Proposed Improvement Design
Presented

The Cook County Department of Transportation and Highways held a public hearing on March 12, 2019 for the Busse Road Phase I Study. The project team presented the proposed improvement design and received feedback from community members. As displayed below, the proposed design consists of one lane in each direction with a center turn lane along with curb and gutter. Additionally, an 8-foot shared-use path would be located on the east side of Busse Road and a 5-foot sidewalk would be located on the west side.

Following the public meeting in 2017, the project team reviewed public comments, completed additional analyses, and coordinated with the Illinois Department of Transportation to develop and refine the proposed design. This included reducing the width of through lanes by 1 foot and the shared-use path by 2 feet to minimize impacts to adjacent properties, placing the shared-use path on the east side of the road to reduce impacts to existing driveways and trees, and adding a right-turn lane on Lonnquist Boulevard to improve safety and traffic flow. The project team also dismissed an alternative (Alternative 2) which proposed adding a lane in each direction. This was dismissed due to lack of public support and the proposed improvement design satisfying the project goals. The

North of Golf Road to South of Central Road

The project team would like to thank community members for providing input and participating in stakeholder and public meetings throughout the Phase I Study.
Upgrading the Existing Roadway Configuration to Current Standards

A common request received throughout the project was to provide an alternative which does not change the current roadway configuration. The Existing Conditions with Updates rendering below does not change the roadway configuration, but does update it to meet current design standards. For example, 8-foot shoulders are needed on both sides of the road to meet design standards. With 11-foot travel lanes, the total roadway width would be 38 feet. The Proposed Improvement Design roadway width would be 39 feet from curb to curb. Therefore, the total roadway width would be similar for both options.

The area impacted for overall improvement, though, would be greater in the Existing Conditions with Updates option as the proposed ditches for drainage would bring the improvements closer to existing homes.

Busse Road Study Overview

Cook County initiated the Busse Road Study in 2017 to address roadway deficiencies and evaluate improvements from Golf Road to Central Road in Mount Prospect, Illinois. Busse Road serves local schools, businesses, and surrounding residential communities. The study was initiated to examine improvements that would accommodate existing and future travel demands and provide safe access for all users through pedestrian and bicycle accommodations. The project team analyzed existing roadway and intersection deficiencies, met with local stakeholders, developed improvement alternatives, and evaluated the potential impacts of the improvement alternatives.

The goals of the Busse Road Study include the following:

- Improve safety
- Improve mobility and access
- Enhance pedestrian and bicycle accommodations
- Upgrade roadway features to meet current design standards
- Address existing roadway and drainage deficiencies

Public Hearing Recap

The public hearing was held at Mount Prospect Village Hall on March 12, 2019. More than 60 residents, elected officials, and local stakeholders attended. Comment forms were available at the hearing and a court reporter was present to record formal verbal comments. The project team received 37 comments through the end of the comment period, March 26, 2019. If you were unable to attend the hearing or would like to view hearing materials, these are available on the Village of Mount Prospect website: www.mountprospect.org/services/transparency-and-fact-check/busse-road-improvement-study-by-cook-county. If viewing the newsletter electronically, the materials are available through the links below.

- Public Hearing PowerPoint Presentation
- Public Hearing Exhibits: Boards/Aerial
- Public Hearing Summary
Comment Themes
Primary themes from the public hearing are outlined below and were taken into consideration as the project team finalized the proposed improvement design.

Proposed Improvement Design
The majority of comments received supported the proposed improvement design, while some did not express a preference for a particular design. Comments in support of the design conveyed that the addition of a center turn lane would alleviate congestion and assist in the flow of traffic, specifically during rush hour. Multiple comments mentioned that the elimination of shoulders would prohibit the unsafe practice of driving on the shoulder to maneuver around left-turning motor vehicles. Others noted that it would be easier to turn into the surrounding neighborhood driveways and cross streets with the center turn lane, and it would alleviate concerns about rear-end crashes.

Some comments expressed concerns regarding the proposed improvement design. Generally, these comments preferred that the existing roadway configuration remain in place, which consists of one lane in each direction, shoulders, and ditches. The existing roadway configuration would not meet project goals, including improving safety, mobility, and access.

Safety
The majority of public comments emphasized the need for safety improvements in the project corridor. Some community members had safety concerns specific to speed and pedestrian and bicycle accommodations. One prevalent concern was that the addition of the center turn lane may lead to increased speeding and traffic congestion.

Busse Road is classified as a minor arterial route. Speed limits on suburban arterial routes typically range from 35 to 50 mph. The current speed limit is 35 mph and will remain in place. As the current roadway configuration contains shoulders and ditches, the road may appear wider and encourage speeding. The proposed curb and gutter and narrowed travel lanes are traffic calming measures and are anticipated to help reduce speeding. Traffic is not projected to significantly increase in the future. The proposed design would accommodate the minor 3 percent increase in traffic per the Chicago Metropolitan Agency for Planning 2040 traffic projections. The center turn lane will also improve safety and reduce traffic congestion, as it removes turning vehicles from the through lanes.

Pedestrian and Bicycle Accommodations
Along with safety, pedestrian and bicycle accommodations were the most common topics discussed. Numerous comments supported the addition of sidewalks along Busse Road, providing connections to neighborhoods, parks, and schools for community members. Some comments expressed concern over potential conflicts between bicyclists and pedestrians on the shared-use path, and that the placement of pedestrian and bicycle facilities near the road may be unsafe for users.

The project team followed Cook County’s “Complete Streets” policy (2011) and took into consideration the Mount Prospect Bicycle Plan (2011) when developing the sidewalk and shared-use path location and design. The shared-use path would be situated on the east side of the street, where fewer houses are located, resulting in fewer driveway impacts. Additionally, the proposed design would connect sections of sidewalk currently located on the west side of Busse Road. A shared-use path is a common design to improve accessibility and mobility for multiple modes of transportation, such as pedestrians and bicyclists.

The proposed shared-use path meets safety guidelines and is wide enough for users to pass one another without conflict. As with all multi-modal designs, users should be aware of their surroundings to prevent any unexpected conflicts.

Regarding the potential impacts, the width of the shared-use path was reduced from 10 feet to 8 feet. The sidewalk and shared-use path would also be set a minimum of 5 feet behind the curb to provide adequate distance from traffic. This is consistent with county, state, and federal guidelines or standards.

Lonnquist/Busse Intersection
The Lonnquist Boulevard and Busse Road intersection received the most location-specific comments. Numerous comments referenced the lack of yielding for pedestrians and bicyclists at this intersection. Comments expressed concern that the addition of a center turn lane would further encourage drivers to proceed without caution through the intersection. Some comments suggested that the existing Rectangular Rapid Flashing Beacon (RRFB) be replaced with a traffic signal or include a red light feature.

The project team thoroughly reviewed the addition of a traffic signal and completed pedestrian and vehicular traffic studies. It was determined that a traffic signal was not warranted. New RRFB’s at this location will be designed and installed per state and federal guidelines, and will include advance warning signs and pavement markings. Additionally, state law dictates that motor vehicles must stop for pedestrians and bicyclists when the RRFB is activated. A right turning lane in both directions on Lonnquist Boulevard was added to improve traffic flow at the intersection.

Additional input included comments on drainage, noise, trucks, and potential property impacts.
Cook County is currently finalizing the Project Report which will be submitted to the Illinois Department of Transportation (IDOT) for design approval. Phase I is anticipated to be complete in late spring 2019. Phase II, which consists of design engineering documents, is anticipated to begin in early 2020, followed by construction.

Please send any comments or any questions pertaining to the study to Sanjay Joshi, P.E., Project Manager at Busse.Road@CookCountyil.gov.

**Project Schedule**

- **PROJECT KICK-OFF**
  - Analyze Existing Conditions/ Gather Stakeholder Issues and Needs
  - Stakeholder Meetings

- **PUBLIC MEETING**
  - Winter
  - Spring
  - Summer
  - Fall
  - Winter

- **PUBLIC HEARING**
  - Winter
  - Spring

- **PHASE I COMPLETE**
  - Winter
  - Spring

**Next Steps**

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