VILLAGE OF
MOUNT PROSPECT

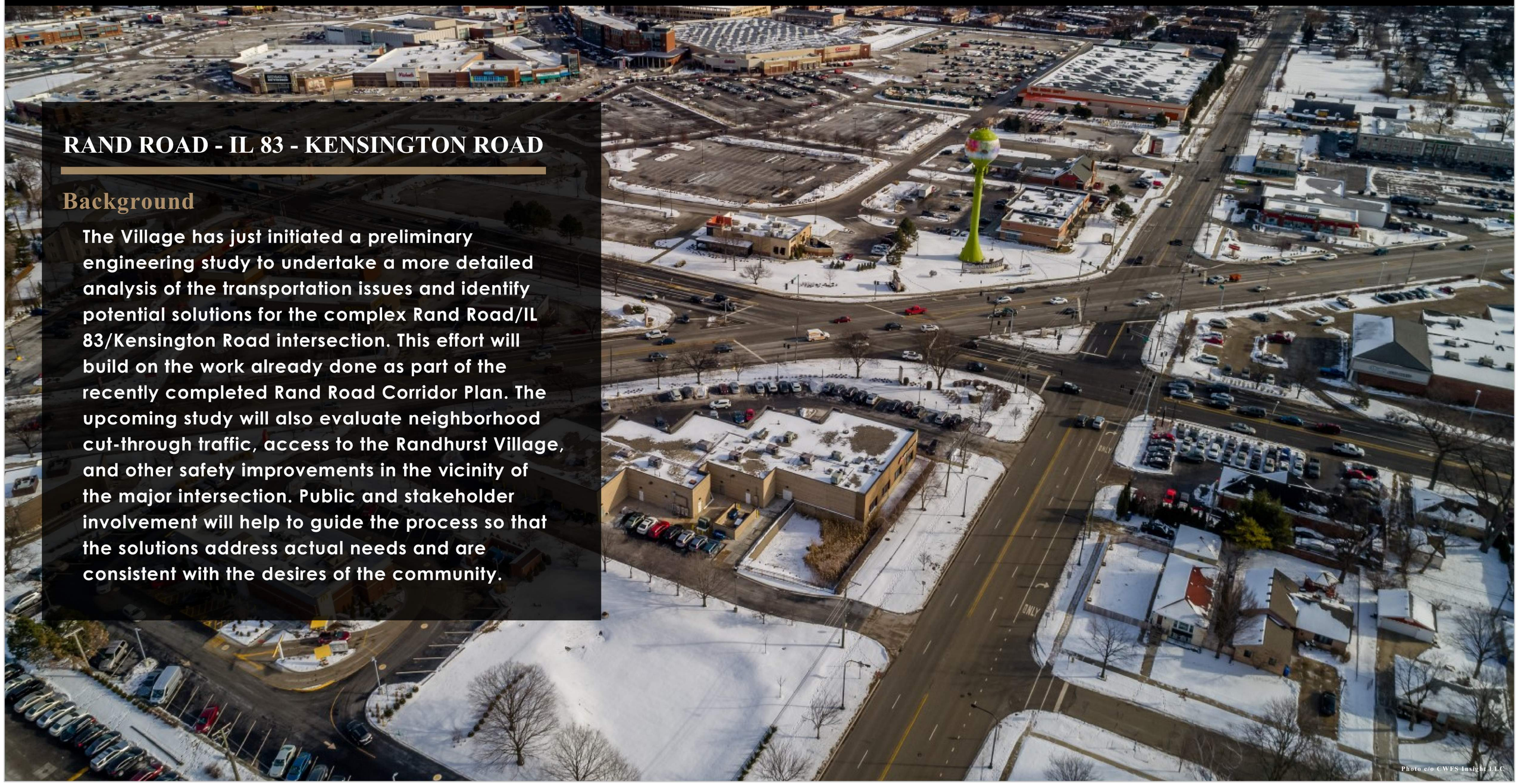

Photo c/o CWFS Insight LLC

RAND ROAD - IL 83 - KENSINGTON ROAD

Background

The Village has just initiated a preliminary engineering study to undertake a more detailed analysis of the transportation issues and identify potential solutions for the complex Rand Road/IL 83/Kensington Road intersection. This effort will build on the work already done as part of the recently completed Rand Road Corridor Plan. The upcoming study will also evaluate neighborhood cut-through traffic, access to the Randhurst Village, and other safety improvements in the vicinity of the major intersection. Public and stakeholder involvement will help to guide the process so that the solutions address actual needs and are consistent with the desires of the community.

VILLAGE OF
MOUNT PROSPECT
Rand-IL 83-Kensington
Study Area
RAND ROAD (US 12)
IL 83 (ELMHURST ROAD)
KENSINGTON ROAD
KENSINGTON ROAD
RAND ROAD (US 12)
IL 83 (MAIN STREET)
PATRICK
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RAND ROAD - IL 83 - KENSINGTON ROAD

Village of Mount Prospect, Illinois

RAND ROAD CORRIDOR PLAN: SUMMARY AND KEY FINDINGS

STUDY BACKGROUND AND INFORMATION

The Rand Road Corridor Plan included participation of the Village, Illinois Department of Transportation (IDOT), Pace Suburban Bus (Pace), Regional Transportation Authority (RTA), Mount Prospect community and a team of consultants, and was supported by a grant from the RTA.

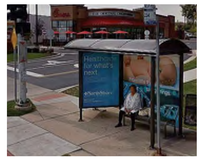
The Rand Road corridor through Mount Prospect has a significant impact on the community's character, transportation access, and availability of goods and services. While a major transportation corridor, Rand Road includes a variety of business and residential areas that create a variable (as opposed to uniform) pattern of land uses. As a major stakeholder, Mount Prospect has a strong history planning for and investing in the area to support the benefits that accrue from the corridor.

The Corridor Plan was completed in February 2017 and helped to guide the current efforts for the Rand / IL 83 / Kensington Phase I Study. For more information and to take a poll, please visit www.plan4randroad.com

TRANSPORTATION + TRANSIT

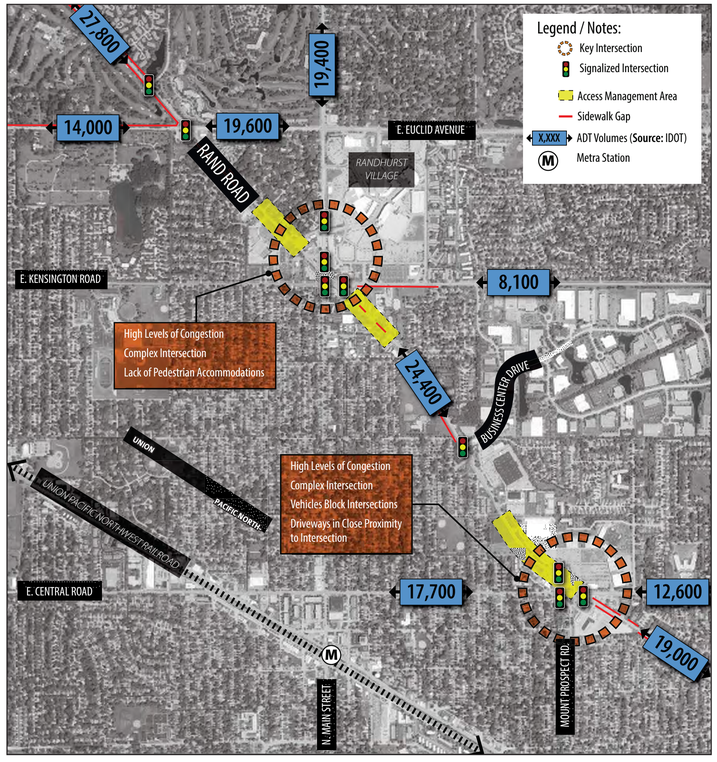
PURPOSE:

To support multiple modes of transportation, including vehicular, transit, bicycle and pedestrian uses.



OBJECTIVES:

- Collaborate with property owners to develop site access that protects adjacent neighborhoods, controls vehicular movements, and supports bike and pedestrian movements.
- Support transit access and amenities that are consistent with IDOT, RTA and Pace initiatives. Prepare the corridor for potential Pace Pulse service along Rand Road.
- Incorporate connections and amenities that support pedestrian and Bicycle uses along and across the corridor.



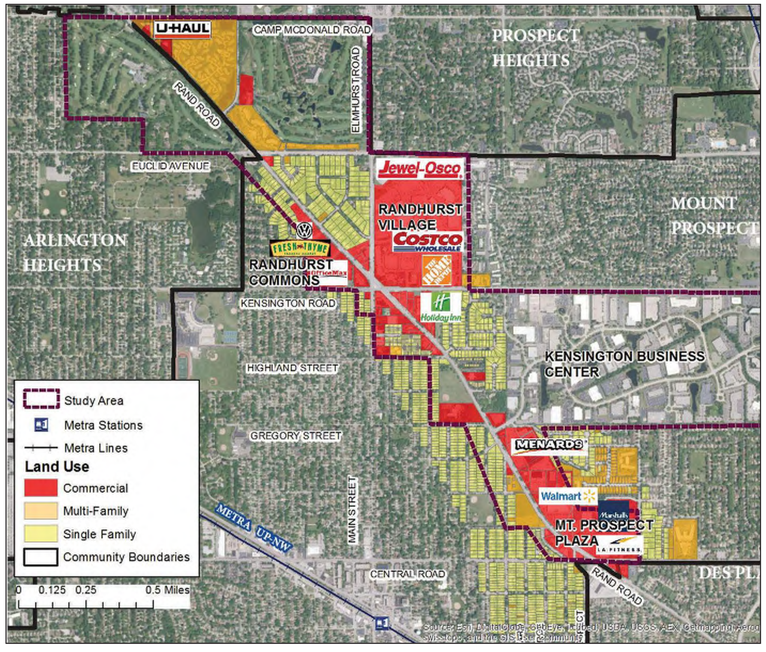
ECONOMIC DEVELOPMENT

PURPOSE:

To accentuate Mount Prospect's name in the marketplace and differentiate the Village's segment of the Rand Road Corridor from other mixed use corridors and districts in the region.

OBJECTIVES:

- Strengthen Mount Prospect's position in the regional marketplace.
- Provide a business-friendly environment that enables businesses to thrive and grow.
- Support entrepreneurs who aspire to set up businesses in Mount Prospect.
- Offer a unique experience that can only be found in Mount Prospect – particularly the Downtown and Randhurst Village.



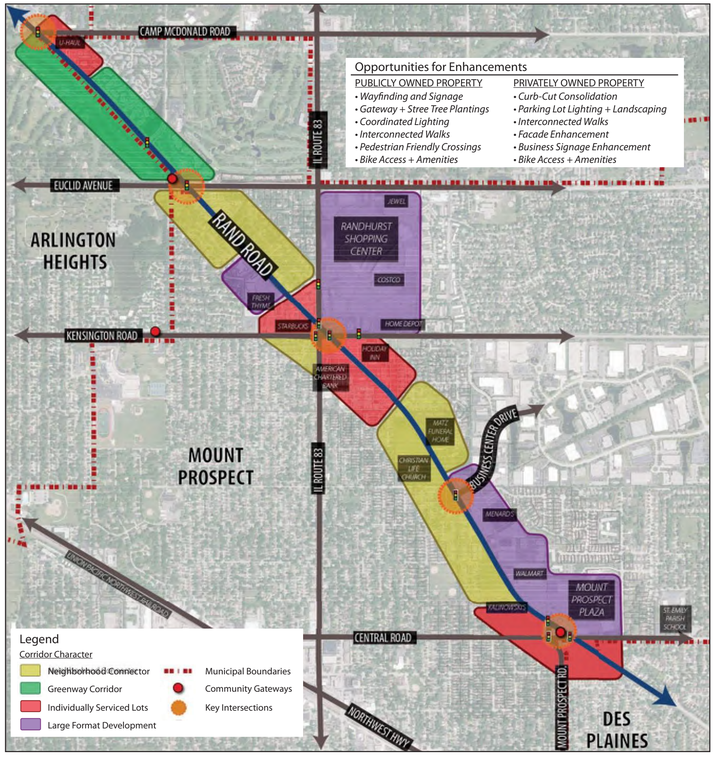
URBAN DESIGN

PURPOSE:

To enhance the Rand Road Corridor in a manner that builds up a distinct character for the corridor and boosts the vitality of businesses, property values for property owners, and tax revenue for the Village.

OBJECTIVES:

- Incorporate site, building and landscape design elements at a scale appropriate for motorists, bicyclists, and pedestrians;
- Encourage greater transit ridership via well-designed transit routes and amenities;
- Advance a safe, accessible, and welcoming multimodal environment for all users.



1

PHASE I:

PRELIMINARY PLANNING

Engineering and Environmental Studies

(2018 - 2019)

2

PHASE II:

FINAL ENGINEERING

Contract Plan Preparation and Land Acquisition

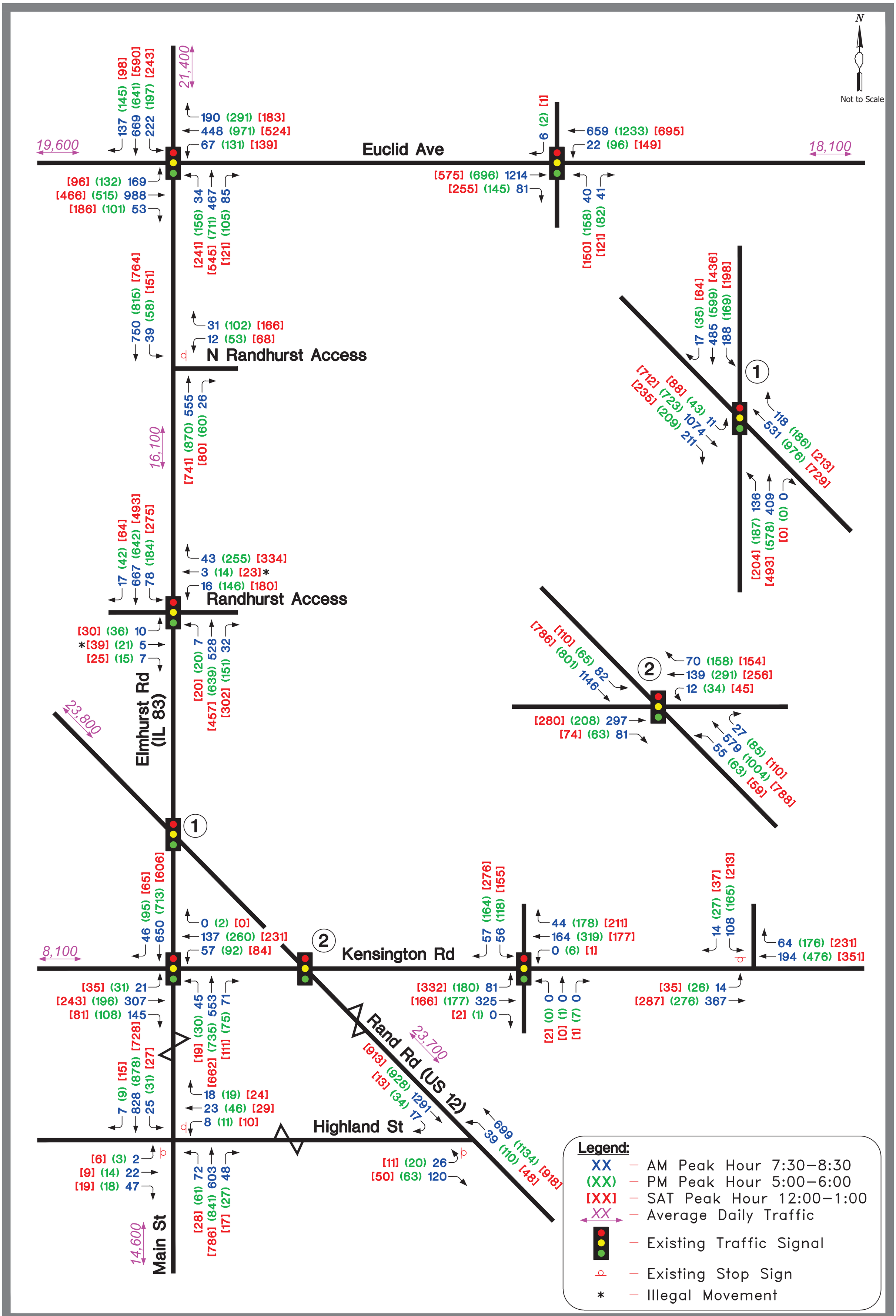
Dependent on funding availability

3

PHASE III:

CONSTRUCTION

Dependent on funding availability



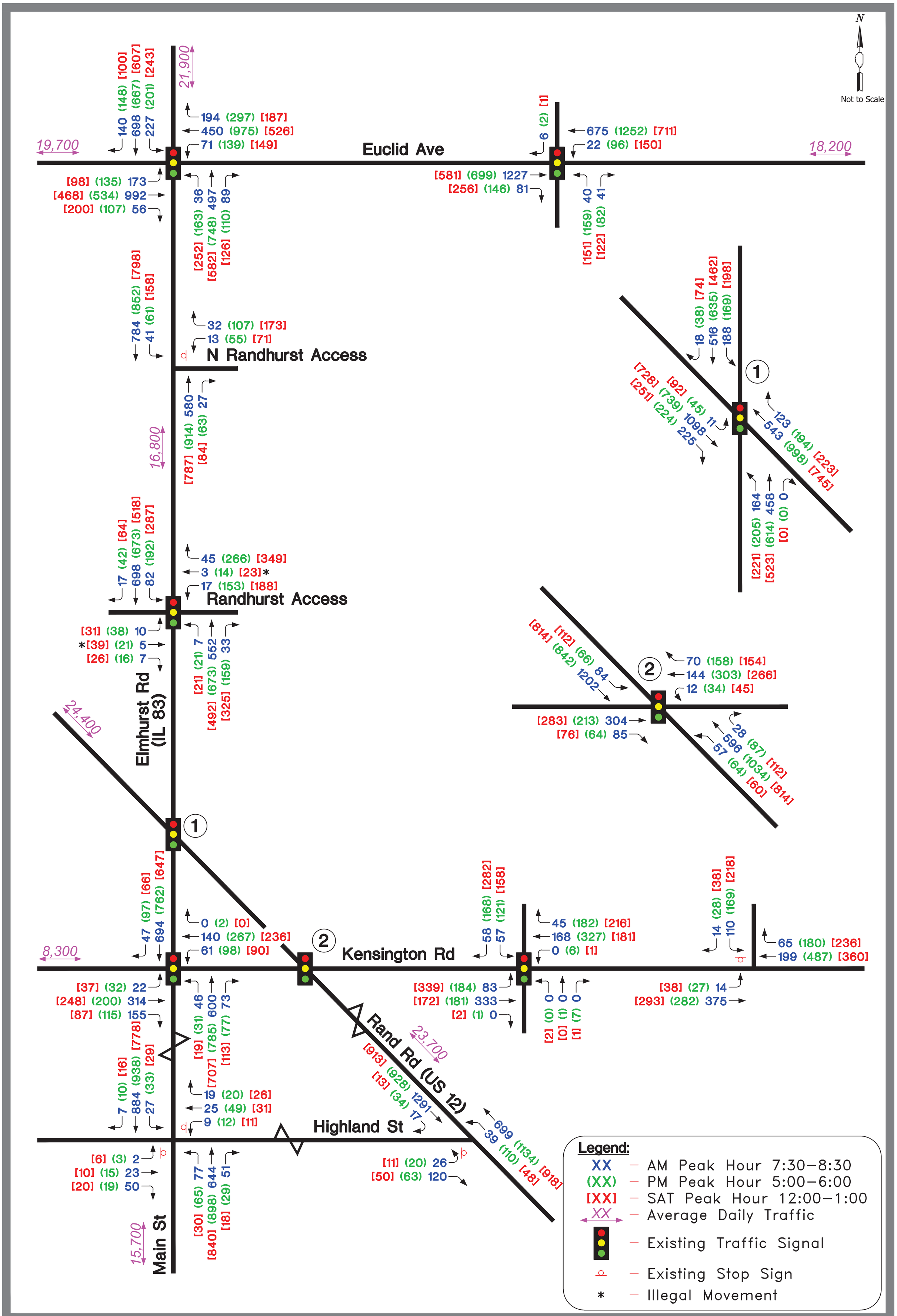
Legend:

XX	–	AM Peak Hour 7:30–8:30
(XX)	–	PM Peak Hour 5:00–6:00
[XX]	–	SAT Peak Hour 12:00–1:00
XX	–	Average Daily Traffic
	–	Existing Traffic Signal
	–	Existing Stop Sign
*	–	Illegal Movement

GEWALT HAMILTON ASSOCIATES, INC.

Exhibit 3
Existing Traffic

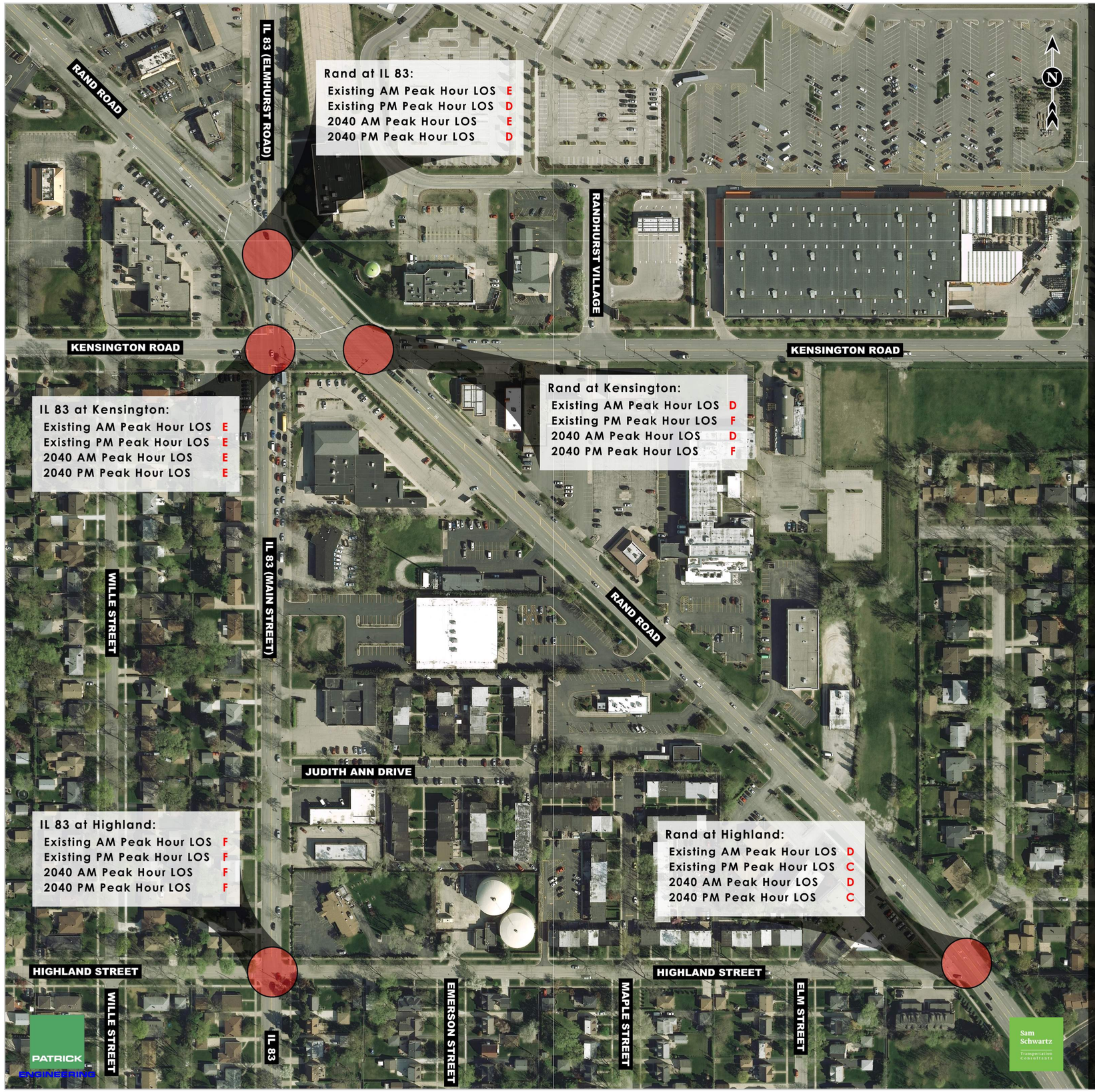
Sources: 1) GHA September, 2018 2) IDOT 2014/2017 ADT



GEWALT HAMILTON ASSOCIATES, INC.

2040 Traffic

Source: 1) CMAP 2040 ADT



TRAFFIC ANALYSIS

Mount Prospect

Level-of-Service (LOS)

Qualitative measure used to relate the quality of motor vehicle traffic service. LOS is used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measures like vehicle speed, density, congestion, etc.

Average Delay (sec)

Signalized	Unsignalized	LOS
< 10	< 10	A
10-20	10-15	B
20-35	15-25	C
35-55	25-35	D
55-80	35-50	E
> 80	> 50	F

A = Free Flow
B = Reasonably Free Flow
C = Stable Flow
D = Approaching Unstable Flow
E = Unstable Flow
F = Forced or Breakdown Flow

Total vs. Cut-Through Traffic Data [A]

Count Locations	Morning Peak Hour Total Traffic vs. Cut-Through (%)	Evening Peak Hour Total Traffic vs. Cut-Through (%)	Saturday Peak Hour Total Traffic vs. Cut-Through (%)
Eastbound Kensington Road traffic toward IL 83	473 / 10 (2%)	335 / 2 (1%)	358 / 4 (1%)
Eastbound Highland Street traffic toward IL 83/Main Street	71 / 10 (14%)	35 / 2 (6%)	34 / 4 (12%)

[A] Source: GHA September 6 & 8, 2018

Traffic Count & ALPR Location Map

Mount Prospect, IL

CRASH ANALYSIS

Injury Types 2013-2017

Injury Type		
Code	**Severity**	**Injury Description**
K	Fatal	Any Injury that results in death within 30 days of crash occurrence.
A	Incapacitating	Any injury other than a fatal injury which prevents the injured person from walking, driving, or normally continuing the activities the person was capable of performing before the injury occurred.
B	Injury Evident	Any injury other than a fatal injury or an incapacitating injury that is evident to observers at the scene of the crash in which the injury occurred.
C	Injury Possible	Any injury reported that is not fatal, incapacitating, or non-incapacitating evident injury
O	Property Damage Only	Damage to property that reduces its monetary value.

Injury Type						Rand Road (US 12) at IL 83 (Elmhurst Road)
Year	**Fatal**	**A Injury**	**B Injury**	**C Injury**	**No Injury**	**Total**
2013	0	0	8	1	21	30
2014	0	1	3	0	25	29
2015	0	0	4	2	17	23
2016	0	0	5	0	22	27
2017	0	0	4	0	23	27
Total =	**0**	**1**	**24**	**3**	**108**	**136**

Injury Type						IL 83 (Main Street/Elmhurst Road) at Kensington Road
Year	**Fatal**	**A Injury**	**B Injury**	**C Injury**	**No Injury**	**Total**
2013	0	0	2	1	18	21
2014	0	0	3	1	20	24
2015	0	0	5	0	17	22
2016	0	0	3	1	16	20
2017	0	0	0	0	19	19
Total =	**0**	**0**	**13**	**3**	**90**	**106**

Injury Type						Rand Road (US 12) at Kensington Road
Year	**Fatal**	**A Injury**	**B Injury**	**C Injury**	**No Injury**	**Total**
2013	0	0	4	0	22	26
2014	0	0	2	0	12	14
2015	0	0	1	0	20	21
2016	0	0	2	0	18	20
2017	0	0	1	0	17	18
Total =	**0**	**0**	**10**	**0**	**89**	**99**

Injury Type						IL 83 (Main Street) at Highland Street
Year	**Fatal**	**A Injury**	**B Injury**	**C Injury**	**No Injury**	**Total**
2013	0	0	3	0	5	8
2014	0	0	4	0	3	7
2015	0	0	1	0	9	10
2016	0	0	2	0	9	11
2017	0	0	2	0	10	12
Total =	**0**	**0**	**12**	**0**	**36**	**48**

Injury Type						Rand Road (US 12) at Highland Street
Year	**Fatal**	**A Injury**	**B Injury**	**C Injury**	**No Injury**	**Total**
2013	0	0	1	0	2	3
2014	0	0	0	0	0	0
2015	0	0	0	0	2	2
2016	0	0	0	0	2	2
2017	0	0	0	0	1	1
Total =	**0**	**0**	**1**	**0**	**7**	**8**

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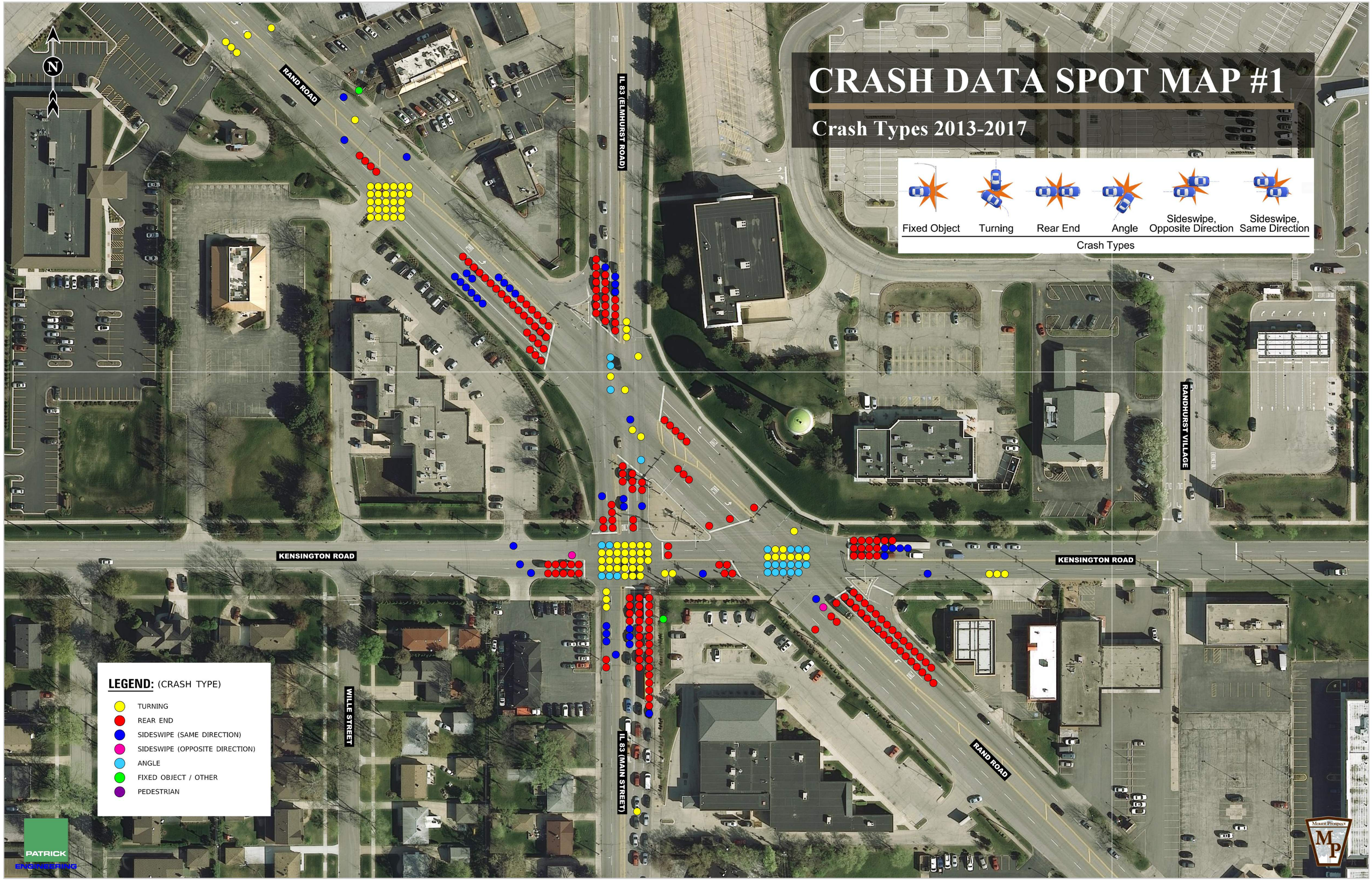
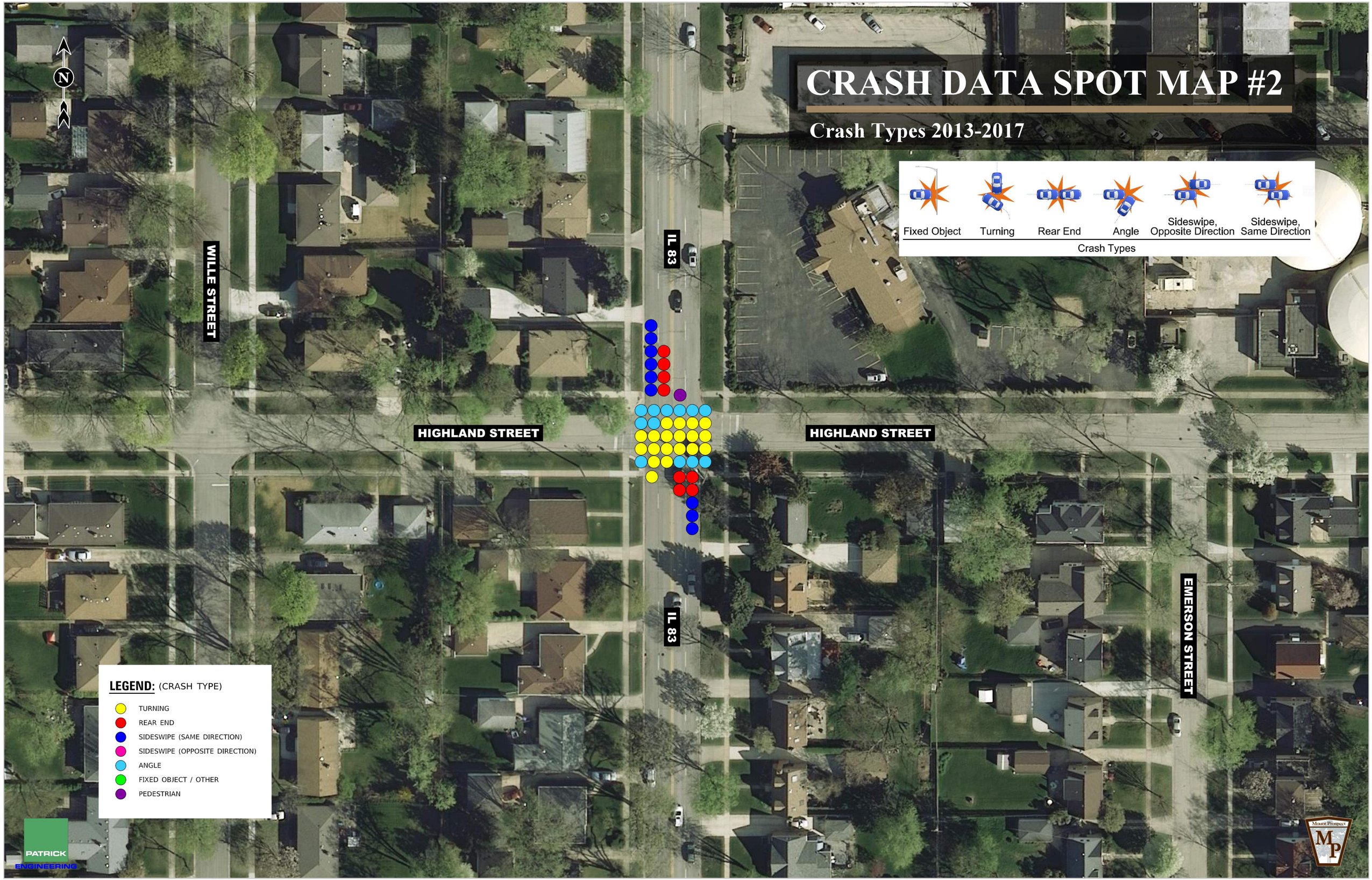
CRASH DATA SPOT MAP #1

Crash Types 2013-2017



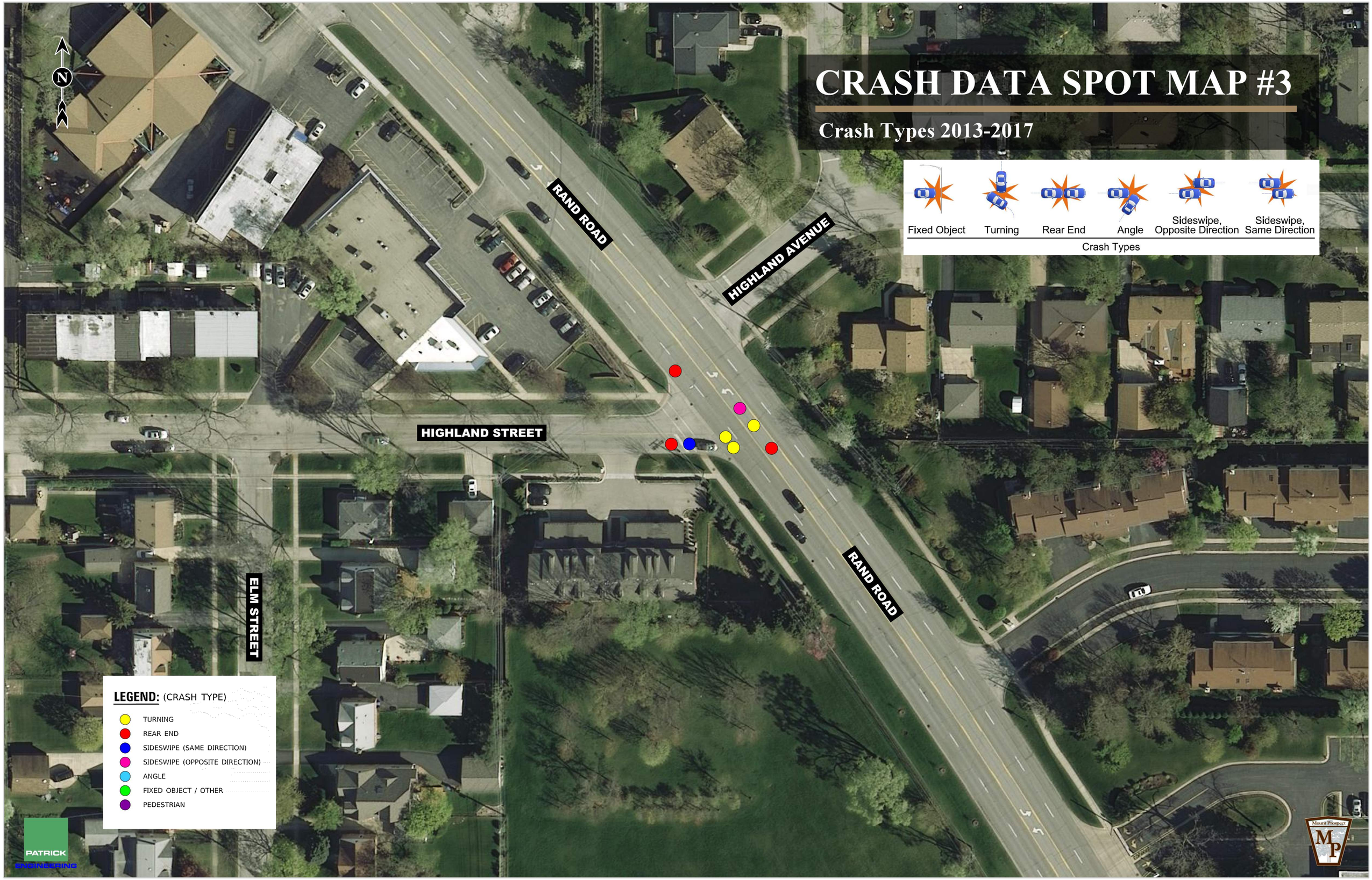
CRASH DATA SPOT MAP #2

Crash Types 2013-2017



CRASH DATA SPOT MAP #3

Crash Types 2013-2017



VILLAGE OF
MOUNT PROSPECT

HOW TO PROVIDE INPUT

- **Comment forms:**
  - **Placed in comment box**

  or,
  - **Mailed to the study team**

Patrick Engineering
4970 Varsity Drive
Lisle, IL 60532
Attn: Jeff Pisha, Deputy Project Manager

**Postmarked by December 17*

- **By Email:** jpisha@patrickco.com
- **By Phone:** (630) 795-7469
- **Online via:** *www.plan4randroad.com*

PATRICK

teska

Sam Schwartz
Transportation Consultants

GHA GEWALT HAMILTON ASSOCIATES, INC.