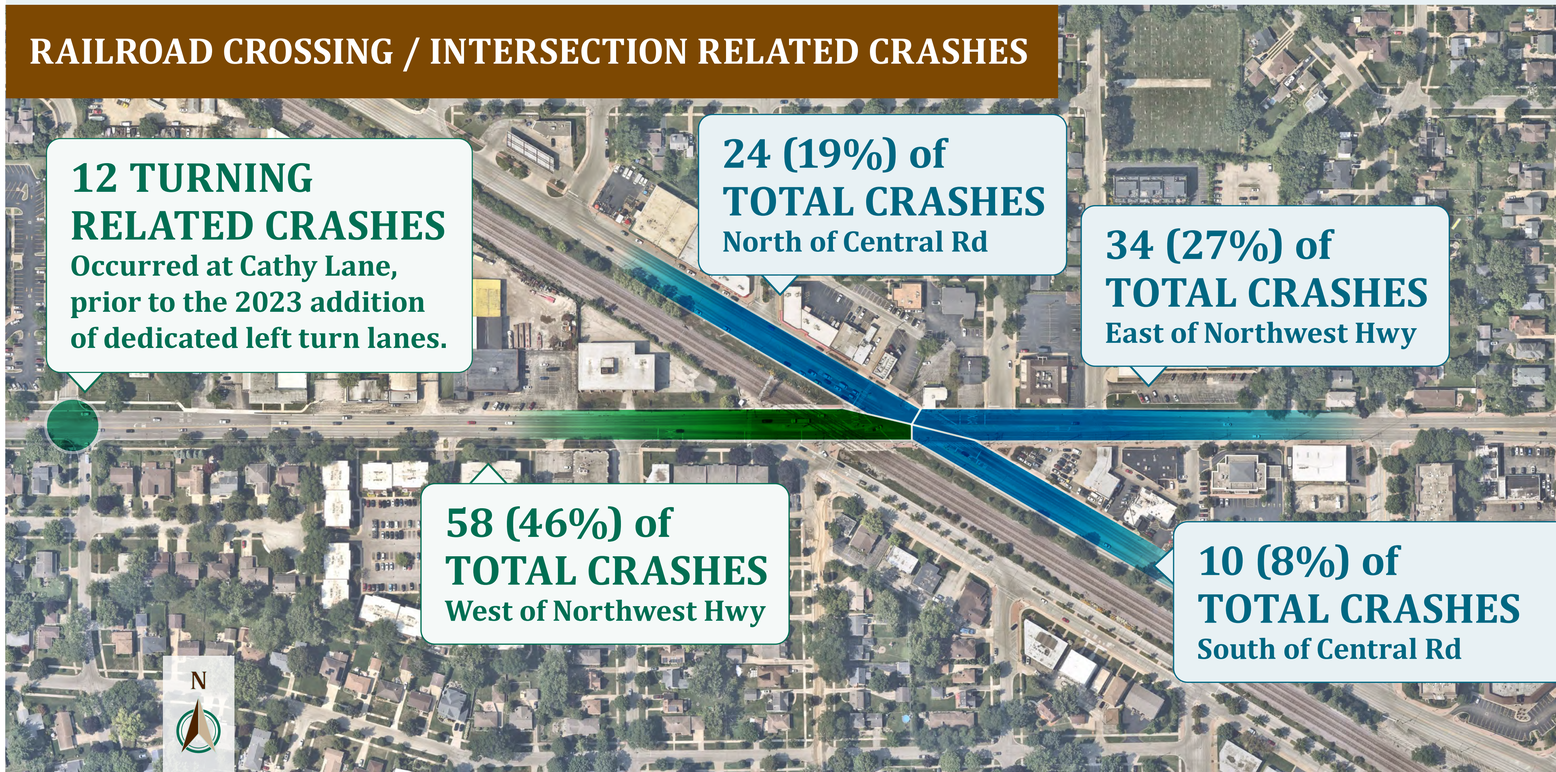
**10 INJURIES**
**1 Type A: Incapacitating Injury**




## 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***.

**RAILROAD CROSSING / INTERSECTION RELATED CRASHES**



# No Build

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

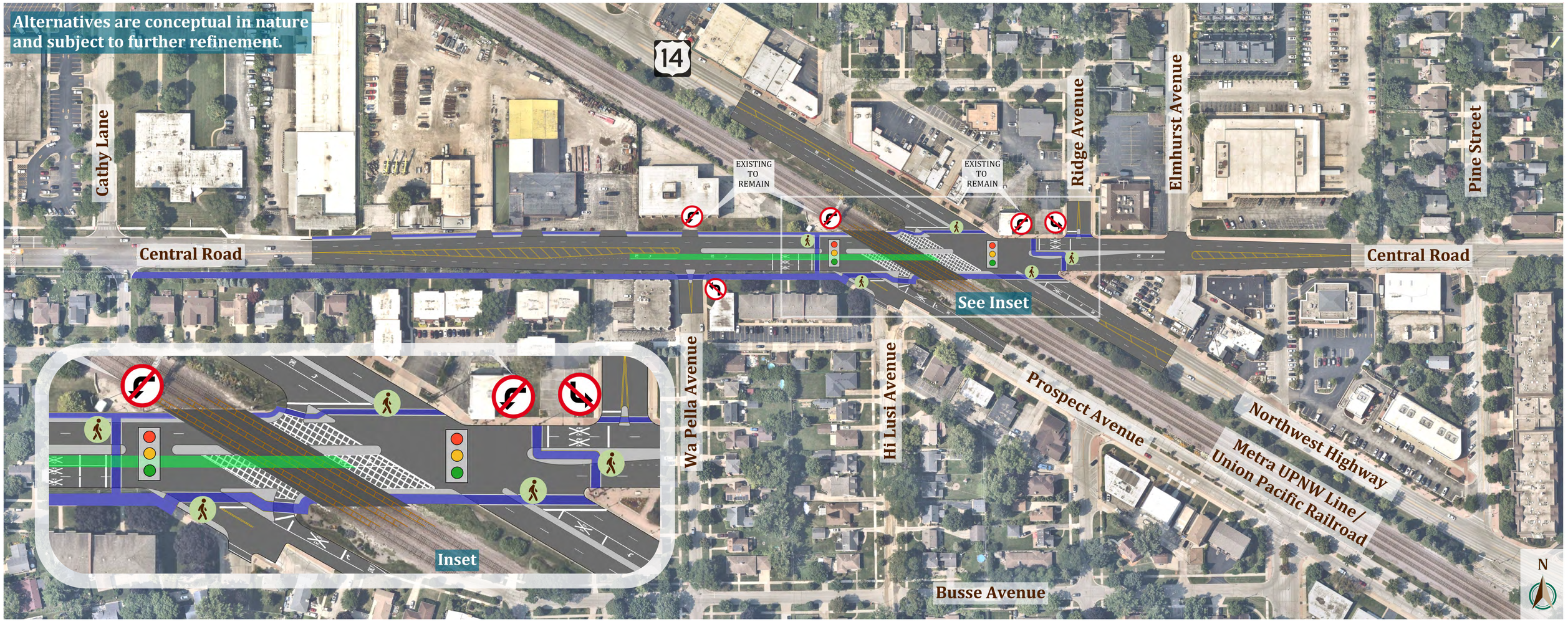
- **Maintains existing access**
- **Overall intersection delay increased by 45%**
- **Eastbound delay increased by 35%**
- **Does not address eastbound left turning vehicles from blocking the through lane**



# 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

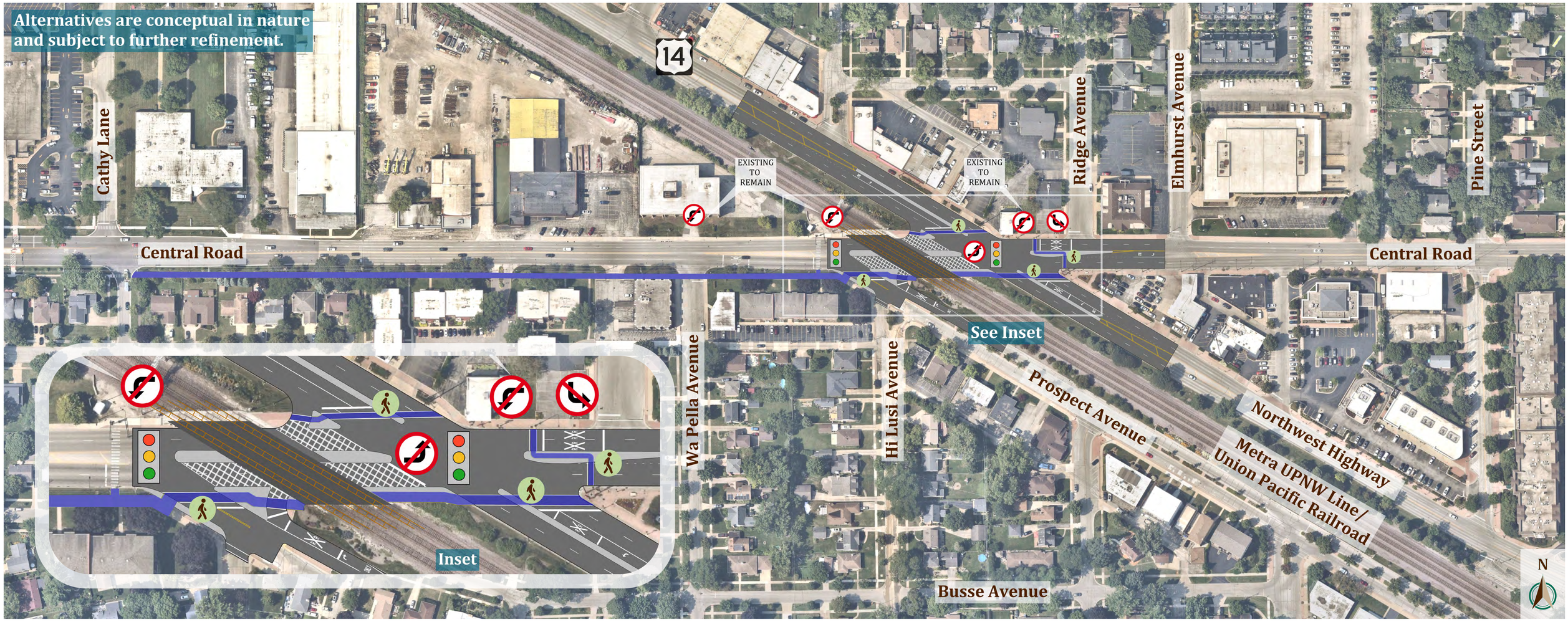
- Overall intersection delay reduced by 40%
- Eastbound delay reduced by 60%



# Alternative 2: Remove Eastbound Left Turn Lane

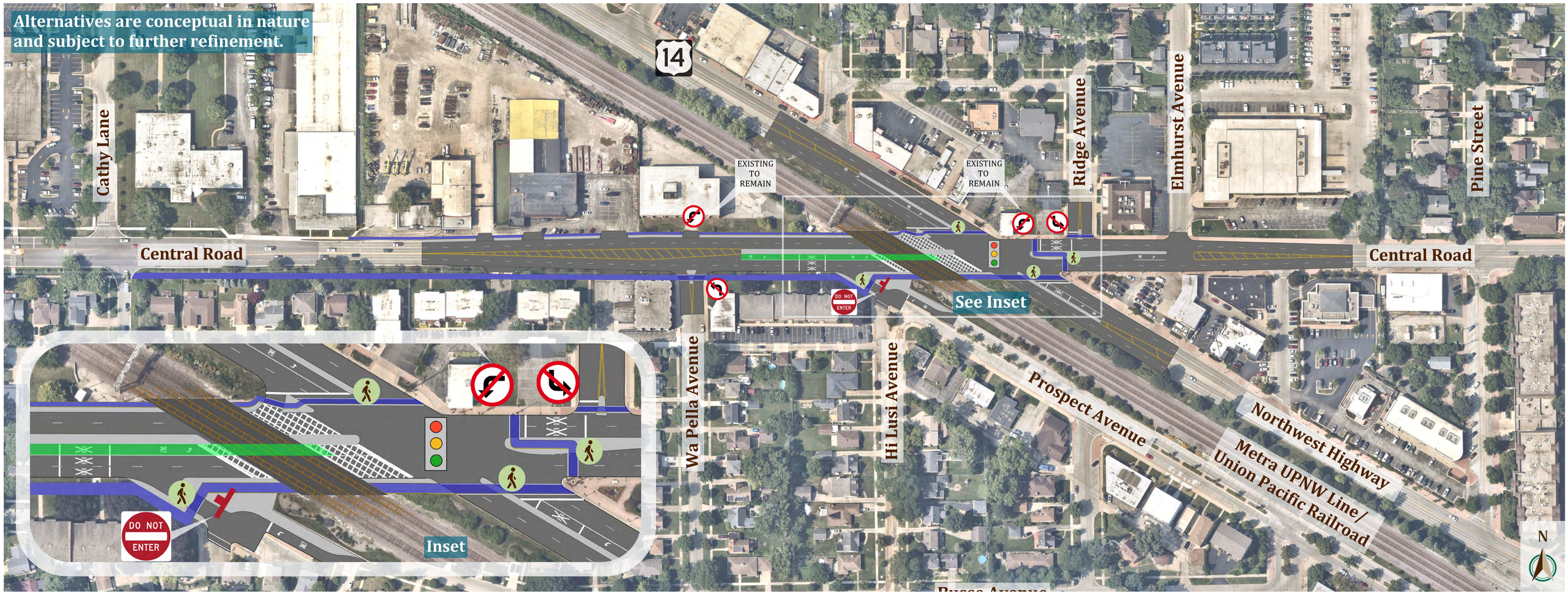
- ⊗ **Prohibit (eliminate) eastbound left turns from Central Road to Northwest Highway (US-14)**
- **Enhanced pedestrian crossings**
- ⊗ **Prohibit left turns to/from Ridge Avenue**

- ♦ **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.**



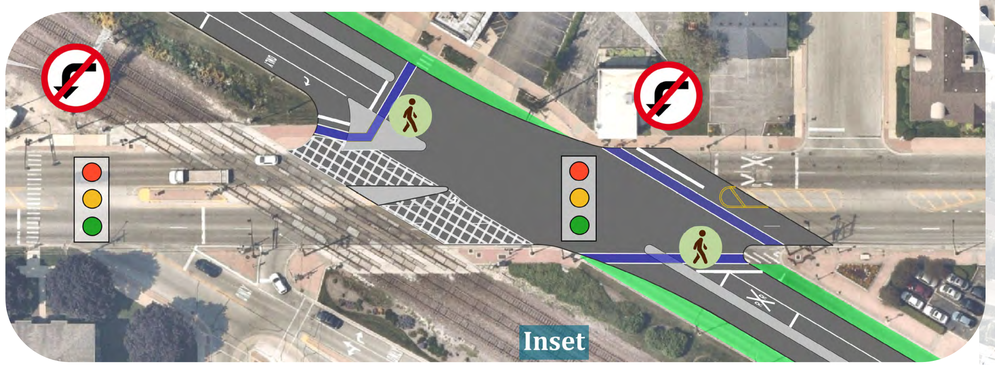
# Alternative 3: One-Way Prospect Avenue

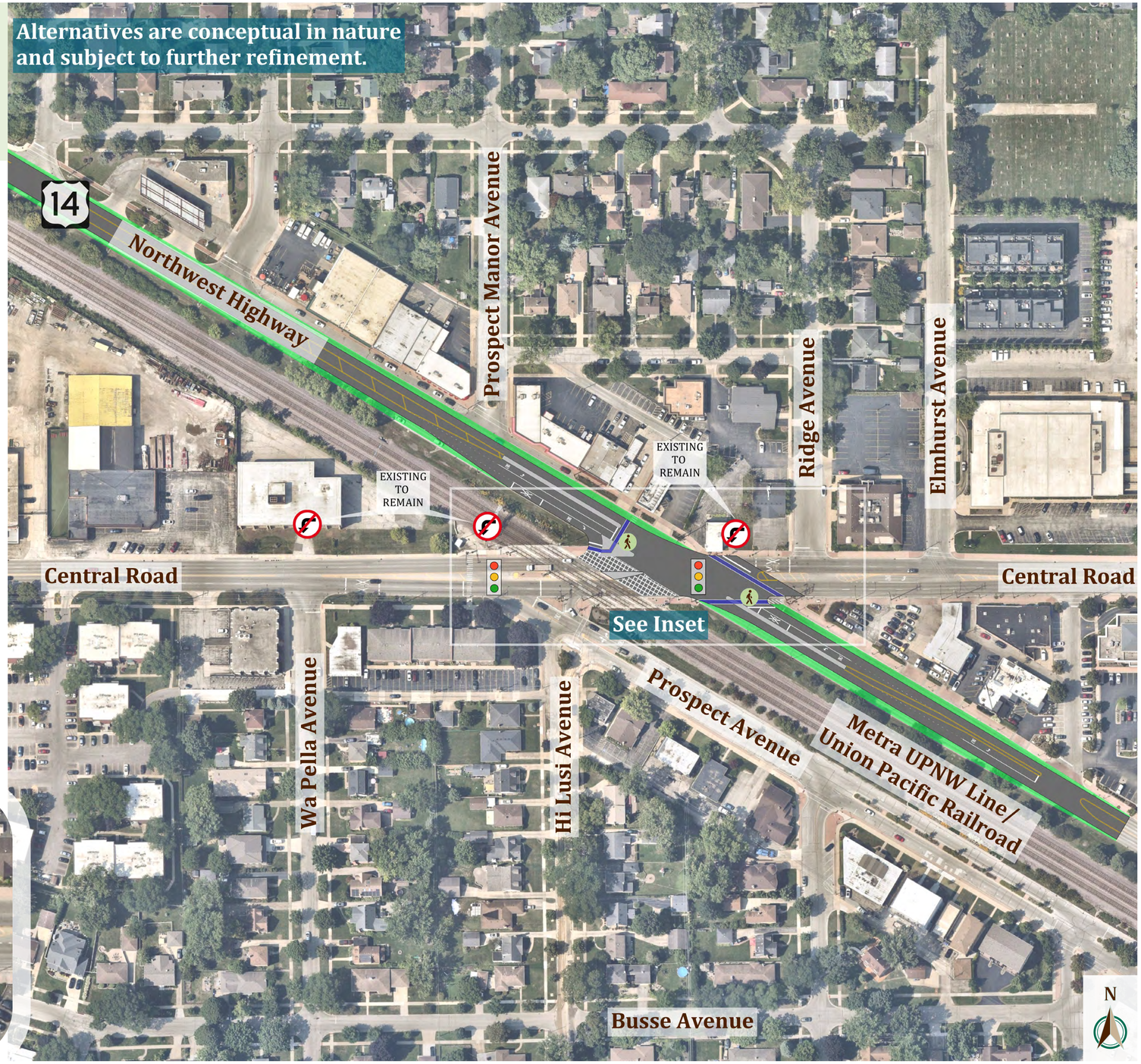
- Extended eastbound left turn lane storage
- Eliminate signal at Prospect Avenue
- Eliminate access from Prospect Avenue to Central Road
- Enhanced pedestrian crossings
- Prohibit left turns to/from Wa Pella Avenue and Ridge Avenue
- Overall intersection delay reduced by 50%
- Eastbound delay reduced 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 through travel lanes on Northwest Highway (US-14) from 2 to 1 in each direction**
- ♦ **CMAP projects a 33% decrease in traffic on Northwest Highway (US-14) with a lane reduction**
- ⊗ **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**

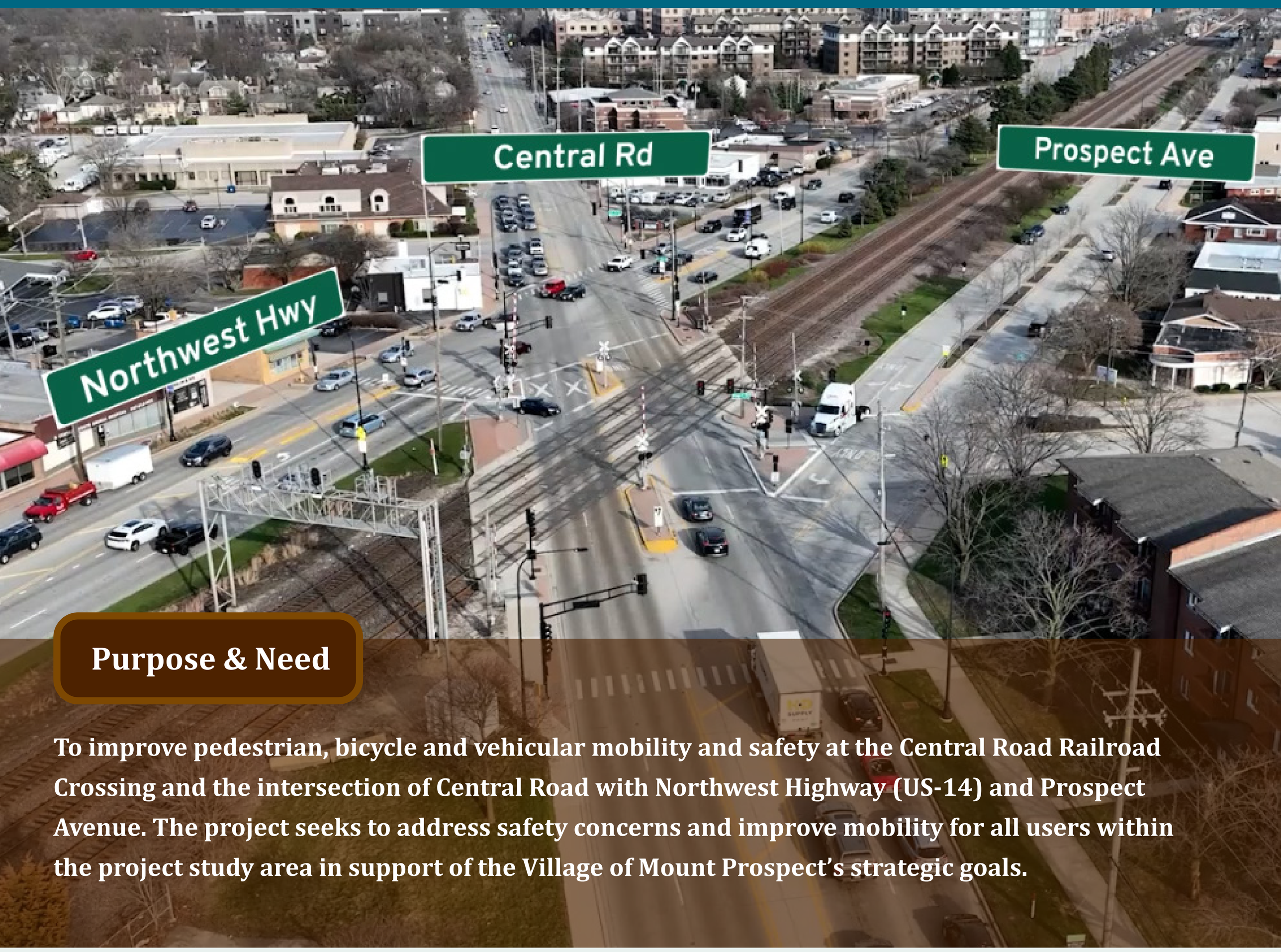
# Roll Plot


14
Henry Street
Northwest Highway
Metra UPNW Line/ Union Pacific Railroad
Prospect Manor Avenue
Walnut Street
Ridge Avenue
Elmhurst Avenue
Pine Street
Wille Street
83
Main Street
Lancaster Street
Millers Lane
Cathy Lane
Central Road
Whitegate Drive
We Go Trail
Busse Avenue
Wa Pella Avenue
Hi Lusi Avenue
Prospect Avenue
I Oka Avenue
Downtown Mount Prospect
N
0 50 100 150
Scale in Feet
CENTRAL ROAD RAILROAD CROSSING
PHASE I STUDY
Use Post-it Notes to provide comments about the existing conditions of the Central Road Railroad Crossing

# Open House Board and Handout

# Village of Mount Prospect

## Central Road Railroad Crossing Phase I Study




### 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.**

### Public Information Meeting

**June 5, 2025 from 5 p.m - 7 p.m.**

Village Hall
1st Floor, Farley Community Room
50 S. Emerson Street
Mount Prospect, IL 60056

The meeting will be conducted in an open house format. Interested persons may visit anytime between 5 p.m. and 7 p.m. Staff will be available to provide information and answer your questions.

***Project questions can be submitted to:***

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**Check out our project website at:**
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# Village of Mount Prospect

## Central Road Railroad Crossing Phase I Study




### 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.**

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**1700 W. Central Road**
**Mount Prospect, IL 60056**

**Check out our project website at:**
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# Appendix B. Public Information Meeting Comments

# Compiled Comment Summary

| First Name | Last Name | Organization | Street Address | City | State | Zipcode | Comment Source | Date of Comment | Phone # | Email | Comment |
|---|---|---|---|---|---|---|---|---|---|---|---|
| [redacted] | | | [redacted] | | | | Sign In Sheet | 6/5/2025 | [redacted] | | |
| [redacted] | | | [redacted] | | | | Sign In Sheet | 6/5/2025 | [redacted] | | |
| [redacted] | | | [redacted] | | | | Sign In Sheet | 6/5/2025 | [redacted] | | |
| [redacted] | | | [redacted] | | | | Sign In Sheet | 6/5/2025 | [redacted] | | |
| [redacted] | | | [redacted] | | | | Sign In Sheet | 6/5/2025 | [redacted] | | |
| [redacted] | | | [redacted] | | | | Sign In Sheet | 6/5/2025 | [redacted] | | |
| [redacted] | | | [redacted] | | | | Sign In Sheet | 6/5/2025 | [redacted] | | |
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| [redacted] | | | [redacted] | | | | Sign In Sheet | 6/5/2025 | [redacted] | | |
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| [redacted] | | | [redacted] | | | | Sign In Sheet | 6/5/2025 | [redacted] | | |
| [redacted] | | | [redacted] | | | | Public Meeting Comment Form | 6/5/2025 | [redacted] | | Turn lane is too short! Going easbound on Central to turn left onto NW Hwy. This is a common pain for folks on our side of the tracks to go to Prospect HS. |
| [redacted] | | | [redacted] | | | | Public Meeting Comment Form | 6/5/2025 | [redacted] | | Please don't divert/encourage people to use the alley perpendicular to Hi Lusi as a pass through. It's not a through Street, but many pepple use it as such. |
| [redacted] | | | [redacted] | | | | Public Meeting Comment Form | 6/5/2025 | [redacted] | | Sync traffic light on Central for traffic going east, west of Wa Pella. That stops traffic from jamming up on the tracks. Also allows turns left from Wa Pella to Central. |
| [redacted] | | | [redacted] | | | | Public Meeting Comment Form | 6/5/2025 | [redacted] | | I never use left lane Eastbound on Central. So often cars turning left on NW Hwy end up on tracks and backing up and closing left lane. Hope you solve this. |
| [redacted] | | | [redacted] | | | | Public Meeting Comment Form | 6/5/2025 | [redacted] | | The left turn lane from eastbound Central to NW bound NW Hway is probably the worst of the many moving parts of this intersection. I use the C-turn often, but if it went away, it would greatly improve flow and inconvenience people like me only slightly. |
| [redacted] | | | [redacted] | | | | Public Meeting Comment Form | 6/5/2025 | [redacted] | | I like option #2. Need to manage traffic try to transition from Central to NW Hwy north. |
| [redacted] | | | [redacted] | | | | Public Meeting Comment Form | 6/5/2025 | [redacted] | | Hi my wife Rita and I prefer option 1. Appears the safest to us. Thank you Joe & Rita |
| [redacted] | | | [redacted] | | | | Public Meeting Comment Form | 6/5/2025 | [redacted] | | You should also address the westbound Central Road traffic between Main/83 and NW Hwy. It back up regularly and its impossible to turn east on Central from Elmhurst Street, exiting the post office, Pine , or Wille. |
| [redacted] | | | [redacted] | | | | Public Meeting Comment Form | 6/5/2025 | [redacted] | | Alternative 3 and 4 are good and can both be done. Traffic stats show we don't need 4 lanes and the pedestrian crossing is improved with 3. Eliminating northbound traffic on Prospect eliminates a light cycle and makes the light more efficient for Central traffic in both directions. |
| | | | | | | | Public Meeting Map Comments | | | | People need more notice of these planning sessions! |
| | | | | | | | Public Meeting Map Comments | | | | If Wa Pella gets blocked to only allow Eastbound access to Central, please, at least add signes at Cathy to not block intersection. |
| | | | | | | | Public Meeting Map Comments | | | | Please don't change anything. We will be blocked from the major streets. |
| | | | | | | | Public Meeting Map Comments | | | | Do not change anything. |
| | | | | | | | Public Meeting Map Comments | | | | Don't change anything. |
| | | | | | | | Public Meeting Map Comments | | | | Don't touch this. Look at Elmhurst Avenue and Central. |

| | | | | |
|---|---|---|---|---|
| | Public Meeting Map Comments | | | Remember Elementary and Jr. High on Lincoln Avenue will get more traffic not less. |
| | Public Meeting Map Comments | | | NW Corner at US 14 dangerously small space to wait to turn left onto NW Hgwy without sticking out on the tracks. |
| | Public Meeting Map Comments | | | Why isn't there a left turn arrow when turning north when crossing to E. Northwest Hwy from Central (going East) |
| | Public Meeting Map Comments | | | Whichever traffic considerations, I would like an effort to explore solutions for all road users, including cyclists and motorists. Better marked bike lanes, improved signage and traffic signals. |
| | Public Meeting Map Comments | | | Add a traffic light at Cathy and Central to let neighborhood drivers out. |
| | Public Meeting Map Comments | | | I second this (see comment above) |
| | Public Meeting Map Comments | | | [redacted]Hi Lusi on the alley. There's already a ton of traffic on that alley in both directions. Most of the solutions will cause more traffic in the alley. |
| | Public Meeting Map Comments | | | Eliminate left on Wa Pella is a non-starter for me. It will push traffic down to Cathy doubling the effort to make a left while traffic is full speed (not slowing for light at NW Highway) |
| | Public Meeting Map Comments | | | Install light at Wa Pella that includes arrows to allow left turns to and from Wa Pella and from Central left lane becomes left turn lane for access to NW Hwy. |
| | Public Meeting Map Comments | | | [redacted]Maybe lengthen the turn lane going eastbound on Central and left onto NW Hwy (Alt #1) Also scoot the stoplight back to WaPella so that people can turn from WaPella onto Central. |
| | Public Meeting Map Comments | | | People in the area west of Elmhurst, east of Busse, south of Central, and north of Lincoln have only 3 options: WaPella to Central, Prospect to Central or Lincoln Street |
| | Public Meeting Map Comments | | | [redacted] We've raised 3 kids who attended Prospect HS. It's not perfect, but it's also not really a problem to make turns. I think more problems will be created by change than solved |
| | Public Meeting Map Comments | | | Add a right turn only lane on southwest bound NW Hwy to WB Central |
| | Public Meeting Map Comments | | | Dead end Wa Pella at Central. That will stop traffic from speeding through W. Busse and Wa Pella at Rush Hour. |
| | Public Meeting Map Comments | | | Add a left turn lane Eastbound Central at NW Highway |
| | Public Meeting Map Comments | | | This left turn (SB NW Hwy to EB Central) is reall bad at rush hour with frequent trains. Left on arrow only. Can take multiple cycles with many trains. |
| [redacted] | Email Comments | 5/29/2025 | [redacted] | Hi Luke,<br>I hope you are having a nice week. I saw that the Village that the village is doing a central road crossing study meeting, but unfortunately cannot attend because I will be in Spain. Here are my comments about the alternatives on the form:<br>After reviewing the proposed options, I noticed that none include a westbound left turn onto Prospect Avenue. Downtown Mount Prospect is challenging to reach by car because of the railroad tracks and the turning restrictions on both Central and Elmhurst Road. While I understand these bans are intended to improve traffic flow, I'd like to propose a couple of potential accommodations:<br>1.Add a U-turn lane on Central Road<br>oInstall a dedicated U-turn lane (with signal or yield) further west on Central Road (see page). (Ban trucks from making U-turns to save on R.O.W. constraints.)<br>oThis would address several banned left-turn movements, improving traffic flow, access, and safety.<br>oPotentially, this could give safer access to Central road from the surrounding neighborhood<br>2.Modify Prospect Avenue movements<br>oWith the U-turn lane in place, consider a right-turn restriction from Prospect Avenue onto Central. This will free up a signal phase on the NW Hwy while not increasing delay for the cars that would have turned right because Central Road gets green first after the train, not the right turn on Prospect Ave.<br>oCombine this with a new left-turn lane on Central (see video) to streamline intersection operations, you have an intersection that decreases delay for drivers while increasing access and increasing R.O.W. Space on NW Hwy<br>Additionally, I believe a road diet on Northwest Highway could further enhance downtown access. CMAP projects only 6,000 vehicles per day on NW Hwy, and traffic flow is driven more by intersection controls than by lane count alone. A road diet downtown could allow for:<br>•Fewer turning restrictions<br>•Protected bike facilities<br>•Additional on-street parking |

[redacted]

Email Comments

[redacted]

To Whom It May Concern,

Please see my attached MP Central Road Railroad Crossing Comments form to be submitted.

I am a resident who lives just northeast of this intersection on Ridge Ave. I've been at that location for over 25 years and have a lot of experience driving and walking in the area. My main comment is that I strongly oppose Alternates 1, 2 & 3 and any additional alternates that my be considered that will prohibit left turns from Ridge Avenue onto Central Road.

Myself and a lot of other residents in the area rely daily on the Ridge/Central intersection to access Central Road - especially to go eastbound on Central. If the left turn onto Central were prohibited, it would cause us to use the Elmhurst Ave./Central intersection at the Post Office, which is already an overcrowded and difficult intersection to use, and these proposed alternates/options would make that intersection even worse. The Elmhurst Ave./Central intersection has mail truck traffic, post office traffic, funeral parlor traffic, residential traffic and traffic to feed over to Prospect HS and Fairview schools.

The Ridge/Central intersection does get traffic on Central waiting at the light blocking the intersection, but I have never had any accidents, or close calls trying to make turns there. When the traffic sees you trying to turn, they move up or back a bit - it's an easy common everyday adjustment that drivers do all the time. No need to make it harder on the people who live in the area.

[redacted]

Email Comments

[redacted]

Hi Luke,
My vote is for the #1 option. Unfortunately, the lack of data to describe where residents would divert through the neighborhoods in the other options leaves this as the only real option in my book. I used to live in the 00 block of Hi Lusi, so I am familiar with ingress and egress options there.

[redacted]

# Written Comments

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

# COMMENT FORM

**Public Information Meeting | June 5, 2025**

**Please provide comments on your experience at the railroad crossing and the presented alternatives:**

Turn lane is too short!

Going eastbound on Central to turn left onto NW Hwy.

This is a common path for folks on our side of the tracks to go to Prospect HS.

**Comment Period Open Until Thursday, June 19, 2025.**

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

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

**Email:**
**publicworksdept@mountprospect.org**

**Optional**

**Name:** _____

**Address:** _____

**City/State/Zip:** _____

**Email:** _____

**Phone:** _____

An online comment form can be completed and submitted at:
**www.mountprospect.org/CentralRRCrossing**

**Village Hall, 1st Floor, Farley Community Room,**
**50 S. Emerson Street, Mount Prospect, IL 60056**

**Thursday, June 5**
**5 p.m. to 7 p.m.**

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

# COMMENT FORM

**Public Information Meeting | June 5, 2025**

**Please provide comments on your experience at the railroad crossing and the presented alternatives:**

Please don't divert / encourage people to use the alley ~~parallel~~ perpendicular to Hi-Lusi as a pass through. It's Not a Through Street, but many people use it as such.

**Comment Period Open Until Thursday, June 19, 2025.**

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


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

**Email:**
**publicworksdept@mountprospect.org**


[redacted]

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

# COMMENT FORM

**Public Information Meeting | June 5, 2025**

**Please provide comments on your experience at the railroad crossing and the presented alternatives:**

SYNC TRAFFIC LIGHT ON CENTRAL FOR TRAFFIC GOING EAST, WEST OF WA PELLA.

THAT STOPS TRAFFIC FROM JAMMING UP ON THE TRACKS,

ALSO ALLOWS TURNS LEFT FROM WA PELLA TO CENTRAL.

## Comment Period Open Until Thursday, June 19, 2025.

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

**Email:**
**publicworksdept@mountprospect.org**

**Optional**

**Name:** [redacted]

**Address:**

**City/State**

**Email:**

**Phone:**

An online comment form can be completed and submitted at:
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# Village of Mount Prospect
## Central Road Railroad Crossing Phase I Study

# COMMENT FORM

**Public Information Meeting | June 5, 2025**

**Please provide comments on your experience at the railroad crossing and the presented alternatives:**

I never use L lane Eastbound on Central. So often cars turning L on NW Hwy end up on tracks and backing up & closing L lane. Hope you Solve this

## Comment Period Open Until Thursday, June 19, 2025.

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


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**Project Engineer**
**1700 West Central Road**
**Mount Prospect, IL 60056**

**Email:**
**publicworksdept@mountprospect.org**


### Optional

**Name:** _____

**Address:** _____

**City/State/Zip:** _____

**Email:** _____

**Phone:** _____

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

# COMMENT FORM

**Public Information Meeting | June 5, 2025**

**Please provide comments on your experience at the railroad crossing and the presented alternatives:**

The left turn lane from eastbound Central to NW bound NW Hwy is probably the worst of the many moving parts of this intersection. I use that U-turn often, but if it went away, it would greatly improve flow and inconvenience people like me only slightly

**Comment Period Open Until Thursday, June 19, 2025.**

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

**Email:**
**publicworksdept@mountprospect.org**


**Name:** [redacted]

**Addre**

**City/S**

**Email:**

**Phone**

An online comment form can be completed and submitted at:
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**Village Hall, 1st Floor, Farley Community Room,**
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**5 p.m. to 7 p.m.**

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

# COMMENT FORM

**Public Information Meeting | June 5, 2025**

**Please provide comments on your experience at the railroad crossing and the presented alternatives:**

I like option #2. Need to manage traffic try to transition from central east to NW Hwy North

## Comment Period Open Until Thursday, June 19, 2025.

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

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

**Email:**
**publicworksdept@mountprospect.org**

**Optional**

**Name:** _____

**Address:** _____

**City/State/Zip:** _____

**Email:** _____

**Phone:** _____

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**Village Hall, 1st Floor, Farley Community Room,**
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**Thursday, June 5**
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# Village of Mount Prospect
## Central Road Railroad Crossing Phase I Study

# COMMENT FORM

**Public Information Meeting | June 5, 2025**

**Please provide comments on your experience at the railroad crossing and the presented alternatives:**

Hi My wife, Rita and I prefer option ①. Appears the safest to us. Thank you. [redacted]

## Comment Period Open Until Thursday, June 19, 2025.

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


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

**Email:**
**publicworksdept@mountprospect.org**


**Name:** [redacted]

**Addre**

**City/St**

**Email:**

**Phone**

An online comment form can be completed and submitted at:
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**Village Hall, 1st Floor, Farley Community Room,**
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**Thursday, June 5**
**5 p.m. to 7 p.m.**

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

# COMMENT FORM

**Public Information Meeting | June 5, 2025**

**Please provide comments on your experience at the railroad crossing and the presented alternatives:**

You should also address the westbound Central Rd traffic between Main/83 & Nw Hwy. It backs up regularly & its impossible to turn East on Central from Elmhurst St, exiting the Post office, Pine, or Wilke.

## Comment Period Open Until Thursday, June 19, 2025.

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


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

**Email:**
**publicworksdept@mountprospect.org**


**Optional**

**Name:** [redacted]

**Address** [redacted]

**City/Sta** [redacted]

**Email:** [redacted]

**Phone:** _____

An online comment form can be completed and submitted at:
**www.mountprospect.org/CentralRRCrossing**

**Village Hall, 1st Floor, Farley Community Room,**
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**Thursday, June 5**
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# Village of Mount Prospect
## Central Road Railroad Crossing Phase I Study

# COMMENT FORM

**Public Information Meeting | June 5, 2025**

**Please provide comments on your experience at the railroad crossing and the presented alternatives:**

Alternative 3 and 4 are good and can both be done. Traffic stats show we don't need 4 lanes and the pedestrian crossing is improved with 3. Eliminating Northbound traffic on Prospect eliminates a light cycle and makes the light more efficient for Central traffic in both directions.

## Comment Period Open Until Thursday, June 19, 2025.

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


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

**Email:**
**publicworksdept@mountprospect.org**


**Optional**

**Name:** [redacted]

**Addres**

**City/St**

**Email:**

**Phone:**

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**Village Hall, 1st Floor, Farley Community Room,**
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**Thursday, June 5**
**5 p.m. to 7 p.m.**

# Sign In Sheets

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

# SIGN-IN SHEET

**Public Information Meeting | June 5, 2025**

| Name | Email | Address | Phone |
|---|---|---|---|
| KARL MIKKELSEN | | | |
| John Harrington | | | |
| Mary + Bob Lange | | | |
| Beth DiPrima | | | |
| Jim BYRNE | | | |
| ALAN CERVENKA | | | |
| Joyce TOMAZIN | | | |
| TERESA REINALDA | [redacted] | | |
| ROB REINALDA | | | |

**Village Hall, 1st Floor, Farley Community Room, 50 S Emerson Street, Mount Prospect, IL 60056**

**Thursday, June 5 from 5 p.m. to 7 p.m.**

# Village of Mount Prospect

## Central Road Railroad Crossing Phase I Study

# SIGN-IN SHEET

**Public Information Meeting | June 5, 2025**

| Name | Email | Address | Phone |
|---|---|---|---|
| Tom Zander | | | |
| Liz Krinsky | | | |
| Vic Lesniewski | | | |
| John Heidkamp | | | |
| Jill Friedrichs | | | |
| Tom Fallica | | | |
| Hank Friedrichs | | | |
| Jim McNally | | | |
| Jill Maher | | | |

[redacted]

**Village Hall, 1st Floor, Farley Community Room, 50 S Emerson Street, Mount Prospect, IL 60056**

**Thursday, June 5 from 5 p.m. to 7 p.m.**

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

# SIGN-IN SHEET

**Public Information Meeting | June 5, 2025**

| Name | Email | Address | Phone |
|---|---|---|---|
| Carol Kelly | [redacted] | | |
| Karen Rosenthal | | | |
| Michael Aldworth | | | |
| Anna Packowitz | | | |
| Joan Face | | | |
| Ronald Face | | | |
| Diane Therriault | | | |
| Antonina Borowski | | | |
| Ken Brey | | | |

**Village Hall, 1st Floor, Farley Community Room, 50 S Emerson Street, Mount Prospect, IL 60056**

**Thursday, June 5 from 5 p.m. to 7 p.m.**

# Village of Mount Prospect

## Central Road Railroad Crossing Phase I Study

# SIGN-IN SHEET

**Public Information Meeting | June 5, 2025**

| Name | Email | Address | Phone |
|---|---|---|---|
| Paul Hoefert | | | |
| Frank Carioti | | | |
| Laura Carioti | | | |
| Tamara Brey | | | |
| Lore Levene | | | |
| Julie Johnson | | | |
| PAUL SNEAD | | | |
| Mae+ Tony DiBenedetto | | | |
| NANCY LEE | | | |

[redacted]

**Village Hall, 1st Floor, Farley Community Room, 50 S Emerson Street, Mount Prospect, IL 60056**

**Thursday, June 5 from 5 p.m. to 7 p.m.**

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

# SIGN-IN SHEET

**Public Information Meeting | June 5, 2025**

| Name | Email | Address | Phone |
|---|---|---|---|
| Nancy Fritz | [redacted] | | |
| Nancy Winkler | | | |
| Roberta Hamann | | | |
| B. M. Miller | | | |
| Richard Wood | | | |
| Rita & Joe Andrzejky | | | |
| Julie Kapustka | | | |
| Nancy Daly | | | |
| James Daly | | | |

**Village Hall, 1st Floor, Farley Community Room, 50 S Emerson Street, Mount Prospect, IL 60056**

**Thursday, June 5 from 5 p.m. to 7 p.m.**

# Village of Mount Prospect

## Central Road Railroad Crossing Phase I Study

# SIGN-IN SHEET

**Public Information Meeting | June 5, 2025**

| Name | Email | Address | Phone |
|---|---|---|---|
| SARAH ARCHER | [redacted] | | |
| BROOKE DAVIS | | | |

**Village Hall, 1st Floor, Farley Community Room, 50 S Emerson Street, Mount Prospect, IL 60056**

**Thursday, June 5 from 5 p.m. to 7 p.m.**

# Email Comments

[redacted]

Sent: Thursday, May 29, 2025 9:25 AM
To: Foresman, Luke <LForesman@mountprospect.org>
Subject: Central Road Crossing Study.

Hi Luke,

I hope you are having a nice week. I saw that the Village that the village is doing a central road crossing study meeting, but unfortunately cannot attend because I will be in Spain. Here are my comments about the alternatives on the form:

After reviewing the proposed options, I noticed that none include a westbound left turn onto Prospect Avenue. Downtown Mount Prospect is challenging to reach by car because of the railroad tracks and the turning restrictions on both Central and Elmhurst Road. While I understand these bans are intended to improve traffic flow, I'd like to propose a couple of potential accommodations:

1. Add a U-turn lane on Central Road
    - Install a dedicated U-turn lane (with signal or yield) further west on Central Road (see page). (Ban trucks from making U-turns to save on R.O.W. constraints.)
    - This would address several banned left-turn movements, improving traffic flow, access, and safety.
    - Potentially, this could give safer access to Central road from the surrounding neighborhood
2. Modify Prospect Avenue movements
    - With the U-turn lane in place, consider a right-turn restriction from Prospect Avenue onto Central. This will free up a signal phase on the NW Hwy while not increasing delay for the cars that would have turned right because Central Road gets green first after the train, not the right turn on Prospect Ave.
    - Combine this with a new left-turn lane on Central (see video) to streamline intersection operations, you have an intersection that decreases delay for drivers while increasing access and increasing R.O.W. Space on NW Hwy

Additionally, I believe a road diet on Northwest Highway could further enhance downtown access. CMAP projects only 6,000 vehicles per day on NW Hwy, and traffic flow is driven more by intersection controls than by lane count alone. A road diet downtown could allow for:

- Fewer turning restrictions
- Protected bike facilities
- Additional on-street parking

Improving this intersection and corridor will significantly benefit local businesses and overall safety. I'd appreciate seeing more alternatives developed along these lines.

Thanks for your consideration, and I look forward to any updates.

Best regards,

[redacted]

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

# COMMENT FORM

**Public Information Meeting | June 5, 2025**

### Please provide comments on your experience at the railroad crossing and the presented alternatives:

I am a resident who lives just northeast of this intersection on Ridge Ave. I've been at that location for over 25 years and have a lot of experience driving and walking in the area. My main comment is that I strongly oppose Alternates 1, 2 & 3 and any additional alternates that my be considered that will prohibit left turns from Ridge Avenue onto Central Road.

Myself and a lot of other residents in the area rely daily on the Ridge/Central intersection to access Central Road - especially to go eastbound on Central. If the left turn onto Central were prohibited, it would cause us to use the Elmhurst Ave./Central intersection at the Post Office, which is already an overcrowded and difficult intersection to use, and these proposed alternates/options would make that intersection even worse. The Elmhurst Ave./Central intersection has mail truck traffic, post office traffic, funeral parlor traffic, residential traffic and traffic to feed over to Prospect HS and Fairview schools.

The Ridge/Central intersection does get traffic on Central waiting at the light blocking the intersection, but I have never had any accidents, or close calls trying to make turns there. When the traffic sees you trying to turn, they move up or back a bit - it's an easy common everyday adjustment that drivers do all them time. No need to make it harder on the people who live in the area.

## Comment Period Open Until Thursday, June 19, 2025.

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

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

**Email:**
**publicworksdept@mountprospect.org**

**Optional**

**Name:** [redacted]

**Addres**

**City/St**

**Email:**

**Phone:**

An online comment form can be completed and submitted at:
**www.mountprospect.org/CentralRRCrossing**

**Village Hall, 1st Floor, Farley Community Room,**
**50 S. Emerson Street, Mount Prospect, IL 60056**

**Thursday, June 5**
**5 p.m. to 7 p.m.**

From: [redacted]
Date: June 19, 2025 at 11:29:50 AM CDT
To: "Jakupovic, Kristina" <KJakupovic@mountprospect.org>
Subject: Central road study

Hi Luke,

My vote is for the #1 option. Unfortunately, the lack of data to describe where residents would divert through the neighborhoods in the other options leaves this as the only real option in my book. I used to live in the 00 block of Hi Lusi, so I am familiar with ingress and egress options there.

[redacted]

# Survey Responses

| Comment No. | Submission Date | 1. Are you a resident of the Village of Mount Prospect? | 2. How often do you cross the railroad tracks along Central Road and/or use the intersection of Central Road at Northwest Highway (US-14)? | 3. How do you use this railroad crossing and/or intersection? Choose all that apply. | 4. Do you ever avoid using the railroad crossing on Central Road and/or the intersection of Central Road at Northwest Highway (US-14)? | Do you have any comments about Alternative 1? | Do you have any comments about Alternative 2? | Do you have any comments about Alternative 3? | Do you have any comments about Alternative 4? | 6. If you would like to stay updated on the project, please provide your email address for future updates. | 7. Would you like to provide any additional comments? |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2025-06-19 15:52:32 | Yes | Every day | Car | Yes | Good to have pedestrian crossing improvements<br><br>Good to eliminate turns to/from WaPella and Ridge | Good to eliminate turns from Central to Northwest Highway- they cause backups and are in an unsafe design<br><br>Good to eliminate turns to/from Ridge | Doesn't appear to be as much need to eliminate turns from Prospect to Central, but Prospect to westbound Northwest Highway should be eliminated. | I do not support any of these suggestions except improving pedestrian crossings. Why would the village even entertain the possibility of increasing traffic delays? This will lead to more people cutting/speeding through neighborhoods. We also don't need bike lanes. We have plenty of side streets for bikes. | [redacted] | Please consider the time any of these ideas will take. |
| 2 | 2025-06-19 15:37:02 | Yes | Every day | Car | No | I like the increase in left lane storage. I don't mind that the no left turn from Wapella to Central. But you need to add a stoplight down by Cathy ln. And undo your wasted yellow flashing lights. That way people have at least half a chance to turn left onto westbound Central. | I do not like eliminating the left. Turn onto Route 14. You need to increase storage for that turn. Do not like this option. | I like this option with the extra left lane storage to turn onto Route 14. What you need to undo the wasted yellow flashing lights down at cathy Lane. And add a stoplight to give people that want to go west half a chance of getting out. | This has got to be the stupidest option reducing Lane travel on Northwest Highway is crazy. Keep the pedestrian crossings where they're at add a sidewalk or a bike path between the railroad tracks and Northwest Highway so that people can get to town. | | I personally think whoever designed the flashing lights down at cathy Lane should lose their job. They should've put a stoplight in. You think you would've learned your lesson with the accident that happened at Melis Park crossing about six or eight years ago when a woman got killed due to those flashing lights. It's a very dangerous intersection going both ways for pedestrians to cross. You should look very closely at putting a tunnel underneath both central and underneath Northwest Highway. I know that would be a very costly endeavor, but I don't know what's the price tag that Mount prospect puts on a pedestrian's life. You guys need to really think this over because the head engineer of Mount prospectdoes not know what he's doing. |
| 3 | 2025-06-19 13:09:22 | Yes | At least once a week | Walk - Car | Yes | Like this as long as the enhanced pedestrian crossings increases safety for pedestrians. Increased left turn lane is definitely needed. | I think this option with no left turn from Central to NWHwy would cause more people to turn further up central (perhaps near the post office), travel through the neighborhood to get to NWHwy north/west bound. | Dislike this option, especially now with the increased business/restaurant presence on Prospect Ave. This option is going to force more of that traffic into the neighborhood as they try to make their way to Central or NWHwy. | I do not think this is a viable option. There is considerable traffic on NW Hwy as people travel through the northwest suburbs. With NWHwy being 2 lanes everywhere else, this doesn't make a lot of sense to me. | I | That intersection needs some kind of improvement. Part of the issue with delays is that when an outbound train pulls into the Mt Prospect station the gates at Central are often triggered. Sometimes they go back up without the train passing, but only as long as the train is stopped at the station. Once the train moves again, the gates go back down causing the light cycle to change once again. This situation causes cars on eastbound Central to often block Prospect Ave.<br>Sometimes westbound Central traffic gets stopped between the tracks and NWHwy. Then when the gates go back up, these people think they can go, but they still have the red at Prospect. Same with people turning right off of NWHwy onto westbound Central. Gates go up and they make a quick turn, but they have the red at Prospect...and don't always realize that. |
| 4 | 2025-06-18 23:14:15 | Yes | At least once a week | Walk - Car | Yes | Expanding the turn lane seems like a good solution if Eastbound turns from Central to NW highway will remain. Does this mean the road would be expanded at this intersection? Would expanding the intersection cause a greater risk to pedestrians trying to cross the street? | This change would work for me. I never turn left at this intersection, so removing the turn lane wouldn't negatively impact my driving routines. | I don't go this way very often, so changing the street to one direction wouldn't have much of an impact on me. | I strongly prefer lane reductions at this intersection. Traffic never seems that dense on NW highway and it seems like it could transition to a one lane street. In addition, the wide often uncrowded street encourages drivers to speed leading to an increased chance of serious accidents. A lane reduction for NW highway would make it safer for drivers, pedestrians and everyone. | s | |
| 5 | 2025-06-18 14:01:06 | Yes | At least once a week | Car | No | I live on Wa Pella and am torn on this. It could reduce traffic down Wa Pella but it is also helpful to be able to turn left. If someone doesn't feel comfortable, there are other options. How does Candota le We-go feel about this since it might send more people down those roads? | Is this proposing no left turn onto northwest highway heading east? If so, this is a problem because it would send more through town or down Arthur which are already tough at busy times of day | I never do this so I cannot comment | I don't like the increase in delay. Is there demand for a bike lane? There is a sidewalk that is barely used. | | |
| 6 | 2025-06-18 11:16:47 | Yes | Every day | Walk - Bike - Car | Yes | I like the enhanced left turn lane and the focus on pedestrian crossing- agree with no left turn off Wa Pella | Do not like this alternative at all- I use this left turn lane everyday and would make my commute to work much longer | Do not like Prospect Ave as a one way- more challenging to get to downtown MP | I feel like this would be a traffic nightmare on Northwest Hwy | t | |
| 7 | 2025-06-18 10:06:16 | Yes | Every day | Walk - Car | No | I think it would be difficult to get rid of left hand turn from wa Pella to central as I live in Wa Pella and do this multiple times a day . Perhaps you could limit it during certain hours like 5-7 pm or 7-9 am | Many cars take a left into northwest highway from central so this would be difficult. What would be the alternative? | [redacted] | [redacted] | a | [redacted] |
| 8 | 2025-06-17 22:46:35 | Yes | Every day | Walk - Bike - Car | No | While increasing the turn lane may offer some benefit, restricting the left turn from Wa Pella would ultimately be detrimental to the area. This change would force drivers to reroute to Cathy, further complicating an already congested intersection—especially with the additional turn lanes and heavy traffic flow around the CCC.<br>A more practical and less disruptive solution would be to add a clearly marked "Do Not Block" zone at Central and Wa Pella, similar to what's used in front of fire stations. This simple enhancement could help prevent vehicles from obstructing the intersection, improving traffic flow without unnecessarily redirecting local traffic or increasing confusion at a busier location. | of Prospect High School parents, students, and staff currently use Wa Pella to travel north, turning right and then left onto Northwest Highway. While the intent may be to reduce cut-through traffic on Wa Pella and surrounding streets, this proposal would merely shift the problem to adjacent areas—ultimately increasing overall congestion rather than alleviating it.<br><br>A more effective and balanced solution would be to extend the existing turn lane, which would help ease delays. Additionally, implementing a dedicated left-turn signal could make a substantial impact on improving traffic flow and safety without simply relocating the issue. | This proposal would place an undue burden on the businesses in our downtown district. After years of effort to attract and grow restaurants and shops that residents are finally able to enjoy, it makes little sense to implement changes that would make it harder for people to access them. Redirecting traffic will not eliminate the problem—it will simply shift it to nearby residential streets, creating new issues without solving the original concern. For the vitality of our downtown and the well-being of surrounding neighborhoods, this is clearly not the right solution. | This proposal does not address the real issues at hand. Additional parking is not needed in this specific area, and allocating space here fails to solve the actual problem. Moreover, designating a bike lane along a busy highway without proper protection is not only ineffective—it's dangerous. A true bike lane must be physically protected with barriers to ensure rider safety. Implementing an unprotected bike lane in such a high-traffic area could lead to a rise in serious accidents or fatalities. We need smart, safety-first planning—not quick fixes that put lives at risk. | | Village continues to address them in isolated segments rather than taking a comprehensive, community-wide approach. Road planning should reflect the broader needs of residents and businesses—not just piecemeal fixes.<br><br>Downtown parking remains a critical concern, yet opportunities to address it—such as creating additional spaces along Northwest Highway near Emerson—have been overlooked. The recently constructed Busse Building is a prime example of poor planning, where pedestrian access and walkability were not adequately considered, despite the area's heavy foot traffic.<br><br>Given these oversights, it's difficult to understand why so much focus is now being placed on Central and Northwest Highway. If walkability and traffic flow |
| 9 | 2025-06-17 21:37:04 | Yes | Every day | Walk - Car | No | Seems like the best solution to improve traffic movement through intersection. | While this will not impact me, I am not a fan of this option. Lets remove right turns as well while your at it. | As stated already, the impact to residential roads will be significantly impacted with traffic from Prospect to Central.<br>This is a sub-optimal option. | Why is this an option? No one rides their bike on Northwest Hwy. And to reduce number lanes just doesn't help anyone.<br>This is the least desirable option that provides value to no one. | z | Each option call for no left turn from Ridge to Central. This traffic will now use Elmhurst for their left turns but none of the plans address enhancements to that intersection to accommodate the additional traffic. This needs to be explored. Marked turn lanes would be a good start. |

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 10 | 2025-06-16 22:14:29 | Yes | Every day | Walk - Bike - Car | No | I don't think the left turn from Wa Pella affects eastbound traffic--especially when people obey the sign not to block the intersection. | Prohibiting left turns from Central to Northwest Highway would significantly impact many families with students at Prospect High School, as well as families with students feeding into the high school, in a negative way and probably create additional traffic issues from people trying to turn left to get to the high school. | The extended eastbound turn lane or a double left turn lane would be beneficial. I don't think the left turn from Wa Pella affects eastbound traffic--especially when people obey the sign not to block the intersection. | Reducing the travel lanes from 2 to 1 does not seem like a beneficial alternative for traffic, especially with all the high school traffic to get to Northwest Highway and on Northwest Highway--it would potentially cause more congestion. | [redacted] | |
| 11 | 2025-06-16 21:29:28 | Yes | Every day | Car | Yes | | Preferred option | | No | | |
| 12 | 2025-06-16 16:19:06 | Yes | Every day | Car | No | I do like this option | I do not like this option | I do like this option | I do not like this option | | |
| 13 | 2025-06-16 14:20:57 | Yes | Every day | Car | No | Good idea overall, I'm curious why Wa Pella couldn't do left hand turns anymore? I feel like the turn lain could happen and still have left turn off Wa Pella? | Not as big of a fan bc going from central to NW highway, especially for those going to school, is important. | I'm curious what the impact would be to the businesses on prospect, especially near downtown? If it would significantly impact them in a negative way, this wouldn't be a good option. If the impact was insignificant, this would be an ok option. | This is my favorite proposal, but I'm probably the only one. I like the idea of reducing traffic on NW Highway in favor of bikes and pedestrians. I think people would be shocked how much nicer this would make downtown Mount Prospect. As of today, I would never cross this intersection on a bike or by walking. It doesn't feel safe. I'm also curious why this would add so much traffic to the | | I would have liked to come in person but didn't get a chance. Thank you for getting input from the community. |
| 14 | 2025-06-16 13:58:13 | Yes | At least once a week | Walk - Car | Yes | I live on Wa Pella. Enhancing the eastbound left-hand turn lane from Central onto NW Hwy. would help a great deal -- especially if a left-hand turn arrow is added to that intersection.<br><br>How about prohibiting the left turn from Wa Pella onto Central during rush hours only? Maybe 7-10 a.m. and 4-6 p.m.? | This is a terrible option. | This is a good option, with one suggested change:<br>How about prohibiting the left turn from Wa Pella onto Central during rush hours only?<br>Maybe 7-10 a.m. and 4-6 p.m.? | Horrendous option. Even worse than No. 2. | | We live at the corner of Wa Pella and W. Busse Avenue. Every weekday morning, dozens of cars speed (some upward of 50 mph) northbound on Wa Pella, or eastbound on Busse, blowing through the stop sign and onto Wa Pella toward Central.<br><br>Despite the incredible inconvenience it would cause us, I'd like to see Wa Pella dead-end at Central to keep those maniacs off our neighborhood streets. (BTW, there's a school bus stop on that corner, and some kid is gonna get flattened someday.) An alternative would be to have Wa Pella one-way southbound from Central one block to West Busse.<br><br>SPECIAL REQUEST: What would help people who live in our neighborhood to turn safely onto Central westbound would be a traffic light at Cathy Lane. Yes, it's a state road. There is ample rationale to put a light there; please make the case. |
| 15 | 2025-06-16 13:54:19 | No | Occasionally | Car | Yes | | Do not like no left turn onto Northwest Hwy. | No | | | |
| 16 | 2025-06-16 12:43:59 | Yes | At least once a week | Car | No | Best option that doesn't seem to create a traffic issue in nearby neighborhoods | I believe this will cause a disruption of drivers going from the west neighborhood to PHS and to the Fairview neighborhood.<br>Alternative routes would create a traffic mess in other areas. Are the neighborhood streets prepared for the increase in traffic this option will create? I don't see this as a viable option. | This alternative specifically interrupts my commute 3 days a week. Are the neighborhood streets prepared for the increase in traffic this option will create? How much of Prospect Ave will be one-way? Is this also your solution for outdoor dining on Prospect Ave? | This would create a mess with traffic flow through the village. I already experience difficulty turning onto NW Hwy during certain time because of traffic back ups blocking intersections.. Going to 1 lane in each direction would cause further back ups | | I agree something needs to be done with this intersection. A couple weeks ago I witnessed a young teen on a bicycle stop at the pedestrian crossing on Prospect Ave. She appeared to be waiting until suddenly just before Prospect Ave got the green light, she rode quickly across Prospect Ave(between cars waiting for the light to change), swerved at an angle in front of Eastbound Central Rd traffic(almost getting hit by cars who thankfully were able to stop in time) on the railroad tracks coming to a stop in the median between NW Hwy and the right turn onto WB Central road. A change at the intersection and bicycle safety for young people riding on streets with traffic before something tragic happens. |
| 17 | 2025-06-16 09:56:28 | Yes | Every day | Walk - Bike - Car | Yes | Really like this idea! | Difficult to get to prospect high school and other businesses along NW Highway. | I think this would make the intersection safer. | Like the idea of a bike lane. | | |
| 18 | 2025-06-16 00:55:09 | Yes | Every day | Walk - Bike - Car | | Alternative 1 is the best. You can't make Prospect Ave a one-way. Plenty of residents cut through there to get to high school, work, NCH, etc. You can remove the island, have two left turn lanes or two right turn lanes, and preferably redo those stop lights to be powered by vehicle detection loops/inductive-loop traffic detectors instead of set on timers (because those timed lights honestly worsen traffic the most in that region). | | Prospect Ave is used all the time to go to the several dentists offices and the star strip that's beginning to form that direction. Do not ruin these businesses with a one-way. If we want an entertaining downtown, it has to be easy to get to and from. | No. We need to keep streets wide. Do not make this suburb a city suburb like Niles all cluttered with traffic. | | Alternative 1 is the best. You can't make Prospect Ave a one-way. Plenty of residents cut through there to get to high school, work, NCH, etc. You can remove the island, have two left turn lanes or two right turn lanes, and preferably redo those stop lights to be powered by vehicle detection loops/inductive-loop traffic detectors instead of set on timers (because those timed lights honestly worsen traffic the most in that region). |
| 19 | 2025-06-13 23:03:12 | Yes | Every day | Walk - Bike - Car | No | This is an acceptable option. | | This is the least safe option for my family as neighborhood residents. I utilize the signals often to safely turn left from Prospect onto central. My kids use the intersection when crossing on bikes to safely cross to get to the batting cages and CCC building. Eliminating the signals would take away the only signals for crossing central in the area. | I see this as a viable option. | | |

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| 20 | 2025-06-13 17:26:46 | Yes | At least once a week | Car | Yes | People's heads will explode with these signs. Unsafe. Expect accidents. | People's heads will explode with all these signs! Expect accidents. | Left on Central should be allowed. Pedestrians should be prohibited. | Acceptable + prohibit pedestrians on such a busy intersection. | [redacted] | Please consider prohibiting pedestrians. Logically speaking, this is not a pedestrian safe zone by any stretch of imagination. It should be limited to vehicular traffic. |
| 21 | 2025-06-13 14:19:39 | Yes | At least once a week | Car | Yes | I doubt this will actually change anything. | Terrible idea that will cause more problems than it fixes. | Of the terrible choices this is the best option. | Whoever is responsible for this "idea" is the most incompetent person on the planet. They should be fired immediately. This should never be considered. | | It's impossible to fix the intersection unless you're willing to put the roads under the tracks. Nothing will be fixed if the tracks are still in play. |
| 22 | 2025-06-13 12:51:31 | Yes | Every day | Walk - Car | Yes | | | | | | |
| 23 | 2025-06-13 12:43:46 | Yes | Occasionally | Car | No | | This could potentially could result in cars utilizing other local streets causing other traffic issues. | Making Prospect Avenue one-way, depending on the extent of the one-way zone, could have an impact on the restaurant row with outdoor dining being encouraged on Prospect Avenue near Elmhurst. The plans for that restaurant row should be included in considering this alternative. | | | There appears to be an issue with left turns from eastbound Central onto NW Hwy. The existing left turn lane frequently fills and blocks half of eastbound Central traffic. Extending the existing left turn lane would appear a reasonable approach. Eliminating the left turn lane would probably drive traffic onto other streets (Elmhurst, Pine) causing other issues.<br>Timing of the traffic control lights to more effectively empty the left turn lane might also help the issue of blockage of the regular eastbound lanes.<br>Prohibiting left turns from Central onto streets near NW Hwy also would no doubt help maintain a good flow of traffic on Central. |
| 24 | 2025-06-13 12:13:00 | Yes | Occasionally | Car | No | I like this option the best - the current turn lane is laughably short. While I don't avoid this intersection entirely per the survey questions above, that turn lane does determine where I end up turning to go northwest (my choice is basically never to turn left from eastbound Central at that direction; I'll turn at Elmhurst instead). Enhanced pedestrian crossings and access is something I will always be about. Better bicycle infrastructure would also be nice, in general throughout the village but it's one step at a time. | Eastbound traffic turning left would have to use Arlington Heights Rd or Elmhurst; I don't know what peak traffic looks like but this seems like a bandaid that will just move the problem somewhere else that you'll need to fix later and in the meantime create a giant headache for everyone. | I don't think I've ever come from Prospect or turned onto Prospect at this intersection, but there is always traffic coming onto Central from there so there is a clear need for it. Traffic coming from Prospect would have to cross north on Main and create more traffic at another already busy intersection. Crossing the tracks is already hard enough, don't make it harder. | I love any plan that creates more bicycle access in the village. Yes my car travel to the community center or in that area will be affected and I might choose an alternate route to avoid that intersection, but I already do that with the Rand/Kensington intersection. But more bike infrastructure might also encourage me to use my bike to make certain trips, which right now is very hard to convince myself to do. Bicycle specific infrastructure is key to people feeling safe and comfortable using non-auto means of transportation. | | |
| 25 | 2025-06-13 12:06:25 | Yes | At least once a week | Car | Yes | | | | | | -Dangerous when people pull too far out on westbound 14 left turn lane and block traffic on Central. Sounds like you are aware of this.<br>-High profile vehicles and trucks black your view of signals and traffic in front of you.<br>-I don't like the flashing yellow lights on Central for pedestrians. Most people do not know what they are.<br>-The lack of shoulders on Central does not help.<br>-The new left hand turn lanes on Central are a big improvement! |
| 26 | 2025-06-13 11:34:35 | Yes | Every day | Bike - Car | Yes | | I agree that left turns should be prohibited. People stop in the tracks if the left lane is full, causing other cars to swerve into the right lane. This has caused many scary moments for drivers stuck on the tracks and possible crashes. | | | | Thank you for looking into fixing this issue! So many kids bike across the tracks, plus drivers need safer options. |
| 27 | 2025-06-13 10:20:41 | Yes | At least once a week | Car | No | This seems like the best plan. The extended turn lane means less cars blocking those trying to go straight from the left side straight lane. No left turns off Wa Pella and Ridge might be a bit of a pain, but then would not have to deal with traffic backing up because someone was nice to let a left-turner out, but then they are stuck across the intersection waiting on cars to pass to complete the turn. Plus there are other streets that can easily get you out and heading down Central that same way as that left turn. | This idea seems to harm more than good - if I cannot take a left then how do I get on to that part of NW Hwy? I would have to go straight and turn around, cut through the neighborhoods, or take it to 83 and hang a left there. I can see this causing more backups in other places. | I do not like this one either. If I need to hang a left on to Central, I use Prospect Ave. If that is eliminated, then I either need to find a way through the neighborhoods to where I could take that left, or take NW Hwy and hang the left at the light - which I could see backing things further up there since you now need to cross the tracks. | I do not see how reducing from 2 to 1 lanes each way on a busy road, and very busy intersection could help. I feel like that would cause worse delays. | | I understand the need to make that intersection more efficient and safer for all, but only that first plan seems like the best. The others feel like they would create worse back-ups or just shift the traffic to other places making those worse too. For instance, during rush hour, 83 from about the straight away after the curve by St Raymond's to the RR crossing light gets really backed up too due to the trains, as well as the light after on Central up to the Rand Road light. If you cause people to divert by the Central/NW Hwy, then that area on 83 could get substantially worse. |
| 28 | 2025-06-13 09:48:39 | Yes | At least once a week | Car | Yes | This does nothing for the traffic that builds up because of the trains. | I dont feel the the left turns from central is the problem. It is the number of trains that come through at one time. | Neighborhoods will be upset with people coming through to get access to Prospect. | Absolutely not. We do not need to add bikes to the mess. | | Nothing addresses the traffic that occurs due to the trains. What about an over/underpass |
| 29 | 2025-06-13 09:28:41 | Yes | At least once a week | Walk - Car | Yes | Please add a longer left turn lane with two lanes of through traffic on eastbound central. Traffic gets too backed up and often cars sit waiting in the tracks | This doesn't seem like a good idea. It will only add additional traffic through the neighborhood by cars turning northbound on Elmhurst Ave to get back to Northwest Hwy. | I wasn't aware that there was any issue with cars turning left onto central from Prospect. I have never encountered one. This doesn't seem necessary and again would only route traffic through the neighborhood. | Does not seem necessary. Do not feel that there is too much traffic on NW Hwy. Seems that there could be potential backups at point where the road moves from two to one lane. | | In my opinion, the primary issue is traffic backing up from cars turning left onto NW Hwy from eastbound Central. This should be alleviated with a longer left turn lane. |
| 30 | 2025-06-12 22:43:20 | Yes | Every day | Bike - Car | Yes | A reasonable option. This could help prevent the backup in the left lane. Those Cars often are backed up. | Do NOT do this…. We have a whole neighborhood of kids who need to get to Prospect HS on this route. It will for sure force more vehicles onto other side streets. | I don't understand this option. I don't see the merits of it and think it would hurt the local businesses. | I don't see the merits of this option. | | What about raising the tracks so Central and Elmhurst rd can go under the tracks? Downtown Deerfield has this design and it's very helpful! |

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| 31 | 2025-06-12 22:19:46 | Yes | Every day | Car | Yes | | Turning right from prospect ave then left going east on NWHWY is the main way we drive to the high school. From our house in the morning on Elmhurst Ave, to avoid Lincoln School Traffic, St Raymond's school traffic, busy Main Street traffic, or back tracking all the way to Arthur avenue, turning left to go east on NWHWY will always be the most efficient for us. | If there was a light at Kathy to help folks turn left and right onto Central, that would help us get out of our busy pocket in the morning and we could possibly adjust and not need the light at Prospect Avenue. That would also help pedestrians cross to the community center. Left turns onto Main Street is not easy for us on busy mornings either. | It would slow NWHWY down, but that might be a good thing. | [redacted] | I agree the intersection is very dangerous. I'm glad it's being look into. Wish there was a turn light on Kathy instead of that button walk way. |
| 32 | 2025-06-12 21:55:42 | Yes | Every day | Car | Yes | Don't think Wa Pella is that big of a problem section that it would need restricting access to turn. | This Alternative does not sound conducive to the traffic in the area. It would make people go way to out of their way to get to Northwest Highway. Would need to see studies on how much it would reduce traffic. | Would Prospect Avenue traffic then be redirected towards the neighborhood? I fear this would limit access to the downtown area. | Northwest Highway is already clear of traffic most of the time, so reducing traffic even more would not actually solve the problem that is at the crossing. The congestion happens at the crossroads. | | I hope you take the communities best interest in mind, we use these public roads for our daily commutes and hope to get to and from our activities safely every day. |
| 33 | 2025-06-12 21:00:28 | Yes | Every day | Car | Yes | Should definitely stop left turn from wapella regardless of the outcome of the surveys. So dangerous. | Don't see the turn from central to NW highway a problem | Don't understand how getting rid of the signal at prospect ave would happen How would you cross central | One lane on northwest highway seems very counterintuitive | | |
| 34 | 2025-06-12 17:19:47 | Yes | At least once a week | Car | Yes | | | | | | Seems like a bridge over the tracks would be the safest for all and also expedite traffic |
| 35 | 2025-06-12 16:33:30 | Yes | Every day | Car | Yes | | | | Terrible idea!! | | |
| 36 | 2025-06-12 16:25:33 | Yes | Every day | Walk - Car | Yes | Don't banned left hand to Ridge, you have funeral home here that people need to get here. And Ridge is where I turn onto when the left turn on Central to NW Hwy is backed up. | people need to get here. And Ridge is where I turn onto when the left turn on Central to NW Hwy is backed up.<br><br>As a person who lives on Fairview Ave, turning left from Central rd to NW Hwy, is the best way to get there, Otherwise there will be more traffic and accidents on Elmhurst Ave/st from people going to/or leaving the Post Office.<br><br>You would be funneling more traffic into the neighborhood | Don't banned left hand to Ridge, you have funeral home here that people need to get here. And Ridge is where I turn onto when the left turn on Central to NW Hwy is backed up. How would cars get from Prospect Ave westbound until NW Hwy. | You are going to have major back up on NW Hwy. | | Maybe it is the best now. you shutting up down left turn lane is just pushing more traffic into the subdivison further down. |
| 37 | 2025-06-12 16:22:12 | Yes | Every day | Car | No | Left turn lane on Central to turn onto NW Hwy. is needed. | Eliminating the left turn lane would work but how would you get to go NW Hwy other than there? Go down to Arthur and around? Or more traffic going down Prospect? | Expand left turn lane from Central to NW Hwy. | Nope. | | I turn left from Cathy Lane onto Central every morning and sometimes I have to wait a long time due to the trains and the new special left turn lanes to Central Community Center. They should have forego the pedestrian cross walk in the middle of Central (I never see anyone use it) and install a traffic light at the corner of Cathy and Central with a crosswalk instead. I feel that would have been a better solution for us who live in that area. Then with parades and Cathy is closed...we can't get out until after 3pm. We are the forgotten cul du sac. My opinion. |
| 38 | 2025-06-12 16:01:04 | Yes | At least once a week | Car | Yes | This is the best option | No | No | This might be worse | | |
| 39 | 2025-06-11 20:45:33 | Yes | At least once a week | Car | No | This seems like the best solution in our minds. | The elimination of turns from eastbound Central Road to westbound Northwest Highway would be problematic for us. How else can you head west on Northwest Highway? | We think that access to Prospect Avenue from eastbound Central Road should remain. Eliminating the light for right turns to Central from Prospect Ave. would be acceptable to us. | Reducing Northwest Highway to one lane east and west is not a good idea. I'd like to see bike lanes but traffic flow on NW Highway would be heavily impacted. | | |
| 40 | 2025-06-11 19:07:24 | Yes | Every day | Bike - Car | Yes | This would be the 2nd best option. | This would be the worst option. There are alot of people like us that have kids at Prospect HS and need access to the left turn to drive to the high school. | This alternative would be the best and help alleviate the traffic for all those going east and west on Central. | This alternative would not help and even make the intersection more problematic for e everyone living know the west side of thr crossing. | | The best option would be to create an overpass or underpass to totally avoid the crossing |
| 41 | 2025-06-11 18:42:11 | Yes | Every day | Walk - Bike - Car | Yes | Not much different from what it is right now. But yes, extending the left lane turn will probably improve mobility. | Very unrealistic as a lot of commuters use the left turn from central to NW Highway. We use it everyday many times a day ( kids at PHS). | I like the option, but not sure about not being able to access prospect ave. | I don't think the problem is the traffic in central not nw highway, so I don't consider this solving anything, more than creating a new issue. | | |

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| 42 | 2025-06-11 14:37:11 | Yes | Occasionally | Car | No | Restricting turns is always good in theory, but people will find ways to get around that. Left turn out of right lane, increased U-turns, etc. | Restricing turns from eastbound Central onto Northwest Highway does not seem like a good idea. It would inconvenient to navigate and would probably shift traffic onto side streets, creating a new issue. | In my opinon, this is the winner. Eliminate an entire cycle of traffic lights coming off of Prospect Ave. Longer left turn lane onto Northwest Highway that will pass through more quickly without the Prospect Ave traffic slowing things down. Less access for Prospect Ave is fair trade off for a net gain that will improve the whole intersection. | Not a fan of decreasing lanes on Northwest Highway here. | [redacted] | Unrelated to this project, but the stoplight for Prospect Ave (both ways) at Elmhurst Rd needs to be a lot shorter. Traffic piles up on Elmhurst and Northwest Highway because of it. |
| 43 | 2025-06-11 09:10:27 | Yes | Occasionally | Bike - Car - Bike w/ trailer for kids | No | This sounds pretty straightforward for substantial benefits for both vehicles and pedestrians. As a pedestrian, this intersection would still feel intimidating, but safer. | | I'm in favor of simplifying this intersection by restricting access but agree a broader study would be needed to understand the implications of that | I looooooove this idea, it is my hands down first preference. As a resident who would prefer biking over driving when possible, a change like this would make the street feel much safer for all pedestrian traffic. I am curious what alternative routes through-traffic would take; would they be pushed to Rand or elsewhere? | | |
| 44 | 2025-06-10 15:11:41 | Yes | Every day | Car | Yes | The eastbound left-turning lane would improve safety at this intersection. The other turning restrictions are not as impactful. Restricting the left turn from Wa Pella seems to be an over-correction. | Not being able to turn left onto NW Highway is not reasonable. It would unnecessarily force traffic onto local streets, and create even more problems than it would solve. | Again, this would drive additional traffic into local streets. The downside of doing that is the potential for more aggressive driving in neighborhoods with children. | There seems to be too much traffic on NW Highway for a reduction in traffic to be feasible. | | I'm glad that the village is looking at this intersection. Railroad crossings are complex, but working through all of the options is very important to find the best solution (#1). |
| 45 | 2025-06-10 08:42:43 | Yes | Every day | Car | Yes | This looks like the best option. | This is not good. This will only let the overflow end up in increased left turns onto Elmhurst, which will congest Central and in the residential area. | I see no point of blocking Prospect onto Central. I personally would not like it | Can this happen in conjunction with Alternative 1? | | |
| 46 | 2025-06-09 23:05:56 | Yes | At least once a week | Car | No | | | | | | I do not think any of the offered solutions will be worth the new problems they will cause |
| 47 | 2025-06-09 11:43:50 | Yes | Occasionally | Car | Yes | | | | | | Alternatives are too complicated for me to understand. Just extend eastbound left turn lane storage, in both directions. Businesses, like Hearth and Home would suffer if left turn onto NW Highway was prohibited for Eastbound traffic on Central. Reducing NW Highway to 1 lane going through town would also affect all businesses. One of the examples above states 33% reduction in car traffic through town. Why would that even be considered. Leave Prospect alone! |
| 48 | 2025-06-09 06:35:53 | Yes | At least once a week | Walk - Car | Yes | No | No | No | This is best | | Pedestrian and or vehicle tunnels like Winnetka has done led to a notable quality of life enhancement. |
| 49 | 2025-06-09 06:23:02 | No | Every day | Car | No | | | | | | |
| 50 | 2025-06-09 05:55:02 | Yes | Every day | Car | Yes | | | Why cut off access for the businesses at prospect, especially if they have patrons that take prospect to nwh?<br>Additionally, why would an exit be eliminated that provides an access to downtown? Or access to get over to meadows or Fairview? I utilize this route 2-3/week, and there is always at least half of the line waiting with me that goes from prospect that's at least 5 cars deep | Eastbound always seems more backed up than westbound when I cross here | Was this sent to any of the bus companies that use this route to get kids to Westbrook? Or the families that use this intersection to get to school? |
| 51 | 2025-06-08 21:04:27 | Yes | Every day | Walk - Bike - Car | Yes | It would be very helpful to have the longer queue for the left-turn lane. The current short turn-lane queue only fits 3 cars and people end up trying to go around those that are behind the turn lane, which is dangerous.<br><br>Don't like raised medians, but for the pedestrian improvements. | I do not agree with this alternative - do not eliminate the eastbound left turn. The rerouting through neighborhoods is concerning. | Do not agree with this alternative - Prospect Avenue turn movements should remain. This leg of the intersection doesn't even seem that busy and gets the green when the train is there. Also this would cause rerouting through the neighborhoods, which is concerning. With the new establishments on Prospect Avenue, not left turn would impact patrons. | This does not help with the intersection delay; do not support. | | While I understand that you can't offset the pedestrian crosswalk too far along the south leg of Central and Northwest Highway due to the right turn viewshed, please consider striping or other improvements that would provide separation between the EB traffic and pedestrians/bicyclists traveling EB/WB on Central Avenue across Northwest Highway . When drivers get the EB green light on Central, they drive very fast through the large intersection and pedestrians/bicyclists walk immediately next to the passing cars. |
| 52 | 2025-06-08 15:02:01 | Yes | At least once a week | Car | Yes | No. | Sounds plausible. | This sounds good. | No goid. | | |

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| 53 | 2025-06-08 14:31:33 | Yes | Every day | Walk - Car | No | Not in favor of eliminating the left turn off of Wa Pella onto Central. By eliminating the left turn, traffic will be pushed to Cathy Ln most likely which is already a busier location with the CCC across the street and many cars entering and exiting from there. That area is more dangerous already with the amount of cars trying to enter/exit to Central from both sides of the street.<br>Increasing the left turn lane storage is a fine idea, but not at the expense of no left turn off of Wa Pella. | This is not a viable alternative at all. By eliminating left turns onto NWHY from eastbound Central you are cutting off the entire neighborhood southwest of this intersection to businesses along NWHY as well as a passage to Prospect High School. The traffic for the high school alone (which includes parents needing to go the PHS for various events and activities) will be pushed further east along Central to Elmhurst Ave. This left turn off of Central onto Elmhurst Ave is already very small and busy with only 2 cars able to fit in the left turn lane for those needing to go to the post office or neighborhood on this side of town. This will become very congested and cause major problems at Central/NWHY and numerous times during the day if the left onto NWHY is closed. Not to mention, you are cutting off businesses on NWHY to the neighborhood southwest of the intersection. The only way to get to the 711 or MP Paint Store, etc would be to cut through neighborhood streets to get to Route 83 to drive northwest onto NWHY or to cut through to Arthur Ave to then head southeast on NWHY. That would cause major issues on neighborhood streets with increased traffic on residential roads not meant to take this amount of cars. Also, these businesses could suffer from the headache of an entire neighborhood choosing to go elsewhere because access is no longer convenient. | Overall not much good here at all. Eliminating access to Central from Prospect is just baffling. Extended eastbound left turn lane storage is good but not at the expense of removing left turn off of WaPella for reasons given previously. You are just pushing traffic for this entire neighborhood southwest of this intersection onto residential streets.<br>Pushing traffic to Cathy to turn left onto Central seems more dangerous than keeping the left turn off of WaPella onto Central. | Nothing good here. Can't understand reducing travel lanes from 2 to 1 making any sense at all. We also need to just accept that biking along NWHY is not very safe or smart. | [redacted] | I have lived on WaPella for 26 years and use the WaPella/Central intersection daily. I have never seen an accident. At peak times of the day I see traffic backed up but that is usually due to the increase in trains due to rush hour. It's not perfect, but is the best of all of the alternatives given. Unless you can increase left lane turn storage AND keep the left turn onto Central from Wa Pella and keep the left turn onto NWHY from eastbound Central, it's best to leave it as is. We fought to keep our four-way stop signs along Wa Pella many years ago. We partially won that fight by keeping one of our 4-way stops at WaPella and Milburn. We only won that one because that insersection is used heavily by pedestrians (our young school children) walking to/from St Ray's and Lincoln Middle School on a daily basis. Thank goodness we got to keep that 4-way stop. The other 4-way that was eliminated was at WaPella and Busse. We were told it would take a few months for drivers to notice and get the hang of that no longer being a 4-way but I can tell you that to this day that intersection is always scary. Anytime cars are approaching from both Busse and Wapella simultaneously, there is always hesitation because the cars on Busse assume the car on WaPella will stop and the Busse car will start to proceed into the intersection even though their stop sign also says "cross traffic does not stop". It's been probably 15 years since that sign was pulled on Wa Pella and people still don't get it. We don't need more issues with cars on our residential streets. And I'm sure those on Elmhurst Ave or other streets north of Central don't want their car traffic to increase dramatically if some of these alternatives are put into practice. Leave the intersection as is. |
| 54 | 2025-06-08 10:01:58 | Yes | Occasionally | Car | No | A summary of changes would be helpful. It looks like all left and right turns would be eliminated??? | | | | | |
| 55 | 2025-06-08 06:48:42 | Yes | At least once a week | Car | No | | I would be concerned that this would cause more traffic to cut down side streets like they do right now on Main & NW Hwy crossing | | | | |
| 56 | 2025-06-07 22:15:54 | No | At least once a week | Bike | Yes | | | | | | As a cyclist, it is very difficult to cross Northwest highway between downtown Arlington heights and Emerson Street. I almost always avoid the Central crossing because biking on Northwest Highway or Central is suicide. A separate pedestrian/cycling crossing at Mt Prospect Manor that joins to the NW highway railroad crossing would go far. Otherwise, you're dodging cars from all directions who rarely yield to allow you to the island on the north side of the tracks. |
| 57 | 2025-06-07 20:02:58 | Yes | Every day | Walk - Bike - Car | Yes | This is the preferred option. Some residents have concerns regarding the island at wapella causing an issue for emergency services to access the neighborhood. The additional issue is turn left onto central from wapella. This will cause an excess of left turns from Cathy lane headed west on central. A traffic light in this intersection will provide a safer environment for pedestrians and allow vehicles to turn onto central safely. | This will cause significant issues for students and parents getting to the high school during the morning. | Eliminating prospect ave turning onto central will also cause an excess of vehicles trying to use wapella as an exit from the neighborhood. This also eliminates the ability to easily access the post office via east bound central. | This option also causes a concern for drivers trying to access northwest highway from central rd. Not a viable solution as it will cause drivers to disregard the medians and turn left from a non-turn lane. | | Although I no longer live in Mount Prospect, my parents do. I grew up in this neighborhood and feel there are factors including new drivers and children in the neighborhood trying to access schools and downtown.<br><br>The light at Cathy and Central is also an option that can be added no matter which option is chosen. Central rd is extremely dangerous as my brother was involved in an accident while his friend was driving. Turning onto Cathy or off of Cathy is very dangerous and having an additional light that allows cars to safely access the neighborhood, while also providing a crosswalk with a traffic signal will allow a much safer environment for children accessing the CCC. Something to be seriously considered. |
| 58 | 2025-06-07 19:13:42 | Yes | Every day | Walk - Car | Yes | Still a short runway once clear of the tracks to turn left onto NW Hwy. route is heavily traversed by prospect and st viator high school students/new drivers. | Cutting off traffic to NB NW Hwy seems unnecessarily limiting. Though this would promote better flow thru the intersection, though at a cost. Likely to increase traffic flow thru residential neighborhood for NB drivers. | Elimination of traffic control at prospect will cause an increase in residential traffic to wapella and Cathy streets. However, reducing traffic light controls to only central and NW Hwy would also decrease cycle times. | New stadium Bears traffic will require 2 lanes in each direction. Bad idea, IMO. | | |
| 59 | 2025-06-07 15:21:42 | Yes | At least once a week | Car | Yes | I think this is best alternative | | Don't like the idea of making Prospect Ave. one way. Bad for businesses, | Not a good idea to reduce travel lanes on NW Hwy from 2 to 1 in each direction!!! | | |
| 60 | 2025-06-07 13:18:29 | Yes | Every day | Walk - Car | No | This presents a problem for people used to turning left on WaPella. Have the neighbors on WaPella been targeted in a neighborhood survey? You are solving a problem by creating another one | This would push more traffic into the neighborhoods which is the opposite of what we want | This alternative is really bad for the neighborhood to the south of Prospect Ave and to the people going to eat on Prospect Ave | Are you kidding? The purpose of this road is to allow automobile traffic to flow. This is a terrible idea | | None of these options should be considered. Stop this process now and don't spend more money trying to improve an intersection that is fine. It's not perfect, but even if we "fix" it, it will still have problems. |
| 61 | 2025-06-07 09:48:42 | Yes | Every day | Walk - Car | No | You're eliminating the ability to turn left from Wa Pella not good. This option would create more problems rather than solving. Do not do this. | This is worse than option 1. You are eliminating access to northbound northwest highway from east bound central. This will push people to utilize Ridge or Elmhurst to eventually access Northwest hwy. Do not do this. | These options are getting progressively worse than prior options. You are eliminating access to Central road and Northwest highway for an entire neighborhood. Do not do this. | DO NOT do this. Why would you take a major access road and make it smaller? And please enough with the bike route options. I've lived in this town for 58 years. People are riding bikes less than they did 40 years ago yet we continue to push bike paths at the expense of automobile traffic. You cannot reduce automobile traffic on a major highway | | As I commented I am a 58 year resident. There is no problem with the current intersection. Any of these options would make it increasingly difficult to travel around town. The primary purpose of these roads is to facilitate automobile traffic not hinder it especially at the expense of bicycles. |

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| 62 | 2025-06-07 06:34:33 | Yes | Every day | Walk - Car | No | No build | No build | No build | No build | | |
| 63 | 2025-06-07 06:08:18 | Yes | At least once a week | Walk - Car | No | | Bad alternative-just drop it | Not good for businesses | Really? Can't find the logic here. Drop it. | | Missing is a description of the compelling reason for changing the intersection. |
| 64 | 2025-06-07 02:46:41 | Yes | Every day | Car | Yes | | | | | | |
| 65 | 2025-06-06 21:31:18 | Yes | Every day | Walk - Bike - Car | Yes | I think this is fine - if not eliminating the left turn, perhaps painting a left & right turn off Wa Pella could work? I really like the pedestrian walkways. | It would be SO hard to not be able to turn onto NW Hwy from Central -- much prefer a different method. I think this would have implications of traffic going through the neighborhoods to get around this -- or more people turning left onto Central to go down to Arthur to get to NW Hwy. | I think many drivers would end up driving through the neighborhood to get around this, I don't think this is a good option at all. I wouldn't want all traffic directed down Hi Lusi. Perhaps if there was a circle turn around at the end and didn't allow traffic to turn down Hi Lusi that could work? | Love the idea of a bike path -- not really sure if one lane is the best solution, feels like that might get more congested? | | I think the best case scenario here would be to put an over/underpass -- allowing Central to go over or under the train & NW Hwy. (Obviously, this would require additional funding.) Thinking of the project on Belmont Ave & Warren Ave in Downers Grove.<br><br>I also would love to see a safer walkway for pedestrians and bikers. It can be a scary expereince to cross this intersection. |
| 66 | 2025-06-06 20:35:56 | Yes | Every day | Car | Yes | This is my favorite. Having a left turn lane would be great. No left out of Wa Pella is a good idea. The only issue I still see is that the right turn from Prospect Ave to cross the tracks needs better timing when trains go past and the lights reset people have to wait so long and with multiple trains it can be a long time. | No left from Northwest hwy onto Central would be awful. I do this daily. It would make a ton of people go up to the Elmhurst Ave and drive thru the area to get where they need to go. Absolutely not! Ugh | This one is also pretty awful. To not be able to go down Prospect Ave and make a right? People would end up going through the side streets making people go through the neighborhood to make a right off WaPella | No a bad idea to have the bike paths,but you would still need to fix the right turn off Prospect Ave to Central and need a left turn lane to Central. Also I like the previous olidea off pushing the cars back on central and changing the crossing. | | I am happy something is being done here. |
| 67 | 2025-06-06 20:12:28 | Yes | Every day | Car | No | Having a longer designated left turn lane over the tracks would help if it kept the non-turning traffic flowing forward | While eastbound left turns are currently an issue because they back up traffic in the left eastbound lane during rush hour, especially with traffic to the high school, I think closing that turn entirely would create a dangerous situation as more people instead tried to turn left past the post office, potentially backing traffic up onto the train tracks. At least with the current issue it's less likely to block the tracks. | Blocking off Prospect Avenue seems like it would be detrimental to the businesses located there, and would cause people to cut through residential neighborhoods instead. Prospect Avenue traffic is really not an issue for drivers on Central during rush hour. | | | In the morning, with rush hour commuters, buses, and high schoolers running late for school, I would caution against adding any additional incentive for drivers to cut through residential areas (getting onto Central or turning off of Central over the tracks). |
| 68 | 2025-06-06 18:40:36 | Yes | At least once a week | Car | No | | | | | | |
| 69 | 2025-06-06 12:44:55 | Yes | Every day | Walk - Bike - Car | No | this might help. But if we are to improve eastbound traffic flow, wouldn't it be wiser to increase the length of the green light for Central during peak traffic times? Is this what the No Build option is? The representative that gave me the tour yesterday said nothing about NO BUILD, but I see it on the website. | That would just move that traffic to another intersection. | Not going to help with eastbound traffic | Traffic on northwest hwy moves very well at all times of the day. Removing one lane could cause more harm than good. Most bicyclists, including myself, use the sidewalks on major streets. I know it against the Illinois bicycle rules of the road, but it seems to be OK for this intersection. | | Is there a way to safely eliminate the crossing gates from lowering when a local train approaches Mount Prospect from the south? When I am sitting in the northbound left turn lane, the gates go down but no train passes. The when the train leaves the station they go down again. |
| 70 | 2025-06-06 10:21:16 | Yes | Every day | Walk - Bike - Car | No | Adding any barrier would completely disrupt the flow of cars that are using Wa Pella to get onto Central. I live on the corner of Wa Pella and Busse and it is already a trouble area. Near accidents are daily. | Many cars use the left turn onto central taking this away would be ridiculous | | | | |
| 71 | 2025-06-06 09:51:45 | Yes | Every day | Walk - Car | No | This option is the only one that should be considered as it addresses the one safety concern of this intersection that is under our control. That being said, The cost of this would need to be weighed against the benefits. The money the village will have to spend (after potential grants cover 80%) will likely be significant. Could this money be more effectively utilized to increase safety in other ways (like supporting a traffic division of the police department)? | This will do nothing but push all the left turn traffic into the neighborhoods. The neighborhoods do not have any meaningful police presence when it comes to traffic violations. This will put children in the neighborhoods at a greater risk of danger from the increased vehicle traffic. | Why is this better at solving the left turn issue (from Central to NW Hwy)than alternative 1? This will be very bad for anyone living in the neighborhoods south of Prospect Ave. and Central. They should be able to exit their neighborhood and go west without having to cross the train tracks twice or cut through neighborhood streets going west all the way to Busse where they can finally turn north and access Central. The people in those neighborhoods will rightly be very upset if this alternative is chosen. | Are we required to have an option with bike lanes, because this is ridiculous? It solves zero problems with the safety concern of the left turn from Central to NW highway. I really hope that this alternative was included to check a box on a potential future grant application instead of being a serious proposal. Let's choke off the traffic on Northwest Hwy so that the few people that ride bikes and walk through here will have an easier time. This will be a nightmare on games days if the Bears move to Arlington. This is a terrible alternative. | | Please seriously weigh the cost of this and other infrastructure projects versus the need to do them. Saying we got grants is impressive, but there is a significant cost to the village for everyone of these projects. Many of them are not necessary. |
| 72 | 2025-06-06 07:53:57 | Yes | Every day | Walk - Car | No | No concrete barrier on wa Pella. When the cars are stopped on central I need to get in the left lane to turn left at nw highway. This would be impossible with the concrete there. Cars block that intersection so we need the option to squeeze between them where they've stopped.<br>I live on wa Pella and do that turn at least once a day sometimes several times.<br>Currently it is not an issue. | This is fine if you want everyone to go down Elmhurst ave by the post office. I live on wa Pella and come out to central eastbound and turn left on nw highway at minimum once a day. If you block that turn I would go down Elmhurst ave to the high school. Or cut through to get back to nw hwy to go to Arlington heights. | I again have concerns with the concrete barrier on wa Pella. I make this turn daily and need the space coming off wa pella to get into the left lane on central. There are cars that block the intersection and it's required to squeeze through them to get into that left lane to turn on nw highway.<br>Prospect ave is a non issue, why would you block that off. Cars would just go down wa pella to get to prospect and create more traffic on our residential street. Why wouldn't you allow right turns onto prospect? | You're going to reduce lanes and solve traffic problems? This sounds horrible.<br>I've crossed while walking at this light for years and my kids do too. It's not the best intersection, but it's never been an issue if you follow the lights. | | This intersection isn't the greatest but it works. It only gets super backed up at rush hour with the trains. I think changing it would actually cause other issues with people cutting through neighborhoods. |

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| 73 | 2025-06-05 21:57:30 | Yes | At least once a week | Car | No | Maybé. Not sure | So if you live south of the tracks how are you supposed to get to westbound Northwest highway? Go all the way down to main Street? That will push way too much traffic down to the intersection of Prospect and main Street. | So no access to Central Road? So all traffic will have to go east to Main St to get to Central? That's a terrible idea | No. 80% delay is unacceptable. It's already bad now | [redacted] | I have thought for years that the timing of the lights is not correct. Northwest Highway gets too long of a green and Central too short especially during rush hour when there's lots of trains. Northwest Highway gets extra green time every time a train goes through and traffic on Central gets stopped so shorten the green time when there is no train for Northwest highway and increase it for Central to clear out all the backed up cars from when the gates were down. |
| 74 | 2025-06-05 19:55:34 | Yes | Every day | Walk - Bike - Car | Yes | This is the best option as it does not seem to be as intrusive to the neighborhoods nearby. | This is a terrible idea. Where will those wanting to travel in that direction go? My guess is they'll then turn left on to Elmhurst Avenue, which should not be accommodating that level of traffic. They'll be speeding through the neighborhood. | This is a terrible idea. The business owners on Prospect would suffer as their access is impaired. Those on Prospect traveling NW thinking they can exit, will instead be corralled to Hi Lusi, another street not designed for that level of traffic. They will speed through the neighborhood to get out. Additionally, this proposal removes the left turn option from Wa Pella AND Central. How is this neighborhood supposed to go West? This will crowd many local streets with people speeding to make up time to get to the next exit opportunity. | NW Hwy does not reduce to two lanes anywhere else until ... when? From at least Park Ridge and way out west, it's two lanes. Think about the Bears potential move - this road will be used MORE not less. That traffic snarl will spill into our neighborhoods with aggressive speeding to bypass it. All this for a bike lane on a busy road? I don't want to bike on NW Hwy, with or without a bike path. | | 1. Many, many residents in the impacted areas are upset that this meeting was not publicized well at all. We saw a Facebook post on Tuesday (?) and a news post on the Village website dated on Wednesday, for an open house on Thursday. 1-2 days notice to limited sections of residents is unacceptable. I couldn't change my plans with that short of notice and though I wanted to attend, I couldn't. There should have been a notice sent to those within a certain radius of this project. There could have easily been an email blast. I have connected with people on Wa Pella, Hi Lusi, and Elmhurst Avenues, nobody knew about this. We all found out from a Facebook post in the MP neighbors group. Maybe it was careless / accidental, but now I've heard several from different sources suggest it's intentional by the Village.<br>2. I am not sure what professional would think removing the left turn lane from EB Central or reducing NW Hwy to one lane each way would be a good solution. It does not sit well with me that VOMP found it productive to likely pay engineers a lot of money to actually come up with assessments and plans for these far-fetched, unrealistic ideas.<br>3. School mornings on Wa Pella are nutty. Sometimes I've seen the right-turners make the street into three right turn lanes. When EB Central turns green, the Central drivers get very frustrated at 6-9 cars squeezing out in front of them. It's caused some serious road rage. One might think it's the Prospect kids, but I have seen adults regularly pull up making a 2nd or 3rd lane and continue on.<br>4. As a Wa Pella resident, I don't care about removing the left turn option on to Central. I rarely ever do that anyways, it's easier and safer to just take Lincoln to Busse, or use the Prospect light. (This is one of several reasons I'd be against closing off that intersection.)<br>5. I would be happy to talk to someone about my thoughts since I was not able to attend the open house. Feel free to email me. christy@lawmjw.com |
| 75 | 2025-06-05 19:36:15 | Yes | Every day | Walk - Bike - Car | Yes | I like this the best. Others would direct traffic thru our neighborhood | This is not a good idea as it would just increase traffic on my block ( post office) | This may increase bike and pedestrian safety | | | I would have liked our kids to safely bike or walk to Lincoln JH from post office block.<br>Going east west in our area is a problem during rush hour. Rand and central is much better now.<br>Do not make it easy for commuters to cut thru our town. Consider residents first. |
| 76 | 2025-06-05 18:51:45 | Yes | Every day | Car | No | | | | | | No build |
| 77 | 2025-06-05 16:45:48 | Yes | Every day | Car | No | Not a terrible idea. But prohibiting left turns from Wa Pella onto Central will push some traffic through the neighborhood. There must be something physically prohibiting the turns like a curbed median as just a sign will not be followed. | Terrible idea. Currently, when the left turn onto NB US-14 is full, traffic continues east and enters the neighborhood on Elmhurst Ave and drives through to make a right turn onto NB US-14 either north or south of the 7-11. | Same notes as Alternative 1 with the addition that the small amount of traffic on Prospect Ave will likely funnel through the residential neighborhood rather than other alternates. | I don't see nearly enough pedestrian/bike traffic trying to cross the tracks at Central to justify any of this. I go through the intersection mostly eastbound (because there is no left turn onto SB Wa Pella). I travel both straight eastbound, north onto US-14 and much less south. I haven't seen a pedestrian in the intersection in months and only see bikes during the morning commute. | | Why not try making traffic signal changes first? For traffic on Central, add a green left arrow and make all Central traffic green one direction at a time. i.e. EB gets a full green to travel for x seconds, yellow then red. Then WB gets a full green for x seconds, yellow then red. Most of the time, the traffic on Central clears up within a current light cycle with the exception of when the EB to NB left turn stops up EB traffic. If that didn't occur, I feel like traffic would clear out every cycle. Of course, trains can back things up more than one cycle, especially when there are two consecutive trains (I thing right about 8:00 am) it get worse, but that cannot be avoided. |
| 78 | 2025-06-05 16:32:37 | Yes | Every day | Walk - Bike - Car | Yes | Yes! Please extend the turn lane! The left turn from central onto NWHY for cars eastbound on Central is definitely a safety issue. I have instructed my teen driver to never make a left turn here if traveling down central. She is only permitted to turn left there if coming off of Prospect onto Central because there is a turn arrow for the full green light. | I think this will just shift left turning traffic to Elmhurst. And if that is a no-left, then the next street down. We have to keep our Village accessible from both sides of the tracks and there are already far too few crossing opportunities for residents. It should be easier to get to things just across the tracks, not more prohibitive. | This would be horrible for our neighborhood and eliminate the primary way we can exit to access downtown MP. Using the northwest bound Prospect-to-central-to NWHY is by far the fastest and easiest route from our neighborhood to Prospect High School. As a parent of 2 current and two future students, I would be devastated if the Village took away this route without adding additional track crossings in our downtown area. There are already too few places to cross for cars and pedestrians alike. If anything, the light at prospect onto Central needs to be longer. Please please please do not eliminate this. Especially with all the new condos/apartments at Prospect Place—traffic has increased significantly. We need more options for crossing, not fewer!!! | Would love increases pedestrian safety here. Does that necessarily mean reducing lanes? It seems that pushing the crosswalks back from the edge of traffic lanes and adding a fence/railing along the curb side of Central's and NWHY's sidewalks could be a significant improvement without increasing delays by reducing traffic lanes- more cars backed up more frequently will not make a safe or enjoyable walk for pedestrians. | | Thank you for finally addressing this intersection. I only wish it had gotten this attention when my children were younger so we could have safely accessed the other side of the tracks without walking all the way down to the 83 crossing. Please consider options that would increase access options for vehicles and pedestrians alike from the south side of the tracks, not place further restrictions on our options for reaching the north side of the tracks. I believe businesses on both sides of the tracks would benefit from more pedestrian and vehicle crossings. |
| 79 | 2025-06-05 16:02:28 | Yes | Occasionally | Car | Yes | | | | | | |
| 80 | 2025-06-05 15:52:52 | Yes | Every day | Walk - Car | Yes | | | | | | |
| 81 | 2025-06-05 15:42:10 | Yes | Every day | Walk - Car | No | Increased eastbound left turn lane storage is a good idea. | Not so sure this is a good idea. I use that turn several times a week. I live on prospect manor. | What is the point of eliminating access to central from Prospect ave?? That means more traffic in residential area from all the businesses on prospect. | Like the idea of bike path but reducing through travel lanes is likely to cause some problems and delays | | |

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| 82 | 2025-06-05 15:38:02 | Yes | Every day | Car | Yes | Ok option. Longer turn lane and light would be helpful to move traffic from the left turn log jam on Central | No Thank you. Concerned Alt 2 would increase traffic thru the residential neighborhood. People would turn left by funeral home or post office and route back thru the neighborhood | I agree with this one...Prospect Avenue signal is very confusing and unnecessary. Longer turn lane and light would be helpful to move traffic from the left turn log jam on Central | Definitely not...there are no bike riders on NWY anyway. Reducing lanes for non existent bikes will increase the road rage and traffic frustrations | [redacted] | |
| 83 | 2025-06-05 14:55:32 | Yes | At least once a week | Car | No | Reasonable alternative. | Don't like it. | Second to alternative 1. | Reducing Northwest Hwy to one Lane? Stupid idea. Somebody who runs the show must be crazy. | | |
| 84 | 2025-06-05 14:04:00 | Yes | Occasionally | Car | No | It's fine | | | Love this | | |
| 85 | 2025-06-05 13:46:24 | Yes | Every day | Walk - Car | Yes | Changing WaPella & restricting turns is nonsense. As a WaPella st resident, it would help me, but it would hurt our downtown traffic flow. | Another bad idea. It will create more people in cars driving "around" MP to cross the tracks. I serially doubt your estimate of "55%" reduction. It would just add to more Elmhurst Rd traffic | Whoa. Another bad idea. This will kill the business on Prospect already. You will further the bottleneck | This is the worst of the multiple proposals. NWHwy is a main thoroughfare. Would you consider making Elmhurst or Rand single lane? He'll no. Why would you do it to NWHwy? | | Safety and accident prevention are the main concerns. Having people race around our downtown area due to these proposed changes makes no sense. What's the push? Safety? Or increased commerce? |
| 86 | 2025-06-05 13:24:36 | Yes | Every day | Car | Yes | Yes - living on Wapella I now cannot turn left (south) off of Central at any time of the day even when there is no traffic such as late evenings. However, you allow left turns from southbound 83 onto Prospect Ave where there is only space for one car to turn. I don't understand why you allow this other than the businesses on the east side of Prospect Ave have more influence. | How do propose someone going east on Central being able to access Northwest Hwy going north, cut through on Elmhurst Ave and go through the sub-division to get back to Northwest Hwy or have to turn on Prospect Ave and cross over at either 83 or Emerson? | Same as number 1 - I live on Wapella and now I can't turn left at any time of the day to and from my street. I do not want to drive down to Cathy Lane to make a left turn onto Central. | I don't understand what you are trying to accomplish with this other than spending more money. | | [illegible] 1966. What precipitated this sudden interest in this intersection? i would love to see you lift the 24 hour restriction on turning left onto Wapella from westbound Central. There is no need for this at 9 pm when my son was coming home from work. You have limited turn times on other intersections and Wapella is signficantly further from the railroad tracks. I have never seen a backup on Central between Wapella and Northwest Highway that would result in cars being on the railroad tracks. I would suggest you look at prohibiting left turns from Rte 83 south onto Prospect Ave. That is the dangerous intersection in my opinion. |
| 87 | 2025-06-05 12:54:06 | Yes | At least once a week | Walk - Bike - Car | No | I like the idea of being able to turn left from eastbound central to westbound North West Highway. I do that often and it is needed. This is a good alternative. It would avoid the left-hand turn cars blocking that lane the no left turn from WaPella is a good idea But it will increase traffic at Kathy Lane and Wego Trail is that is where they will turn left from. I think Busse Road should be fixed so people use that instead of the side streets | No I do not like this | I do not think this is a good alternative I think is bad for business on Prospect Avenue. I don't see how this will help anyone. | Good idea | | Why is the problem not being looked at by Mrs. P and me where it is not clearly marked that. The traffic coming south does not stop. this to me is the source of many accidents. I have lived here over 30 years so I understand it and know it but when I am in the car with someone else, I always have to stress it. |
| 88 | 2025-06-05 11:35:55 | Yes | Every day | Walk - Bike - Car | No | left onto Central...but if this would make everything safer for everyone, then maybe that's the best course of action.<br>The pedestrian crossing that is the scariest to me as a Dad and someone who walks and uses the crossing often, is eastbound Central road on the south side of the street...this crossing is long and the cars coming east bound turning SouthEast onto NW HWY cannot see the pedestrians/bikers as quickly as they need to in order to maintain safety. | I am not sure this is a viable option? No left turn onto NW HWY from eastbound Central will create other traffic concerns and send more people into downtown to cross at 83 by the train station.<br><br>what about a pedestrian and bike bridge over the train tracks at Elmhurst Ave? That could connect the 2 sides of the tracks? | I think this would dramatically increase traffic coming through Wa Pella if you cut off the entire neighborhood's access to Central Road by cutting off Prospect AVe.<br>If the plan is to make more restaurants along Prospect Ave, then maybe, but I don't like the idea of cutting off Prospect Ave.<br><br>what about a pedestrian and bike bridge over the train tracks at Elmhurst Ave? That could connect the 2 sides of the tracks? | I don't like this option at all.<br><br>what about a pedestrian and bike bridge over the train tracks at Elmhurst Ave? That could connect the 2 sides of the tracks? | | what about a pedestrian and bike bridge over the train tracks at Elmhurst Ave? That could connect the 2 sides of the tracks? |
| 89 | 2025-06-05 11:07:18 | Yes | Every day | Walk - Car | Yes | Left lane storage on eastbound Central is a important consideration, during rush hour, I frequently see cars get stuck trying to turn onto Northwest Highway, the lack of storage right now starts to impact eastbound flowing traffic. Frequently cars will get stuck in the middle of the Prospect Avenue intersection, blocking left turning traffic trying to go westbound on Central. Sometimes drivers are forced to make incredibly unsafe decisions due to poor space and difficult light timing issues when trains are coming. | highway might be the worst option imaginable. People will make decisions to turn left, regardless of signage or restrictions. The number of people who need to make this turn and the lack of viable alternatives would cause people to decide to turn left anyway, the lack of space provided to do so in this alternative would cause massive issues and I could see a great uptick in accidents and incidents if this option were pursued. I think at the end of the day, as traffic engineers, we may conceive an optimal strategy that if followed would lead to the "best" possible | There needs to be some account for traffic in the subdivision/businesses south of central that need to head westbound on Central during rush hour. There is so much traffic during that time, that a left turn from any of the side streets is very difficult, the signal at Prospect Ave. provides a protected left turn option that ensures an easier route. Removing that signal would be detrimental to the people that live and patronize business in that area, unless another light was installed somewhere else along Central west of the railroad tracks. Its good to see that this alternative is offered with the caveat that engineering studies would be required to determine traffic rerouting options, because I think those studies would show how detrimental this design would truly be. | Not sure I fully understand why a temporary lane reduction on Northwest Highway would be beneficial. With the potential of a future bears stadium just a short way up the road, I could see this becoming a major headache for regional travel if pursued. | | I appreciate the village undertaking a redesign of this intersection because it is currently a nightmare. But please continue to take into account regional concerns, because I think traffic will only increase in the area due to future development. Additionally, I think downtown Mount Prospect is probably going to see an inundation of pedestrian activity thanks to great development of downtown businesses, so coordinating that pedestrian traffic around these complex intersections and busy rail tracks will be one of the most important needles for this leadership to thread for the development to stay successful. |
| 90 | 2025-06-05 11:04:21 | Yes | Every day | Car | No | My mother lives on Wapella and would not appreciate being able to turn left onto Central to pick up her grandchildren from CCC and Westbrook. Personally, I don't think the left turns out of Wapella and Ridge are what cause traffic. Most of the time, people block those intersections anyway and you can't get out.<br><br>This solution does not address the issue, but make it more inconvenient for the people who live on those streets and in those neighborhoods. | This alternative is just not acceptable. With the amount of students who need to go to Prospect in the mornings, you cannot remove the left turn from Central to NW Highway. That seems like a suggestion that was not even remotely suggested by anyone who has attended, or has kids who attend PHS. | Like Alternative 1, I don't see the value in removing left turns from Wapella and Ridge, that will not ease traffic at all and only inconvenience residents. | I think you overestimate the use of bike and pedestrians. This would be a decent alternative, but I would suspect that it will cost the most and not provide much relief because I don't think you're going to see a reduction in cars on NW Highway. | | The intersection has been like this for decades, and I've lived her for 40+ years. I don't think it needs any assistance. I think the majority of residents would agree that the traffic measures the village has implemented at Rand/Central/MP Road and the traffic calming measures in Hatlen Heights have all been abject failures. I would recommend you stay away from "fixing" any other problems. |
| 91 | 2025-06-05 11:03:19 | Yes | Every day | Walk - Bike - Car | Yes | This would be our first choice possibly in combination with Alternative 4. | | | We walk almost daily from the Northwest Meadows area to downtown MP. The sidewalks along Central as well as NW Hwy are for the most part just a few feet from traffic. Factor in speeding and distracted drivers make is even more uncomfortable. Improving the pedestrian crosswalk would make it safer to walk along Prospect Ave. MP has done a great job of improving the downtown area, let's try to make it more walkable. | | |
| 92 | 2025-06-05 10:55:35 | Yes | Every day | Car | Yes | Extended left turn lanes are good! "No thru traffic " signs starting at WaPella and Lincoln are a must!!! WaPella has become a rush hour cut thru. | Motorists need the option to turn left from Central onto NWHwy. That's a must. The post office neighborhood would be overwhelmed with cut thru traffic. | With Prospect getting more restaurants there is a need to access Central and NWHwy from Prospect. | Reducing traffic in town will have a negative impact on businesses and only back up traffic. With the addition of many new apartments in town, reducing lanes will create a huge backup. | | In the meantime, better signage at WaPella and Central to 'Not block the intersection' would be great! |

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| 93 | 2025-06-05 10:36:46 | Yes | Every day | Car | No | Leave well enough alone. And do not remove stop signs. | | | | [redacted] | |
| 94 | 2025-06-05 10:22:02 | Yes | Every day | Walk - Bike - Car | No | | | | | | I'll be at the meeting. |
| 95 | 2025-06-05 09:07:00 | No | Every day | Car | No | Good idea. | Terrible idea. It is critical that on has access to westbound Northwest Hwy from east bound central. If not you have to go all the way to Arthur or drive through the local neighborhood and double back to get to NW Hwy. | Bad idea. That will force drivers to go through neighborhood to Cathy Lane to get to Central. | Bad idea. This will congest traffic at Central and NW Hwy. | | The current problem at this intersection is going east on Central and trying to gain access to westbound Northwest Hwy. If you are waiting to turn left you may be stopped on the RR tracks. A longer left turn lane that would not block east bound Central traffic would help. |
| 96 | 2025-06-05 08:06:43 | Yes | Every day | Walk - Car | No | Prohibiting left turns from Wapella will only increase traffic in the neighborhood, and put children's lives at risk as people look for other alternatives to move from the neighborhood onto W. Bound Central Rd. | | Prohibiting left turns from Wapella will only increase traffic in the neighborhood, and put children's lives at risk as people look for other alternatives to move from the neighborhood onto W. Bound Central Rd. | | | |
| 97 | 2025-06-05 07:59:46 | Yes | Occasionally | Walk | Yes | Doesn't appear to change much with the traffic coming from multiple directions, which in my opinion, is the greatest risk to pedestrians. | There is no "perfect" plan but this one is worth exploring in more detail. | Worth exploring in more detail. | Just not good | | Thanks for your consideration of various improvements to better connect MP |
| 98 | 2025-06-05 06:35:30 | Yes | Every day | Car | No | Best of the 4 plans | No. I turn left on NW Highway everyday from WaPella to Central. Enforce the wapella intersection so people don't block it | Keep left turn from WaPella | no good | | |
| 99 | 2025-06-05 04:56:36 | Yes | Every day | Car | No | I like the extended turn left turn lane onto NW highway but it should stop shorter so WaPella doesn't have to be a no left turn. I already think the existing no left turn to WaPella is pointless. | I do not like the idea of no left turn onto NW highway | I like this length of the left turn to NW highway but I do not like the one way prospect ave. | I think this is the worst alternative. | | I think a longer left turn onto NW highway is necessary but would like to see all other directions have what is currently in place. If the left turn to WaPella is removed, that would be amazing. |
| 100 | 2025-06-04 23:33:44 | Yes | Every day | Car | Yes | If I am reading this correctly, I won't be allowed to turn left onto Central from South Wa Pella. For those who live on the 100, 200 and 300 blocks that is a huge disservice, but obviously much safer. There is already a no left turn from Central onto South Wapella, so that's no change at all. | [redacted] lives on South Wapella and work at Prospect High School, I legitimately make a left turn every day from Central, loop onto Northwest Highway, and turn right onto Prospect Manor. Alternative two is telling me I no longer will be able to turn left there. Is this safer? Absolutely. Is this an inconvenience? Absolutely. I also sometimes will do what this model is directing me to do and turn left at the post office, but that can have a back up many mornings as well. Obviously, we're trying to stop cars from backing up onto the train tracks, so I would actually suggest no left turn onto Ridge from Central and funnel everybody to Elmhurst | I'm confused about this model. Is it suggesting no right turn turn onto Prospect Avenue from Central? That's crazy. People coming into our town need to be able to turn right onto Prospect Avenue from Central in order to visit all those new businesses there. | Do not reduce lanes on Northwest Highway. I'd imagine you also need to reduce speed then as well. So many people have to turn left from Northwest Highway onto Central to get back into our neighborhoods that there would be traffic backed up when the left lane was full of cars and heading into your single lane. Please don't do this. | | [redacted] lives on the 200 block of South Wapella for 18 years. Traffic has never been more busy than it is now. This is obviously related to the numerous apartment buildings that have been built in town over the past five years. While I am happy that Prospect Avenue is bustling with restaurants and stores, Prospect Avenue cannot be reduced to a one-way street. It is a through street for most of the village that lives near Saint Mark and Saint Raymond. I'd rather the village and invest in a pedestrian bridge that connects Prospect Avenue to Northwest Highway. Have people walk over the train tracks if we can't build an underpass like they have in Arlington Heights. I don't think this is about reducing traffic. This is about making it safer for pedestrians. Build a bridge and |
| 101 | 2025-06-04 23:16:03 | Yes | Every day | Car | Yes | YES this is a good solution! We also need a no left turn onto Central from Elmhurst Avenue. | This is a terrible idea! We live in the 100 block of N. Elmhurst Avenue. This alternate would just force cars more onto our street!! There should also be no left turn onto Central from Elmhurst! Very hard to see and so dangerous. | Seems ok. There should also be no left turn onto Central from Elmhurst! | I don't know what this actually solves. Seems like it doesn't help the train track crossing issues. The problem is that there isn't enough stacking space for the left turn onto northwest highway from central! | | So many cars travel through our neighborhood to Fairview Elementary and Prospect High School. If you prevent people from using northwest highway (by making a no left turn from central), then it will force them to Elmhurst Avenue. We live in the 100 block and it would greatly increase the traffic during school rush times, which are already quite busy. Please don't do this to our street! Choose alternate #1 please! |
| 102 | 2025-06-04 22:46:12 | Yes | Every day | Walk - Car | No | This seems to be the Best option<br>Eastbound traffic on central get a longer light so people can turn left onto northwest highway. So<br>eastbound traffic turning left onto northern highway needs a left turn arrow after the westbound traffic stops. | | | | | I've lived off of central and northwest highway for 30 years so I hope its done to help everyone. Especially the paramedics getting patients to the hospital |
| 103 | 2025-06-04 22:41:34 | Yes | Every day | Walk - Bike - Car | Yes | | Don't like this. I access the schools and come from melas park area. | | Add more bike lanes! I'm a big bike rider and would love to see Mt Prospect become more bike friendly and promote this! | | |

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| 104 | 2025-06-04 22:35:42 | Yes | Every day | Car | Yes | This could help, sometimes I just go straight headed east because there are too many people waiting to turn left and then have to snake through the neighborhoods to get back. Don't want people to block left turners coming from Prospect though. | I do not like losing the option to go left. Any alternative would be extremely inconvenient. | No! I take Prospect to Northwest highway to work and take kids to school multiple times a day!<br>I could take a different longer route through the neighborhood and then right on Central then left onto Northwest, but as it is there is so much backup on Central that it is often impossible to make a right and get through all the traffic to the left turn lane and I miss my turn. My 5-10 minute commute will be at least doubled with this plan. I hate it | Sounds like a plan for traffic overcrowding, why would you do that??? | [redacted] | |
| 105 | 2025-06-04 22:16:21 | Yes | Every day | Car | Yes | This seems to make the most sense, not a lot of change with decent impact on delays. | The is makes sense limits options. | Could work, not really sure of the impact of closing off wa pella. Which way is the one way? | I like adding the lanes but not reducing the highway to one lane each way and increasing the delays. Adding bike lanes without the removal of lanes would be ideal. | [redacted] | I'm just glad to be informed and that these issues are being addressed for residents. |
| 106 | 2025-06-04 22:06:36 | Yes | Every day | Walk - Bike - Car | No | As someone who lives on Wa Pella, I sometimes need to turn left to go westbound on Central.<br>I like the extended left turn lane for eastbound Central Rd. | I live on the 200 block of Wa Pella.<br>I don't think this is a viable option for such a busy street as NW HWY.<br>People need to be able to access that street easily from our Neighborhood. | I live on Wa Pella. If we block off Prospect Ave, we better have a great row of restaurants and outdoor eating areas.<br>Blocking traffic there will push many people to cross at Prospect and 83, possibly taxing that area too much. | I live on Wa Pella.<br>I don't see how this would help given that it would slow down traffic in multiple directions. | [redacted] | I like some of the ideas…can we keep the left turn on Wa Pella and have an extended turn lane? |
| 107 | 2025-06-04 22:04:58 | Yes | Every day | Walk - Bike - Car | No | | | | | [redacted] | I think this intersection works fine maybe the one I don't avoid that's been "fixed" in the village, I also travel this 4-5 times daily I live right there |
| 108 | 2025-06-04 21:32:34 | Yes | Every day | Car | No | Best of the 4 plans | No. I turn left on NW Highway everyday from WaPella to Central.<br>Enforce the wapella intersection so people don't block it | Keep left turn from WaPella | no good | [redacted] | |
| 109 | 2025-06-04 21:08:02 | Yes | Every day | Car | No | | This would have a huge and negative impact on the intersection and those who live and use the intersection on a daily basis. | This is the worst option. This would have a huge and negative impact on the intersection and those who live in the area and use the intersection on a daily basis. Please keep in mind the daily traffic of parents traveling to and from Westbrook & Prospect. | This would have a huge and negative impact on the intersection and those who live in the area and use the intersection on a daily basis. Please keep in mind the daily traffic of parents traveling to and from Westbrook & Prospect. | [redacted] | This would have a huge and negative impact on the intersection and those who live in the area and use the intersection on a daily basis. Please keep in mind the daily traffic of commuters to downtown, parents traveling to and from Westbrook & Prospect. |
| 110 | 2025-06-04 21:03:22 | Yes | Every day | Car | Yes | As a resident coming east on Central it would be very difficult to get. Melas Park and Prospect high school | I do not like this option and being able to turn is important to me. | I do not like. This will re route more traffic to residents on Hi Lusi and WaPella as they try to get to Central which is already very busy. | This is my favorite option to keep turning on NW hwy available and access to Prospect Ave. | [redacted] | As a resident who lives on Wa Pella we already get a lot of traffic from Lincoln Middle School after drop off getting onto Central. I don't want anymore traffic on my residential street. It can already be hard pulling out during rush hour times from my driveway on the 0 block of Wa Pella Ave. |
| 111 | 2025-06-04 20:43:48 | Yes | Every day | Car | No | This appears to be the most reasonable alternative without creating multiple alternative routes for drivers. Having the extended turn lane would increase safety near the railroad tracks. | It would be very inconvenient for me to lose the ability to turn left to Northwest Highway. Alternative routes would add lots of additional driving minutes. I really dislike this option. | | The wait time for the lights on Northwest Highway are already long. Increasing this delay would be very aggravating. | [redacted] | |
| 112 | 2025-06-04 20:40:10 | Yes | At least once a week | Car | No | This is the least disruptive option, in my opinion. In both the Wa Pella and Ridge neighborhoods, there are alternative entrances/exits that residents could use. | Eliminating the left turn here would just drive more traffic further east and clog up some of the smaller side streets between Central and NW highway with cars looking to turn around. | I feel like the move to one way on Prospect could harm the businesses in that corridor. I do not like this option for that reason. | I think this too drastic. People rely on this route and it would only make traffic worse. | [redacted] | Of these options I'd strongly favor option 1 |
| 113 | 2025-06-04 20:38:58 | | | | | In my opinion, all problems are alleviated by lengthening the turn lane from eastbound central to westbound northwest hwy. With the short turn lane as it currently exists… cars back up and then impede the center lane of eastbound central. Lack of driver patience usually forces all east bound central cars to merge into far south lane, adding if even more congestion. By no means should the west bound northwest hwy access be eliminated entirely as the only alternate means of reaching northwest would be the far-too-west arthur | | | | [redacted] | |
| 114 | 2025-06-04 20:38:55 | Yes | At least once a week | Car | No | Never more than 2-3 cars waiting to turn left during a light cycle. | Big change for little impact. Would add to side street traffic near ridge or U turns to get back to Arthur. | Yes. | | [redacted] | |

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| 115 | 2025-06-04 20:25:33 | Yes | Every day | Car | Yes | An extended/dedicated left turn lane is a good idea however a pedestrian crossing immediately west of the train tracks is a terrible idea. This would cause traffic backup on the tracks if someone were to hit the crosswalk button and stop traffic to cross Cebtral. The no left turn at Ridge is also not a good idea considering the amount east bount traffic trying to enter the post office. This would increase traffic cutting through the neighborhood behind post office. | Not a good idea to eliminate the turn lane from eastbound Central to NW hwy. There's a substantial amount of traffic that uses this turn lane regularly that would need to be diverted to other streets to get to their destination which could cause problems on those streets. | Not in favor. | Not in favor. Not necessary to bottle neck Northwest highway down to 1 lane each direction for a bike lane. This isn't Chicago. There isnt an overwhelming amount of pedestrian and bike traffic here to warrant this. Bikes can use the sidewalk if needed. | [redacted] | |
| 116 | 2025-06-04 19:33:12 | Yes | Every day | Car | Yes | I like that there will be pedestrian crossing prioritized by having a no left turn off of ridge. | I disagree with the no left turn at the tracks. We need that option at the light. | I think a longer left turn bay is a great idea. | N/a | | |
| 117 | 2025-06-04 19:27:34 | Yes | Every day | Car | Yes | | | | | | |
| 118 | 2025-06-04 19:22:47 | Yes | Every day | Walk - Bike - Car | No | Since I live on WaPella this is a pretty awful option. Why not put cops out there in the morning to ticket the speeding high school kids who use Wa Pella as a dragway | Seems like change for change. This seems like a poorly thought out plan by engineers. | Since I live on WaPella this is a pretty awful option. Why not put cops out there in the morning to ticket the speeding high school kids who use Wa Pella as a dragway. | Do it. Bikes on a highway where cars routinely go 40mph plus is super smart. Who came up with these options? Must be someone who has never ridden a bike on a rural road. Cars going much faster than bikes is a danger for both. What a poorly thought out plan. My goodness I hope these were free submissions. | | What idiotic solutions. I hope no one paid tax dollars for this. If so you should be ashamed. These are idiotic solutions for the real problem which are high school kids driving like absolute idiots causing massive danger and congestion. Park a cop on Prospect ave or at the end of Wa Pella and watch the issues disappear for quite a bit less money. |
| 119 | 2025-06-04 18:10:27 | Yes | Every day | Walk - Car | No | Of all the alternatives. I like this one the best period alternative 1 gets a thumbs up for me period.<br>The only thing I would change is I would add a left hand turnsginal when the westbound traffic has the red light so that people know to go. What happens a lot is westbound is stopped because of the red light and the eastbound cars in the only lane don't go beause they don't realize that the westbound traffic isn't going to be coming. | Hate it | Hate it | Really hate it | | |
| 120 | 2025-06-04 17:58:38 | Yes | Occasionally | Walk - Bike - Car | Yes | | | | | | |
| 121 | 2025-06-04 17:50:12 | Yes | Every day | Walk - Bike - Car | No | I live on Wa Pella and there are VERY few alternatives to accessing the area north, or returning to my area.<br>By further limiting the access because people who travel through the area are inconvenienced, is not a reason to upset my entire neighborhood. | See the above statement. | See the above statement. | This is the worst of all "suggested" changes.<br>Changing the traffic lanes from 2 to 1 lane will ruin the Village.<br>Who would want to travel to Mount Prospect as a dining destination ?<br>It may take time to lose the potential customers, but it will happen. | | A little extra time to advise those impacted by your plans would be a good thing... for those who propose to fight back.<br>But I would imagine that was the plan.<br>My neighbor alerted me to your proposal half an hour ago.... and he watches the website. |
| 122 | 2025-06-04 17:12:37 | Yes | Every day | Car | No | | Not being able to turn left from central onto northwest highway would significantly backup traffic downtown at 83 and prospect avenue with cars needing to go around to ultimately turn left. Please don't do this. People use this route to avoid long delays at 83 and northwest highway. | | | | |
| 123 | 2025-06-04 17:10:24 | Yes | Every day | Walk - Bike - Car | Yes | This will cause additional backup on eastbound Central as cars are coraled into a single right lane to continue east if not turning left. More accidents will happen as people try to change lanes to get out of the massive left turn lane into the right. Don't do this, the volume of cars will create massive congestion. Just ELIMINATE the left turn capability. | This is the best alternative of all the alternatives. Eliminate the left turns and traffic can easily flow east on Central easing the backup especially during rush hour. People can safely get onto Central using Prospect in either direction since there's a traffic light. | Please do not eliminate access to Central from Prospect Ave in either direction. People will take side streets to access Central & more accidents will occur when they try turning west onto Central since there is no traffic light to make it safe to do so. The light at Central & Prospect makes it safe to turn west onto Central when commuting home from the Metra. | Northwest Highway needs MORE lanes, not less. It's already highly congested with 2 lanes in each direction. Would be an absolute nightmare with only 1 lane in each direction. | | |
| 124 | 2025-06-04 17:02:37 | Yes | At least once a week | Car | Yes | | Horrible idea | I don't see a need for this. | Bad idea | | |
| 125 | 2025-06-04 16:20:16 | Yes | Every day | Walk - Car | No | Cathy. That was a huge win for the neighborhood. But, saying that, I am very much against losing the left turn onto central from Wa-pella. We lost the ability to turn left onto Wa-pella from Central some years ago. Plus, turning East off of Wa Pella is often difficult because Eastbound Central drivers tend to ignore you or they block the intersection when stopping for a light. Losing the left as well will severely restrict our ability to get out of our neighborhood. Going out via Busse and then to Hi-Lusi is a S**tshow as you know, as is evidenced by one of your other options. Losing the left on Wa | all that will do is drive any people who want to go North on NW Highway onto Ridge and create a backlog there. I do it all the time when I fail to make it to the left lane on Central when I come out of Wa-Pella. I'm not a fan of weaving through someone else's neighborhood to make a left. I would advocate for an earlier green with an arrow on Eastbound Central to hold the Westbound drivers at bay to allow for any drivers turning left to go before the oncoming Westbound Central drivers cut off their access to the turn. | You guys seem to have a thing for sticking it to this neighborhood in order to ease the flow on Central, don't you? Again, totally against taking away the left turn off Wa Pella (See above) and not a fan prohibiting access to Prospect from Central. That forces people to cut through our neighborhood at Cathy or go all the way into town on NW Highway and then turn at that nightmare on Main to come back to gain access to Prospect. That puts you across the tracks twice instead of not crossing them at all. | Are you crazy? No. Just no... Have you ever driven on NW Highway? Its busy. Especially at rush hour. Cutting it down to one lane would be a terrible idea. You would be able to see the traffic backup from space. People shouldn't riding bikes on NW Highway any more than they should be riding them on the Kennedy. | | All of these options seem to increase flow by sacrificing our neighborhood's ease of use of the streets and intersections in question. I'm sure you could ease the flow entirely by simply walling of that entire end of the neighborhood. Please remember that people live and drive in this neighborhood, not just drive past it. You've already made it hard to get into it at certain points, please don't make it any harder just to ease traffic for people merely passing through. |

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| 126 | 2025-06-04 15:54:59 | Yes | Every day | Walk - Bike - Car | No | | | | | | I am mostly aligned with options 3 and 4 even though the graphics provided are very hard to understand what the final outcome will be. I think closing Prospect Ave would be the best from central and turning Prospect into a pedestrian street providing opportunity for Mt Prospect to have centralized food scene with restaurant and outdoor seating with additional landscaping and places for people to relax outdoor. |
| 127 | 2025-06-04 15:34:37 | Yes | Every day | Walk - Car | No | Sounds good | | Sounds good | | | |
| 128 | 2025-06-04 15:20:54 | Yes | At least once a week | Car | No | This seems ok, but I don't ever use Wa Pella or Ridge, so my opinion shouldn't matter. | This will have MAJOR impacts on the other neighborhood streets and does not seem wise. | This seems like it would have a major impact on the businesses and make life more complicated for those downtown without adding much. I RARELY see anyone turning left from Prospect onto Central and do it myself MAYBE a few times a year. | This seems like a terrible idea that will create a huge traffic backlog . Does Eastbound delay mean on Central? That light is already long enough, a 50% increase in delay is not tolerable! | | The left turn lane onto NW Hwy is definitely the biggest issue. Those in the know stay in the right lane to go straight so it's less of an issue. Most of these solutions will cause big headaches to residents in the area, and seem to be solving a problem that doesn't actually exist. If you can extend the left turn lane just a little bit to accommodate 2 more cars, that seems like it would solve a lot. |
| 129 | 2025-06-04 15:18:54 | Yes | At least once a week | Car | Yes | | | | | | |
| 130 | 2025-06-04 15:02:59 | Yes | Every day | Walk - Bike - Car | Yes | | | | | | |
| 131 | 2025-06-04 14:44:16 | Yes | At least once a week | Walk - Car | No | I live northeast of this intersection so the eastbound left turn is what usually backs me up. That extension would be nice, people don't always pull enough to the left after crossing the tracks. I used to go through this crossing going and coming from work daily and I never had a problem with left turners from Wa Pella. | I think that this alternative would only lead to more traffic and backups in the neighborhoods. Where would people going east on a main street go just to get back to Central? Mt Prospect already has so many areas where one has to drive around just to go straight. | Possibly, but people would drive through the neighbor to get back to Central and have to make a left turn at that intersection. That would avoid them turning left at Elmhurst and backtracking to NW Hwy & Central to make another left onto Central. | I know that NW Hwy isn't always that busy and more parking is always a plus, but this one doesn't seem like a good idea. It would back up traffic at the rush hours and doesn't account for, hopefully, more growth. | | It depends on who is in charge of what at the intersection. I spent about 21 years going through this intersection 5 days a week. I always thought that a left turn arrow going east would have been helpful. |
| 132 | 2025-06-04 14:33:22 | Yes | Every day | Car | No | I don't understand the blue lines on this if that means that you're going to block off the street I totally disagree with this. | I don't understand the blue lines on this craft if that blue line is that you are going to cut off the traffic pattern then that would mean that I would totally disagree with this. | Here again it appears that you're going to eliminate the flow of traffic from Northwest Highway to turn onto Central with the blue lines. If that's true I totally disagree with this people use Northwest Highway and central all the time that needs to be a thorough area to be able to go through. | Alternative for is what needs to be completed. Northwest Highway needs to become a larger street. It is widely used. In fact I use it every day because it is very quick. It's better than Rand Road. You can time the lights all the way to Lake Zurick | | Not at this time |
| 133 | 2025-06-04 14:28:45 | Yes | Every day | Car | Yes | Looks reasonable | Will be a disaster, will reroute traffic to the neighborhoods | Also a disaster for some the same reasons. Traffic will reroute to Cathy or further down Central | Worst of all, backups on 14 will again force traffic into surrounding neighborhoods | | Best solution is to leave as is. As resident who grew up here and navigated that intersection by foot, bike, skateboard and now car it sounds like you are looking for problem to through money at for no real reason. |
| 134 | 2025-06-04 14:08:58 | Yes | Every day | Car | Yes | | | | | | |
| 135 | 2025-06-04 13:55:16 | Yes | Every day | Walk - Bike - Car | No | Need to turn west on Wa Pella. All other turns will be more congested and harder to go west onto central | | | | | |
| 136 | 2025-06-04 13:29:10 | No | Every day | Walk - Bike - Car | No | This is the best of the proposed options | People still need to go where they need to go, and if you eliminate the ability to turn here you'll get people turning left on Elmhurst Ave and taking side streets to NW Hwy | Again people need to go where they need to go and eliminating this option will add traffic to the 83 / NW Hwy intersection as drivers need an alternative. How will this affect businesses along Prospect too as it gets harder to use this road? | This is really dumb. How will reducing lanes reducve traffic? People need to go where they need to go, why make it harder for them to do so? | | The traffic design of MP Plaza area (Central/Rand/MP Road) was a total failure and should not be repeated. This needs to be thought through and the effects of each change need to be considered. Solving one problem by creating others is not a good plan. Please keep driver frustration with bad design in mind. Some things look good on paper and in idealistic minds but are disasters in real life.<br><br>What may work is just not having the train gates down the entire time a train sits in the MP station. THAT is a huge part of the problem. How about we try a simple solution first? |

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| 137 | 2025-06-04 13:14:07 | Yes | Every day | Walk - Car | Yes | This would be a huge improvement. Eastbound left turn is the biggest problem and drivers have to either stop before the tracks or stop on the tracks which is all bad.<br>Removing the left turn option from Wa Pella would be a great idea to do NOW and help things without requiring any construction, it's currently extremely unsafe. | This is a terrible idea, we go this way all the time including going to the high school, and there's no real alternative to get in that direction. There are already too few alternatives available when going that way and this would make it worse. And honestly, you would still have people turning left there even if it was illegal. | Maybe. It seems like not a lot of traffic comes north on prospect Avenue although changing that would probably upset a few people who use it. It is not clear how much of prospect ave would be one way? | This seems like it would make things much worse and it's not clear why it would even be considered. As it says, it would greatly INCREASE delays at the intersection which is the exact opposite of what is needed.<br>Some improvements for pedestrians and bikes in town would be greatly appreciated but this specific idea would be a disaster. | [redacted] | The other major problem with this intersection is traffic headed southeast on 14 and the right lane getting stopped by cars turning right that have to wait for a train crossing.<br>Also MUST be addressed is cars headed west on Central that get across the tracks (often turning) and then there's a red light immediately on the other side of the tracks meaning a choice between stopping on the tracks and going through that red light with traffic potentially coming from prospect ave. |
| 138 | 2025-06-04 12:36:21 | Yes | Every day | Car | No | This is the best option. The turn lane needs to be expanded to fit more than 2-3 cars. | No. This is the worst option. I travel central / nw hwy everyday, this will just move more left turning traffic onto elmhurst ave or ridge- thus backing up traffic into the intersection and increase the potential for congestion and rear end accidents and putting additional traffic in residential neighborhoods. | Why- this doesn't even make sense. Leave it a two way | This makes even less sense than the previous alternatives. If anything you need a right turn lane for SE/B Northwest Highway turning right onto W/B Central. | | Option 1 is the best choice. The addition of a right turn lane for SE/B Northwest Highway traffic turning right onto W/B Central should also be considered. That would alleviate a lot of congestion. |
| 139 | 2025-06-04 12:33:40 | Yes | Every day | Walk - Bike - Car | Yes | | | | | | Thank you for exploring alternatives to improve safety at this intersection. |
| 140 | 2025-06-04 12:25:43 | Yes | Every day | Walk - Car | No | Yes. Left turn from Wapella causes back ups and close calls. | No. Ridiculous. Drive to Lincoln every day. Congestion not a problem. This will cause issues. | | No. Will cause confusion and back ups. | | Or just leave it alone. Been making this daily drive for seven years so to Lincoln. Its fine. |
| 141 | 2025-06-04 12:02:56 | Yes | At least once a week | Car | Yes | I don't see much difference from how it is currently, but making the area more walkable would be good | Easier pedestrian crossing would be a good thing. Making the area more walkable and bikeable in general would be good. | Not sure how I would feel about cutting acres from Prospect Ave to Central. | More bike paths would be a good thing. | | Making the area more walkable and bikeable in general would be good. |
| 142 | 2025-06-04 12:01:35 | Yes | Every day | Car - We rarely cross by bike or walking because we usually head downtown so we walk from south side of tracks and cross by P & Me. | No | and I always use Prospect Ave to turn right and then quick left onto NWHY. Do not remove! What would PHS students use to commute to school? It's already a nightmare in the morning with traffic and train delays!<br>Add a pedestrian bridge? My family and I usually cross tracks when we bike or walk at P & Me from South side of tracks to north side because of safety. It's less congested.<br>Also, this intersection is very foreign to nonresidents. At least once/month a random driver will turn into an incorrect lane. | No!! | Absolutely not!!! We live on I Oka and we always use Prospect Ave to turn right onto Central or Northwest HWY. Extend the turn light! | No! | | Extend the turn lights also on Prospect Ave and Main St!!<br>Do not eliminate Prospect Ave right turn at Central intersection. That would be a nightmare!! |
| 143 | 2025-06-04 11:47:58 | Yes | Every day | Car | Yes | Put in an underpass so trains do not cause back upstairs on Central. Configure an access to NW Highway from Central. With Route 83 same problem on Prospect. Very difficult to get over the tracks from Prospect. With all the new businesses on Prospect , there needs to be a better solution. | Rte 14 is a main roadway, no other way to access this. Terrible idea. | Where would traffic from Prospect be rerouted too? Better left turning lane is a plus but closing Prospect is not a good option. | Horrible!! | | |
| 144 | 2025-06-04 11:38:25 | Yes | Every day | Car | Yes | | | | | | |
| 145 | 2025-06-04 11:25:15 | Yes | Every day | Car | Yes | I much prefer this over Alternative 2. | Even though it's a cause of delay, I don't like removing the left turn lane. I also feel that enforcement will be weak to non-existent, just like the new restrictions at Central/Rand that are flaunted. The Village spends more time policing the turns onto Isabella from Rand at rush hour than it does the ineffectual changes at Central/Rand, and the same will be true on Eastbound Central, probably leading to even more delay. | I don't like the disruption of removing the signal/turns at Prospect Avenue. | Good in principle, but only if combined with more changes. Segments of bike paths in isolation usually don't help. I would like to know where that reduction in vehicles that CMAP projects would come from. Much of it would probably be from people currently doing business in Mount Prospect who can just head to Arlington Heights or Des Plaines instead. | | It's self-defeating and arbitrarily limiting to perform this study in total isolation from the previous transportation study. There are options where combinations would make better outcomes. Traffic engineering by itself is a loser's hand. |
| 146 | 2025-06-04 10:48:44 | Yes | At least once a week | Bike - Car | Yes | | Terrible idea. Would greatly increase left turners to Ridge Ave and Elmhurst Ave | | Combine with Alternative #1! | | |
| 147 | 2025-06-04 10:47:58 | Yes | Every day | Car | Yes | This seems like a viable option | Preventing east left on NW hwy - increase traffic on side streets and has the potential to increase back ups elsewhere on central for those looking for access the NW side of MP | Nope | Worst idea yet | | We seen some pretty bad intersection "improvements" lately. Sometimes doing nothing is still the best option |

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| 148 | 2025-06-04 10:37:04 | Yes | At least once a week | Car | No | This seems like the most reasonable option. Can the Village please share the data around why this project is necessary? Is the delay grossly out of line with other crossings/lights? Have residents been complaining? | Please do not eliminate turns from Central to NW Highway. For those of us in the neighborhood south of Central/West of Elmhurst, it's essentially the only option we have to cross other than Elmhurst, which can also have lengthy delays. | Please do not eliminate signal from Prospect avenue. If you are already south of the tracks, this is a convenient way to get to Central (CCC, Melas, etc) without crossing tracks. | I agree looking for ways to increase bike use/travel/access, this area already feels congested and removing a lane/adding parking on the sides doesn't seem like it would be safer for pedestrian traffic. | [redacted] | |
| 149 | 2025-06-04 10:20:57 | Yes | Every day | Car | Yes | Doesn't feel like it will bring much change | | | Not enough of a change | | |
| 150 | 2025-06-04 10:17:03 | Yes | Every day | Walk - Car | Yes | | I don't see how we could eliminate L<br>Turn to NW Hwy without creating new issue of L turn at post office | Light at prospect is awesome!!! Do not remove!!! | | [redacted] | I get it. Its an issue but we need to be able to turn L onto NW Hwy and we need to be able to turn at the light on prospect |
| 151 | 2025-06-04 10:07:49 | Yes | Every day | Walk - Car | No | This plan and all the other plans would isolate an entire community, which already suffers from limited access from all directions | This plan would force traffic from an entire community to go south to Lincoln St., then north through the already difficult and over-crowded intersection at Main St, and Northwest Highway in order to go northwest on a US Highway. . | This is a ridiculous idea, creating problems for an entire community that is already difficult to reach, and it gives absolutely no benefit to anyone. It would increase traffic going through the very busy intersection at the train station. | This idea is absurd; to limit traffic on Northwest Highway, a US Highway, to a single lane through downtown Mount Prospect and alongside a Metra Station. Especially when one considers the strong possibility that that roadway will likely become a main thoroughfare to reach a proposed Bears stadium in Arlington Heights. There is plenty of room on the railway right of way to accommodate a bike lane without reducing traffic lanes. | [redacted] | The Village clearly lacks ANY understanding of the community south of Central and west of Elmhurst Rd/Main St. The Village is proposing that Wa Pella, the only exit from the south, be FURTHER restricted. Someone needs to look at a map and see how a resident of the Village that lives north of Lincoln, south of Central, west of Elmhust and east of Busse can reach their home or leave it. The options are very few and all involve long delays and round-about travel. The extreme shortness of notice of this impractical and impactful plan is also a problem. |
| 152 | 2025-06-04 10:05:08 | Yes | At least once a week | Car | No | Pella or Ridge has ever slowed me down but adding the no left turn signs could help I believe and a good idea. I think we do need a longer left turn lane from Central to NWHY, BUT adding the concrete islands along Central, Wa Pella and Ridge is a very bad idea IMO. My thinking is what if there is a fire or EMS is needed on Wa Pella or on the way to NWC hospital? I believe EMS would come from Station 13 to get to Wa Pella, with concrete islands can the EMS and tower 13 still turn left onto Wa Pella? If not, now they need to keep going west to Cathy Ln, then to Busse to get back to | next spot to get back to NWHY is the left turn at Elmhurst Ave. I feel this will add a lot of traffic to the side streets and back things up on Central when that turn lane backs up. I still like the no left turn on Ridge. I feel the new island will be the next new spot for beggars to work off of (not a good look for MP and not safe for them) and people that don't cross fast enough could get stuck in the middle island and that's not safe as well. You could add a longer time for people to cross but would slow things for traffic. I also feel the long island on Central and Ridge could slow down EMS | I feel this is the worse alternative as it traps a lot of people from getting out of the area east of Hi Lusi and also cuts off a way for EMS to get too Central to get to NWCH. | By doing this the next new problem will be the backups on NWHY! | [redacted] | The big problem here that slows traffic down is the trains during the rush hour and messing up the timing of the lights. Any changes made to the area will just mess up the neighborhood with more traffic and people looking to the side streets for shortcuts and delay EMS. It's really not that bad please don't mess it up more!! |
| 153 | 2025-06-04 09:57:22 | Yes | Every day | Walk - Bike - Car | Yes | Enhanced pedestrian access only works if drivers are held accountable. There is still too little room at the corner of NWHY and Central (west corner?) to wait for safe signal | Not enough consideration for crossing over central west of the intersection. | | I am very much in favor of bike lanes, however considering the amount of drag racing and/or fast drivers along HWY 14, I would not be comfortable riding along that road unless necessary. | [redacted] | Please address pedestrian crossing as a priority. It is such a dangerous crossing for middle and high school students. |
| 154 | 2025-06-04 09:53:44 | Yes | At least once a week | Car | No | would not impact me at all | I like this option because that left turn is so dangerous with the tracks right there. | would barely impact me as I rarely use this turn | doesn't' seem like a good option | [redacted] | |
| 155 | 2025-06-04 09:42:55 | Yes | Every day | Car | No | This is the best option. | | | | [redacted] | |
| 156 | 2025-06-04 09:41:46 | | | | | | | | | [redacted] | |
| 157 | 2025-06-04 09:38:35 | No | Every day | Car | Yes | I think it would be good to have no left turn from wa Pella but this should include no left turn from central into nw hwy | I like no left turn from central to northwest hwy | Best one fire safety as there is more room for left turns currently if 2-3 people want to turn they block traffic on the left lane so people typically stop on tracks | | [redacted] | |
| 158 | 2025-06-04 09:33:23 | Yes | Every day | Walk - Car | Yes | No left turn on Central from Wapella would be a disaster. If cars don't block intersection, it's the easiest way to go west on central especially during high traffic times. Living in that neighborhood is bad enough when needing to go out of your way to get home or on the road you need to. Do not make it harder for people living there! The left turn onto Central needs to be a longer arrow or an added turn lane if possible. That is the biggest and only concern. | Can not eliminate left turn to NW Hwy entirely and also no left on Ridge. Where will people turn left to get onto NW Hwy?? Another 5-10 mins out of their way?? This option is completely ridiculous. | Can not eliminate Prospect crossing and add more chaos to central and NW Hwy especially with all the new businesses and condos. This makes it harder for people living in that neighborhood. Also can not eliminate no left onto central from wapella as stated earlier. | Reducing lanes will cause more backups. | [redacted] | East on Central making left turn lane onto NW Hwy should be only concern. Needs to be a left turn lane if possible or need EB and WB Central to have green lights at separate times |

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| 159 | 2025-06-04 09:24:36 | Yes | Every day | Car | Yes | This would solve alot as most right turns off Wa Pella go into left turns onto NW HWY. | This is a terrible idea, the next intersection north of central is not until the Davis Street underpass. This would just crowd the Main street intersection and add significant time to a commute or make more left turns onto elmhurst, then backing up central there. | This is a good idea, I already avoid the prospect stop light because of how long it is to begin with. It would just be a difficult transition and might increase traffic through Hi Luis and I Oka. | I do not think this would solve much. There is not much need for more bike lanes or pedestrian crossing as most of that is done at Main. | [redacted] | Extended left turn lane on central will solve alot of problems. |
| 160 | 2025-06-04 09:18:47 | Yes | Every day | Walk - Bike - Car | No | I like it,<br>Needing to keep the right turn from Prospect onto Central and then the left turn onto NW Hwy is key. | Good, BUT....<br>Needing to keep the right turn from Prospect onto Central and then the left turn onto NW Hwy is key. | No signal at prospect would be a disaster! We will need to keep the right turn onto Central to make the left (on Arrow) to NWhwy | Overall 80% increase would make this intersection unusable. | | |
| 161 | 2025-06-04 09:12:14 | Yes | At least once a week | Car | No | No comments | This is not a good idea, as you have many families with students at Prospect HS that take this route. | I like the idea of extending the left turn lane, and also think you could change the stop light there to have a certain amount of time solely for the left turning vehicles. | I don't see this as a viable option. There is too high volume of traffic on these streets. | | |
| 162 | 2025-06-04 09:03:30 | Yes | At least once a week | Walk - Car | Yes | I don't like the loss of the pedestrian crossing across 14 where Olympus is. Otherwise like the extended eastbound left turn lane. | No | I don't like the loss of the pedestrian crossing across 14 where Olympus is. Otherwise like the extended eastbound left turn lane. | I'd like to know more | | Keep as much pedestrian access as possible |
| 163 | 2025-06-04 08:45:56 | Yes | Every day | Car | Yes | This doesn't do too much to control the traffic and back up. | This alternative seems to be the best restricting access from Central eastbound to Northwest Highway and closing ridge Road left turn. | There is not a lot of traffic to make a right hand turn on Prospect onto Central Road. Many people avoid this because of the tracks. | This is not very helpful with the traffic flow coming from the east on Central. | | |
| 164 | 2025-06-04 08:38:53 | Yes | Every day | Walk - Bike - Car | No | Good option (note I live on Wa Pella) but eliminating left turn makes sense. Am concerned about pedestrian crossing of NW Highway; W bound traffic on Central making right turn onto NW Highway, vision of pedestrian crossing is blocked by building, have had several near misses. | Eliminating left turn to NW Highway will be difficult for many to accept, difficult to get to Prospect High School and other sites on NW Highway | Eliminating access from Prospect to Central not necessary, agree with prohibiting L turns and enhanced crossings. | Motorists will freak at eliminating these lanes | | Pedestrian crossing of RR tracks on S. side needs to be wider. |
| 165 | 2025-06-04 08:29:04 | Yes | At least once a week | Car | No | | | | | | |
| 166 | 2025-06-04 08:28:15 | Yes | At least once a week | Car | Yes | Would cars still be turning left onto NW from central? | This is ideal. Idk how the cars will be able to go from Central to NW but not turning left right at the intersection would make for quicker traffic. But, the light on Central and Main would need a time adjustment. Right now, main street has a longer green time. | Bad idea for businesses in that area. | Safer walking patterns. | | Would like more information on how could would get from Central to NW highway without causing major intrusion to the neighborhood on the left, which is where I live. |
| 167 | 2025-06-04 08:15:16 | Yes | At least once a week | Car | Yes | | | This would shorten the overall traffic light cycle... like it | No bike paths!!!!!!!!<br>A high majority of bikers on the road ignore existing traffic laws and signals....leta not reward bad behavior!!! I almost got broadsided by a biker who failed to stop a a stop sign. | | |
| 168 | 2025-06-04 08:15:06 | Yes | At least once a week | Car | No | I like this proposal. Increased eastbound left turn lane storage prevents traffic backing up/delaying straight-travelling eastbound lane. | eastbound left turns from Central to Northwest Highway should not be eliminated. This alternative is a poor choice. | Access from Prospect Ave to Central should remain. This alternative is a poor choice. | Combine this with Alternative 1, though I have hard time believing the CMAP projection of 33% vehicle reduction on Northwest Highway. | | |
| 169 | 2025-06-04 08:11:00 | Yes | Occasionally | Car | Yes | | Eliminating turns just means that people will be using side streets to get where they need to go. | | | | Sooooo hard to see the alternatives above and the text is not written in consumer-friendly language. Send out something easier to understand and I would be happy to provide my opinions. Basically, I want more turn lanes --- not fewer. |

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| 170 | 2025-06-04 08:03:11 | Yes | At least once a week | Car - Run | No | | The best option 👍 | | | [redacted] | |
| 171 | 2025-06-04 08:02:28 | Yes | Every day | Car | Yes | This might stop people from stopping on the tracks. The current set up only allows for 2 cars in the turn lane. You don't know if people are turning since most don't use a turn signal.<br><br>Left turns to/from Wapella and Ridge is a good idea but how does it affect the businesses? | How does no turn to/from Ridge affect the businesses? Overall it is probably a good idea since that area is congested.<br><br>Concerned about the no left turn lane onto NW Highway. The alternative seems to be Arthur but not sure this is viable. People will start cutting thru neighborhoods and probablygo well above the speed limit. Not sure this is a good option. | Prospect Ave being one way seems odd. What about the businesses? How does this affect them? We are trying to improve our downtown, attract new businesses etc but this seems to hinder that.<br><br>Again - Cars will cut thru the neighborhoods and probably go above the speed limit | I wouldn't ride a bike on NW highway even with a bike path nor would I allow my child to do it either. Cars are flying down NW Highway at all hours. I hear them at my house all the time. | | |
| 172 | 2025-06-04 07:58:28 | Yes | Every day | Car | No | I like the restrictions for left off WaPella.<br>That seems to be an issue. | Not much changes. | This would be a hard sell.<br><br>Lots of changes. | I like this option. | | Better lighting for the evening travels.<br><br>Lighting street signage. |
| 173 | 2025-06-04 07:54:40 | | | | | Not a bad idea | Absolutely not! This is a huge inconvenience to the area south of the tracks | Absolutely not! Horrible idea. Many use this to avoid the signals in downtown and avoid train delays | Absolutely not! Reducing vehicle traffic lanes would create to much congestion! Horrible idea- | | Extending the left turns onto lane for NW HWY and Central is good- your issue is that the roadway markings are poor. And vehicles turning off Prospect from prospect into the WB central lanes rather than EB lanes. Roadway markings are non existent |
| 174 | 2025-06-04 07:46:17 | Yes | At least once a week | Walk - Car | Yes | | | | | | I also feel that when walking or riding a bike, it's dangerous trying to cross that intersection the way it is now. People do not pay attention when driving and I can see that if the walker is not paying attention, there could be an accident. |
| 175 | 2025-06-04 07:28:26 | Yes | Occasionally | Car | No | A turn lane onto NWH is a great idea and will help flow of traffic through the intersection | No left turn into NWH is a bad idea, people will go through the light to turn left on Ridge or Elmhurst and will still cause a backup. Plus they will just be going through residential to cut back to NWH and not be looking for children | Closing off access to Prospect Ave just means people will cut through the neighborhood to get downtown. Then resident will complain about speeding on side streets. | Increasing the delay for drivers in a bad idea. The only positive here are for pedestrians, this makes things worse for drivers | | Changing the pedestrian options is only good if pedestrians actually follow the directions. The bigger focus should be on creating flow of traffic for cars to get through the light, it is already a long wait plus if you have trains it's longer. Being stuck behind people turning and not making it through it was causes people to get angry, but eliminating options for traffic to go through to the major roads (NWH, Prospect) will just create people speeding through the neighborhoods. |
| 176 | 2025-06-04 07:25:03 | Yes | Every day | Car | No | I agree with lengthening the left turn lane on central road. However, eliminating the left turn from wa pella to central would cause major issues and all it would do is increase traffic left turns further east down central and more traffic through the neighborhood. | Eliminating the left turn from central to NW Hwy is taking away a major route for hundreds of people. | ABSOLUTELY NOT. Omg who came up with this idea?!? | | | |
| 177 | 2025-06-04 07:20:28 | Yes | Occasionally | Car | Yes | | This seems inconvenient | Don't like eliminating prospect access | I would not want to lose road space for landscaping. I'd be upset if driving took longer because of landscaping | | Alternative 1 seems like the best solution. There just aren't enough places to cross the tracks so inevitably all crossings have delays and traffic. These ideas make sense but don't really solve the root problem |
| 178 | 2025-06-04 07:16:48 | Yes | At least once a week | Car | No | | | | | | |
| 179 | 2025-06-04 07:12:04 | Yes | At least once a week | Car | Yes | Like extended turn lane. Like realigned crosswalk north side of Central(currently dangerous for WB Central to NW HW movements-obstructed view | Do not like removal of EB Central to NWHW left turn. What is the Alternative? | Do not like elimination of Prospect intersection. Would force too much traffic to Prospect/Main (a bad light today) or through neighborhood | Bad idea. | | I would think with the improvements in #1, and modern traffic sensing and light controls, this intersection could be improved significantly. Specifically, after cycle is interrupted by train or emergency vehicles, it should not just default to the beginning of the cycle. Today multiple trains can go through during a single cycle causing extensive delays for non Central traffic. |
| 180 | 2025-06-04 07:07:44 | Yes | At least once a week | Car | No | How are people going east on central supposed to access NW Highway?<br><br>Expect a lot of left turns onto Elmhurst Ave. How else Can we access our subdivision?! | | Bad idea! Just kill the businesses on Prospect. The issue isn't at Central Road. It's in downtown MP figure out something at the Elmhurst Road crossing. | NW is a racetrack. Putting a bike path on it is dangerous to the bikers. | | Leave it alone. I was just telling my daughter yesterday that the Central Road crossing is awesome because I don't get stuck by trains. Don't mess it up. |

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| 181 | 2025-06-04 07:07:20 | Yes | Every day | Car | No | This could be helpful as long as it doesn't lead to a buildup on the tracks | This would be a disaster!!!! Please do not do that. So many people rely on that left turn to get to school and work! | Again so many people from prospect Ave and central rely on that right turn left onto northwest highway. It has been like this my entire driving life and I have used that turn light a million times! You cannot eliminate this! How will prospect kids get to school!!! | I don't see a need for this | [redacted] | Please do not mess up this intersection! |
| 182 | 2025-06-04 07:00:55 | Yes | Occasionally | Car | No | | | | | | |
| 183 | 2025-06-04 06:51:17 | Yes | Every day | Bike - Car | Yes | This proposal will be a pain. I understand the rational for it, but it won't work. How will the no left turn be monitored? Will police always be there? Please, honestly, look at Mount Prospect Plaza traffic changes……I see people completely dismissing the no left turn on the Rand from the plaza. No one monitors it. | Same comments as above | Better | | | Why was this just released and the meeting is June 5? This makes this look suspect. |
| 184 | 2025-06-04 06:44:06 | Yes | Every day | Walk - Bike - Car | No | Would be nice if the no left hand turn on WaPella to central would do be for rush hours only. I live on WaPella and would need to turn left onto central. | I like this alternative. I always avoid turn at the track and go to Elmhurst to turn left. I have seen other areas that route cars through neighborhoods to help with traffic flow at train crossings. | Prospect is used often and access should not be eliminated. Especially with all the new developments that are occurring on prospect. People will need access to prospect | This would be nice but would not help the intersection crossing for the kids and cars at central and northwest Hwy | | I will be out of town this week but would like to be included in other developments. |
| 185 | 2025-06-04 06:31:15 | Yes | Every day | Walk - Bike - Car | Yes | | | | I like any sort of way to make Mount prospect more bike or walk friendly. There is NO good way to cross the tracks by foot or bike. It is way too close to traffic. I don't feel this way in neighboring communities. | | |
| 186 | 2025-06-04 06:24:30 | Yes | At least once a week | Car | Yes | I definitely think there could be additional left turn lane queue at this intersection. I think this would decrease traffic congestion in this area. However, if the left turn signal is through an extended period of time, I do see this causing an issue for those waiting to turn right or left from Prospect Ave because they would have to wait longer for this queue to clear. | If left turns from Central are eliminated, what is the alternate route? I would worry about increased traffic flow on other side streets and through other neighborhoods which would increase speeds potentially and increase collision potential on residential streets. | I think the access to Central/ Northwest highway needs to be maintained through Prospect avenue. This is especially critical during rush hour times as well as if alternate routes are needed due to a road closure. I also worry about increased traffic on other streets that would lead to more congestion and increased traffic times on other streets. | I would not be in favor of decreasing Northwest highway traffic to one lane. Alternative options to deal with pedestrian/bike traffic should be addressed. There were plans to build a pedestrian/bike overpass over the train tracks at one point. This would be the preferred option over an increased bike path at this intersection. There is still an inherent risk of train/pedestrian collision potential with this option. Alternatives that involve eliminating pedestrian/train interaction should be considered. I understand that these are more costly, but this is the best way to manage this type of interaction from a risk mitigation perspective. | | |
| 187 | 2025-06-04 06:20:33 | Yes | At least once a week | Car | No | Not my first choice, but better than some of the others. | I agree with this proposal. Left turns onto Northwest Hwy from Central cause delays and are dangerous, backing up eastbound traffic on the tracks. | Too many negative impacts with this proposed change. | Driving through town is already slow and annoying, so reducing Northwest Hwy to one lane in each direction will make that worse, including drivers not following merge signs well. Potential for more accidents, people speeding to try to beat the traffic lights. | | Thank you for sharing the proposals and asking for input. |
| 188 | 2025-06-04 06:17:01 | Yes | Every day | Walk - Car | Yes | | This might best | | | | Please don't screw it up like you did the exits at Walmart. We don't need any extra traffic through the neighborhoods. |
| 189 | 2025-06-04 06:16:00 | Yes | Every day | Walk - Bike - Car | No | Would this widen the road? | Seems like this won't be viable with traffic reroutes. | | | | |
| 190 | 2025-06-04 06:15:31 | Yes | Occasionally | Car | No | I like it. It's best for overall traffic in this area | I don't like this, this will be a larger detour | I think this too is fair. Prospect is not a very busy street. Detour is just a street away for those coming from Prospect Av | This isn't feasible at this point | | |
| 191 | 2025-06-04 06:10:20 | Yes | At least once a week | Walk - Car | Yes | Westbound cars turning right onto Northwest Highway will kill pedestrians with the crosswalk that close to Central. I think this makes things worse. | No left onto Northwest Highway from eastbound Central will help with traffic, but only marginally. Westbound cars turning right onto Northwest Highway will kill pedestrians with the crosswalk that close to Central. I think this makes things worse. | Westbound cars turning right onto Northwest Highway will kill pedestrians with the crosswalk that close to Central. I think this makes things worse. | I don't see anything different on this one | | |

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| 192 | 2025-06-04 05:49:15 | Yes | Every day | Walk - Bike - Car | Yes | This is a good solution, but will likely just push the problem to other intersections west of Wa Pella | I significantly oppose this alternative. | I fear this will also push the problem west of Prospect and Wa Pella. | This is a terrible idea and will push congestion to other areas. | [redacted] | A couple good ideas here, but I think the best solution is to leave it as is. |
| 193 | 2025-06-04 05:46:36 | Yes | Every day | Car | No | | Elmhurst Ave would be backed up due to Fairview traffic. Lots of people turn left for that from Central to Northwest Highway | | | | |
| 194 | 2025-06-04 05:45:35 | Yes | Every day | Car | No | This helps us make a left onto northwest highway. | We couldn't use this intersection at all. This is how we get to Culver's, Chicago swim, Arlington heights, by making a left onto northwest highway. Not sure there are a lot of walkers on this intersection. It's a pretty busy intersection with NW highway and central. | | | | |
| 195 | 2025-06-04 05:42:46 | Yes | Every day | Car | Yes | Preferred as least restrictive alternative. | | | | | |
| 196 | 2025-06-04 05:40:08 | Yes | Every day | Walk - Car | No | We live on hi lusi and must use wa pella to turn onto central. I have high schoolers who make that left turn everyday. Extending the left turn lane would be helpful and safer for them.<br><br>It is much easier for us to take wa pella to central than coming down 83 and having to deal with the congestion at 83 and northwest highway.<br><br>We avoid that intersection more. | high schoolers who make that left turn everyday. Extending the left turn lane would be helpful and safer for them.<br><br>By removing the lane where do they then proceed to turn? Wouldn't that make for more congestion at the post office.<br><br>Elimating this intersection would definitely impact our. Neighborhood and the ability to get around. | Since we have to use wa pella since you cannot make the left turn from hi lusi onto prospect this wouldn't impact as much as if you eliminated the left turn from central. | | | I gave my feedback and additional comments in the previous boxes. Unfortunately we will be out of town for the meeting but this change would impact us greatly. |
| 197 | 2025-06-04 05:29:16 | Yes | Every day | Car | Yes | | | | This is dumb and will cause more issues | | |
| 198 | 2025-06-04 05:27:53 | Yes | At least once a week | Car | No | Do not like it. I use the left turn onto central all the time. | Another bad idea. The use of central into Northwest highway is utilized a lot. | Very very bad idea. I use Prospect avenue the most from my house and this would hurt my commute. | Terrible idea to reduce Northwest highway lanes | | Every one of these ideas are bad. |
| 199 | 2025-06-04 04:29:03 | Yes | Every day | Walk - Bike - Car | No | There should be a no left turn from East bound Central to West bound 14 during peak times. It is very dangerous when it gets backed up with cars blocking the tracks. People do not pull up far enough either. Add a pull up line also. | Looks ok, but just limit the turn from East bound Central to West bound 14 from 6-9 am and 330-6pm. | You should definitely be able to turn right from Prospect to East bound Central. | | | |
| 200 | 2025-06-04 03:54:52 | Yes | Every day | Car | Yes | Provide additional left turn only lane with longer storage and left turn signal with additional time. | | | | | DO NOT CHANGE PROSPECT AVENUE! |
| 201 | 2025-06-04 03:21:55 | Yes | At least once a week | Car | Yes | Yes, this looks great! That left turn lane on Central heading east is too short which then causes drivers to back up that center lane for anyone heading east. I also feel like people turning left off of Wa Pella cause back-ups as well. I love this. | This looks awful. Removing the left turn lane on eastbound Central would cause lot of grief by making people that live in the Prospect Manor neighborhood and nearby Arlington Heights go out of their way to get where they need to go. I picture anyone wanting to drive to, say, Prospect High School to go way out of their way. This is not a good design. | Another poor design. Drivers turning right from Central onto Prospect are not a significant cause of gridlock at that intersection. Besides, with all the new businesses just south of the tracks, why would you make anyone heading into Downtown cross the tracks onto Northwest Highway only to have to cross the tracks again to get to all of our awesome new restaurants or Caputo's? That seems like a good way to keep people from coming to patronize these businesses and as such, a really bad idea. I really dislike this plan a lot. | This is the worst idea yet! God-awful! I'm so sick and tired of roadways which were built primarily for automobile traffic being chopped up and giving every alternative traveler a preference over automobiles. Please do not do this. I encourage you all to go take a drive into the heart of Chicago where they've chopped up all of their former two-lane streets down to one to accommodate bikes and buses and scooters and pedestrians and motorized unicycles and babies and puppies crawling in the streets and gauge how long it takes you to get anywhere. My wife and I just this week drove on Elston and it took us literally an hour to get from Fullerton to Montrose. Awful, awful, awful idea. I have cut down my trips to Chicago because of the traffic hellscape. Do we want to do that to our burgeoning Downtown? Really? Furthermore, think of the impact this plan would have if the Bears do in fact build their new stadium in Arlington Heights. Please do not do this. | | I know that many people are upset by the new traffic patterns at Rand/Mount Prospect/Central, particularly coming out of the parking lot and not being able to go straight into Mount Prospect Road. While I sometimes find it inconvenient to go to either of the extreme ends of that shopping center to get out, I do like the new patterns and timing of the lights. It's a little pain for a bigger payoff. But please don't make the Central/Northwest Highway RR crossing a huge pain for a small payoff or worse, a huge pain for another huge pain of a one-lane NW Hwy. Make this make sense. Extending that turn lane on eastbound Central seems to be the smallest pain for the biggest payoff. Leave everything else (with the exception of the newly proposed no-turns in scenario one) as is. Don't fix what ain't broke. |

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| 202 | 2025-06-04 00:52:28 | Yes | At least once a week | Car | Yes | Looks like you have no left from wapella. It's not my favorite option but I don't understand why you need to restrict it. Traffic lights could be used to help manage traffic, including existing to remain signs that you've included, allowing more turning with an arrow | The main reason I use this intersection is going from prospect avenue to get on to central. This would keep me from being able to do this ever. There is a traffic light to control this traffic. And I feel like it works well. | Not allowing traffic to go from Central to prospect avenue makes no sense. It keeps people from going through side streets such as wapella, to get to the South downtown area. This will not solve anything but irritate everyone. | I want to see the no left on the ridge is a change. I don't know what else is different here | [redacted] | If you're watching traffic patterns, why can't we have longer greens, longer green arrows. The traffic isn't going anywhere but through us. Whether there are local or passing through. There has to be a better way besides more NO things |
| 203 | 2025-06-04 00:12:51 | Yes | Every day | Car | Yes | Increasing eastbound left turn seems to be the only necessary adjustment | Not necessary | Not necessary | I don't see many pedestrians crossing this intersection so why would this hep the village? I would try to avoid this intersection everyday to avoid the traffic | | |
| 204 | 2025-06-03 23:58:30 | Yes | Every day | Car | Yes | Idiotic idea to prohibit left turn onto Wa Pella. How are people who live in that neighborhood ever supposed to get home? A left hand turn lane there would be a good idea. Also pedestrians should not be a consideration. Find a stoplight to cross at. | Don't understand this solution. Fine with the Ridge Road alternative - no one should be turning left from there. The eastbound turns to Northwest Highway need wider space, but what are people supposed to do. There are no good alternatives. Again, why are pedestrians a consideration? Five people use that crossing a day. Worry about the cars. | Prospect Road messes up all of the railroad crossings. Why not eliminate all access across the tracks from Prospect Road, or, better yet, eliminate Prospect Road? | Pedestrians and bicyclists should not be considered at all in this study. I understand it is probably required by state or federal law, but they can find other crossings. | | The problem you are facing is that three regularly traveled roads intersect at a railroad crossing. It's a slightly less convenient issue than the Rand, Kensington, Main St intersection. Unless you eliminate a road, you will not solve the problem. |
| 205 | 2025-06-03 23:53:48 | Yes | Occasionally | Car | No | | | | | | |
| 206 | 2025-06-03 23:51:49 | Yes | Every day | Walk - Bike - Car | Yes | What the heck? | Why don't you just lock me in my house. | It's the nicest alternative. | What does this accom? | | |
| 207 | 2025-06-03 23:47:15 | Yes | Every day | Car | Yes | I think this is a great solution! | If the left lane is taken away people are forced to go further down central and potential cause backup and traffic by the post office | I think this option would be great! | I think this option would cause too much backups and traffic along NW Hwy especially during busy train times | | |
| 208 | 2025-06-03 23:25:12 | Yes | At least once a week | Walk - Car | Yes | I would find this very inconvenient personally, as I often make the left turn onto Central from Wa Pella, I think MANY people will use the alley going against the one-way (eastbound) and make the illegal left turn onto Prospect Avenue. We already witness this behavior, and it makes for a VERY dangerous arrangement for residents who live and park along the alley between Hi Lusi and Wa Pella. | Not at all certain what the alternate route would be for traffic wanting to head NW on NW highway. | this will send a TON of high-speed traffic through the neighborhood to the south. I can guarantee you regular accidents, property damage, and killed and injured kids/pedestrians. You'd have to do something to keep Hi Lusi avenue from becoming a 4-lane super-highway. | Bike Paths and additional parking here are absolutely unnecessary, especially in light of the intersection delay. Many angry drivers honking horns and swearing, adding to those who already do this. | | All the options you illustrate will increase traffic on Hi Lusi Avenue and especially through the alley between Hi Lusi and Wa Pella avenues. This alley is already a dangerous cut-thru for many drivers, who ignore posted speed limits as well as the signs that indicate NO |
| 209 | 2025-06-03 23:24:54 | Yes | Every day | Bike - Car | Yes | | This would pose a significant challenge to commuters at rush hour going to PHS. There is already a backup by the post office due to people avoiding turning left on NW Hwy | This would make traveling home from downtown MP challenging at rush hour, as there are no other lights to allow an easier left turn onto Central south of the tracks unless you go as far as Busse Rd. | | | |
| 210 | 2025-06-03 23:02:58 | Yes | Every day | Walk - Car | No | Not a fan. I live on the 200 block of South Wapella and I turn left onto central off of Wapella frequently. | This is absolutely horrible. It cuts off our neighborhood from easily getting onto NWHY heading northwest. | Again, do not like the idea at all of cutting off the left turn from South Wapella onto Central. The amount of traffic that will be rerouted through our neighborhoods to try to get to Central or Northwest Highway to head west or Northwest would be ridiculous. | | | |
| 211 | 2025-06-03 22:14:39 | | | | | | No left from Central to NW Hwy will result in cut throughs on the N-S streets between om Main to NW Hwy - especially Elmhurst Street. | Prospect Ave traffic will use Main or Elmhurst to reach NW Hwy, further clogging those intersections; or cut through neighborhood streets to be able to reach Central then cross tracks to NW Hwy. | Generally AWFIL. | | |
| 212 | 2025-06-03 21:09:55 | Yes | Every day | Car | Yes | I think this would be a good common sense plan to improve congestion around the train crossing and reduce the likelihood of a car-train accident | I'm not against doing this, but I don't think it really solves the problem, just re-routes that traffic down Arthur, or worse, push traffic to the neighborhoods behind the post office. | I would be for this as well. I don't think there is much traffic from prospect to central, and it would be a good idea to limit that traffic and push it to main/elmhurst instead.<br><br>But, the only potential concern is how to handle traffic if there's event at the end of prospect avenue, like the cinco de mayo event this year. That would push traffic into the neighborhoods by St. Mark's and St. Raymond's. | This is an objectively terrible idea. It would push that traffic into side streets and neighborhoods, and make things more dangerous for the people living in those neighborhoods. | | Any of the ideas to expand the crossing at central and northwest highway is a good idea that I can get behind.<br><br>Alternative 4 is a horrible idea and should not be done. |

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| 213 | 2025-06-03 21:09:15 | Yes | At least once a week | Bike - Car | Yes | Is there a lot of pedestrians that cross here? Maybe have a tunnel under the tracks like Davis in Arlington that relieves some of the pressure of central, and possibly provide a better way to get to nw hwy from prospect ave. As it is, getting across to prospect Ave dining and stores requires to go East or West a ways so something that cuts through around S Emerson would ease the congestion on central. | Probably better since the left turns there causes word congestions, also the on ramp from prospect ave. Tunnel as suggested above could be alternative route for left onto nw highway. | That will affect businesses and local traffic on Prospect Ave as it becomes less accessible. Although, it could increase the area available for el fresco dining. | Interesting. I think a combination of making Prospect one way (east bound), a pedestrian/one way tunnel under the tracks to the west metra parking lot would ease the congestion on central both pedestrian crossings and left turns. | [redacted] | One way prospect would allow for additional room for bicycle lanes, pedestrians, and reduce left turn congestion on central (ie, no traffic from prospect).<br><br>A pedestrian / one way tunnel tunnel from pine to west metra lot would allow pedestrian traffic to go to North and southern businesses and parking and reduce the need to cross at Central. |
| 214 | 2025-06-03 21:04:12 | Yes | Every day | Bike - Car | Yes | Larger left turn storage will moderately help backups in the afternoon. I think people turning out of WaPella, mostly right, is a bigger problem than left turning into WaPella. | I believe the no left turns to NW Hwy is not the solution and the majority of residents will not like it. | This will inconvenience many residents who worship in that neighborhood, as well as residents and locals who are going to one of the several small businesses along Prospect. Negative for owners of these businesses too. | No, too busy of a road | | |
| 215 | 2025-06-03 20:29:08 | Yes | At least once a week | Car | Yes | I like the idea to increase left lane storage | Good idea but there should be an alternative way to go left there. | I don't understand how it works to eliminate the signal at Prospect | Yikes, where would the traffic go, then? People still need to travel this route so what back roads would they route to? I wholeheartedly believe we need better options for pedestrians and bikers but don't believe eliminating lanes on NWHwy will work to reduce traffic problems - it will just move them somewhere else. | | |
| 216 | 2025-06-02 08:20:20 | Yes | Every day | Walk | Yes | Looks like an improvement | The turn to left Northwest Highway would be missed. More traffic to the 83 crossing | Would create weird burden for entire neighborhood. The left from wa pella onto central is not safe as is. | That looks like bad idea | | |
| 217 | 2025-06-01 21:54:52 | No | Every day | Car | Yes | | | This would make my travel<br>More difficult. I turn from prospect Ave to northwest highway going west every day after picking up my children from school | | | |
| 218 | 2025-06-01 18:06:23 | Yes | At least once a week | Walk - Car | Yes | Completely agree with prohibiting left turns from Wa Pella on to Central. These left turns are very dangerous and also cause additional eastbound congestion. | If the left turn at Central onto Northwest Hwy is eliminated, this may cause additional congestion down at the rr crossing at 83: 1.) at the left turn lane from Prospect Ave over the tracks at 83 AND 2.) then from 83 left on to Northwest Hwy. | A light/traffic signal at Cathy & Central would be a helpful alternative if the signal at Prospect Ave & Central is eliminated to provide access to westbound Central for the residents/neighborhoods in and around St. Raymond's Church (I-Oka, Hi Lusi, Wa Pella, Can Dota etc....). Otherwise, the only other option to get onto westbound Central would be to go all the way down to Busse via Lincoln and then north on Busse to Central. | Aside from the fact that a bike lane is a great idea, the question is whether this alternative could handle the normal flow of traffic with only one lane instead of two. This alternative also does not seem relevant to address the problems at the rr crossing at Central. Clarification would be helpful. | | |
| 219 | 2025-06-01 16:12:07 | Yes | Every day | Bike - Car | No | No, this makes the left turn lane longer. More vehicles turning left onto Northwest Highway will slow us all down. | This is a good plan. | Possibly this helps. | I favor this. | | Bring back Pace bus service on Central, and expand it. |
| 220 | 2025-06-01 12:24:53 | Yes | At least once a week | Car | No | THE BETTER OPTION | | | | | |
| 221 | 2025-05-31 16:43:37 | Yes | At least once a week | Car | Yes | | To many cars turn left from Central on to Northwest Hwy to eliminate left turns. | This is the best of the 4 alternatives. | Alternative 4 should be scraped altogether! All this will do is make travel time longer on Northwest Hwy. and cars will end up going thought the neighborhoods. | | |
| 222 | 2025-05-31 05:20:22 | Yes | Every day | Car | Yes | Absolutely best option! | Please do not eliminate eastbound left turn lanes from Central to Northwest Highway. | Access to/from Prospect Ave is needed. | | | |
| 223 | 2025-05-30 21:30:37 | Yes | Occasionally | Car | Yes | this seems best | | | | | |

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| 224 | 2025-05-30 19:16:23 | Yes | Every day | Walk - Car | Yes | Would be nice to have an arrow turning left onto Northwest Hwy from east Central road. | Don't want to see the left turn elimated. | Sounds good. | Don't like the idea that delays will increase with this plan. | [redacted] | Encouraging that this troublesome intersection is finally being addressed. |
| 225 | 2025-05-30 18:58:27 | Yes | At least once a week | Car | No | | | | | | |
| 226 | 2025-05-30 15:13:31 | Yes | Every day | Walk - Car | Yes | | | | | | |
| 227 | 2025-05-30 13:44:32 | Yes | Every day | Car | No | Not really. | How are people supposed to go west on NW Highway if you don't allow a left turn? Are you going to route them through the neighborhoods??? Same thing with turning onto Central from the post office or Friederichs. More traffic through the neighborhoods???? | Again, are you planning on routing people (cars) through the neighborhoods? | Why bother with a bike path? Bicyclists, runners, walkers, kids on e bikes/scooters, etc don't pay any attention to the rules of the road anyway. They all tend too cut off drivers or ride/walk/run 3-4 abreast anyway. | | It's my understanding that the Village of MP is going to completely shut down Prospect Avenue from Emerson to Central anyway. I guess you folks want too have a pedestrian walkway. Where are people going to park as MP really has no parking close to businesses. Are you going to take more taxpayer funds to transport people around? It's bad enough you're already using my tax money for the "valet" parking. Besides you folks want to be like Arlington Heights! MP never had long range planning like AH does. The whole Campbell/Vail are in AH was planned for. They could always close it off for special events. MP isn't laid out that way. I know, I grew up in AH in the 1950's. Have been in MP since 1986. There's no planning. Plus I guess since AH has a clocktower MP must |
| 228 | 2025-05-30 10:20:53 | Yes | At least once a week | Bike - Car | Yes | | | | | | |
| 229 | 2025-05-30 09:42:09 | Yes | Every day | Car | No | this seems like the smallest impact to the neighborhoods surrounding this intersection for a decent reduction going eastbound. I would consider signage for no turns to/from Ridge Ave. to be specific to cut-throughs or non-residents of the neighborhood. Maybe something that indicates residents of this neighborhood, or maybe its specific hours on when they can turn and not turn (commuting times) I utilize the turn on Ridge 2-3 times per day, so this would impact my daily driving patterns. One consideration is to put a light at Cathy/Central vs. just the pedestrian cross walk. There is so much traffic coming out of that neighborhood and if we eliminate any turns on / off wa pella, using cathy could help with controlled lights. First preference based on four options. | If you cant turn on/off Central to NwHy or to/from Ridge, the increase in traffic on elmhurst ave and cut through streets throughout the neighborhood will increase. It will be bad for all the students/parents going to fairview + prospect and all the neighbors in those perspective surrounding streets. One or the other, but both would be not realistic. May consider specific hours for turns allowed/not allowed. Can the lights be adjusted and the left turn lane be increased down central? | Worst option.<br>Extended eastbound left turn lane storage is key, but if you completely eliminate the prospect ave. access to Central, all the streets south of central will be used as cut throughs - students/parents/neighbors would be infuriated. Same goes for no turns to/from wa pella and ridge. Both highly utilized for students/parents going to prospect, fairview and lincoln. It would increase the traffic at main intersections and with regular trains, the lights are already cut short and frustrating going through downtown. | Not a great option and doesnt seem to help with the traffic given smaller lanes and one ways. If/when the Bears come to AH, the traffic will be significantly impacted in MP, AH, Palatine and this road will need to be reconsidered again. reducing space/lanes now seems like double the work down the line. | | That crosswalk is very dangerous at NwHy and Central (across the tracks). I've seen multiple encounters that could have ended very badly with people turning left from Central to NwHy. I'm glad this is all being considered, but something definitely needs to be changed with the turn on NWHY and the pedestrian crossing over the tracks.<br><br>The other consideration here would be a bridge/underpass created for pedestrians and bikers to cross the tracks therefore they dont have to cross at the main intersections of 2 major streets + the train crossing. |
| 230 | 2025-05-30 09:25:50 | No | At least once a week | Car | No | Sensible. | Motorists will look for alternate ways to get from EB Central to westbound NW Highway. Will produce unintended consequences for nearby streets. | Terrible idea! East Prospect Avenue is a commercial street from Main Street to Hi Lusi. Making it one-way and/or prohibiting access to/from Central will: [a] reduce traffic to Prospect Avenue businesses, and [b] increase traffic through residential side streets as Prospect Avenue motorists look for other ways to get to/from Central. | A waste of public money. | | |
| 231 | 2025-05-30 09:24:34 | Yes | Every day | Car | Yes | This seems to be a viable option | This also seems to be a viable option | This appears to be the best option to me. The light at prospect throws a wrinkle in the whole system. Making this one way and lengthening the left hand lane would help alleviate the traffic buildup | This seems like it would enhance traffic congestion by taking away a lane? I see this as being a major problem for those who use northwest highway everyday like myself. We often sit at traffic lights for 2 cycles before we get through as is. Cutting down a lane would mean more traffic build up. I am not a fan of this at all. | | |
| 232 | 2025-05-30 08:36:01 | Yes | Every day | Car | No | Having driven this way for over 30 years, this is the preferred option. It is the best compromise | Losing the left turn would not impact us significantly, but would definitely have a large impact on the residential streets that would be used as an alternative. There is heavy use of the left turn from Central by high school students. | Our preference is not to close Prospect Ave westbound | This option is a definite no. We don't notice a lot of bicycle traffic, so bike lanes don't seem like the best use of Northwest Hwy. | | Another big concern is right turns out of Wa Pella. The drivers pull out, blocking the road, and make it a double turn lane to access both lanes onto Central.<br>If the left turn lane is extended going eastbound on Central, how will the Wa Pella right turners access the extended left turn lane?<br>This could worsen the lane blockage on Central.<br>While it would be unpopular, there may need to be no turns from Wa Pella to Central Road. |
| 233 | 2025-05-30 06:26:15 | Yes | At least once a week | Car | Yes | Turn lane should be extended | | Do not eliminate access to/from prospect | Not a good idea<br>NWH will be a major route if bears move to AHs | | |
| 234 | 2025-05-30 06:20:50 | Yes | At least once a week | Walk - Car | Yes | I like this one. | Ped crossing on west side of intersection is missing here and is needes. It would take significant time to walk all the way around the intersection to get from prospect to N side of central walking west. | I use prospect all the time and would find this very inconvenient. This is the only one that's worse than it is now!! | I like this one. There is never much traffic on nw highway here but a lot on central. | | |

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| 235 | 2025-05-30 06:16:21 | Yes | Every day | Walk - Bike - Car | Yes | An extended left turn lane is definitely needed. Traffic backs up substantially onto Central when there is no left arrow and the turn lane only fits a couple cars and so the left drive lane is blocked. This really only fixes one problem. | This would be horrible. Please do not do this. | I would rather see a left turn lane to get onto Wapella then not allow left turn lanes. Do not like this option. Well I assume pedestrian enhancements are a part of any project here (so in favor of that aspect on any of these), restricting vehicular access will be problematic. I come down Prospect Avenue and turn right to cross the tracks and then left onto Northwest Highway almost every morning. If I have to drop off at Westbrook, I take a left and not having that option will just force more traffic into the neighborhoods and around Lincoln, where there's already too much congestion. | Do not like this option. Northwest Highway needs two lanes and boat directions plus turn lanes in each direction. It's gotta be another way to enhance the pedestrian access without taking lanes away. Plus with more development in all the downtowns and the possibility of the bears, I would not further restrict Northwest Highway. | [redacted] | Left turn lane seem to be a big problem on Northwest Highway so elongating those would definitely help. More signage and striping and awareness of pedestrian and bicyclist should come with that. Slowing traffic down through that area would help bicycles and pedestrians feel safer the sidewalks along north Northwest Hideaway should have more Parkway and trees between them and the road. No one wants to walk or bike on a sidewalk that butts Northwest Highway without any buffer. Especially with kids. |
| 236 | 2025-05-29 23:09:06 | Yes | Every day | Walk - Bike - Car | Yes | Doesn't seem like enough. How will we enforce? | This would help clear up eastbound congestion waiting on L turners. | I don't see any issues w Prospect Ave | NW highway flows OK | | What would it take for Central to go under the tracks and NW highway? Surprised to not see that option on the table at this point. |
| 237 | 2025-05-29 21:40:31 | Yes | Every day | Walk - Bike - Car | Yes | I like the extended turn lane. It really backs up traffic currently. | I'd like to better understand the reroute options. The Arthur crossing already gets backed up so I think something would need to be improved there as well if you removed the left turn lane on central | I don't mind this option especially since the light rotation wouldn't be as long at the central/NW highway intersection since we wouldn't have to wait for prospect traffic anymore. But how will it affect restaurants and businesses on Prospect. | Please don't reduce lanes on NW highway. North of the traffics I don't understand why parking would be needed there. The speed limit would make me nervous to park there. | | |
| 238 | 2025-05-29 21:35:48 | Yes | At least once a week | Car | Yes | Increasing the length of the left turn lane would be a huge improvement over the current configuration. Crossing as a pedestrian right now is also somewhat confusing and would benefit as well. | We personally do not have a problem with eliminating the left turn lane from eastbound Central onto Northwest Highway. It would seem that an alternate means of accessing northwest bound Northwest Highway would be necessary if that were to happen. My fear would be that, without an alternative, drivers might then turn left at Ridge or Elmhurst Avenue just past the tracks to reach Northwest Highway. | This proposal is generally reasonable to me. I think it is best to continue to allow traffic to turn right from Central onto Prospect. We might occasionally turn right from Prospect onto eastbound Central if we happen to dine at one of the restaurants along prospect but I think it may be easy enough for us to get home by heading in the opposite on Prospect. | Reducing the travel lanes on Northwest Highway from two to one would likely cause delays, confusion or traffic jams on Northwest Highway. Northwest Highway seems to work very well right now and I would hate to mess that up. | | I'm glad that this intersection is being looked at. |
| 239 | 2025-05-29 21:30:05 | Yes | Every day | Car | No | Remove left to ridge is best choice and increase capacity of left on elmhurst. Median on either side of tracks makes sense but left on to nw highway should behave angle of turn reconsidered | Poor choice as traffic will go through neighborhood to go northbound on Nw highway | Residents will be happy there but two access on prospect is ideal. | Same issue, people still need access to ne highway. Bad choice | | |
| 240 | 2025-05-29 20:56:18 | No | Occasionally | Car | No | | | | | | |
| 241 | 2025-05-29 20:42:55 | Yes | Every day | Car | Yes | Not solving anything | Do not take the left turn from Central to NW Highway | Doesn't change anything for me | Same as what we have now? | | The lights on NW Highway crossing central and then crossing Main are not synchronized, it takes 10 min to cross downtown Mount Prospect on NW Highway |
| 242 | 2025-05-29 20:07:32 | Yes | At least once a week | Car | Yes | Doesn't help me as I go West. | Doesn't help me as I go West. | Doesn't help me as I go West. | Doesn't help me as I go West. | | |
| 243 | 2025-05-29 20:04:50 | Yes | Every day | Car | Yes | would be a suitable solution to make a left turn lane !! but people still don't know how to drive properly and don't follow light signals. many turn on yellow and red already and don't follow the rules of road | not being able to turn left from central to NWH would be horrible as people would have to cut through neighbor hoods to get down NWH | this would lessen the issues with the extra light meaning less wait time | I really think this would be an awesome solution as there really is not a need for two lanes at this intersection of NWH the light is usually short and not many cars | | thank you! |
| 244 | 2025-05-29 18:44:12 | Yes | At least once a week | Car | No | | | | Definitely not a good idea to reduce lanes on Northwest Highway. | | |
| 245 | 2025-05-29 18:33:46 | Yes | At least once a week | Car | Yes | | | | | | |

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| 246 | 2025-05-29 17:39:02 | Yes | At least once a week | Car | No | This seems like the least disruptive solution. | This would be limiting and not ideal. | Please do not do this! I access Central from Prospect Ave and vice versa multiple times a week. It's an important alternative for those south of the tracks to be able to avoid railroad crossings en route to Arlington Heights and other areas to the west. | Extra space would be helpful, but disruption during construction might not be worth it | [redacted] | It would be great to make it even more clear at the signal at Prospect Ave that you have to pull all the way up in the turn lane in order for the light to change.<br>Thank you for seeking input! |
| 247 | 2025-05-29 17:11:44 | Yes | Every day | Car | Yes | | | | this is a terrible alternative | | |
| 248 | 2025-05-29 17:11:31 | | | | | I live in the funeral home. I feel turning left from Ridge onto eastbound Central is much easier (the westbound traffic on Central stacks up much quicker at Ridge than at Elmhurst Ave.) and safer due to the fact that there is a northbound turn lane to Elmhurst Ave. from eastbound Central Rd. | See above comment regarding eastbound turns from Ridge onto Central Rd.<br>I understand eliminating the eastbound Central left turn onto Northwest Hwy. but this has been discussed before, and the concern is that those cars will instead turn northbound on Elmhurst Ave and DRAMITICALLY increase the amount of traffic going through the neighborhood. | This makes no sense at all. Why eliminate access from Prospect Ave to Central Rd? All that would do is put all the St. Raymond Area traffic onto side streets to exit their neighborhood. NO! | Are you Serious???<br>NO! | | |
| 249 | 2025-05-29 17:07:18 | Yes | Occasionally | Car | No | This looks to be the best of the group | | | | | |
| 250 | 2025-05-29 17:04:10 | Yes | Every day | Walk - Bike - Car | Yes | Not sure how or where this helps | Do like the no turn from Ridge but again not sure how that really eliminates a ton of traffic. | Removing prospect traffic wouldn't it add to Central and Northwest Highway traffic? | | | Would love a bridge over the train....I know it's probably not feasible but worth the suggestion! |
| 251 | 2025-05-29 16:48:43 | Yes | Every day | Car | Yes | Like the least. Not sure it accomplishes very much. | this seems to be the best solution. It will be an inconvenience for some but would keep traffic flowing across railroad tracks. Could turn left at Post Office to reach NW highway | I do not like One-Way Prospect Ave especially now that it is turning into a dining area. It would make it difficult to reach apartments and businesses on Prospect. Leave as is. | I don't understand completely but wouldn't like one lane for NW highway. Would slow traffic. | | I think this is a very challenging project. I hope for the best possible outcome for all. |
| 252 | 2025-05-29 16:34:33 | Yes | At least once a week | Walk - Car | No | Seems like the best idea | Do not eliminate left turns from central rd to northwest highway | Does not seem like a good idea to eliminate access from prospect avenue to central rd | Reducing travel in northwest highway from 2 to 1 lanes in each direction seems like a very bad idea. | | |
| 253 | 2025-05-29 16:26:13 | Yes | At least once a week | Car | Yes | | | | Always love more bike lanes when possible | | |
| 254 | 2025-05-29 16:11:53 | Yes | At least once a week | Bike - Car | Yes | The eastbound left turn lane storage on Central needs to be increased a lot for car traffic. | I think a lot of eastbound cars will try to turn left from Central anyway. This is a key turn to get to Prospect HS for families living south of Central. I agree with the existing no left turns in place today along Central. | I like the elimination of access to Central from Prospect Ave. The northwest lane on Prospect should end at I-Oka and add the space necessary for cars to u-turn to go southwest on Prospect there rather than at Hi Lusi as there will be cars exiting Central at Hi Lusi. | I think there is too much traffic on NW Hwy to eliminate a lane. Don't need more parking along this stretch as there's nothing to park for. There are people who ride their bikes on NW Hwy. I am not one of them. I'll go some other way. | | I think Mt Prospect is going a great job to improve the biking safety and opportunities in our area. |
| 255 | 2025-05-29 15:36:29 | Yes | At least once a week | Car | Yes | I am in favor of enhanced pedestrian crossings. | In favor of enhanced pedestrian crossings. | I am concerned about limiting access from Prospect Avenue.<br>I favor enhanced pedestrian crossings. | I favor the bike path.<br>I am concerned about increases in traffic delays. | | Anything that will improve the bicycling and pedestrian experience would be appreciated. However, the motoring public will not support it if it increases traffic delays. |
| 256 | 2025-05-29 15:06:43 | Yes | At least once a week | Walk - Car | Yes | | Yes, absolutely. No left turn from EB Central onto 14. | | | | Thanks for looking into this. |

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| 257 | 2025-05-29 14:47:29 | Yes | At least once a week | Walk - Bike - Car | Yes | | It would make it impossible to get onto NWHwy going west if you've been to any of the restaurants on Prospect. The last thing needed is to make it hard for customers. We finally have restaurants & businesses in MP! I want to support them as much as possible. | Same issues as I mentioned under #2. | This is an interesting idea - I'm not sure if it would really work. Wouldn't the traffic on NWHwy really back up? | [redacted] | |
| 258 | 2025-05-29 14:46:26 | Yes | Occasionally | Walk - Bike - Car | Yes | Extending the eastbound left turn lane is great | This is a good option but may lead to neighborhood being cut through | I believe this to be the best option | Safer but not good for overall traffic | | |
| 259 | 2025-05-29 14:43:30 | Yes | Every day | Walk - Bike - Car | Yes | This would relieve the congestion for people crossing NW Highway from eastbound Central. | Currently, many people avoid this intersection by turning left from SE bound NW Highway to Henry and then turning left from Henry to Elmhurst. Those coming E bound on central also often turn left on on Elmhurst. By prohibiting the left turn from E ound Central to NW Highway trafic will increase through the neighborhood by turning left on Ridge or Elmhurst and then left on Ridge to get to NW Highway. With the traffic from the highschool and the traffic from the kids walking to and being dropped off at Fairview, the increase on traffic here is not sustainable. It is an accident waiting to happen. | Many people going N bound on 83 turn at Lincoln and then take Elmhurst to Prospect and Prospect to Central. By closing NW bound Prospect you reduce that issue, but perhaps send traffic through the neighborhood to Wa Pella to Central. It is more of a problem for the businesses on Prospect who do not want to make it difficult for their patrons to get to and from their location. There are a number of dentists who will be trapped on the last block of Prospect. | While I love the idea of having more bike lanes in Mount Prospect, I think reducing the NW Highway to one lane going through the intersection will increase the traffic delays and congestion on NW Highway tremendously. The goal should be to allow bikes and walkers to cross the intersection safely and get to Prospect which is less traveled than NW Highway and safer to bike along. There needs to be a better way to cross Central west of the tracks. Perhaps widening the sidewalks on Central between WaPella and Hi Lusi. | | |
| 260 | 2025-05-29 13:39:10 | Yes | At least once a week | Bike - Car | Yes | No | Sounds stupid | | Really stupid | | |
| 261 | 2025-05-29 13:26:25 | Yes | Every day | Walk - Bike - Car | Yes | Good idea to make the pedestrian crossings into straight lines going east and west, which would be more easily visible to drivers, and painted on the ground. I don't know what the green bar in the Central left turn lane represents. | Banning left turns here is helpful. Cars line up during rush hour, and somebody sits right on the tracks sometimes, though I think they didn't plan to. | Excellent idea. | The bike path is good. Please reduce the speed limit to 25 mph, and enforce it with cameras. | | |
| 262 | 2025-05-29 13:06:55 | Yes | Every day | Car | Yes | This is a GREAT alternative. Making a longer turn lane would significantly reduce the time for those who are going straight and crossing Northwest Highway. | I don't think this would work, this will be like the no left turn from Central onto Rand Road, the sign is clear as day but people will still block traffic to make the turn. Now you're adding the danger of having people stop on the train tracks. If anything, instead of taking away the left turn, have it so that the East bound lane gets the green first with a green left turn arrow as well so that more cars can get through the intersection. | The light for Prospect Avenue does not affect traffic in any way, don't see this being useful at all. | Genuinely do not understand how increasing traffic in this area would benefit anyone. I don't see people on foot around this intersection often. | | I've been living in MP for several years now and that intersection heading East in the mornings is my personal nightmare. I think it would be fantastic to either add a longer left turn lane or give a longer green light to the east bound lanes so that more people get through. I am looking forward to it! |
| 263 | 2025-05-29 12:51:03 | Yes | Every day | Walk - Bike - Car | Yes | Extending the left-hand turn lane this far west on Central will make it near-impossible for vehicles turning right (east) from WaPella Avenue to get into that lane. It's already tricky to get into the turn lane and near impossible during rush hours without aggravating other drivers.<br>Turning left from WaPella is now not that hard. Usually eastbound drivers do not block the intersection and then drivers just need to wait for a break in westbound traffic. If this is put in place, drivers would have to travel west to Cathy to get on Central and that's a much harder intersection to cross. Cars get up to high speeds by Cathy. Separately, a stoplight would help alleviate the congestion and would discourage drivers from accelerating way beyond the speed limit west on Central.<br>The enhanced pedestrian crossings are definitely needed. | The elimination of left turns from eastbound Central to Northwest Highway would increase overall travel time for drivers and would increase traffic through neighborhoods. I suspect there would be drivers willing to take the chance and make the illegal turn to avoid adding to their travel time. | Too much (non-local) traffic would be diverted down Hi Lusi - especially with the new restaurants there is already an additional amount of traffic on side streets. | Park Ridge has done this. It would cut down the speed rate of travelers. Not sure how it helps the railroad crossing of Central. Please expand on how CMAP projects the vehicle reduction - is it a result of this lane reduction? | | |
| 264 | 2025-05-29 12:38:57 | Yes | At least once a week | Walk - Bike - Car | Yes | Alternatives 1 and 3 seem very similar. Both would be better than the current state. The pedestrian upgrades are sorely needed, and the vehicle traffic should flow smoother, especially turning onto NW highway from Central. | I don't like this as much. I think people will still try and turn left onto NW highway from central. | Alternatives 1 and 3 seem very similar. Both would be better than the current state. The pedestrian upgrades are sorely needed, and the vehicle traffic should flow smoother, especially turning onto NW highway from Central. | This is the best option by far. A bike path along NW highway would do more to open up transportation throughout downtown than just intersection improvements. This would be especially beneficial for the downtown businesses due to more people biking into downtown Mount Prospect instead of our neighboring villages who are currently more bike and pedestrian friendly. | | Please, please, please, bring a bike path to NW highway!!! |
| 265 | 2025-05-29 12:31:13 | Yes | At least once a week | Car | No | | | | | | I plan to attend the meeting.<br>I would also like to suggest (in addition to the RR crossing safety) the addition of a flashing yellow left turn signal (all along NWHwy) for times of light traffic such as late night/early morning. "Left turn on arrow only" makes for long waits when there is no oncoming traffic and it is safe to turn. |
| 266 | 2025-05-29 12:30:38 | Yes | Every day | Walk - Bike - Car | No | Sounds good | Not great | Sounds good | Yes for bike path please | | |
| 267 | 2025-05-29 12:19:22 | Yes | At least once a week | Walk - Bike - Car | No | As drawn, the right turn lane from NB Wa Pella is still 2 lanes wide. People will continue to use this as a 2 lane turn, like they do currently. The new design should be unambiguous that this is a 1-lane turn. | | | | | |

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| 268 | 2025-05-29 11:44:22 | Yes | Every day | Walk - Car | Yes | best option that expands a dedicated turn lane from central to northwest highway. i like the no turn restrictions too. Cars turning left from northwest highway to Central always cross the line; i like to see a better suggestion to stop cars from pulling past the line. if they cross the line, they impede traffic from crossing the intersection going East on Central. | I like that this option eliminates left turn lane from central road to northwest highway, when heading east. best option so far. | i like the no turn restrictions shown here, but don't like the do not enter restriction. | not enough to address traffic issues traveling east or west on central road. | [redacted] | |
| 269 | 2025-05-29 11:37:36 | No | At least once a week | Bike - Car | Yes | | | | While I am generally in favor of bike paths they must be separated by more than paint along US14 | | |
| 270 | 2025-05-29 11:26:36 | Yes | At least once a week | Car | Yes | It would be great to have a longer eastbound left turn lane. I turn there often & I worry about other rear ending me | No, I would not be happy without a left turn lane on eastbound Central | like the extended eastbound left turn.<br>I don't even use Prospect Ave, so I'm okay without it | No way. Why would you have lane reduction and increased delays???<br>I rarely see bikes on Northwest Highway. The bikes I see go wherever they want to go, I don't see them really using it for a relatively short stint. | | Definitely an extended eastbound left turn storage.<br>I would love a right turn only lane on westbound Central<br><br>The main time I see pedestrians and bikes in that intersection is during the 4th of July parade. But then there are closures & police to direct traffic |
| 271 | 2025-05-29 07:23:24 | Yes | At least once a week | Car | No | I support this, the current eastbound left turn lane frequently blocks or slows traffic | I see someone turning left almost every time I pass through this intersection, this seems like it would cause a major disruption and all that traffic would have to go somewhere else causing a different problem. I like alternative 1 better. | While this would definitely help the flow on central ave, it seems like it would be bad for a lot of the downtown businesses by making it harder to get to and from their locations | I'd probably support this for a bike path but not for landscaping or parking only | | |
| 272 | 2025-05-29 06:57:17 | Yes | Every day | Walk - Bike - Car | No | The No Left Turn sign onto Wa-Pella doesn't work. See countless people turning left going westbound on Central. | This is a terrible alternative! Where do you suggest people turn left to get to NW Hwy? They would then have to use the street on either side of the funeral home, which would increase traffic in the neighborhoods. | This is not feasible either. So, if traveling westbound on Prospect Avenue to get to Central, then you go nowhere? You'd have to turn left and go down the alley to Wa-Pella, and then you cannot turn left on Central from Wa-Pella? Crazy? People have to do a U-turn then on Prospect Ave and go back to 83 to get to Central? Just not workable. | Just no! Reducing lanes to one each way will not work to accommodate traffic flow. | | I think that this is a waste of time. This intersection has worked just fine for all these years. No need to change anything and waste money. |
| 273 | 2025-05-28 23:53:02 | Yes | Every day | Walk - Car | Yes | Terrible for the egress of Wa-Pella | Also terrible for the residents of Wapella | What did Wa-Pella ever do to you?! | Bike path sounds great! | | |
| 274 | 2025-05-28 21:38:58 | Yes | At least once a week | Walk - Bike - Car | Yes | | | | | | |
| 275 | 2025-05-28 20:11:38 | Yes | At least once a week | Walk - Car | Yes | Like the addition of the crosswalk on the E side of Central which seems safer than the current crosswalks on the W side over NW Hwy and then crossing Central over to Prospect Ave. if practical, the additional left turn queue is good as it stops the blocking of E bound traffic on Central. | Concerned elimination of left turn to NW Hwy will cause more left turns at N Elmhurst and cutting through residential neighborhood or more traffic on Arthur which will back up at NW Hwy crossing at Davis. | With the Prospect Avenue restaurants growing, shutting that turn off Central seems unacceptable and will result in a lot of cutting through the neighborhood via Cathy and We Go. | Think that reducing through lanes would cause significant delays during high traffic times. | | Thanks for considering improvements! |
| 276 | 2025-05-28 20:07:51 | Yes | At least once a week | Drive | No | | | | | | |
| 277 | 2025-05-28 19:27:39 | Yes | Every day | Walk - Bike - Car | No | | | | | | |
| 278 | 2025-05-28 19:23:58 | Yes | Occasionally | Walk - Bike - Car | Yes | I think there should be an attempt to make the railroad crossings shorter for pedestrians to prevent bike wheels from getting stuck and increase safety by shorting the crossing. Also, I think the new left turn lane is way too long, and instead, there should be a landscape median to serve as a gateway component to downtown. Also, it doesn't look like there is a bike facility on central as suggested in the arterial bike study. | I think this is a good idea because it is like an urban Michigan left intersection, with Elmhurst. Ave being a U-turn area. Or the new corner property the village bought. However, I think with this setup, idot would remove the crossing west of the rr tracks unless there was a controlled right turn lane on SB NW Hwy. | I think that this will improve traffic the most but it will turn central into elmhurst road where you cant turn anywhere. Also add a bike path on central per the bike study | I like this alternative the most but it should be combined with another alternative to improve traffic flow.<br><br>I think the village should install a new light at Central and Elmhurst and close NW Hwy between Central and Elmhurst Avenue. Similar to the Bussse highway and Touhy intersection in Park Ridge (sees more vpd). This will also allow for more parking for businesses on NWHW. | | I think traffic will improve the most without significantly reducing access by installing a new light at Central and Elmhurst and closing NWHW between Central and Elmhurst Avenue. Similar to the Bussse highway and Touhy intersection in Park Ridge (sees more vpd). This will also allow for more parking for businesses on NWHW. But IDOT permitting can be challenging |

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| 279 | 2025-05-28 18:57:12 | Yes | At least once a week | Car | No | I think this is the best alternative for improvement. There only seems to be problems with traffic flowing in this direction and problems with cars turning left onto Northwest Highway from Central. | | | | [redacted] | |
| 280 | 2025-05-28 18:30:01 | Yes | Every day | Car | No | This seems like the best alternative to improve the intersection while causing minimal impact to the majority of drivers. | I think eliminating the left turn from Eastbound Central to Northwest Highway is a terrible idea. Those of us who live near there would be forced to go all the way to Main Street or Arthur Avenue in order to cross the tracks. Forcing more people to cross the tracks at Main Street is untenable as that intersection is already crowded and has more delays from the stopped trains. This alternative would make crossing the tracks a burden for many residents. Furthermore, as someone who lived on Russel Street for many years, I believe eliminating the left turn would also greatly increase the number of cars using Elmhurst Avenue/Pine | | Removing traffic lanes to add bike lanes seems like an overreaction to wanting to make the town more bike friendly while making driving in the town much worse for not just residents but any people driving through Mt. Prospect. | | |
| 281 | 2025-05-28 16:58:04 | Yes | Every day | Walk - Bike - Car | No | Extending the turn lane would be helpful as traffic backs up due to the very short lane that exists today. There is usually only one lane of traffic that can get by when the turn lane backs up. Please add a left green arrow, currently traffic headed west stops and drivers don't get a left green arrow. | This would not be good and would cause a significant amount of traffic down Elmhurst. Lots of families make the turn on left to travel to prospect high school and the traffic congestion down Elmhurst would increase significantly | This would be a decent option too. I personally don't think left turns from WaPella is a problem but access from prospect does cause confusion | The bike path would be nice but how far would it continue? If it will just stop part way through Mt Prospect then why do it? Congestion when trains go by would be huge if there was only one lane with those turning waiting for the train to cross. | | |
| 282 | 2025-05-28 13:51:24 | Yes | Every day | Walk - Car - Rollerblading | Yes | Extending the eastbound left turn lane doesn't seem like it would solve a problem, or at least, not the problem at hand. | I don't hate this, but there is already a lot of traffic that turns up Elmhurst Avenue (a residential street) and drives far too fast for a neighborhood street. That problem would likely get worse on Elmhurst Avenue if people cannot turn onto Northwest Highway...and then there would be a back-up on the small turn lane for Elmhurst Avenue. (Yes, I live on Elmhurst Avenue, ha ha) | My question would be, where does one-way on Prospect Avenue start. There are many new establishments on Prospect Ave and if it's harder to get to them, there may be implications. | Every other plan has intersection delay reductions. This does not. | | I appreciate all of the work that Mount Prospect is doing to make our town more wonderful. And I enjoy having more options of things to do / places to eat in the downtown area. Thank you! |
| 283 | 2025-05-28 12:52:25 | Yes | Every day | Walk - Car | Yes | Its an improvement. Turning left off of Wa Pella isn't a huge problem, cars are generally curious and allow people to get through. Definitely keep the existing no left turns from central.<br><br>I don't think Extending the left turn lane from Central will make a difference. Already people that don't want to wait, swing into the right hand lane (almost sideswiping cars or slowing traffic in both lanes) and proceed to Ridge. If Ridge is backed up, they proceed to Elmhurst. Extending the turn lane would just allow more cars to wait, and the log jam would then be pushed back to where the turn lane starts. slow downs will still happen with cars overflowing the turn lane. We would just see more people actually waiting to turn instead of just turning a street or 2 after NW Hwy. | This in my opinion is the best solution. Eliminating the left turn lane is the most cost effective and biggest impact on the traffic backup. This will however create more traffic issues in the surrounding neighborhoods North of Central, East of the NW HWY. If an underpass could be created near by using the new Left turn lane going north on Cathy LN from Central, it could help reduce neighborhood traffic, similar to the one coming from E Davis street onto NW HWY. | This would put additional strain on the Southern neighborhood for families taking kids to Lincoln, Lions, Raymonds and St Marks schools during rush hour. They would then need to start turning on We Go, Cathy and Wa Pella instead of turning on Prospect and going to Elmhurst. There would need to be some type of traffic calming added (speed bumps, speed displays, 4 way stops instead of 2 way stops). The neighborhood south of Central is already being used as a thruway for people avoiding this intersection, the goal should be keeping people on Central and not expanding the use of the neighborhood streets. | This isn't terrible but this option alone won't solve any issues. Downtown desperately needs more parking spaces. However, I don't know if NW HWY should be brought down to 1 lane. that could be a nightmare as the village grows. | | I don't think we can eliminate a backup on Central entirely without doing a tunnel/bridge like down on Golf but the space doesn't provide for that kind of fix. I really would just like to see traffic reduced in the neighborhoods south of Central. If anything can we add some speed bumps on W Busse Ave with any of the options, that would keep people on Central, then we could really see the true scale of how much traffic is actually headed East. |
| 284 | 2025-05-28 11:14:26 | Yes | Every day | Bike - Car | Yes | This seems like a reasonably good option | I believe this would drive too many cars into the residential streets. | This option seems viable. I personally dislike the Prospect Ave signal at Central and actively avoid using that street. | This seems nonsensical given that NW Hwy is 2 lanes for the vast majority of its length. I think implementing this option will result in people actively hating Mount Prospect. | | |
| 285 | 2025-05-28 08:05:47 | Yes | Every day | Walk - Bike - Car | Yes | 1)I think the proposed changes at Wa Pella Avenue would be beneficial. Making a left turn from Wa Pella onto Central is difficult.<br><br>2) The extended left turn lane on Central to NW Hwy would help alleviate back ups at the intersection. | I would think this option would just relocate the backups into the downtown, where there are already long delays and backups at Central/83 and NW Hwy/83. Drivers would have to potentially sit through several more stoplight cycles just to gain access to NW Hwy from Central. | This option would be hard on the new businesses and restaurants. This my least favorite option as it really limits access to and from these businesses. | I'd need to see this in relation to the forthcoming comp plan updates. Not sure the existing uses require additional parking or that increasing the intersection delay by 80% is the best option. There doesn't seem to be a huge pedestrian gain other than beautification. Would the bike lane extend as far as the proposed bridge at Melas Park? | | Is there any way to get more standing room at corners for pedestrians? The utility poles and train gates take up a lot of space and there really isn't a lot of room for people. |
| 286 | 2025-05-28 07:30:26 | Yes | Every day | Walk - Car | Yes | | | | | | |
| 287 | 2025-05-28 06:28:45 | Yes | Every day | Walk - Bike - Car | No | | | | | | |
| 288 | 2025-05-27 17:28:18 | Yes | Every day | Walk - Car | Yes | This is better than alternative 2 | Not allowing left turn would just back left turns up by the post office right after crossing northwest highway and increase that neighborhood traffic. Also for all of us that love southwest of the tracks this would make it difficult to get to prospect high school. | Left turns should not be prohibited from Wa Pella. You need to make a better way that people don't block the intersection so people can turn left from Wa Pella. Cars going southbound on central are constantly blocking left turners onto central from northwest highway. This again would prohibit people trying to get to prospect high school from this area of town. | I like the idea of bike paths for people commuting to Fairview and PHS. We need better WALK and cross signals to protect walkers particularly on the south side of central road crossing northwest highway from cars turning right onto northwest highway. Please lengthen the walk signal significantly and help save pedestrians! | | As someone who walks to work each day and walks to downtown shopping, restaurants and events, it's extremely important to me to take care of adults and children crossing northwest highway on both the south and north ends. These signals are currently not safe and not even close to long enough. I have been honked at many times and I have seen someone get in a fender bender stopping just in time before hitting a pedestrian trying to cross. Thank you for taking the time to research this. |
| 289 | 2025-05-27 11:16:39 | Yes | At least once a week | Walk - Bike - Car | Yes | This seems to make sense. | | I strongly oppose this option. | | | |