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MINUTES OF THE MOUNT PROSPECT TRANSPORTATION SAFETY COMMISSION

CALL TO ORDER

The meeting of the Mount Prospect Transportation Safety Commission was called to order at 7:00 p.m. on Monday, August 11, 2025.

ROLL CALL

Present upon roll call:	Justin Kuehlthau	Chairman	
	Christopher Prosperi	Vice Chairman	
	Jeffrey Nejd	Commissioner	
	B-L Pellicore	Commissioner	
	Charlie Lowry	Commissioner	
	Tina DeAragon	Commissioner	
	Joesph Vena	Fire Department Representative	
	Scott Moe	Public Works Department Representative	
	Luke Foresman	Project Engineer – Staff Liaison	
Absent:	Nicholas Mavraganis	Police Department Representative – Arrived at 8:10 PM	
Others in Attendance:	Carrie Radon	Resident	612 S. William Street
	Wayne Grubaugh	Resident	916 S. William Street
	Donna & Jim Prandini	Residents	812 S. William Street
	Carole Martz	Residents	105 W. Berkshire Lane
	Peg Mangon	Residents	709 S. William Street
	Ellie Slesicki	Resident	814 S. William Street
	George Clowes	Resident	604 S. Elm Street
	Debbie Geavaras	Resident	200 S. Audrey Lane
	Patrick & Robin Moran	Residents	800 S. William Street
	Craig Wolfe	Resident	810 S. William Street
	Vito LiRosi	Resident	17 S. Audrey Lane

APPROVAL OF MINUTES

Commissioner Nejdl, seconded by Commissioner Pellicore, moved to approve the minutes of the regular meeting of the Transportation Safety Commission held on June 9, 2025. The minutes were approved by a vote of 7-0. Vice Chairman Prosperi abstained.

CITIZENS TO BE HEARD

Ms. Martz, of 105 W. Berkshire Drive, spoke to the Commission about golf cart safety. Specifically, she spoke on the golf carts that were used by the Lions Club during the Fourth of July Festival. Ms. Martz presented, and gave copies to the Commission, various statistics regarding golf cart related injuries and requested the Village institute specific regulations regarding golf cart safety.

There was discussion among the Commission and Commissioner Pellicore motioned that the Commission recommend the Village Board consider golf cart safety regulations at the same time as e-bike and e-scooter regulations. This was seconded by Commission DeAragon. The Commission voted 3-3 with the Fire Department Representative and Public Works Representative abstaining. The motion failed.

There was a second motion by Vice Chairman Prosperi to have Staff review existing golf cart regulations in Mount Prospect, surrounding communities and the state and present to the Commission at a future meeting. This motion was seconded by Commissioner Lowry. The Commission voted 7-0 with the Fire Department Representative abstaining. The motion passed.

Ms. Geavaras, of 200 S. Audrey Lane, spoke on the Hatlen Heights Friendly Neighborhood Streets Program Project and had questions for the Commission. These included: why certain traffic calming measures are proposed over others, why stop signs were not considered, how the traffic calming projects are evaluated after completion and why these traffic calming measures are not in neighboring communities. Staff Liaison Foresman answered the questions with reference to the Friendly Neighborhood Streets Program documents. Liaison Foresman also indicated that addressing traffic and safety concerns in neighborhoods is a priority of the Village Board. As such, Staff developed this program, and it is one of the first in our area that is this robust.

Mr. LiRosi, of 17 S. Audrey Lane, spoke on the Hatlen Heights Friendly Neighborhood Street Program Project and asked if the proposed traffic calming measures would address cut-through traffic. Staff Liaison Foresman indicated that the traffic calming measures were selected to reduce vehicle speed and increase safety but would not specifically address cut-through traffic. Instead, having the traffic calming measures in place would likely discourage cut-through traffic from using the route.

OLD BUSINESS

None.

NEW BUSINESS

William Street – Prospect Avenue to Golf Road – Friendly Neighborhood Streets Program Project

Staff Liaison Foresman presented the following on the William Street Friendly Neighborhood Streets Program Project:

Overview: Staff will be presenting their recommendation for a traffic calming project on South William Street between Prospect Avenue and Golf Road in accordance with the Friendly Neighborhood Streets Program. The Commission will then vote on whether the project should move forward to the Village Board for approval or not.

Project Status: Below are the steps of the Friendly Neighborhood Streets Program, we are currently at the bolded steps:

1. Initiation
2. Petition Review
3. Traffic Study
4. Eligibility
5. Prioritization
6. Initial Public Outreach
7. Initial Plan
8. Second Public Outreach
9. Temporary Measures
10. On-Site Meeting (hosted at TSC meeting)
11. Revised Plan
- 12. Balloting**
- 13. TSC Meeting**
14. Board Approval
15. Construction

Background: Detailed project information can be found on the project website including the initial petition, traffic counts, public outreach summaries, alternative analysis memos and previous versions of the plan.

<https://www.mountprospect.org/departments/public-works/engineering/traffic/traffic-calming/william-street-traffic-calming-project>

This project was first presented to the Transportation Safety Commission at the March 10, 2025 meeting. Minutes are attached to this memo.

This memo will give a brief overview of the history of the project that was covered at the previous meeting. Refer to the above documents for more information.

Initial Outreach and Plan

A petition for the Friendly Neighborhood Streets Program for William Street was received on September 30, 2024. Staff found the street qualified for the program and determined the study area.

Staff sent a letter to all properties within the study area soliciting feedback on existing traffic issues. 78 surveys were sent out and 25 were returned. Primary concerns included vehicle volume and speed, stop sign compliance and pedestrian safety.

An initial plan was developed to address traffic issues on the street. The initial plan included median islands, intersection bump outs, parking changes, pavement markings

and speed feedback signs. The initial plan was mailed to residents within the study area soliciting input. Additionally, the plan was presented to the Transportation Safety Commission for feedback.

In general, residents were concerned over the impact the traffic calming measures would have on the street and were unsure how effective they would be. The one measure that had particularly negative feedback was the median island on the 500 block of William Street. This was removed from the plan prior to the traffic calming trial.

Staff then developed a traffic calming trial to demonstrate the proposed traffic calming measures to the public and to conduct additional traffic counts to determine their effectiveness.

Traffic Calming Trial

A traffic calming trial was installed on the street for three weeks from April 28th to May 19th. This trial consisted of cones, rubber curbs and temporary pavement markings to demonstrate median islands, intersection bump outs and parking changes. Full details of the trial are included in the attached memos. The results showed the trial measures reduced the number of drivers exceeding 35 MPH on the street by about 70% without an adverse impact on traffic operations. This shows how the traffic calming measures were designed to make it difficult for vehicles to reach excessive speeds but still allow vehicles to travel at appropriate speeds on the street. The relatively small change in average speed (from 27.6 MPH to 25.9 MPH) shows the measures have a limited impact on vehicles that previously were traveling close to the speed limit. However, the traffic calming measures would require parking changes on the street.

Residents were sent a letter prior to the trial requesting feedback on the trial measures. A total of 14 comments were received. 7 were generally in favor of some or all of the proposed measures, 5 were against them and 2 were general comments. The general theme from comments received was that the impact the traffic calming measures have on vehicle speed and pedestrian safety needs to be greater than any negative impact to residents on William Street.

Revised Design

Based on comments received, traffic count results and staff observations, the following changes were made to the initial plan:

- Reduce the size of the bump outs at the intersection of Sunset Road and William Street to make turning easier for vehicles
- Install additional No Parking Here to Corner signs near Sunrise Park to discourage illegal parking near crosswalks and stop signs to increase visibility for drivers and pedestrians
- Reduce the width of striped medians on William Street as the extra width wasn't needed to have the desired effect on vehicles
- Remove median island from the 500 block due to resident feedback

The revised design is described in detail in the available Revised Design Memo. Overall, there are four items that were included for residents to vote on:

- Item 1: Parking changes, pavement markings and crosswalk installation between Prospect Avenue and Shabonee Trail.
- Item 2: Median island (Option 1) or speed feedback signs (Option 2) with a new crosswalk between the 600 and 700 blocks of William Street.
- Item 3: Median island at crosswalk just south of Weller Creek.
- Item 4: Intersection bump outs and striped parking on the 800 and 900 blocks of William Street. Prohibit parking on the west side of the street.

Balloting

The revised design plans and a ballot were sent to all residents on William Street. A detailed breakdown of the balloting is included in the attachments. The below table provides a brief summary:

William Street Balloting Summary							
Item 1			Item 2				
For	Neither For or Against	Against	For Option 1	For Option 2	For Either Option	Neither For or Against	Against Both Options
16	4	16	6	10	4	3	12
Item 3			Item 4				
For	Neither For or Against	Against	For	Neither For or Against	Against		
17	2	17	14	2	20		

Staff also looked at how residents who live on the block where the traffic calming measures were proposed voted, the result of that analysis is shown below.

The results of balloting are non-binding and were used to inform Staff's recommendation.

William Street Balloting Summary							
Responses from the Block the Traffic Calming Measure is Proposed							
Item 1 – 400 Block			Item 2 – 600 and 700 Blocks				
For	Neither For or Against	Against	For Option 1	For Option 2	For Either Option	Neither For or Against	Against Both Options
No Responses			3	6	2	1	2
Item 3 – 800 Block			Item 4 – 800 and 900 Blocks				
For	Neither For or Against	Against	For	Neither For or Against	Against		
5	0	3	3	0	11		

Staff
Recommend-
ation:

Staff's recommendation is shown on the Final Design Plans. This includes:

- Parking changes, pavement markings and crosswalk installation between Prospect Avenue and Shabonee Trail.
- Speed feedback signs with a new crosswalk between the 600 and 700 blocks of William Street.
- A median island at crosswalk just south of Weller Creek.
- Intersection bump outs at the intersection with Sunset Road. No parking changes on the 800 and 900 blocks of William Street.

This combination of traffic calming measures are expected to meet the projects goals of improving safety on the street while not greatly impacting residents. The total cost for these improvements is \$20,000 to \$30,000. Funding is included in the Village Budget for general traffic calming. Construction would take place next year, either as part of the resurfacing program or as a stand-alone project.

Options:

The Transportation Safety Commission can vote to:

- Advance the project to the Village Board in accordance with Staff's recommendation
- Advance the project to the Village Board with changes to Staff's recommendation
- Send the project back to Staff for changes and to bring it to a future Transportation Safety Commission Meeting
- Reject the proposed changes, effectively terminating the project

Or action at the discretion of the Commission.

Discussion:

Police Representative Mavraganis arrived at 8:10 PM.

There was general discussion among Commission members asking about large vehicle and maintenance impacts from the traffic calming measures. Liaison Foresman indicated the measures are designed to allow large vehicles through at low speeds and that Public Works maintenance activities will be able to negotiate around the measures.

In general, the Commission understood the traffic calming measures and their anticipated effects. Additionally, they were appreciative of the Friendly Neighborhood Streets Program process.

Numerous members of the public commented on the recommended traffic calming plan.

Ms. Slesicki of 814 S. William Street read from prepared comments regarding the project. She mentioned moving to Mount Prospect for wide streets and that wide streets promoted safety. She was upset with a perceived lack of transparency with the project and indicated she didn't believe anything needed to be done since any traffic issues only occur for a minor part of the day.

Ms. Radon of 612 S. William Street indicated the initial petitioners were not aware that the petition was for a project of this magnitude. Additionally, on the ballot, the wording for item #2 was confusing. She felt the 10' lanes recommended in item #3 were too

narrow and that the recommended bump outs at the intersection of William Street and Sunset Road were likely to increase traffic crashes.

Mr. Prandini of 812 S. William Street requested the current parking regulations stay in place. He suggested an option of installing “No Parking Here to Corner” signs at all four legs of the intersection of William Street and Sunset Road instead of the bump outs. He also commented on dangerous pedestrian behavior increasing safety issues at the crosswalk south of the bridge.

Mr. Clowes of 604 S. Elm Street was surprised traffic was an issue and mentioned that William Street is a key access route for residents in the neighborhood due to the bridge. He suggested police enforcement to address traffic issues during specific times.

After those comments there was general discussion among the audience and the Commission. Representative Mavraganis indicated the point of this program is to create self-enforcing streets with the idea that police enforcement is not needed to improve safety due to the way the street is designed.

Motion:

The Commission elected to do separate motions for each of the items included on the ballot. The results of the motions are described below.

Ballot Item #1: Pavement striping and parking changes on William Street between Prospect Avenue and Shabonee Trail.

Motion 1 by Vice Chairman Prosperi, seconded by Commissioner NejdI: Recommend crosswalk improvements only; no parking changes or pavement markings.

Motion failed by a vote of 0-9.

Motion 2 by Commissioner Lowry, seconded by Commissioner Pellicore: Approving Staff’s recommendation.

Motion passed by a vote of 8-1.

Ballot Item #2: New crosswalk with speed feedback signs or median island.

Motion 1 by Commissioner Pellicore, seconded by Vice Chairman Prosperi: Approve Staff’s recommendation (Option 2) including speed feedback signs and a new midblock crosswalk.

Motion failed by a vote of 4-5.

Motion 2 by Commissioner Lowry, seconded by Representative Moe: Recommend speed feedback signs only, no new crosswalk.

Motion passed by a vote of 7-2.

Ballot Item #3: Median island south of Weller Creek bridge and intersection striping at the intersection with Berkshire Lane.

Motion by Commissioner Lowry, seconded by Commissioner Pellicore: Approve Staff’s recommendation of installing the median island and intersection pavement markings.

Motion passed by a vote of 8-0. Commissioner NejdI was absent for this vote.

Ballot Item #4: Parking changes on William Street between Weller Creek and Golf Road and intersection bump outs at the intersection of William Street and Sunset Road.

Motion by Commissioner Pellicore, seconded by Chairman Kuehlthau: Recommend only installing “No Parking Here to Corner” signs at the intersection; no bump outs or parking changes.

The motion passed by a vote of 6-2. Commissioner NejdI abstained.

Overall, the Commissions recommends the following:

- Parking changes, pavement markings and crosswalk improvements on William Street between Prospect Avenue and Shabonee Trail
- Speed feedback signs only on the 600 and 700 blocks of William Street
- Median island south of Weller Creek and intersection pavement markings at the intersection of William Street and Berkshire Lane
- “No Parking Here to Corner” Signs at the intersection of William Street and Sunset Road

COMMISSION ISSUES

Vice Chairman Prosperi asked Police Representative Mavraganis if they had noticed an increase in noise complaints relating to vehicles. Representative Mavraganis indicated the Police had noticed an increase in complaints and are working internally on ways to address the issue.

Chairman Kuehlthau brought up to the Commission that the Village Board recently passed an ordinance giving the Chairperson the ability to limit public comment to 4 minutes per person. He asked the Commission if they wished to implement this limit going forward. There was general discussion, and the consensus was that the Commission was comfortable with how the meetings have been run and do not wish to implement the time limit at this time.

ADJOURNMENT

With no further business to discuss, the Transportation Safety Commission voted 9-0 to adjourn at 9:40 p.m. upon the motion of Commissioner NejdI. Commissioner Pellicore seconded the motion.

Respectfully submitted,



Luke Foresman, P.E.
Project Engineer