



Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO: DIRECTOR OF PUBLIC WORKS
FROM: PROJECT ENGINEER
DATE: JANUARY 30, 2025
SUBJECT: FNSP – S. WILLIAM STREET – INITIAL DESIGN

This memo outlines the initial preferred alternative and design options for the entire study limits. These were developed to address the following themes that were determined from the initial public survey and traffic count results:

- Reducing vehicle speeds
- Reducing the number of vehicles
- Addressing parking issues related to Sunrise Park activities
- Addressing crosswalk safety concerns south of the bridge over Weller Creek
- Increasing pedestrian safety at intersections
- Increasing stop sign compliance

William Street will be described from north to south, with each intersection or segment of street being discussed individually. A draft preferred alternative has been developed. Additional options will also be described that could be considered as an alternative to, or added to, the preferred alternative. Lastly, a “no-build” option has been included where existing conditions would be maintained.

The purpose of the initial design is to get public feedback on types and locations of traffic calming measures to finalize the preferred alternative. Once the preferred alternative is finalized, detailed design will be done to determine exactly what the traffic calming measures will look like. The plans included in the memo are concepts and subject to change with detailed design for the preferred alternative.

Multiple traffic calming measures need to be installed along the street to have an effect for the entire study area. This will also change the look and feel of the street for drivers, reinforcing that drivers need to pay attention and slow down while on the street.

Specific bike accommodations are not included in these alternatives. Slowing down vehicles on the street will provide safety increases for bikes. However, both islands and choke points prohibit vehicles from passing bikes, creating possible conflict points.

Intersection of William Street and Prospect Avenue

Existing Conditions: T intersection with all-way stop control, no striped crosswalks.

Improvements: This intersection was not evaluated as part of this study. Instead, the Village is pursuing a separate study of the Prospect Avenue corridor from Central Road to Mount Prospect Road that will look at this intersection in detail. No improvements will be made to this intersection as part of the traffic calming study.

Intersection of William Street and Lincoln Street

Existing Conditions: T intersection with stop control on Lincoln Street only. A high-visibility crosswalk is striped across William Street on the north leg of the intersection. The Park District recently completed improvements to Lions Park and there is now pedestrian access to the park at the southwest corner of the intersection. There are no marked crosswalks leading to this corner.

Improvements:

- No Build (Maintain Existing Conditions) – The new park access at this intersection lacks pedestrian accommodations. There is a missing crosswalk across the west leg of the intersection to access the park.
- Preferred Alternative (Small Median Island) – The Preferred Alternative proposes installing a small median island on Lincoln Street just west of the new crosswalk. Additionally, a new crosswalk will be striped to the new park access across Lincoln Street and an ADA Ramp will be installed for this crosswalk at the northwest corner of the intersection. This will increase stop sign compliance and provide an ADA compliant crosswalk to access Lions Park. As proposed, the island will not restrict turn movements at the intersection for buses and fire trucks. The Preferred Alternative also recommends prohibiting parking on the west side of William Street at the intersection. This allows the crosswalk across William Street to be shortened.
- Option (Median Islands) – An option would install median islands to slow vehicles and increase pedestrian safety. As shown, the Lincoln Street leg of the intersection would be converted into right-in right-out only. This would have the biggest benefit for pedestrian safety but would limit turn movements at the intersection. Particularly, the left turn from NB William Street onto WB Lincoln Street would be eliminated, requiring drivers who wish to access the Lions Park Rec Center to detour to Prospect Avenue then come back down School Street. The islands as shown would require vehicles to slow as they navigate the intersection and would provide protection for pedestrians. If median islands are chosen

as the preferred alternative, they could be designed to maintain more turning movements at the intersection, although with less of an effect of vehicle speed and pedestrian safety. If turn restrictions are to be pursued, additional turn movement counts at the intersection will be required to determine impacts to residents.

William Street between Prospect Avenue and Sha Bonee Trail

Existing Conditions: William Street in this segment is 28' wide edge-to-edge of pavement. On-street parking is currently allowed on both sides with a 2 hour parking zone on the west side of the street from 7:00 AM to 6:00 PM. On-street parking is generally underutilized except fronting the industrial building at 415 S. William Street.

Improvements:

- **No Build (Maintain Existing Conditions)** – Maintains existing underutilized on-street parking. When there are few vehicles parked on the street, speeding is encouraged due to the wide width of the street.
- **Preferred Alternative (Striped Parking Lane)** – The Preferred Alternative proposes to add a striped parking lane to the east side of William Street between Prospect Avenue and Sha Bonee Trail and prohibit parking on the west side of William Street. A striped center line will also be added. This will visually narrow the street, even when parked vehicles are not present, as was recently done on Westgate Road between Central Road and Thayer Street. Due to surrounding land use and available parking on adjacent streets for multi-family residential buildings, Staff does not foresee a large impact from removing this existing parking.

Intersection of William Street and Sha Bonee Trail

Existing Conditions: All-way stop controlled intersection with high-visibility crosswalks on all legs of the intersection. Access to Lions Park is provided at the northwest corner of the intersection. This intersection is an active route for students walking to Lions Park Elementary School.

Improvements:

- **No Build (Maintain Existing Conditions)** – The existing intersection is adequately signed and striped. Complaints at intersections along the study include vehicles ignoring or rolling through stop signs.
- **Preferred Alternative (Striped Center Line)** – The Preferred Alternative proposed to add a striped centerline through the intersection to align vehicles traveling northbound on William Street as they approach the striped parking lane. No other improvements are proposed due to the crosswalks already having high visibility markings. A large number of vehicles make turns at this intersection to access multi-family residential buildings and Lions Park Elementary School making median islands unfeasible.

- **Option (Bump Outs)** – An option would be installing bump outs at all corners of the intersection to physically narrow the street. The bump outs as shown are designed to realign William Street through the intersection to accommodate a striped parking lane on the east side of William Street as discussed previously. This reduces crossing distances and increases visibility for pedestrians, increasing safety. Smaller corner radiuses require vehicles to slow down while making turns at the intersection. The visual narrowing of the street at the intersection forces drivers to pay attention which can lead to higher compliance with stop signs.

William Street between Sha Bonee Trail and Council Trail

Existing Conditions: William Street in this segment is 28' wide edge-to-edge of pavement. On-street parking is currently allowed on both sides. This segment of William Street is surrounded by single family homes.

Improvements:

- **No Build (Maintain Existing Conditions)** – Maintains existing on-street parking. When there are few vehicles parked on the street, speeding is encouraged due to the wide width of the street.
- **Preferred Alternative (Median Island)** – The Preferred Alternative proposes to install a median island midblock in the 500 block of South William Street. The median island will force drives to navigate around an obstruction in the middle of the street, causing them to slow down. Installing a median island requires prohibiting parking within a taper area to allow drivers to safely navigate around parked vehicles as they approach the island. The island as proposed will prohibit parking in front of the following houses: 504, 508, 507 and 509 William Street.
- **Option (Choke Points)** – An option would be to install choke points on this segment. Two choke points would be installed approximately evenly spaced between the adjacent intersections. Choke points are designed to mimic parked cars on both sides of the street to physically narrow the street to one lane, forcing drives to take turns as they pass through the choke point. This greatly increases the need to drivers to pay attention while driving and can slow drives as they pass through the choke point. Choke points would be new to the Village, but they function similarly to vehicles being parked on both sides of the street. Parking would only need to be prohibited directly at the choke point. Choke points have the effect of narrowing the street at all times, thereby reducing vehicle speeds. On-street parking can also have a traffic calming effect, but only when cars are parked, which tends to be underutilized in the Village's residential neighborhoods.

Intersection of William Street and Council Trail

Existing Conditions: All-way stop controlled intersection with no marked crosswalks. William Street and Council Trail are both collector streets with over 1,000 vehicles per day. This intersection is an active route for students walking to Lions Park Elementary School.

Improvements:

- **No Build (Maintain Existing Conditions)** – The existing intersection is adequately signed, but there are no existing marked crosswalks. Complaints at intersections along the study include vehicles ignoring or rolling through stop signs and pedestrian safety.
- **Preferred Alternative (Striped Crosswalks)** – The Preferred Alternative proposes to add marked crosswalks at the intersection. This will increase awareness of pedestrians to drivers at the intersection.
- **Option (Painted Median Islands)** – An option would install painted median islands on all legs of the intersection to force drivers to pay attention as they approach the intersection and to provide an un-protected refuge space for pedestrians. Due to high number of turning vehicles at this intersection, raised medians are not feasible due to them limiting turn movements for larger vehicles. While painted medians will have some effect on addressing perceived issues at the intersection, paint can easily be ignored and driven over by drivers, limiting overall effectiveness of the traffic calming measure.

William Street between Council Trail and Berkshire Lane

Existing Conditions: William Street in this segment is 28' wide edge-to-edge of pavement. The 600 and 700 blocks of William Street serve as a double block, twice as long as a standard block in the neighborhood. The long, uninterrupted block and relatively wide road has led to speed issues that were captured by the Village's traffic counters. On-street parking is currently allowed on both sides. This segment of William Street is surrounded by single family homes.

Improvements:

- **No Build (Maintain Existing Conditions)** – Maintains existing on-street parking. When there are few vehicles parked on the street, speeding is encouraged due to the wide width of the street.
- **Preferred Alternative (Median Island)** – The Preferred Alternative proposes to install a median island between the 600 and 700 blocks of William Street. This island will also include a new crosswalk. The median island will force drives to navigate around an obstruction in the middle of the street, causing them to slow down. Installing a median island requires prohibiting parking within a taper area to allow drivers to safety navigate around parked vehicles as they approach the island. The island as proposed will prohibit parking in front of the following houses, 616, 617, 700, and 701 William Street. The Preferred Alternative only shows one island being installed due to parking impacts, but

two additional islands or choke points could be installed, evenly spaced between Council Trail and Berkshire Lane to have a greater effect on slowing traffic.

- **Option (Choke Points)** – This option would install choke points on this segment. Three choke points would be installed approximately evenly spaced between the adjacent intersections with the middle choke point being larger to include a new mid-block crosswalk. Choke points are designed to mimic parked cars on both sides of the street to physically narrow the street to one lane, forcing drivers to take turns as they pass through the choke point. This greatly increases the need for drivers to pay attention while driving and can slow drivers as they pass through the choke point. Choke points would be new to the Village, but they function similarly to vehicles being parked on both sides of the street. Parking would only need to be prohibited directly at the choke point. Choke points have the effect of narrowing the street at all times, thereby reducing vehicle speeds. On-street parking can also have a traffic calming effect, but only when cars are parked, which tends to be underutilized in the Village's residential neighborhoods.
- **Option (Speed Feedback Signs)** – An option would install speed feedback signs between the 600 and 700 blocks of William Street to slow drivers. These would be installed if other traffic calming measures were not installed. Speed feedback signs have shown to slow average speeds on a street, but may not affect the worst offenders.

Intersection of William Street and Berkshire Lane

Existing Conditions: All-way stop controlled Y-intersection with high visibility crosswalks. Note, the crosswalk south of the bridge will be discussed separately. This intersection is directly north of the William Street Bridge over Weller Creek. Berkshire Lane parallels the creek and directs vehicles to William Street from the neighborhood to cross Weller Creek and head south. This intersection is an active route for pedestrians walking to and from Sunrise Park.

Improvements:

- **No Build (Maintain Existing Conditions)** – The existing intersection is adequately signed and striped. Complaints at intersections along the study include vehicles ignoring or rolling through stop signs.
- **Preferred Alternative (Bump Out and Striped Median Islands)** – The Preferred Alternative proposes installing a bump out on the northwest corner of the intersection and striped median islands on the north and south legs of the intersection. All turn movements will be maintained at the intersection. The curb bump out will physically narrow the intersection, increasing stop sign compliance for drivers. The painted median islands will also force drivers to pay attention as they navigate the intersection and will align southbound drivers for the proposed median island at the mid-block crossing south of the bridge. Minor additional no parking zones on approach to the intersection will be required to allow vehicles to safely navigate past parked cars as they approach the islands.

- **Option (Pavement Marking Bump Outs)** – An Option would install pavement marking bump outs at all corners of the intersection and across the bridge to visually narrow the street. Pavement marking bump outs were chosen instead of physical bump outs due to not being able to adjust the curb on the bridge. This reduces crossing distances and increases visibility for pedestrians, increasing safety. Smaller corner radiuses require vehicles to slow down while making turns at the intersection. The visual narrowing of the street at the intersection would force drivers to pay attention which can lead to higher compliance with stop signs. Permeant plastic bollards could be considered to delineate the bump outs but would complicate maintenance efforts.

William Street Mid-Block Crossing South of Weller Creek

Existing Conditions: An existing mid-block crossing is signed and striped across William Street south of Weller Creek. This connects Lonquist Boulevard to Sunrise Park via sidewalk in an existing easement along the south side of Weller Creek. In Sunrise Park, this crosswalk connects directly to a walking path. Due to the bridge and trees adjacent to Weller Creek, visibility issues for the crosswalk were listed in the initial public survey.

Improvements:

- **No Build (Maintain Existing Conditions)** – The existing crossing is adequately signed and marked. However, the public survey indicated perceived safety issues with the existing crossing.
- **Preferred Alternative (Median Island)** – The Preferred Alternative proposes installing a pedestrian refuge island to increase safety at the crossing. This will increase visibility of pedestrians to drivers, narrow the crossing distance, only require pedestrians to cross one direction of traffic at a time, and slow vehicles by reducing roadway width. Parking will be required to be prohibited on approach to the island. The island will be designed to accommodate a potential future shared-use path connection to Lonquist Boulevard.
- **Option (Painted Bump Out)** – This option would continue the painted intersection bump outs from the intersection with Berkshire Lane south past the crosswalk. This would visually narrow the street and reduce crossing distances. However, paint would not force drivers to change behaviors, as such impact could be limited.

William Street between Berkshire Lane and Golf Road

Existing Conditions: William Street in this segment is 28' wide edge-to-edge of pavement. On-street parking is currently allowed on both sides except parking is not allowed on the west side of the street on Saturdays and Sundays. Residents indicated in the public survey that there are parking issues relating to events at Sunrise Park including vehicles parking on both sides of the street making two-way traffic impossible and safety issue relating to park patrons crossing William Street midblock between parked cars leading to visibility issues.

Improvements:

- **No Build (Maintain Existing Conditions)** – Maintains existing on-street parking with weekend parking restrictions. Does not address residents' concerns about park event parking on weeknights. When there are few vehicles parked on the street, speeding is encouraged due to the wide width of the street.
- **Alternative 1 (Striped Parking Lane)** – The Preferred Alternative proposes to add a striped parking lane on the east side of William Street between the crosswalk south of Weller Creek and Golf Road and prohibit parking at all times on the west side. A striped center line will also be added. This will visually narrow the street, even when parked vehicles are not present, as was recently done on Westgate Road between Central Road and Thayer Street. This also addresses residents' concerns about parking during all events at Sunrise Park, including on weeknights. Parking is already prohibited on the west side of William Street on the weekends; therefore Staff does not anticipate operational impacts from permanently prohibiting parking on the west side of William Street.
- **Option (Minor Parking Changes)** – An option would maintain parking on both sides of the street but would prohibit parking on the west side from 4 PM to 9 PM everyday, along with no parking on the weekends, to address parking concerns raised by residents. Seeing as the parking prohibitions will only be signed, compliance could be an issue.

Intersection of William Street and Sunset Road

Existing Conditions: All-way stop controlled intersection with high-visibility crosswalks on all legs of the intersection. Major pedestrian access point for Sunrise Park.

Improvements:

- **No Build (Maintain Existing Conditions)** – The existing intersection is adequately signed and striped. Complaints at intersections along the study include vehicles ignoring or rolling through stop signs and pedestrian safety concerns.
- **Preferred Alternative (Bump Outs)** – The Preferred Alternative proposes installing bump outs at the northeast and southeast corners of the intersection to physically narrow the street. The bump outs as shown are designed to re-align William Street through the intersection to accommodate a striped parking lane on the east side of William Street as discussed previously. This reduces crossing distances and increases visibility for pedestrians, increasing safety. Smaller corner radiuses require vehicles to slow down while making turns at the intersection. The visual narrowing of the street at the intersection forces drivers to pay attention which can lead to higher compliance with stop signs.
- **Option (Median Islands)** – An option would install physical median islands on William Street and painted median islands on Sunset Road. Due to the existing large corner radius on the east leg of the intersection, physical median islands could be installed on William Street while maintaining turning movements for single unit vehicles. Only the right turn

from EB Sunset Road onto SB William Street would be restricted for trucks. Staff does not anticipate major impacts from this restriction due to the grid layout of streets in the neighborhood. The median islands would provide protection for pedestrians crossing William Street and will increase stop sign compliance by forcing drivers to pay attention at the intersection. While the painted medians on Sunset Road will have some effect on addressing perceived issues at the intersection, paint can easily be ignored and driven over by drivers, limiting overall effectiveness of the traffic calming measure.

Intersection of William Street and Golf Road

Existing Conditions: T intersection with stop control on William Street only, striped crosswalk.
Alternatives: This intersection was not evaluated as part of this study as it is under the jurisdiction of IDOT. No improvements will be made to this intersection as part of the traffic calming study.

The next step of the process is to solicit feedback on the proposed traffic calming measures to finalize the Preferred Alternative. This will include mailings, a public meeting and possible trials of traffic calming measures.

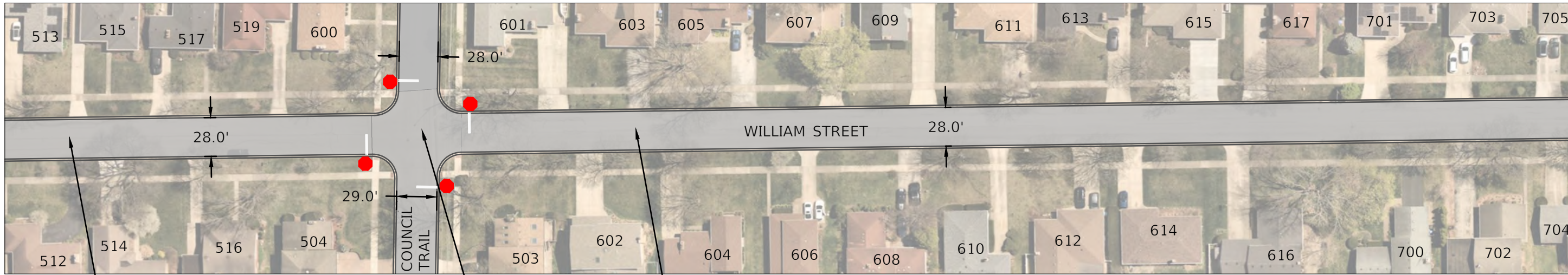
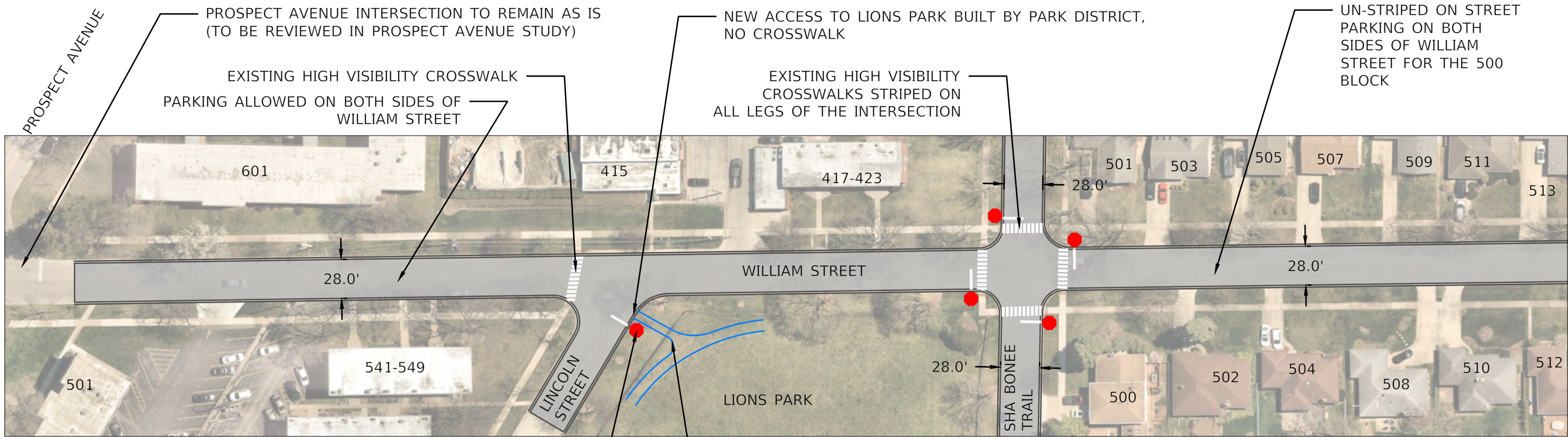
Luke Foresman, PE



Project Engineer

Attachments:

- Existing Conditions Plans
- Preferred Alternative Plans



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VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - EXISTING CONDITIONS

SCALE: 1:75 SHEET 1 OF 2 SHEETS PROSPECT AVE - COUNCIL TRL

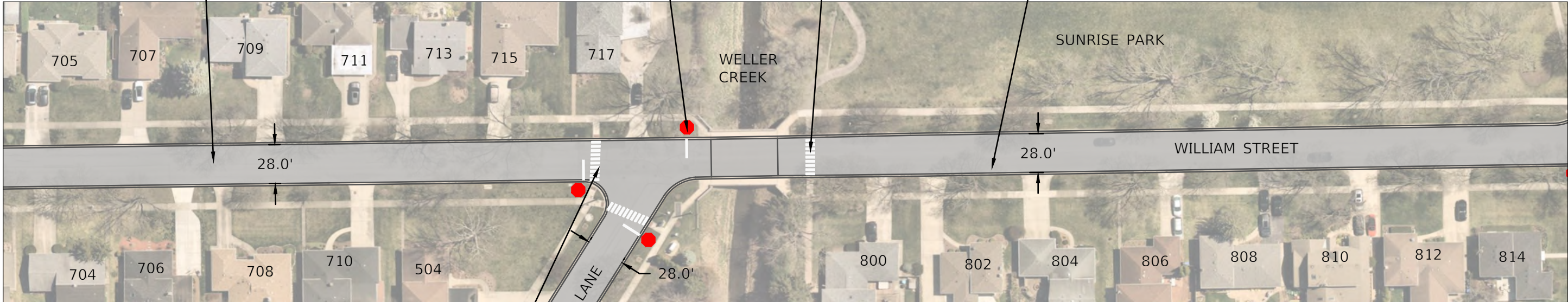
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CONTRACT NO. N/A				
ILLINOIS				

UN-STRIPED ON STREET PARKING ON BOTH SIDES OF WILLIAM STREET FOR 600 AND 700 BLOCKS

EXISTING STOP SIGN (TYP)

EXISTING HIGH VISIBILITY CROSSWALK AND CROSSWALK SIGNS

PARKING PROHIBITED ON THE WEST SIDE OF WILLIAM STREET ON SATURDAYS AND SUNDAYS. PARKING ALLOWED ON EAST SIDE AT ALL TIMES, EXCEPT OVERNIGHT.

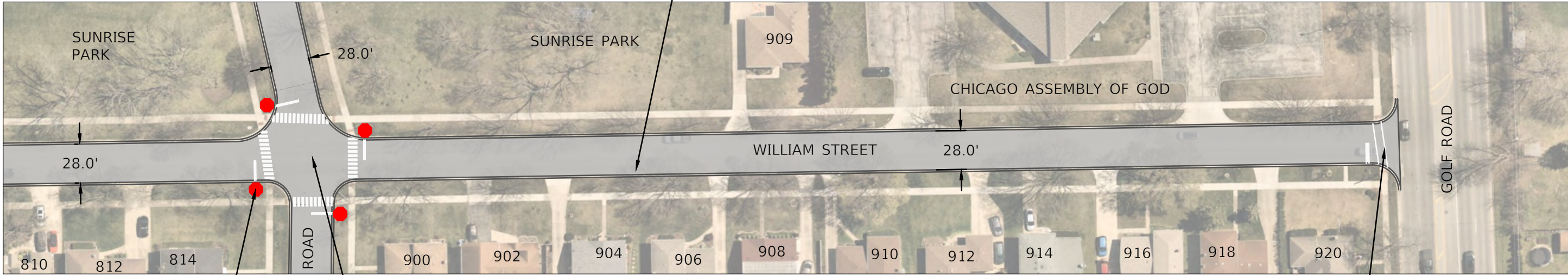


EXISTING HIGH VISIBILITY CROSSWALKS STRIPED ON ALL LEGS OF THE INTERSECTION

BERKSHIRE LANE

LONNQUIST BOULEVARD

PARKING PROHIBITED ON THE WEST SIDE OF WILLIAM STREET ON SATURDAYS AND SUNDAYS. PARKING ALLOWED ON EAST SIDE AT ALL TIMES, EXCEPT OVERNIGHT.



EXISTING STOP SIGN (TYP)

SUNSET ROAD

EXISTING HIGH VISIBILITY CROSSWALKS STRIPED ON ALL LEGS OF THE INTERSECTION

EXISTING CROSSWALK STRIPED

GOLF ROAD

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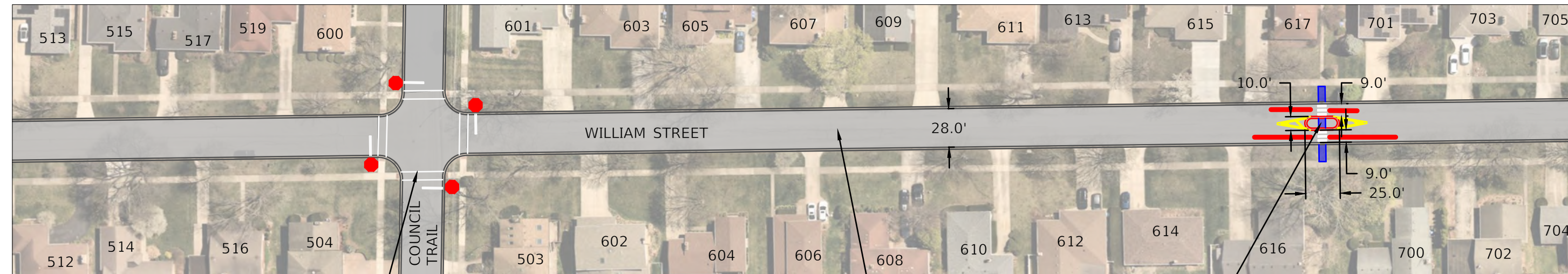
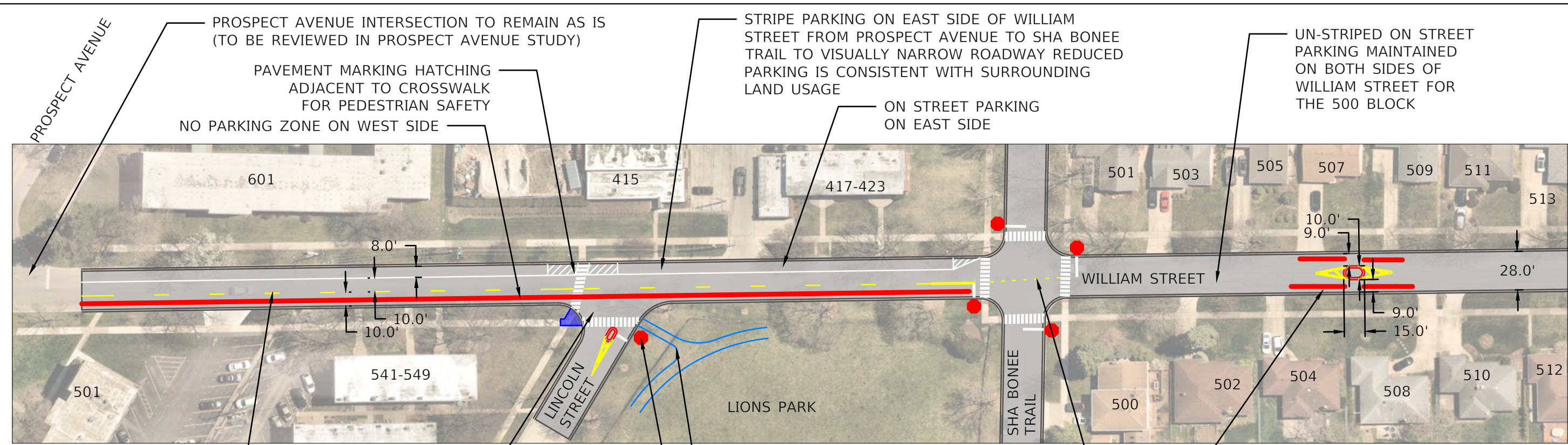
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VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - EXISTING CONDITIONS

SCALE: 1:75 SHEET 2 OF 2 SHEETS COUNCIL TRL - GOLF RD

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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				CONTRACT NO. N/A
		ILLINOIS		



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VILLAGE OF MOUNT PROSPECT

FRIENDLY NEIGHBORHOOD STREETS PROGRAM			
WILLIAM STREET - INITIAL DESIGN PREFERRED ALTERNATIVE			
SCALE: 1:75	SHEET 1	OF 2 SHEETS	PROSPECT AVE - COUNCIL TRL

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	2	1
CONTRACT NO. N/A				
ILLINOIS				

