

Memorandum

To: Sean Dorsey, Director of Public Works
From: Kelly Conolly, P.E.
Peter Wojtkiewicz, P.E., PTOE
Date: May 1, 2019
Re: Mount Prospect Downtown Transportation Study
ADDENDUM #2

In October 2018, Sam Schwartz completed a traffic evaluation supplemental to the Downtown Transportation Study (March 2018) that contemplated the proposed residential development, Maple Street Lofts, to be located along Maple Street between Prospect Avenue and Lincoln Street. Since October, the redevelopment plan has been revised slightly in response to resident feedback. This memorandum documents the change to the site plan and describes the impact of that change to traffic generated by the site.

The existing Maple Street parking lot has 280 commuter spaces for Mount Prospect residents. Our previous traffic analyses contemplated that the Village would relocate 100 commuter permit spaces from the Maple Street lot to the Village Hall parking garage. The new Maple Street parking structure was contemplated providing 180 commuter permit spaces and an additional 88 spaces for business customers and the general public.

In order to provide additional commuter spaces for Village residents, the redevelopment plan now includes 220 spaces in the Maple Street parking structure and 48 spaces for business customers and the public. The 60 commuter permit spaces along Prospect Avenue will be reallocated for Village residents only and the Village Hall parking structure will provide 100 commuter permit spaces. Commuters residing north of the tracks will be encouraged to use the Village Hall parking structure to reduce traffic across the tracks during peak hours. Providing additional commuter spaces in the Maple Street parking structure (180 to 220) slightly changes the estimation of trips as shown in red and highlighted on **Table 1**.

Table 1: Vehicular Trip Generation – Revised

Land Use / Size	Weekday AM Peak Hour			Weekday PM Peak Hour		
	In	Out	Total	In	Out	Total
Maple Street Lofts						
Mid-Rise Residential with Ground-floor Retail – 257 units + 10,000 SF	20	55	75	65	30	95
Low-Rise Multifamily Housing (Townhouse) – 66 DU (LUC 221)	<u>5</u>	<u>25</u>	<u>30</u>	<u>25</u>	<u>15</u>	<u>40</u>
New Residential/Retail Trips	25	80	105	90	45	135
Commuter Parking						
Existing 280 spaces	170	15	185	0	130	130
Relocation to Village Hall structure	40 25	0	40 25	0	45 25	45 25
Commuter Parking Trips	130 145	15	145 160	0	85 105	85 105

Impacts to traffic as a result of the change are as follows:

- Approximately 25 trips during the peak hours are expected to be diverted from the south side of the tracks to the north side as those trips are associated with permit spaces reassigned to the Village Hall parking garage and no longer entering or exiting the site. Since Village Hall permit holders will generally reside north of the tracks, those will be vehicle trips that do not need to cross the tracks which positively impacts traffic operations at the key crossing locations.
- In our original traffic evaluation, the existing commuter trips captured in the traffic counts were assumed to remain on the street network entering and exiting the Maple Lofts site to present a conservative worst-case scenario. In other words, all site-generated traffic was considered additive, and no traffic was reassigned out of the study area.
- The change in parking allocation, therefore, does not impact the projected intersection levels of service as presented in the traffic study, nor does it increase delays on the surrounding streets. The conclusions of the traffic study remain valid and unchanged.