



**Village of Mount Prospect
Transportation Safety Commission
Regular Meeting Agenda
1720 W. Central Road Mount Prospect, IL 60056**

February 10, 2025

Emergency Operations Center

7:00 PM

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of Minutes**
 - 3.1. November 11, 2024 Regular Meeting
- 4. Citizens To Be Heard**
- 5. Old Business**
- 6. New Business**
 - 6.1. Arterial Bike Network Study - Draft Final Report
 - 6.2. Complete Streets Annual Summary
- 7. Commission Issues**
- 8. Adjournment**

NOTE: ANY INDIVIDUAL WHO WOULD LIKE TO ATTEND THIS MEETING BUT BECAUSE OF AN DISABILITY NEEDS SOME ACCOMMODATION TO PARTICIPATE SHOULD CONTACT LUKE FORESMAN, STAFF LIASON TO THE TRANSPORTATION SAFETY COMMISSION AT lforesman@mountprospect.org OR CALL 847/870-5640

MAYOR
Paul Wm. Hoefert

TRUSTEES
Vincent J. Dante
Agostino Filippone
Terri Gens
William A. Grossi
John Matuszak
Colleen E. Saccotelli



VILLAGE MANAGER
Michael J. Cassady

DIRECTOR OF PUBLIC WORKS
Sean Dorsey

Phone: 847/870-5640
Fax: 847/253-9377
www.mountprospect.org

Village of Mount Prospect Public Works

1700 W. Central Road, Mount Prospect, Illinois 60056

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, October 14, 2024.

ROLL CALL

Present upon roll call:	Justin Kuehlthau	Chairman
	Christopher Prosperi	Vice Chairman
	Tina DeAragon	Commissioner
	Jeffrey Nejd	Commissioner
	Aaron Grandgeorge	Fire Department Representative
	Nicholas Mavraganis	Police Department Representative
	Scott Moe	Public Works Department Representative
	Luke Foresman	Project Engineer – Staff Liaison

Absent:

Others in Attendance:	Matt Dziubinshi	Mount Prospect Park District Representative
	Joe Tuczak	Resident 411 N. Elmhurst Avenue
	Dana Casey	Resident 504 S. Wa Pella Avenue
	Jill Maher	Resident 514 S. Wa Pella Avenue

APPROVAL OF MINUTES

Vice Chairman Prosperi, seconded by Commissioner DeAragon, moved to approve the minutes of the regular meeting of the Transportation Safety Commission held on September 9, 2024. The minutes were approved by a vote of 7-0.

CITIZENS TO BE HEARD

None.

OLD BUSINESS

None.

NEW BUSINESS

A: Weller Creek Playground Study Discussion

Staff Liaison Foresman presented the following on the traffic study completed relating to the new Weller Creek Playground:

Request: Traffic study to determine any needed improvements to address perceived traffic issues on Council Trail relating to the recent opening of the Weller Creek Playground.

Requested By: Residents near the new Weller Creek Playground.

Park History: Matt Dziubinski, Director of Parks and Planning for the Mount Prospect Park District, was at the meeting to present on the history of the park.

For several years, nearby residents voiced the need for a playground within the surrounding area of Weller Creek Park. The Park District identified this as a need on its FY2024 Annual Capital Improvement Plan which was approved in November of 2023. On February 7th, 2024, Park District Staff held a community open house meeting and received valuable input on the proposed playground development. Park District Staff presented two playground options at the meeting and asked the community to vote on an option, colors, and other site amenities. For those that were unable to attend, a concept plan along with renderings were posted on the Park District's website to view. Feedback was also shared with Park District Staff via email. The majority of the feedback received was from members that live around the park. After review of the nearby parks and input provided, it was obvious that Weller Creek Park would be a great location for a new neighborhood playground.

With the natural setting that this park provides, the Park District designed it to preserve greenspace with a focus on it being nature-themed. The development would include a new playground serving both 2-5 and 5-12 age groups, concrete plaza with shade, renovated basketball court, new site furnishings, and many landscaping improvements.

This playground was designed as a neighborhood playground, not a destination playground, with most patrons expected to travel to the park by walking or biking. There is no parking allowed on Council Trail. Once the playground opened, cars began to park along Council Trail and Wa Pella Avenue as many patrons wanted to experience the new park. Public Works installed additional no parking signs along Council Trail adjacent to the playground that alleviated the illegal parking issues along Council Trail. A reduced number of vehicles continued to park along Wa

Pella Avenue. Residents are concerned about safety issues brought on by the new playground.

During the presentation, the following discussion took place between the Commission, Mr. Dziubinski and the public:

- The Park District is working on a new ordinance to standardize park hours from dawn to dusk. The police can enforce park hours.
- The cost for the playground was \$360,000.
- The location of the floodplain/floodway was a determining factor on where the playground could be constructed.

After the park history was discussed, Staff Liaison Foresman gave the rest of the presentation.

Perceived Safety Issues:

Residents have raised the following safety issues relating to the new playground:

- There is no parking immediately adjacent to the playground
- Patrons are required to cross Council Trail to access the playground from the north
- Speed of vehicles on Council Trail
- Number of vehicles on Council Trail
- Parking issues along Wa Pella Avenue relating to the new playground

Traffic Study:

Mount Prospect Public Works, in coordination with the Mount Prospect Police Department and the Mount Prospect Park District, investigated the following items as part of the study to determine the existing traffic conditions and usage of the new playground:

- Traffic counts on Council Trail
- Parking surveys along Council Trail, Wa Pella Avenue and Man A Wa Trail
- Usage counts of the playground
- Crash history investigation along Council Trail

Each of these items will be discussed below.

Traffic Counts:

The Engineering Division installed three traffic counters along Council Trail. Results are shown below and also included in the attached map.

Year	Location	Average Speed	85% Speed	Average Volume
2009	E. of See Gwun	23.5	28	1061
2005	E. Na Wa Ta	26.3	30.9	1051
2024	W. of Can Dota	27.7	32.1	1005.2
2009	E. of Can Dota	27.5	32.5	1179
2024	At Wa Pella	26.3	31	977.7
2007	W. of Ioka	25.7	30.3	1254.5
2008	W. of IL 83	23.5	28.5	1458
2024	W. of IL 83	23.7	28.5	1199.2

Traffic counts show consistent traffic and speeds over time. These counts are consistent with other collector streets in the Village and reflect that Council Trail is one of the primary access routes for the Mount Prospect Golf Club.

Parking Studies:

Existing Parking Regulations:

- Council Trail – No parking anytime
- Wa Pella Avenue – No specific parking regulations
- Man A Wa Trail – No specific parking regulations

Village-Wide Parking Regulations (Village Code 18.1303):

- No parking within 20' of a crosswalk
- No parking with 15' of a fire hydrant
- No parking within 30' of a stop bar
- No overnight parking, 2AM – 6AM

With these existing parking regulations, there is limited legal parking options near the Weller Creek Playground.

Public Works and Park District Staff observed parking 32 times from 7/29/24 to 8/23/2024 and from 9/9/2024 to 10/8/2024. A maximum of three (3) cars were parked near the playground at any one time.

Based on the limited observed on-street parking use and the park being designed as a neighborhood park, should the Transportation Safety Commission recommend additional parking, the Engineering Division recommends 6 total parking spaces for the playground would be the appropriate amount to have near the park.

See attached parking survey documentation. Parking regulations are also shown on the Alternative 1, 2 and 3 Exhibits.

Playground Usage
Counts:

While Village and Park District Staff were conducting the parking studies, they also documented the amount of people using the playground. These results are included in the parking survey documentation. The highest number of park users at any one time was 12. Bikes and strollers were commonly at the park indicating neighborhood residents are walking and biking to the park. The busiest time at the playground was observed to be between 5PM and 6PM while school is in session. Mid afternoon was the busiest in the summer.

Crash History:

Crash data from IDOT and the Village of Mount Prospect Police Department were reviewed for the most recent 5 years that data is available (2019 – 2023). There were no reported crashes along Council Trail between See Gwun Avenue and IL 83 (Elmhurst Road) during this time period. This would indicate low existing safety issues on the street (prior to the playground being constructed).

Design

Considerations:

Once the data collection portion of the traffic study was complete, Public Works evaluated where parking could be allocated and reviewed if any enhancements were needed for pedestrian access to the playground. This included the following:

- Stopping Sight Distance Review
- On-Street Parking Locations Utilizing the Existing Roadway Width
- On-Street Parking Locations with Roadway Widening
- Pedestrian Considerations
- Bike Considerations

Stopping Sight

Distance:

Stopping sight distance is the distance traveled during the time it takes for a driver to decide they should stop a vehicle (perception-reaction time) and the time it takes for the vehicle to stop (maneuver time). Based on the speeds recorded in the traffic counts, a 30 MPH speed was chosen which requires a 200 foot stopping sight distance.

This 200' stopping sight distance was applied to the crosswalk across Council Trail at Wa Pella Avenue to determine where, if any, on-street parking on Council Trail could be installed without widening the roadway. See the Stopping Sight Distance Exhibit.

On-Street Parking

Locations, Existing

Roadway Width:

Possible on-street parking locations without widening the roadway are shown on the Stopping Sight Distance Exhibit. Based on only stopping sight distance, on-street parking without widening the roadway could be allowed on the Council Trail if:

- It is more than 200' west of the crosswalk on the south side
- It is more than 60' east of the crosswalk on the south side
- It is east of the Wa Pella island on the north side
- It is west of the Wa Pella island on the north side

While parking could be allowed in these locations based on stopping sight distance, engineering judgement determined that any on-street parking on Council Trail without widening the roadway on approach to the crosswalk would reduce safety at the crosswalk. Council Trail is 23' wide and currently does not allow parking on either side. The street effectively has two 11.5' through lanes in each direction. Introducing on-street parking without widening the roadway would require vehicles to navigate around the parked vehicles, decrease sight lines and potentially reduce drivers focus on pedestrians in the area. Therefore, Public Works does not recommend on-street parking without widening the roadway on Council Trail unless it is after the crosswalk in the direction of travel. Alternative 3 shows the possible on-street parking location without widening the roadway. Parking should not be striped to reduce impacts on traffic when parked cars are not present.

Any on-street parking introduces new safety concerns that should be considered when evaluating new-on street parking. Drivers and potentially passengers would have to exit their vehicle into the travel lane of the street, creating a new conflict point between park patrons and motorists. Due to the proximity of the crosswalk to the preferred on-street parking location without widening the roadway, staff would not recommend crosswalk improvements as part of this alternative due to increased safety issues relating to weaving vehicles.

On Wa Pella Avenue, parking is currently allowed except where prohibited village-wide (near crosswalks, stop bars or fire hydrants). Wa Pella Avenue also has unique geometry with a triangular island in the middle of the intersection with Council Trail. Parking is currently allowed along the island but can make navigating the intersection difficult and can block crosswalk sight lines.

Public Works recommends prohibiting parking along the island at the intersection of Wa Pella Avenue and Council Trail to increase safety. Additionally, due to the number of stop bars, crosswalks and driveways, Public Works recommends prohibiting parking on Wa Pella Avenue from 20' north of the crosswalk north of the island to Council Trail.

This effectively removes only one legal parking spot, but signage needs to be added to increase parking compliance on the street. With on-street parking prohibited near the island, centerlines can be painted on Wa Pella Avenue to help slow vehicles driving around the curves. These recommendations are included in all proposed alternatives.

On-Street Parking
Locations with
Roadway
Widening:

Four on-street parking locations that could be accommodated by widening the roadway were reviewed to provide parking while mitigating the negative safety impacts that on-street parking within the current roadway width would have:

- South side of Council Trail west of the crosswalk
- South side of Council Trail east of the crosswalk
- East side of the island
- West side of the island

The on-street parking locations through roadway widening within the island were ruled out due safety concerns associated with vehicles backing out of the spaces into oncoming traffic traveling around a curve. Additionally, parking within the island could limit visibility of pedestrians wanting to cross Wa Pella Avenue.

On-street parking through roadway widening would be viable both east and west of the crosswalk. The parking would be set back from the street preserving sight lines for the crosswalk. The preferred location is west of the crosswalk as this is closest to the playground. The proposed roadway widening locations are within Village right-of-way and outside of floodplains.

Even with roadway widening, this on-street parking introduces similar safety considerations to on-street parking within the current street width. While there would be more space since the street would be widened to accommodate the parking, vehicle drivers, and possibly passengers, would need to exit the vehicle into the travel lane on Council Trail. Additionally, roadway widening has the potential to impact existing parkway trees. The proposed back of curb is at least 2' from the existing tree trunks, but well within the tree canopy, meaning tree roots would be affected by the parking being constructed. This has the potential to reduce the health of the trees to the point where they would need to be removed for safety concerns.

If approved for construction, it is recommended work be designed and constructed by the Village through the annual street resurfacing program but funded by the Park District due to the need for parking being directly related to the new playground. The on-street parking design with roadway widening is shown in Alternative 1.

Pedestrian
Considerations:

The crosswalk across Council Trail is currently marked and signed, including advanced warning signs. This is appropriate for the amount of traffic on Council Trail and the number of pedestrians using the crossing. Options to further enhance the crosswalk include:

- In-street pedestrian signs and a striped median (Alternative 2)
- Pedestrian refuge island (Alternative 4)

Both crosswalk enhancement options would force drivers to pay attention at the crosswalk by having drivers navigate objects in the street. The in-street pedestrian signs would need to be removed in the winter for snow removal operations, though there are fewer park visitors at this time of year. The pedestrian refuge island would require widening Council Trail at a much larger project and cost.

Other crosswalks in the area were also reviewed by Staff. The crosswalks from the island to Wa Pella Avenue are striped and located at stop signs for southbound traffic. No further improvements are recommended for these. The crosswalk across Wa Pella Avenue north of the island is currently unmarked. The recommendation is to install a new marked crosswalk to increase visibility for pedestrians and reduce the likelihood of vehicles parking across the crosswalk. This recommendation is included in all alternatives.

The crosswalk across Man A Wa Trail, south of the playground, is currently striped but does not include signage. Staff recommends installing crosswalk signage and no parking signage at the crosswalk. This recommendation is included in all alternatives.

Bicycle

Considerations:

Council Trail is a signed on-street bike route. The bridge over Weller Creek at Wa Pella Avenue is well used by bicyclists as well. Council Trail has a roadway width of 23' edge to edge. This is too narrow to install bike lanes and maintain two-way traffic. Adding on-street parking within the existing roadway width would force bikes to swerve around the parked cars, bringing them closer to vehicular traffic potentially creating safety issues.

One bike treatment that would be possible on Council Trail is advisory bike lanes. These are dashed bike lanes that designate a space for bicyclists on the street that vehicles can use to pass each other when bikes are not present.

Advisory bike lanes have the potential to slow down vehicles as well due to visually narrowing the street, but more study, and a robust public outreach campaign would be required before implementation due to advisory bike lanes being new to the Village. They have been successfully installed on low volume streets in Chicago and elsewhere to improve safety for bicycles and to calm traffic.

Advisory bike lanes are shown in Alternative 4.

Alternatives

The following summarizes the four alternatives. All alternatives include the following items:

- Add crosswalk signage and no parking signage on Man A Wa Trail
- Install marked crosswalk across Wa Pella Avenue north of the island
- Prohibit parking on Wa Pella Avenue from 20' north of the crosswalk north of the island to Council Trail
- Add centerlines along Wa Pella Avenue adjacent to the island

Alternative 1 – On-Street Parking with Roadway Widening:

- Village of Mount Prospect widens Council Trail to install 6 on-street parking spots along the south side of Council Trail west of the crosswalk
- Mount Prospect Park District pays for the work
- Estimated construction cost \$30,000

Alternative 2 – No Additional Parking:

- No additional parking, primary playground parking along Man A Wa Trail
- Park District to install signage at park directing patrons to park along Man A Wa Trail
- In-street pedestrian signs and pavement markings added to Council Trail crosswalk
- No cost – completed in house

Alternative 3 – On-Street Parking without Roadway Widening

- Village installs signs permitting on-street parking on the south side of Council Trail east of the crosswalk
- No cost – completed in house

Alternative 4 – Advisory Bike Lanes/Traffic Calming (Long Lead Time):

- Add advisory bike lanes to Council Trail between See Gwun Avenue and IL 83 (Elmhurst Road)
- Add bike transition ramps at the intersection with IL 83
- Widen Council Trail and add pedestrian refuge island at crosswalk adjacent to playground
- On-street parking from Alternative 1 can be included with advisory bike lanes through widening the roadway
- Estimated construction cost \$63,030 (without on-street parking)

Alternatives are to be discussed at the Transportation Safety Commission meeting on 10/14/2024 to guide staff in developing a preferred alternative. Staff is looking for the following input from the Commission:

- Determine the need for additional on-street parking near the playground
- If the Commission determines there is a need for additional on-street parking, provide input on the additional on-street parking location
- Provide input on safety improvements at the Council Trail crosswalk
- Approve or provide input on the recommend parking changes on Wa Pella Avenue, the recommended striping of the crosswalk across Wa Pella Avenue and the recommended signage additions on Man A Wa Trail

Note, ideas from any of the alternatives can be considered as the preferred alternative is developed, the Commission does not have to choose just one alternative to implement.

Discussion:

The following points were brought up during the discussion:

- Concerns over impacting trees due to roadway widening
- A want to preserve the neighborhood feel (no parking lot)
- Concerns over crosswalk safety
- Liked having patrons park on Man A Wa Trail, but unsure if patrons would adjust their parking habits
- Liked the changes proposed on Wa Pella Avenue
- Commissioner Nejdil supported the in-street signs forcing drivers to navigate around them
- Representative Moe indicated that any in-street signs would not survive a winter season due to snow plows
- Liaison Foresman clarified that the signs would be installed in the spring and removed for winter

As the discussion wrapped up, Liaison Foresman asked the Commission to make a motion on the items they wished to pursue.

Motion:

Vice Chairman Prosperi motioned for the Commission to recommend all of Alternative 2, which includes the following:

- Prohibit parking on Wa Pella Avenue from 20' north of the crosswalk across Wa Pella Avenue north of the island south to Council Trail
- Add striped centerlines to both legs of Wa Pella Avenue at the island
- Stripe the crosswalk across Wa Pella Avenue north of the island
- Add signs to the crosswalk across Man A Wa Trail
- Ask the Park District to install signage at the playground directing patrons to park on Man A Wa Trail
- Add a striped median island at the crosswalk across Council Trail at the playground
- Install in-street "Stop Here For Pedestrians in Crosswalk" signs in the proposed striped median island at the crosswalk across Council Trail

Chairman Kuehlthau seconded the motion. The motion was approved by a vote of 7-0.

Liaison Foresman indicated only the parking changes on Wa Pella Avenue would need to go before the Village Board for approval. Staff is targeting the first Village Board meeting in November for approval.

B. Friendly Neighborhoods Streets Program and Traffic Studies Update

Staff Liaison Foresman provided updates to the Commission on the following studies:

Friendly Neighborhood Streets Program locations where petitions have been submitted:

- 0 – 100 Block of Audrey Lane
- 1300 – 1400 Blocks of Fern Drive
- 100 – 200 Blocks of Hi Lusi Avenue
- 600 – 700 Blocks of S. William Street
- 0 Block of N. Edward Street

Friendly Neighborhood Streets Program locations where a resident reached out, but has not yet submitted a petition:

- Briarwood Drive East and West
- 100 – 200 Blocks of E. Evergreen Avenue
- 0 – 600 Blocks of E. Gregory Street
- 0 – 200 Blocks of N. Louis Street
- Intersection of Magnolia Lane and Lavergne Drive

The Village is also conducting a larger traffic study outside the scope of the Friendly Neighborhood Streets Program in the area bounded by IL 83 (Main Street) to the west, Rand Road to the east, Central Road to the south and Gregory Street to the north. The Village will be looking into cut-through traffic in the neighborhood between Rand Road and IL 83 (Main Street), how the new traffic pattern at the intersection of Rand Road, Central Road and Mount Prospect Road is affecting neighborhood streets and looking into safety issues where neighborhood streets intersect arterial roads.

Fire Department Representative Grandgeorge left during the traffic study update discussion, at approximately 8:15 PM.

Representative Mavraganis indicated he is leading a new effort at the Police Department to compile and track all the traffic complaints they receive and investigate. He asked the Commission how the Police should refer issues they deem above and beyond normal traffic issues on streets. Liaison Foresman indicated there is potential for some of the complaints to qualify for the Friendly Neighborhood Streets Program and if so, Public Works could work with the concerned resident to start that process, or Public Works could take the lead on the project. Additionally, at the direction of the Director of Public Works, Staff could initiate a traffic study and project outside of the scope of the Friendly Neighborhood Streets Program on a case-by-case basis. Liaison Foresman indicated the Commission would be informed of ongoing traffic studies through regular updates at Commission meetings. Representative Mavraganis said the Police are just beginning the process and will look to refine procedures in the future.

COMMISSION ISSUES

Liaison Foresman indicated Staff will be looking into ways to present potential transportation related improvements associated with development projects to the Commission. This was in response to Commissioner Nejd's request at the previous meeting.

Staff Liaison Foresman informed the Commission that Chairman Kuehlthau's chairmanship was up due to serving two consecutive terms. The Mayor is required to appoint a new Chairperson and the Commission votes on the Vice-Chairperson position. Liaison Foresman indicated no other Commissioners expressed interest since the last meeting. He asked that they let him know if they were interested by this Friday (10/18/2024). If no one is interested, Staff will work with the Mayor on next steps to appoint a Chairperson. Chairman Kuehlthau will continue to serve as Chairman until a new Chairperson is appointed by the Village Board.

ADJOURNMENT

With no further business to discuss, the Transportation Safety Commission voted 6-0 to adjourn at 8:35 p.m. upon the motion of Vice Chairman Prosperi. Commissioner Nejd seconded the motion.

Respectfully submitted,



Luke Foresman, P.E.
Project Engineer



VILLAGE OF
MOUNT
PROSPECT

ARTERIAL BIKE NETWORK STUDY



Village of Mount Prospect

ARTERIAL BIKE NETWORK STUDY

February 2025



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IMAGE TO BE UPDATED



STUDY OVERVIEW

Section 1



Study Overview

In 2012, the Village adopted a Bicycle Plan to “create a safe, comfortable and bicycle-friendly environment in Mount Prospect, which encourages people of all ages to use bicycles for everyday transportation and enjoyment”. The Bicycle Plan identifies three infrastructure phases.

- **Phase I** includes on-street bike routes along low volume, residential streets that connect to key destinations such as parks, schools, shopping, restaurants, and adjacent communities. Since 2012, the Village has installed 28 miles of on-street bike routes completing Phase I of the Bicycle Plan.
- **Phases II & III** includes bike routes along arterial roads, often under the jurisdiction of other agencies that will provide connections to Phase I routes and adjacent communities. The Arterial Bike Network Study will develop a strategy to construct bike facilities along arterial and other high traffic streets in the Village, completing the planning for Phases II and III of the Bicycle Plan.

The corridors selected for the arterial bike network utilize roadways that provide important connectivity across the Village. Completing the network along these routes is crucial to enhancing residents’ access to key destinations while improving safety for cyclists and pedestrians of all ages and abilities. The 18 corridors of the arterial bike network, which include two potential trail connections between arterial roadways, are shown on the next page.

Study Area

The study area encompasses the Village of Mount Prospect, with a focus on the identified arterial corridors. It is recognized, though, that residents’ destinations may be outside of the Village, or those visiting and working in the Village may reside in other communities. Connecting to the larger regional network is an important component of the plan and was taken into consideration throughout the study.



Bicyclist on Gregory near Emerson Park and Elmhurst Rd

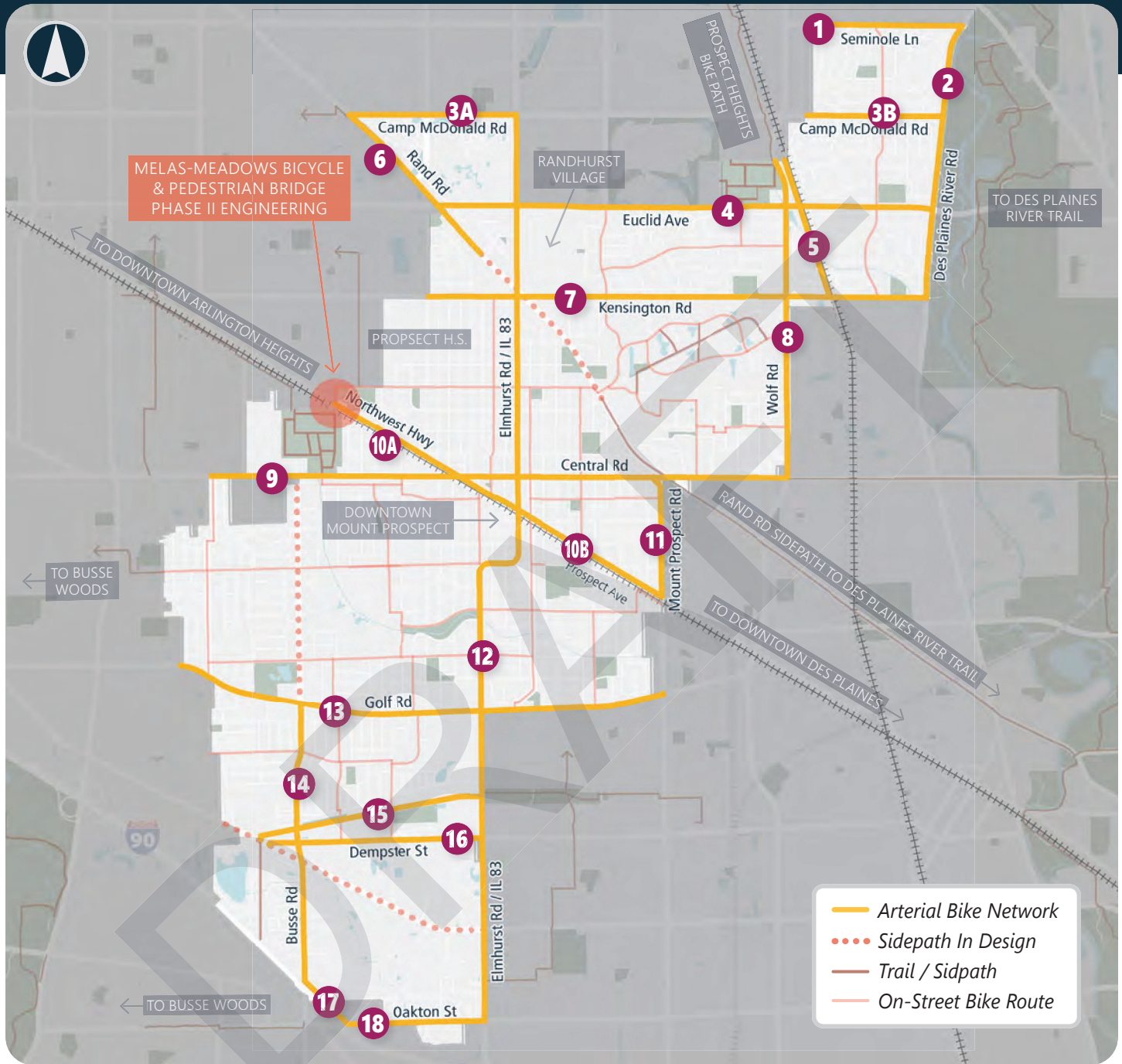


Looking east on Central towards Emerson

Study Goals

- Assess bike facility options that improve safety for cyclists and pedestrians of all ages and abilities
- Ensure the recommended strategy enhances resident access to key community destinations
- Incorporate community priorities and feedback

Arterial Bike Network Study Corridors



- | | | |
|---------------------------|---|-------------------------------|
| 1. Seminole Lane | 8. Wolf Road | 14. Busse Road |
| 2. Des Plaines River Road | 9. Central Road | 15. ComEd Trail |
| 3. Camp McDonald Road | 10. Northwest Highway (A) / Prospect Avenue (B) | 16. Dempster Street |
| 4. Euclid Avenue | 11. Mount Prospect Road | 17. Busse to Oakton Connector |
| 5. ComEd ROW Northeast | 12. IL-83 / Elmhurst Road | 18. Oakton Street |
| 6. Rand Road | 13. Golf Road | |
| 7. Kensington Road | | |



Bicyclist Level of Comfort

Research has shown that people who ride bikes can be classified into three groups based on their level of stress tolerance – Interested but Concerned, Somewhat Confident, and Highly Confident. As the graphic below indicates, the vast majority of bicyclists fall into the first category; they are cautious and are not comfortable riding on the street, even if bike lanes are striped. One of the major considerations in the Arterial Bike Network Study is to provide facilities where riding is comfortable and stress-free, and thus is attractive to the widest segment of the Village’s population as possible.

Bicyclist User Type / Level of Comfort

INTERESTED BUT CONCERNED

- Often not comfortable with bike lanes, may bike on sidewalks even if bike lanes are provided
- Prefer off-street or separated bicycle facilities or quiet traffic-calmed residential roads
- May not bike at all if bicycle facilities do not meet needs for perceived comfort

SOMEWHAT CONFIDENT

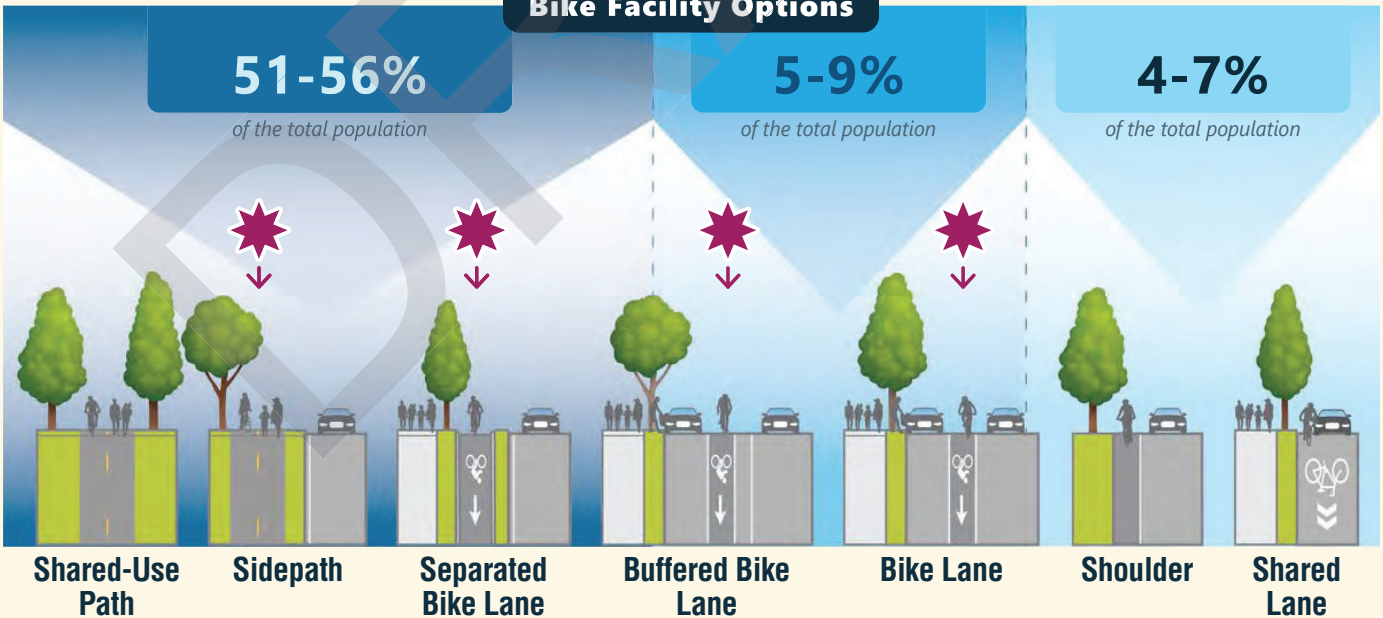
- Generally prefer more separated facilities, but are comfortable riding on street in bicycle lanes or on paved shoulders if need be

HIGHLY CONFIDENT

- Comfortable riding with vehicular traffic
- Will use roads without bike lanes



Bike Facility Options



Bike facilities considered for the arterial bike corridors in this study

Note: Percentages represent level of comfort people feel bicycling (from peer-reviewed surveys as recently as 2016).
Sources: Adapted from the Federal Highway Administration (FHWA) Bikeway Selection Guide; Dill, J., & McNeil, N. (2016) & Revisiting the Four Types of Cyclists: Findings from a National Survey. Transportation Research Record, 2587(1), 90-99.

Study Process

An objective of the study is to develop arterial bike network recommendations through a collaborative process with the community and key stakeholders. The project team kept this objective in mind throughout the development and execution of the study.

The Mount Prospect Arterial Bike Network Study began in December 2023. At this time, the project team kicked off the project and initiated the existing conditions research and community engagement activities. An open house and pop-up meetings were held, outlined further in **Section 2: Community Outreach**, to gather initial feedback about challenges and opportunities along these corridors. An *Existing Conditions Report* was developed based on the

team’s analysis of the study area and input from community. This formed a basis for assessing designs and prioritization of the corridors.

The next stage of the study was developing corridor improvements. This is outlined in **Section 3: Recommendations**. Throughout this process, key stakeholders provided input through one-on-one meetings and a public open house. Following corridor design development and evaluation, the project team established prioritization criteria. To provide a roadmap to implementation and ensure that the corridor designs can be progressed to the next stage of study, cost estimates and a funding strategy are provided in **Section 4: Implementation**.

Study Timeline

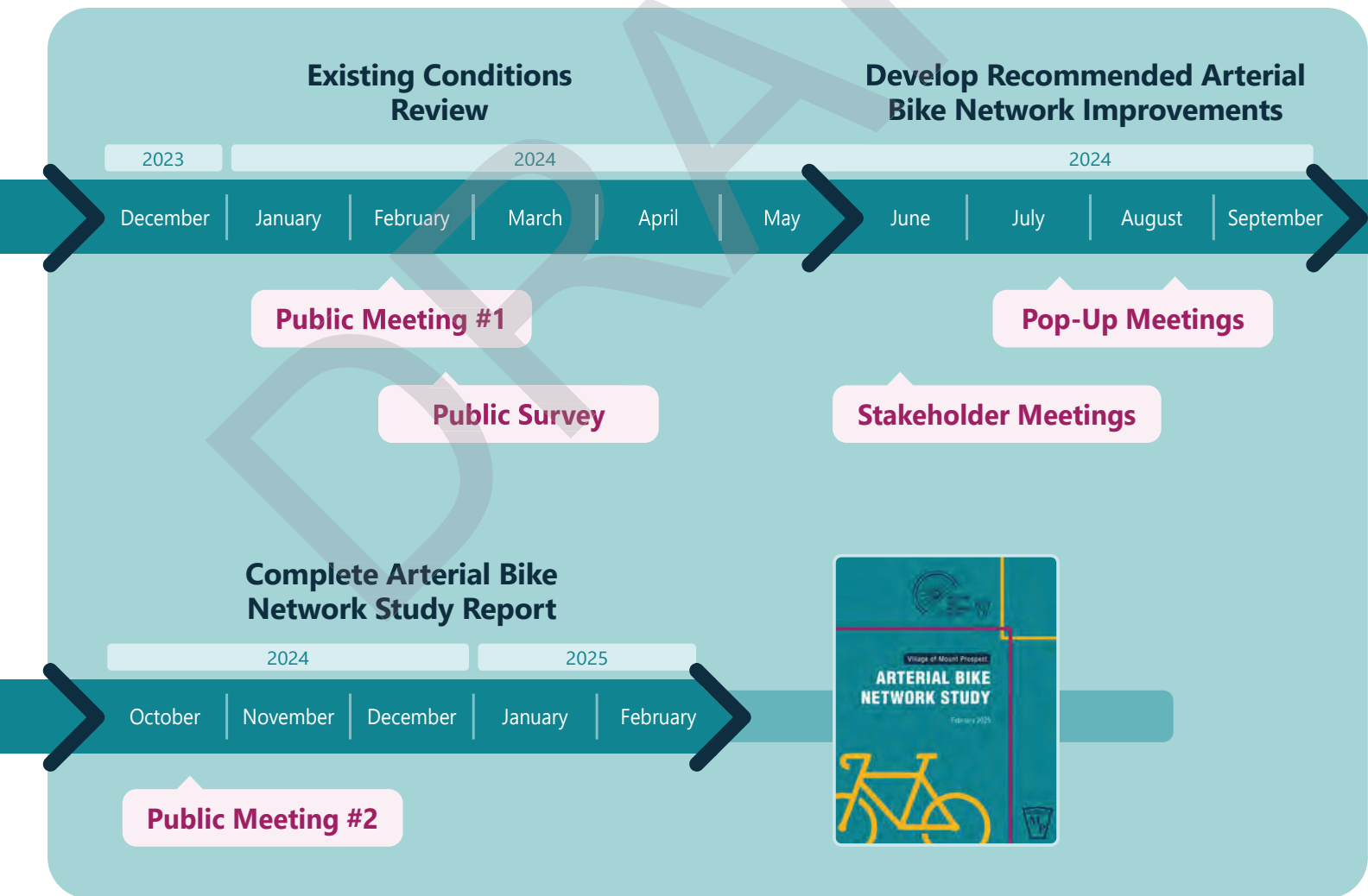


IMAGE TO BE UPDATED



EXISTING CONDITIONS & OUTREACH RECAP

Section 2



Community Engagement

The Village took a robust engagement approach to ensure as many community members as possible had the opportunity to provide input on the existing bicycle network and potential improvements. Building on previous plans, prioritizing transparency throughout the project, and engaging the public early and often is essential in developing a plan for which the community has ownership, and in establishing design concepts that reflect the community's vision.

Input was collected through multiple channels, including a public survey, an online interactive map, two in-person pop-up events, two public open houses, one-on-one stakeholder meetings, and by email. The project team also created a project website and project email for ease of accessing all project information and ensuring community members could easily reach out to the project team. This input directly informed the recommendations as well as the evaluation criteria and phasing.

Thank you to everyone who provided feedback throughout the life of the project!



Open House #1 held in February 2024



Pop-up event at the Village Block Party

Engagement Activities at a Glance



1

Public Survey and Interactive Input Map
with 80 Survey Responses and 140+ Map Comments*



2

Open Houses
with 70+ Attendees



2

Pop-Up Meetings



11

Stakeholder Meetings



25

Emails Received from Community Members

**including community members who completed the survey activity at the open house*

Engagement Opportunities

During the Existing Conditions phase of this study, the Village hosted several opportunities to hear the community's input on opportunities and challenges to walking and biking throughout Mount Prospect, with special emphasis on the arterial bike network corridors.

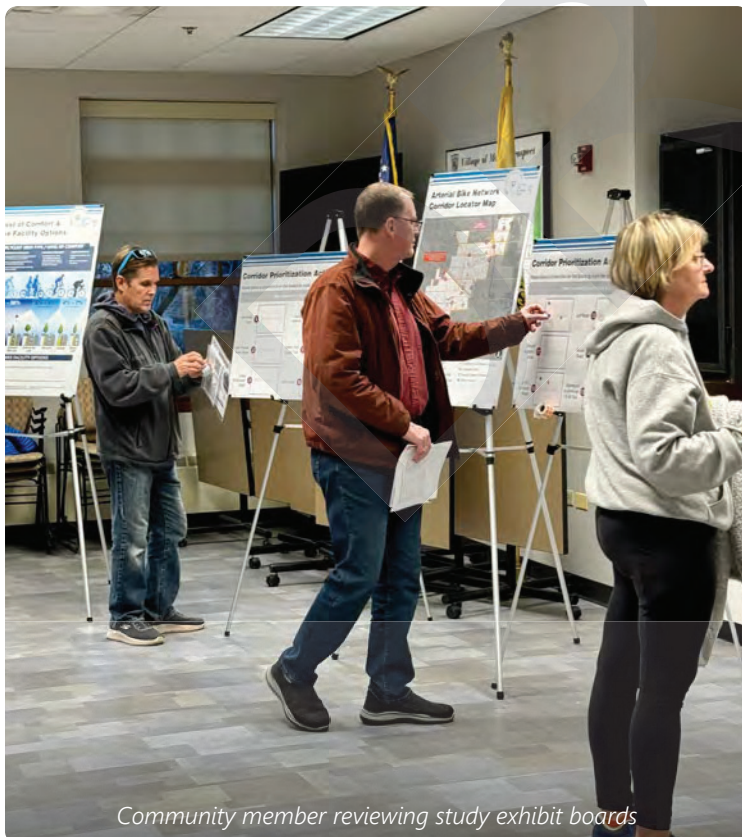
Open House #1

The first open house for this project was held on February 21, 2024 at Mount Prospect's Village Hall from 5 p.m. to 8 p.m. Community members had the opportunity to look at exhibit boards, participate in input activities, and converse with project team members. The exhibit boards included: Study Overview and Goals, Study Timeline, Existing Conditions, Level of Comfort & Bike Facility Options, Arterial Bike Network Corridor Locator Map, Corridor Prioritization Activity.

Additional input activities included a survey station with multiple laptops, a corridor prioritization activity with colored dots (to receive feedback on 1st, 2nd, 3rd priority corridors), and post-it notes which could be added to an aerial map of the Village.

Pop-Up Meetings

To further promote the interactive map and public survey, spread awareness about the project, and have discussions with community members, the project team attended and tabled at two Village events. The team first attended the Mount Prospect Village Block Party in July, and the Mount Prospect Celebration of Cultures in August. To each event, the project team brought a study area map for community members to mark up with challenges, opportunities and priorities, flyers promoting the interactive map and survey, exhibit boards displaying a project overview and bicyclist levels of comfort / facility types, and sign-up sheets for community members to receive project updates.



Community member reviewing study exhibit boards



Pop-up event at the Village Block Party

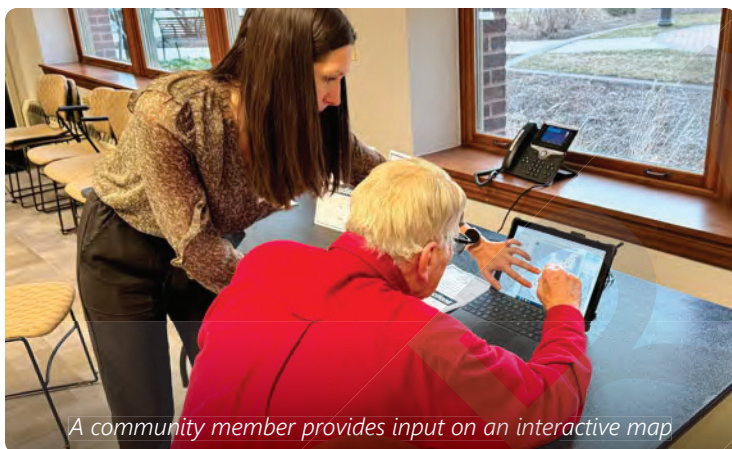


Pop-up event at Celebration of Cultures

Interactive Input Map and Corridor Prioritization Survey

A brief online survey was deployed in conjunction with an interactive input map. The survey allowed community members to select their top three corridors within the arterial bike network that should be prioritized. The interactive input map helped gather site-specific input from the community on where bicycle facilities should be located, and what improvements should be made to ensure safe access and connectivity for people biking and walking.

As the project team progressed to arterial bike network development and design, they held one-on-one stakeholder meetings, and presented draft concepts to the community at a second open house.



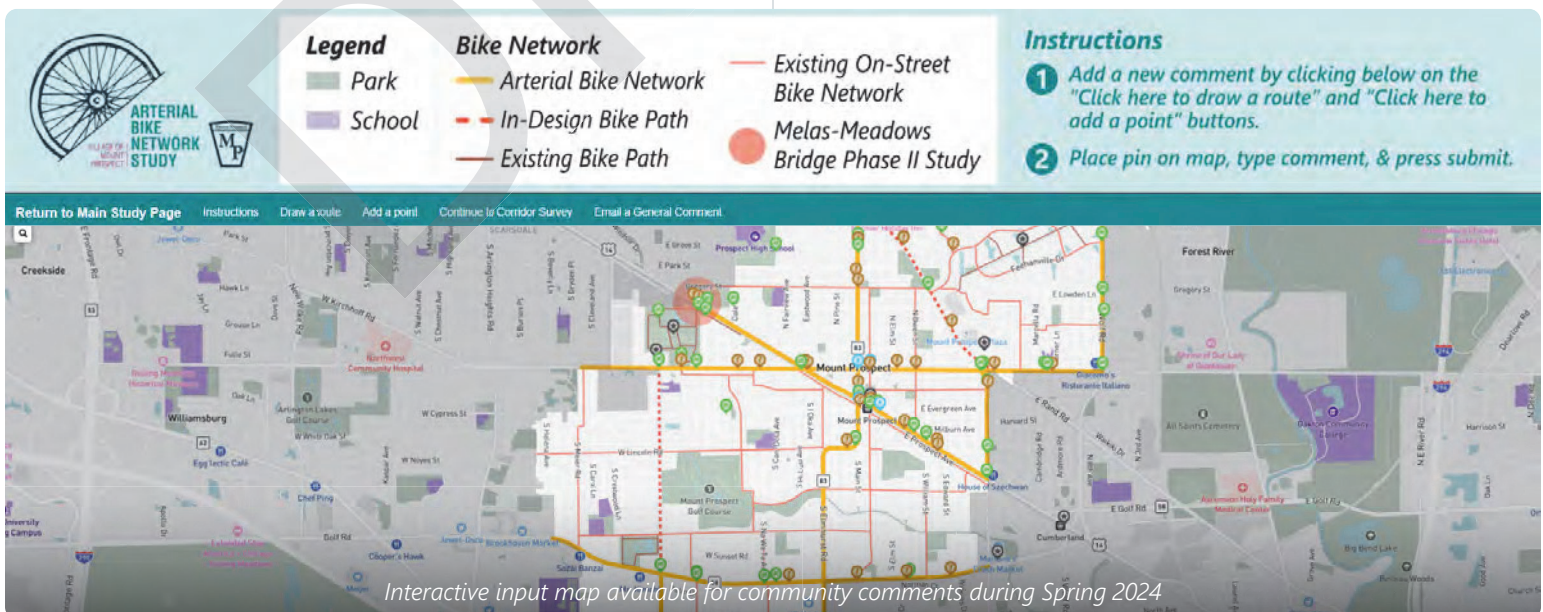
A community member provides input on an interactive map

Stakeholder Meetings

One-on-one meetings were held with key community and regional stakeholders. These meetings provided an opportunity for more in-depth discussions related to specific topics, such as schools, parks, transit and railroad coordination, to ensure the project recommendations align with the needs of the community and with plans of other agencies and departments. The project team met with the following agencies and institutions:

- Schools: Prospect High School, District 57, District 26, District 59
- Illinois Commerce Commission
- Mount Prospect Park District
- Cook County Forest Preserve
- Pace
- River Trails Park District
- Cook County Department of Transportation and Highways (CCDOTH)
- Illinois Department of Transportation

The project team also coordinated with surrounding communities to gain a better understanding of their bicycle network, future plans, and priorities. These communities included Prospect Heights, Des Plaines, Elk Grove, and Arlington Heights.



Open House #2

The project team held the second public open house for this project on October 17, 2024. The public meeting was held at Mount Prospect's Village Hall from 5 p.m. to 7 p.m. Community members had the opportunity to look at exhibit boards, participate in input activities, and discuss their ideas with or provide feedback to project team members. Exhibit boards included: Study Overview and Goals, Study Timeline, Engagement Overview, Bike Facility Type Overviews, Arterial Bike Network Corridor Recommendations Map, Bike Crossing Enhancement Toolbox, and recommendation visualizations at various locations. A large aerial map of the Village with all the corridor recommendations was available, on which community members could place post-it notes with comments. The project team also had corridor packets available, which contained preliminary engineering designs for each corridor.

Project Website and Email

A project website, email address and project-specific branding was created at the beginning of this project. The website provided a one-stop shop for all project materials and updates. All open house materials were posted to the website and comment periods extended at least three weeks following an open house to allow community members to view materials virtually and provide input. General comments were welcome, though, at any time throughout the project.

All images below are from Open House #2 held in October 2024

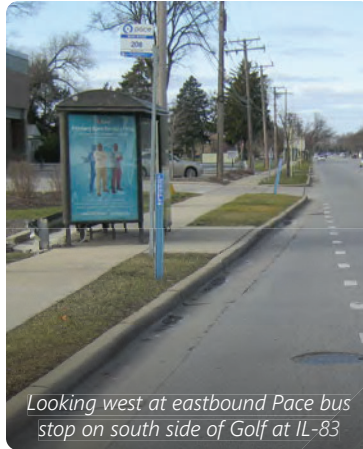


What We Heard

Throughout the various engagement opportunities, the project team received valuable feedback. The themes below emerged from community input.

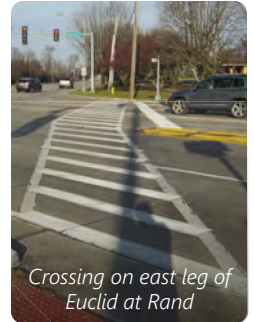
Desire increased connections to:

- Existing trails, including Des Plaines River Trail, Kensington Business Center Trail, Prospect Heights Trail, ComEd Trail, WE-Go Trail
- Parks, including Sycamore Trails Park, Meadows Park, Burning Bush Park
- Schools throughout the Village
- Downtown and Randhurst Village



Looking west at eastbound Pace bus stop on south side of Golf at IL-83

Community support for the installation of higher impact crossing treatments like pedestrian refuge islands and rectangular rapid flashing beacons, where feasible.



Crossing on east leg of Euclid at Rand

Interest from school districts to have improved connectivity and access for students, staff and parents biking and walking to school. This includes improved access to nearby parks, neighborhoods, and commercial areas. Railroads and major roadways are barriers, such as Northwest Hwy/ Central, Elmhurst, Central, Kensington, and Golf.

Further enhance safety in and around downtown, including improvements to railroad crossings, improving visibility for cars to see bicyclists (particularly those parking), implementing crossing improvements by heavily utilized commercial corridors or locations that connect to key community destinations, and increasing bicycle parking.



Looking west on Camp McDonald at Burning Bush

Improve crossings (e.g., pedestrian refuge islands, more crosswalks), especially across higher trafficked roadways and locations that connect to key community destinations, such as:

- Central Rd, by Library and Melas Park
- Elmhurst Rd/IL-83, by the Metra Station, near the on-street bike route on Gregory, and near Kensington/Rand
- Northwest Hwy, by Central, the Metra Station and Lions Park
- Euclid Ave, by Woodland Trails Park, Burning Bush Park, and Wolf Rd
- Kensington, by the Police Department and Tamarack Trails Park

Desire for additional coordination with other communities that border Mount Prospect so any future bike routes that are implemented do not stop at the Village boundary and users can continue onward.

General support to improve biking and walking in the Village. Further support for off-street facilities (shared-use paths) along the arterial bike network, near schools in particular.



ComEd right-of-way trail crossing at Redwood

Corridors commonly identified as a top priority within the Village include:

- Central Road
- Elmhurst Road/IL-83
- Euclid Avenue
- Kensington Road
- Golf Road
- Wolf Road
- Northwest Highway

Existing Conditions Review

The *Existing Conditions Report* provided an in-depth review of each corridor in the Village of Mount Prospect's arterial bike network, and was based on a compilation of various dataset and plan reviews, discussions with Village staff, and insights from community members.

The full *Existing Conditions Report*, including a summary of local and regional plans or projects that relate to this study, can be reviewed in **Appendix A**. Understanding the existing barriers, improvement ideas, and priorities of the Village and community provided a base from which to develop bike recommendations for the Village's arterial bike network that also meet the needs of the community. A few maps created for the report are shown on the following pages.

Key Village-wide Takeaways

Safety

Addressing safety concerns for people biking, walking, or rolling was among one of the top community concerns. The arterial bike network corridors account for 63% of all serious injury crashes and 58% of all bicycle and pedestrian crashes throughout the Village.

Based on a crash hot spot analysis conducted along the arterial bike network between 2018-2022 (for crashes involving an injury across all modes), the top locations potentially experiencing the highest safety concerns included:

- Rand Rd & Kensington Rd
- IL-83/Elmhurst Rd & Euclid Ave
- Des Plaines River Rd & Euclid Ave
- IL-83/Elmhurst Rd & Central Rd
- IL-83/Elmhurst Rd & Golf Rd
- Busse Rd & Golf Rd
- Busse Rd & Algonquin Rd
- Mount Prospect Rd & Golf Rd
- IL-83/Elmhurst Rd & Dempster St
- IL-83/Elmhurst Rd & Algonquin Rd

Between 2018-2022, one fatal crash involving someone walking occurred along Golf Road near Busse, and 13 serious injury crashes involving someone walking or biking also occurred along the arterial bike network.

Datasets Reviewed

The various analyses included reviewing datasets related to the following information:

- Bike routes
- Transit
- Sidewalk gaps
- Roadway jurisdiction
- Traffic volumes
- Speed limits
- Crash hot spots and crashes involving people walking or biking (2018-2022)
- Available right-of-way
- Community-oriented land uses
- Existing Class I and II truck routes
- Truck traffic (as a % of total traffic)
- Major and local roadway projects
- Trees in the right-of-way
- ComEd utilities

Connectivity and Road/Traffic Conditions

The Village has a robust existing network of on-street bike routes on low-stress, mostly residential roadways spanning the entire Village. Implementing any of the corridor recommendations developed as part of this study along the arterial bike network would further enhance safer, more efficient bike connections to the places Mount Prospect community members and visitors are trying to reach locally and beyond.

The arterial bike network typically experiences higher vehicular traffic volumes and speeds. Developing bike facilities that protect users as much as possible is key to ensuring safety while still boosting connectivity.

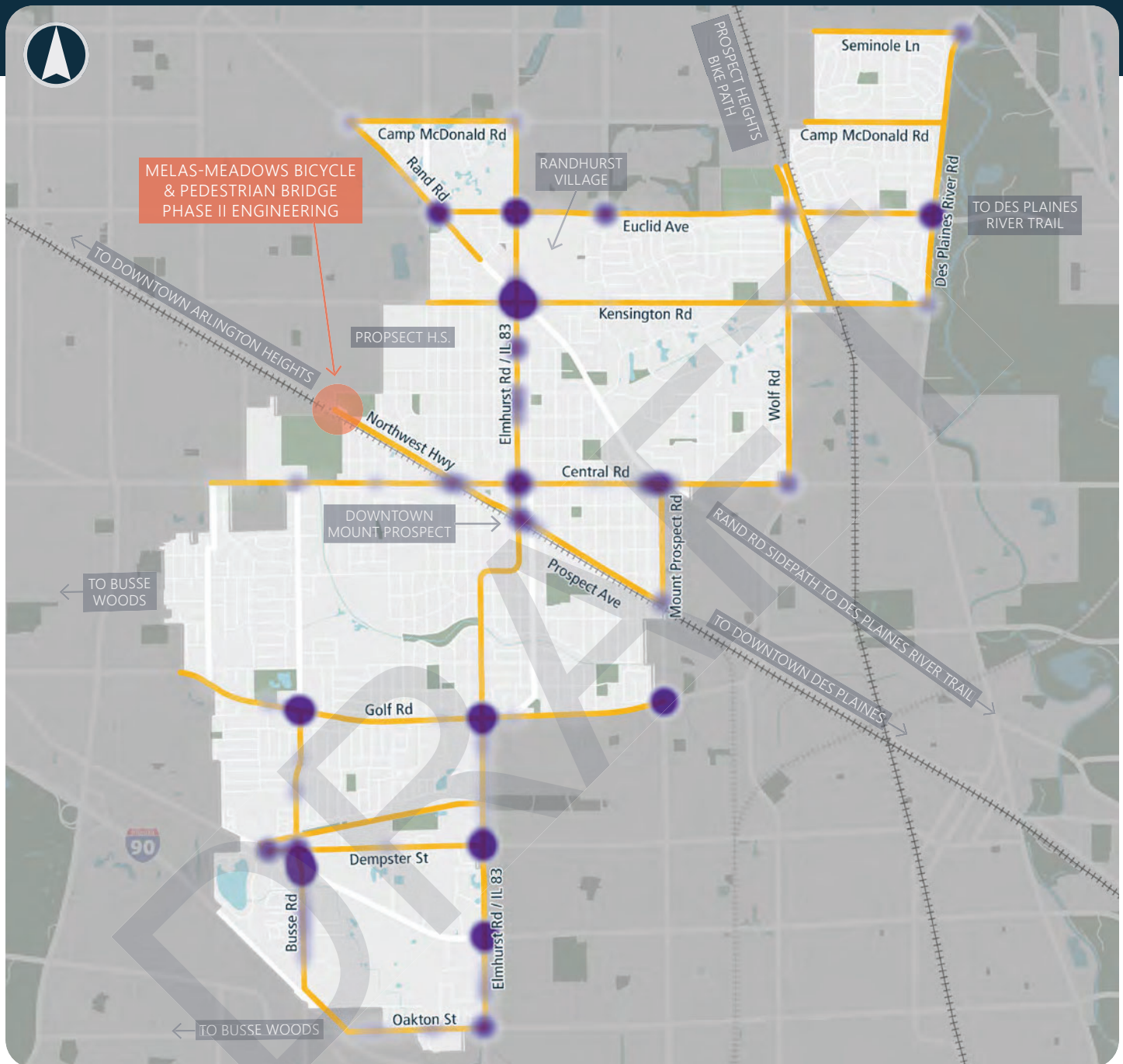




- Pace Bus Route
● High Ridership Bus Stop

Existing Conditions

Injury Crash Hot Spots (All Modes), 2018-2022



Legend

- Park
- Arterial Bike Network

IDOT Safety Tier (2020-23)

- Critical
- High

Density of Injury Crashes

- Low
- High

DRAFT

IMAGE TO BE ADDED



ARTERIAL NETWORK RECOMMEND- ATIONS

Section 3



Network Recommendations

The arterial bicycle network is designed to create a low-stress bicycle network across the community, connecting residential areas to regional trails, key destinations, Downtown Mount Prospect, schools, and other community destinations. When completed, these routes will form a comprehensive network, enhancing connectivity throughout the Village for those commuting, accessing local destinations, or riding for recreation.

Eighteen routes were evaluated along arterial roadways within the Village of Mount Prospect. These routes are shown on the map below. The recommendations vary based on the size, traffic, and land use context of each street. The proposed network mainly consists of sidepaths, with a few on-street bike lanes recommended where appropriate.

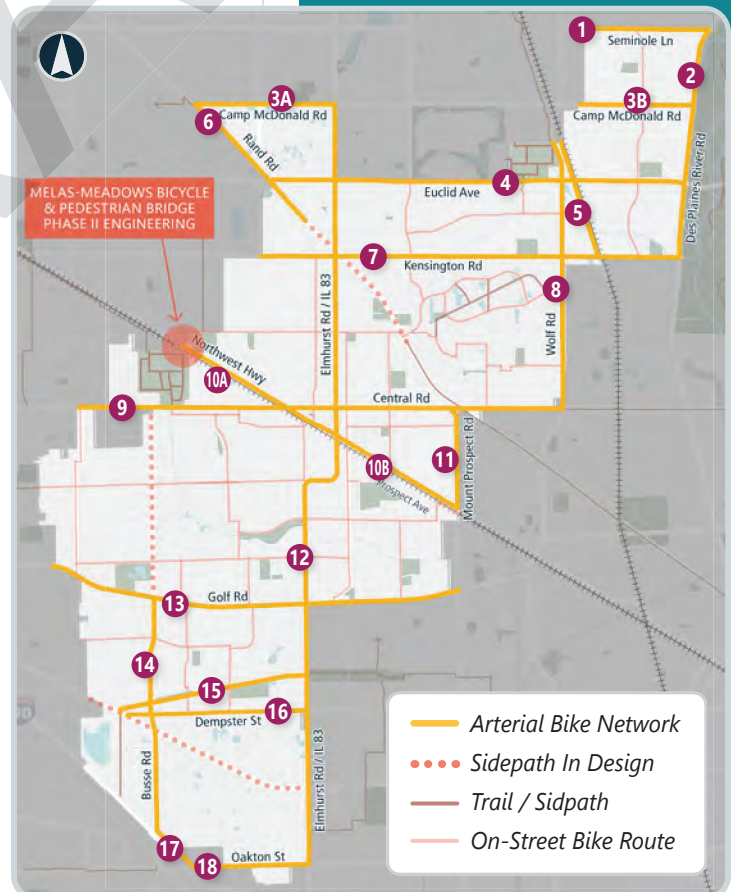
The network recommendations were developed based on robust community engagement and a comprehensive existing conditions analysis. The project team evaluated data such as traffic volumes, roadway functional classifications, vehicles speeds, roadway widths, available rights-of-way, and other traffic conditions. Previous studies and plans were reviewed to inform the network recommendations.

The project team surveyed the community to obtain feedback on desirable and challenging biking and walking routes. The Village and project team had several community engagement touchpoints which occurred prior to developing the final network recommendations. Using this information, the project team developed recommendations that were appropriate for the various types of streets, connected to key destinations, and desired by the community.

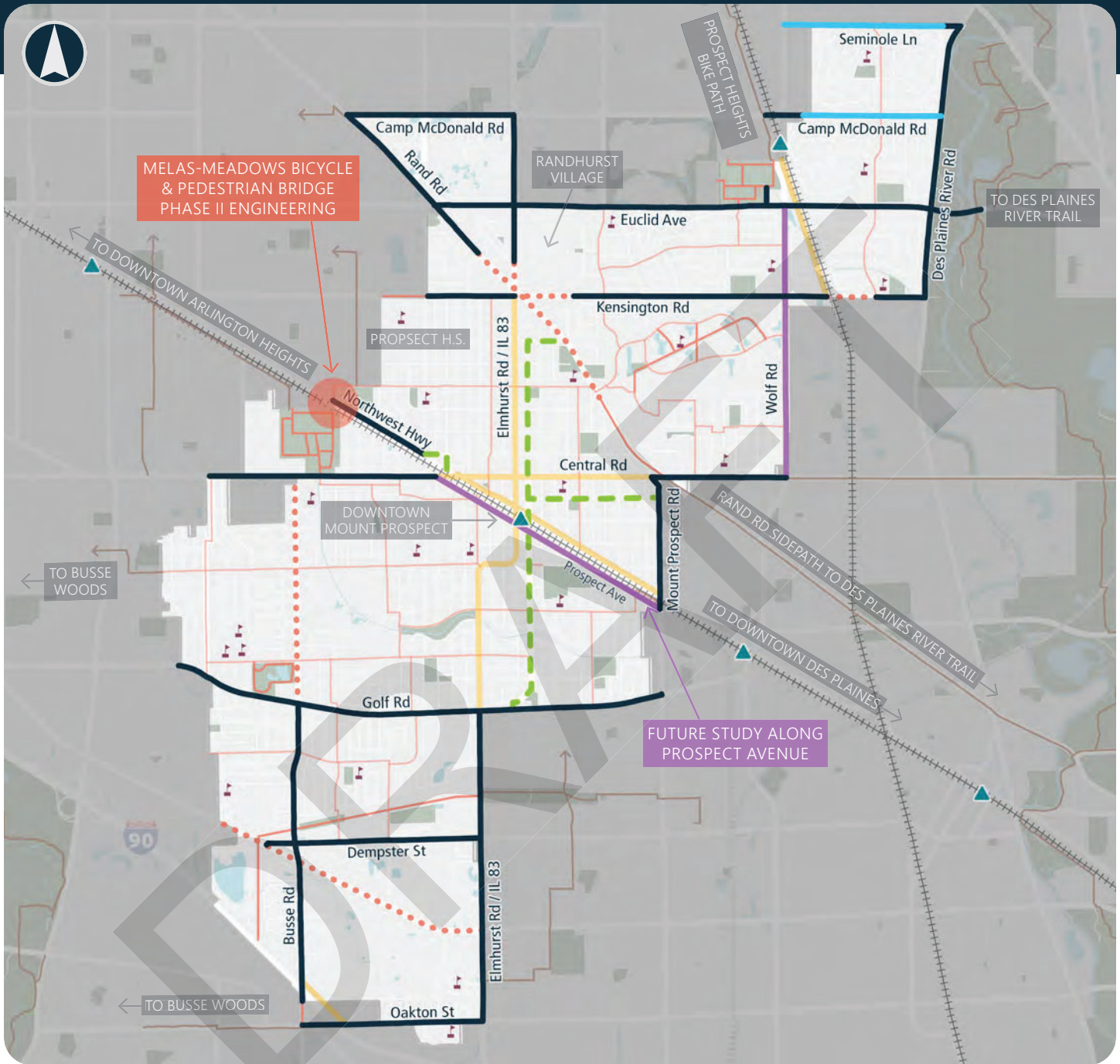
This chapter discusses the bike facilities considered and presents a list of treatments that can make challenging street crossings safer and more comfortable. This is followed by network recommendations by corridor. Information is presented on each of the 18 corridors, including a map, existing conditions, corridor recommendations, community destinations to which the corridor would connect, and a conceptual cross-section showing how the proposed designs would look.

Study Corridors

1. Seminole Lane
2. Des Plaines River Road
3. Camp McDonald Road
4. Euclid Avenue
5. ComEd ROW Northeast
6. Rand Road
7. Kensington Road
8. Wolf Road
9. Central Road
10. Northwest Highway (A) / Prospect Avenue (B)
11. Mount Prospect Road
12. IL-83 / Elmhurst Road
13. Golf Road
14. Busse Road
15. ComEd Trail
16. Dempster Street
17. Busse to Oakton Connector
18. Oakton Street



Arterial Bike Network Recommendation Map



Legend

- Park
- ▲ School
- + + + Metra Rail
- ▲ Metra Train Station
- Neighbor Community Bike Facility

Existing Bike Network

- On-Street Bike Route
- Trail / Sidepath
- ... Sidepath In Design

Recommended Arterial Bike Network

- Bike Lanes
- Sidepath
- Multiple Options
- Alternative Routes for Infeasible Segments
- No Bike Facility Improvements Recommended as Part of this Study*

*corridors or segments not recommended due to inadequate right-of-way and/or overall infeasibility of implementation

Types of Bike Facilities Considered

Bicyclists vary in age, skill, and experience. While some cyclists are confident in their abilities and don't mind riding on the street, the vast majority of are cautious and would rather ride in a space separated from traffic. Rather than venture out and ride on the roadways, these people will stay home or find other ways to recreate or travel to their destination. Even those who are more confident likely prefer low stress facilities.

One of the goals of this study is to recommend bike facilities that are best suited for the roadway context while providing a high level of safety for cyclists of all ages and abilities. Creating a less stressful and more comfortable bicycle network can make cycling more appealing to a broader portion of the population, removing barriers and encouraging more people to use the bike network. Therefore, sidepaths are the primary facility type recommended along arterial roadways within Mount Prospect.

Bike Lanes

Bike lanes are recommended on a couple of routes within the Village. These routes have lower traffic speeds and volumes and would be comfortable for people riding on the street. In most cases, bike lanes can be installed relatively quickly without widening the pavement, however some reworking of the space would be needed (e.g., restriping).

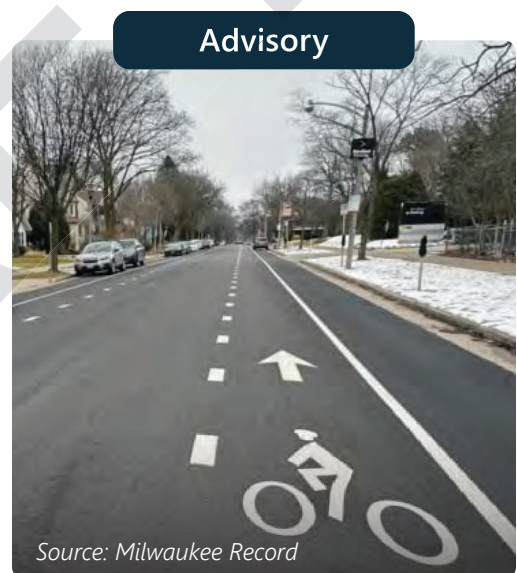
What are the different types of bike lanes?

Advisory Bike Lanes

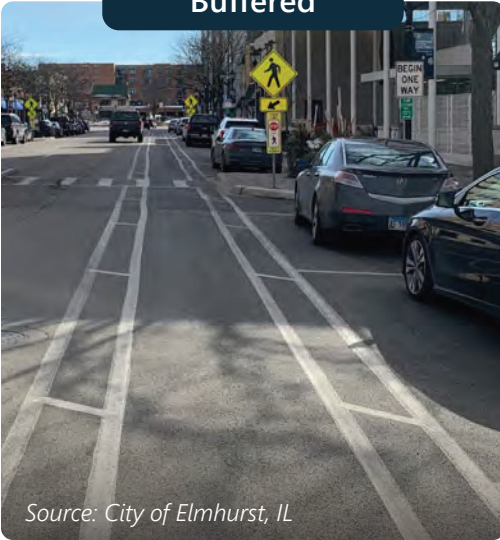
Advisory bike lanes provide a dedicated lane for bicyclists on streets that are too narrow for conventional bike lanes. Vehicular travel lanes are narrowed to accommodate a bike lane that is marked with dashed striping. Most vehicles will be able to drive within the narrower vehicle lane. However, larger vehicles can enter the advisory bike lanes as needed to make room for oncoming traffic, while yielding to cyclists.

Conventional Bike Lanes

Conventional bike lanes provide a dedicated lane for bicyclists that is separated from vehicular travel lanes. The white line separating the two is solid. Bike lanes can be painted green to further differentiate them from vehicle travel lanes and to make drivers more aware that other modes may be present on the roadway. The minimum width of a bike lane is 5 feet, however 6 feet is more desirable if space allows.



Buffered



Buffered Bike Lanes

Buffered bike lanes are similar to conventional bike lanes, but are paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane, thus providing extra comfort for bicyclists. These bike lanes are suitable for streets with moderate traffic and extra space. They can increase safety for all users and reduce the likelihood of crashes and injuries.

Protected Bike Lanes

Protected bike lanes are on street facilities with physical separation between bicyclists and traffic. These are suitable for busier or truck-oriented roadways where more separation than conventional bike lanes is needed but there is insufficient space in the parkway for a sidepath or building a sidepath is not feasible. Protected bike lanes can be either one or two-way.

Protected



Sidepaths

Most of the roads studied as part of this project carry higher traffic volumes and vehicles travel at higher speeds. Therefore, mixing of cars and bikes within the curb-to-curb space is inadvisable. Therefore, sidepaths are recommended along the majority of the arterial street corridors throughout Mount Prospect. These facilities will accommodate people biking and walking within a space separated from motor vehicle traffic.

What are sidepaths?

Sidepaths are like multi-use trails alongside the road. These facilities are completely separated from vehicular lanes and include an 8-to-10-foot paved space for both bicyclists and pedestrians.

This increased width provides room for the mixing of those on foot and bike. Sidepaths must be separated from the roadway by at least 5 feet. Asphalt pavement is preferred by the Village since it provides a smoother riding surface and experience for people on wheels.

Sidepath



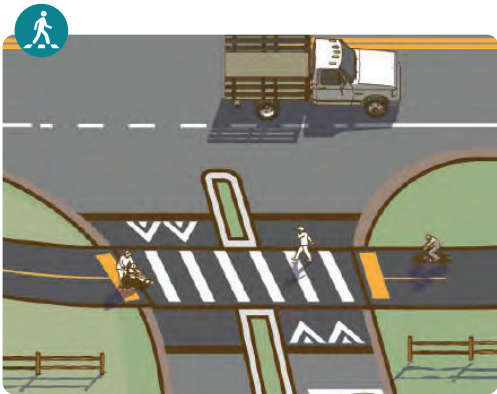
Bike Crossing Enhancement Toolkit

The proposed bike routes within Mount Prospect cross all types of streets and many of these roadways are quite busy. These heavily trafficked intersections can pose barriers for people cycling and walking and should be enhanced when new bike facilities are constructed. There are a variety of treatments that can improve safety and comfort for path users as they cross the street. These are just a few examples of common complete street design tools that can be used to make safer, more accessible, and more connected streets throughout the Village.

Legend

Unsignalized Crosswalk

Signalized Crosswalk



Raised Crosswalk

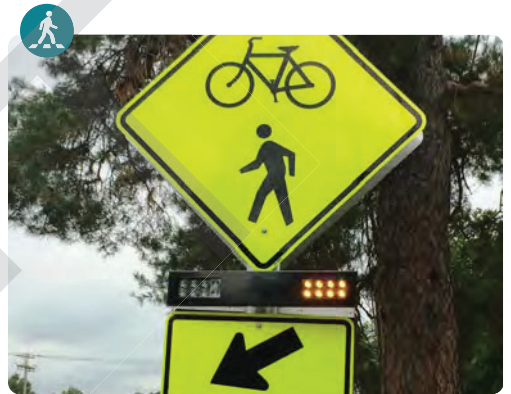
Typically serve as tools for traffic calming by bringing the roadway level to that of the sidewalk (e.g., roadway flush with height of curb). They force vehicles to slow before passing over the crosswalk, providing a level pedestrian/bicyclist path of travel from curb to curb. They are commonly used on minor street crossings to reduce turning speeds.

Image Source: Rural Design Guide



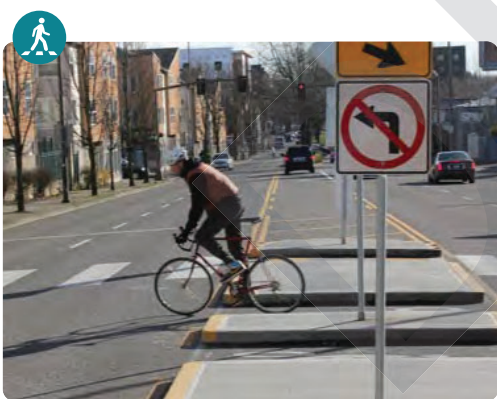
Bicycle and Pedestrian Crossing Signs

Pedestrian and/or bicycle crossing signs warn drivers that a school, pedestrian or bicycle crossing is ahead. "State Law Stop for Pedestrians in Crosswalk" signage can also be used.



Rectangular Rapid Flashing Beacon

Rectangular rapid flash beacons (RRFBs) are highly visible warning devices, using push-button active flashing yellow LED lights to supplement standard pedestrian crossing warning signs at mid-block and other unsignalized crossing locations.



Pedestrian Refuge Island

Pedestrian refuge islands buffer and protect pedestrians and cyclists crossing wide or busy streets, enabling them to cross in two stages.

Image Source: NACTO



Protected Intersection

Protected intersections separate motor vehicle and cyclist traffic by offsetting the bike crossings. Corner islands create areas for cyclists to queue while slowing driver speeds and improving visibility between motorists and people biking. They can also be applied to streets with two-way protected bike lanes.

Image Source: Davis, CA via Kittleston



Bicycle Detection

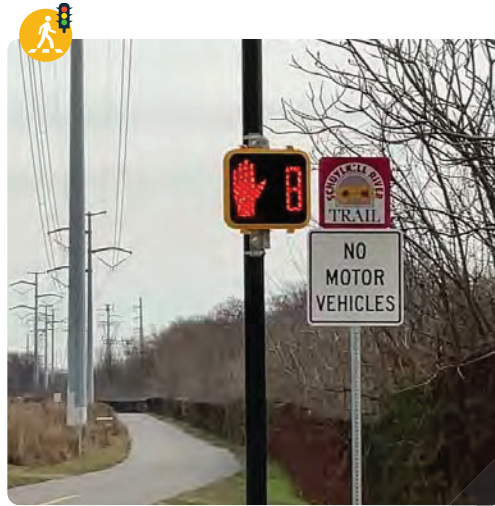
Inductive loops, radar, or video technologies can be used to detect cyclists approaching an intersection. Bicycle detection can enable cyclists to call a signal without mounting the curb to use a push button, or activate crossing devices such as RRFBs at an unsignalized intersection.

Image Source: Danville, CA



Bike Push Buttons

Bike push buttons allow cyclists to call the traffic signal without dismounting their bikes. Bike push buttons can be provided using separate posts or can be mounted on extensions from existing signal poles. These can also be used to activate flashers at unsignalized intersections.



Countdown Signals

Pedestrian countdown signals display how many seconds remain to cross the street. Countdown signals increase the comfort level of people walking and biking and can be especially helpful to young cyclists and elderly pedestrians navigating wide crosswalks.



Bicycle Crossing Markings

Intersection crossing markings guide the path of cyclists through the intersection and alert drivers to the presence of cyclists. These markings can be colored green in high-traffic areas to further alert motorists and cyclists of potential conflicts. They can also be used at crosswalks and intersections with multi-use trails.

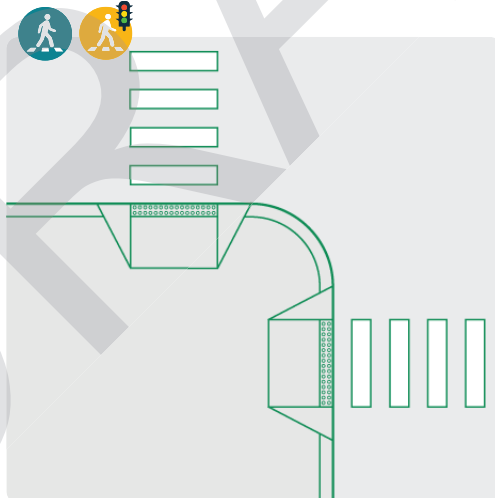
Image Source: Roseburg, OR News-Review



Bike Turn Box

Turn boxes provide designated spaces for cyclists to make left turns across multi-lane roads. Cyclists wait for green signal indications within the designated bike box, eliminating the need for cyclists to merge with traffic and wait for adequate gaps in oncoming traffic to turn left.

Image Source: Cambridge, MA



Reduced Corner Radii

Corner radius size influences the speed of turning traffic and affects the length of crosswalk. Reducing curb radii creates a shorter crossing distance for pedestrians and encourages drivers to slow down when making right turns.

Image Source: NACTO



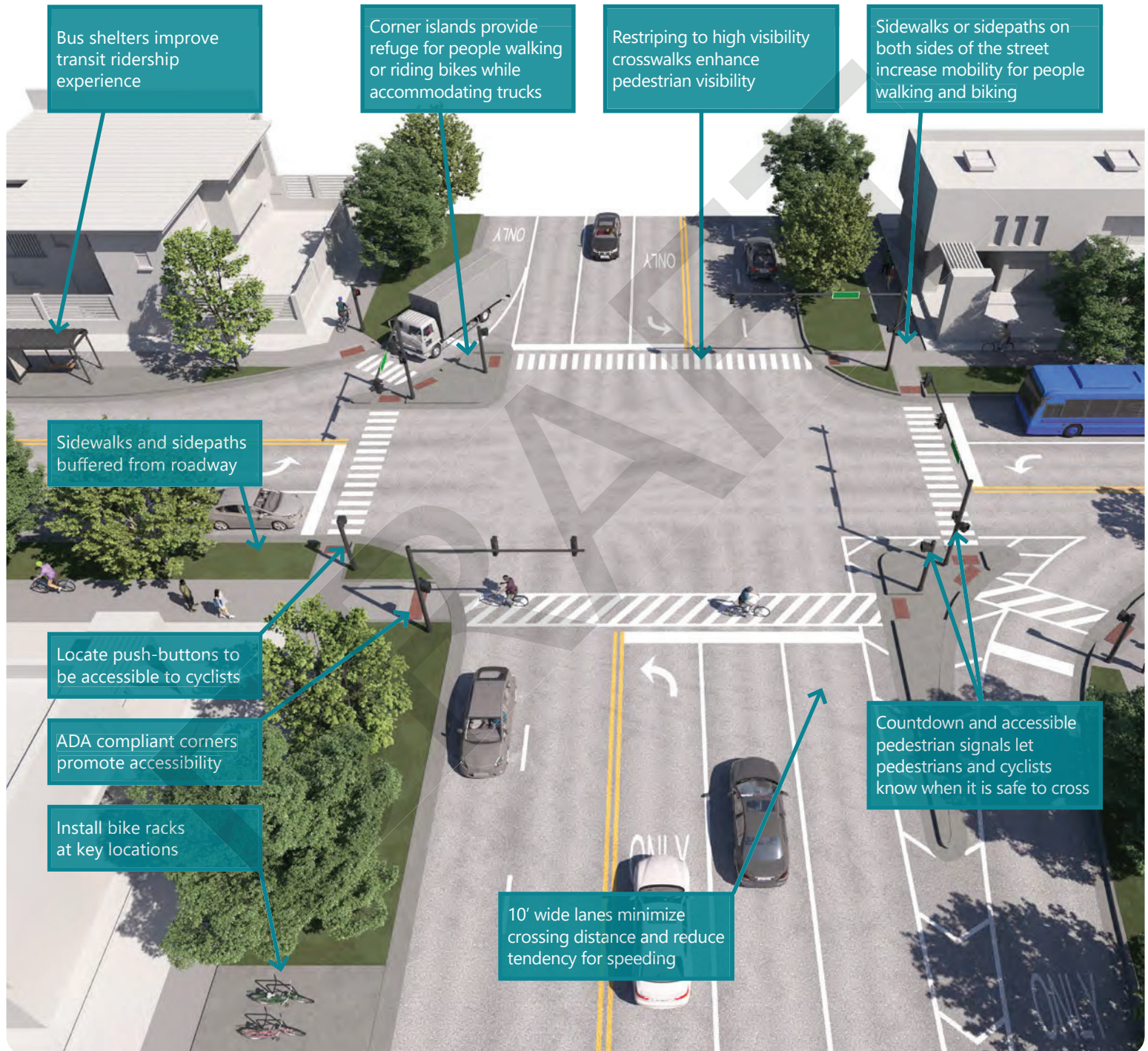
Corner Island and Right-Turn Slip Lanes

Corner islands ("pork chop" islands) are raised triangular islands placed at an intersection between a right-turn slip lane and through-travel lanes. Well-designed slip lanes provide pedestrians with refuges and a right turn lane designed to optimize the right turning motorist's view of the pedestrian and of vehicles to their left.

Image Source: CMAP

Intersection Design Example

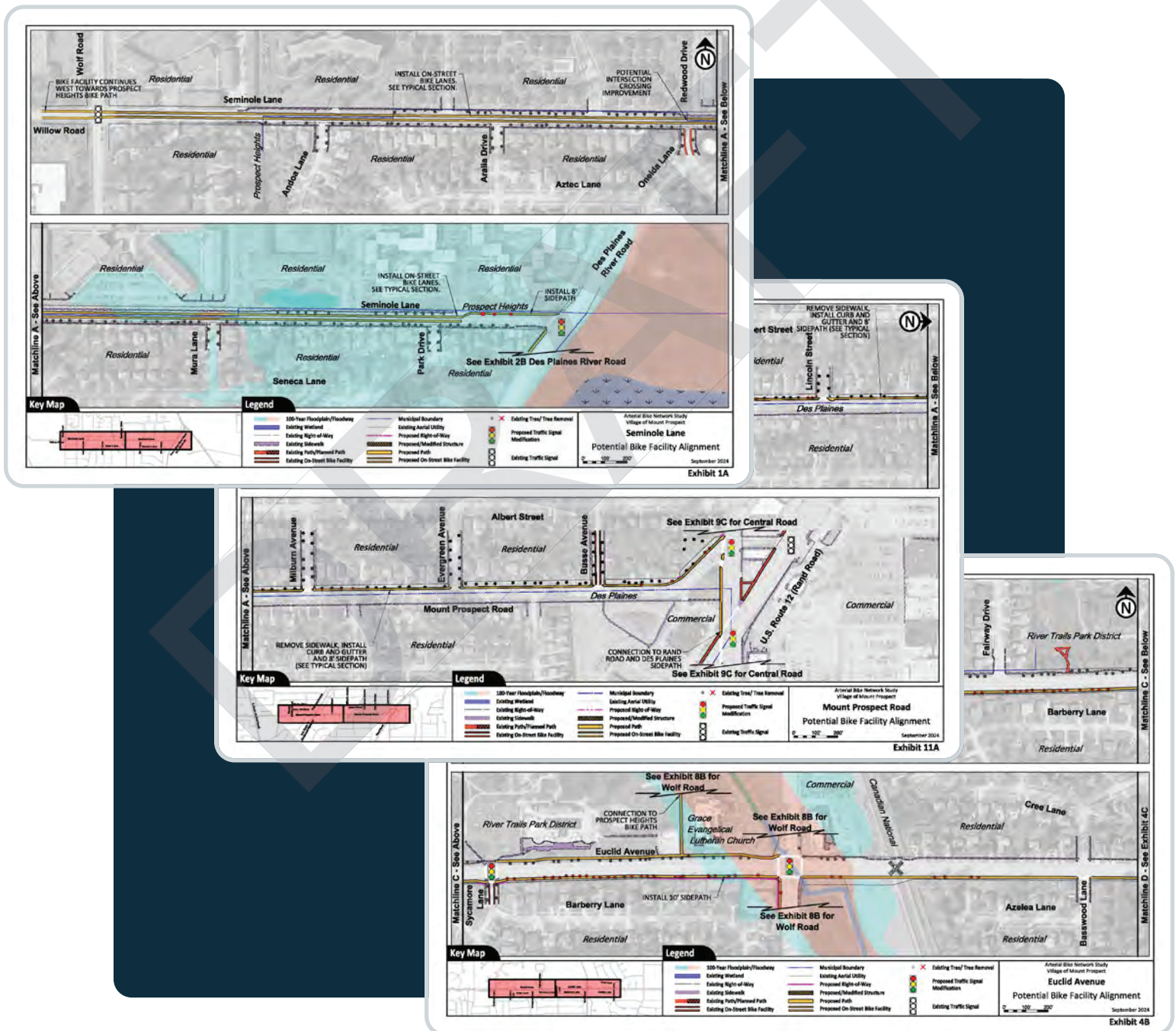
This visualization represents many of the best practices employed at signalized intersections to enhance safety of people biking and walking across the street.



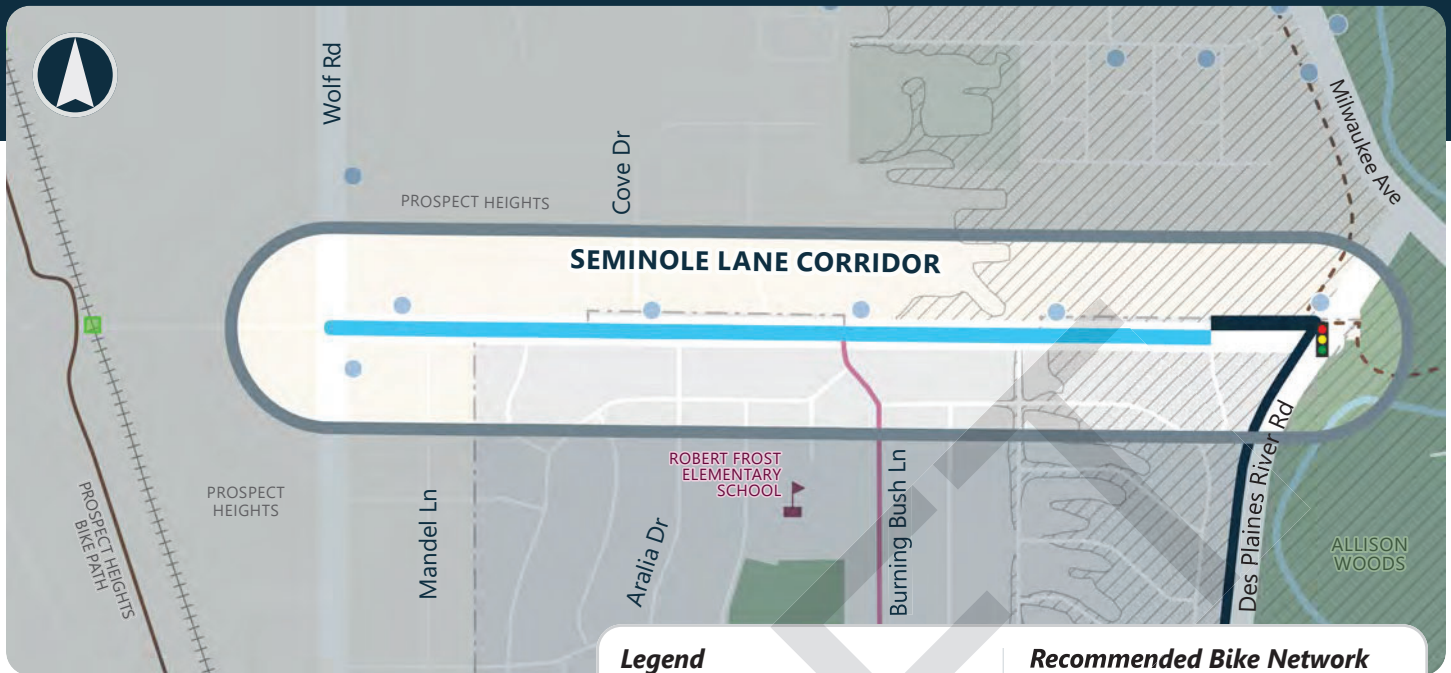
Network Recommendations by Corridor

The remaining pages in this chapter provide additional information about each corridor including: a corridor map, existing conditions, recommendation by facility type and location, alternatives considered, potential impacts to consider, estimated project cost, and improvements that may be needed at major crossing along the study corridor.

For more in-depth designs of each corridor, refer to **Appendix B** to view 200'-scale plan sheets. The plan sheets were developed to better understand impacts and feasibility of the proposed recommendations.



1 Seminole Lane



Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 1.2 miles
- Jurisdiction: Mount Prospect, Prospect Heights
- Posted Speed Limit: 25 mph
- Average Daily Traffic: 4,350 vpd (2022)
- Right-of-Way: 78' to 82'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.5%
- Programmed Improvements: None

Community Context

- Key Destinations: Aspen Trails Park, Robert Frost Elementary School
- Connectivity
 - » Local bike route on Burning Bush Ln
 - » Prospect Heights Bike Path
 - » Future bike path on Des Plaines River Rd

Legend

- ▭ Mount Prospect Boundary
- Focus Arterial Bike Corridor
- 🚦 Traffic Signal
- 🚶 At-Grade Railroad Crossing
- 🏠 Structure
- 🌳 Park
- 🏫 School
- ★ Community Destination
- 🌊 Floodplain
- 🚊 Metra Train Station
- 🚌 Pace Bus Stop

Recommended Bike Network

- 🚲 On-Street Bike Lanes
- 🛣️ Sidepath
- 🚶 Signed On-Street Bike Route
- 🛤️ Multiple Options

Existing Bike Network

- 🚲 Existing Bike Rack
- 🚶 Existing On-Street Route
- 🛣️ Existing Trail or Sidepath
- 🛤️ Future Trail or Sidepath
- 🛤️ Sidepath In Design



Looking west on Seminole at Burning Bush



Looking east on Seminole at Andoa

Potential Conditions

Corridor Recommendations

- Facility Type
 - » Bike Lanes (Wolf Rd to Park Dr)
 - » *Alternative 1: Buffered Bike Lanes*
Parking removal on one side of the street would facilitate installation of 5' bike lanes and 2' buffers. An 8' parking lane and 10' travel lanes would be provided.
 - » *Alternative 2: Advisory Bike Lanes*
Maintain parking on both sides and stripe advisory bike lanes. The cross-section would consist of 7' parking lanes, 5' bike dashed bike lanes, and 9' travel lanes.
 - » Sidepath (Park Dr to Des Plaines River Rd)
 - » Located on north side of street
- Alternatives Considered
 - » A sidepath is feasible. However, the low traffic volumes and speeds are conducive to on-street bike lanes.
- Estimated Project Cost: \$1,160,000

Potential Impacts

- Trees Removals: 4
- Right-of-Way Required: None
- ComEd Conflicts: None
- Other Potential Impacts
 - » On-street parking would be removed on one side of the street to implement the buffered bike lanes alternative

Major Street Crossings

- None

Additional Considerations

- Parking demand appears to be less on north side of the street.
- Bike lane installation could reduce traffic speeds.
- Traffic calming measures such as bump-outs could complement bike lane installation, further slowing traffic and improving safety.
- Approaching Des Plaines River Road, Seminole becomes too narrow to stripe on-street bike lanes and can transition to a sidepath on the north side of the street.

Alternative 1: Buffered Bike Lanes

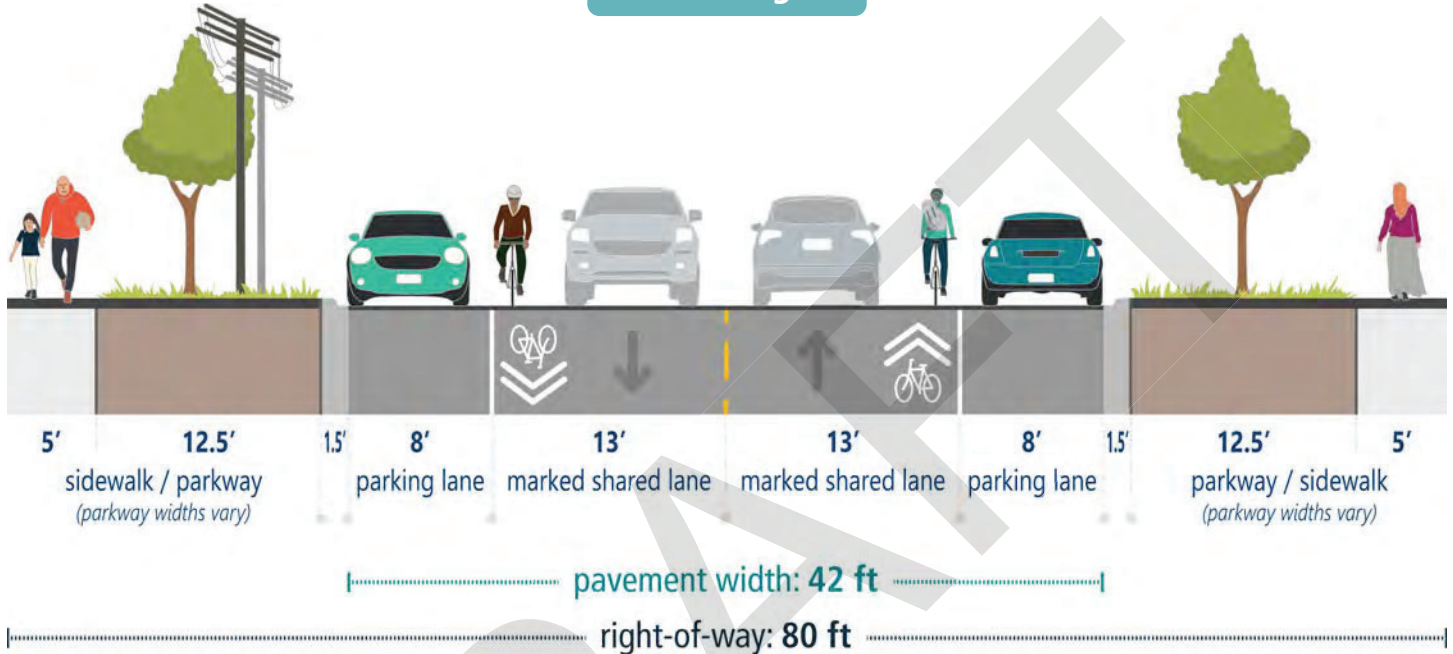
Looking West

(shown just west of Burning Bush Ln)

← South

Existing

North →



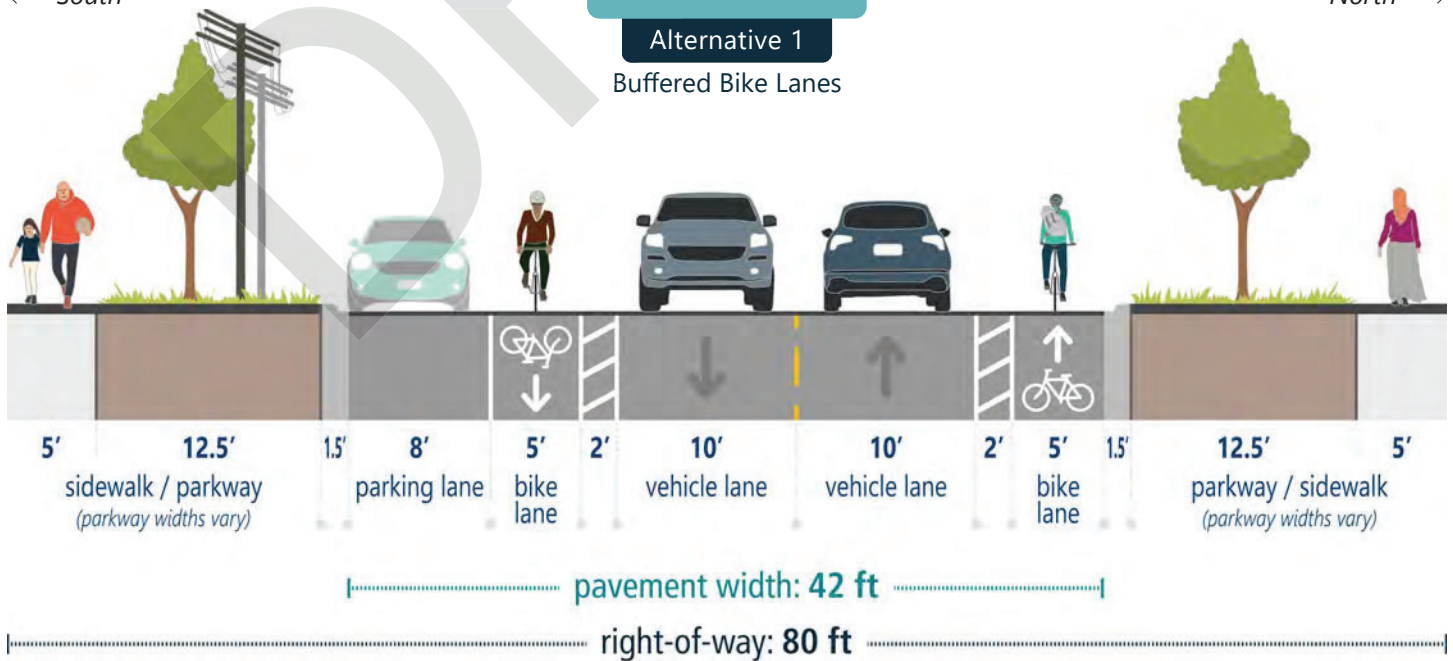
← South

Potential

Alternative 1

Buffered Bike Lanes

North →



Alternative 2: Advisory Bike Lanes

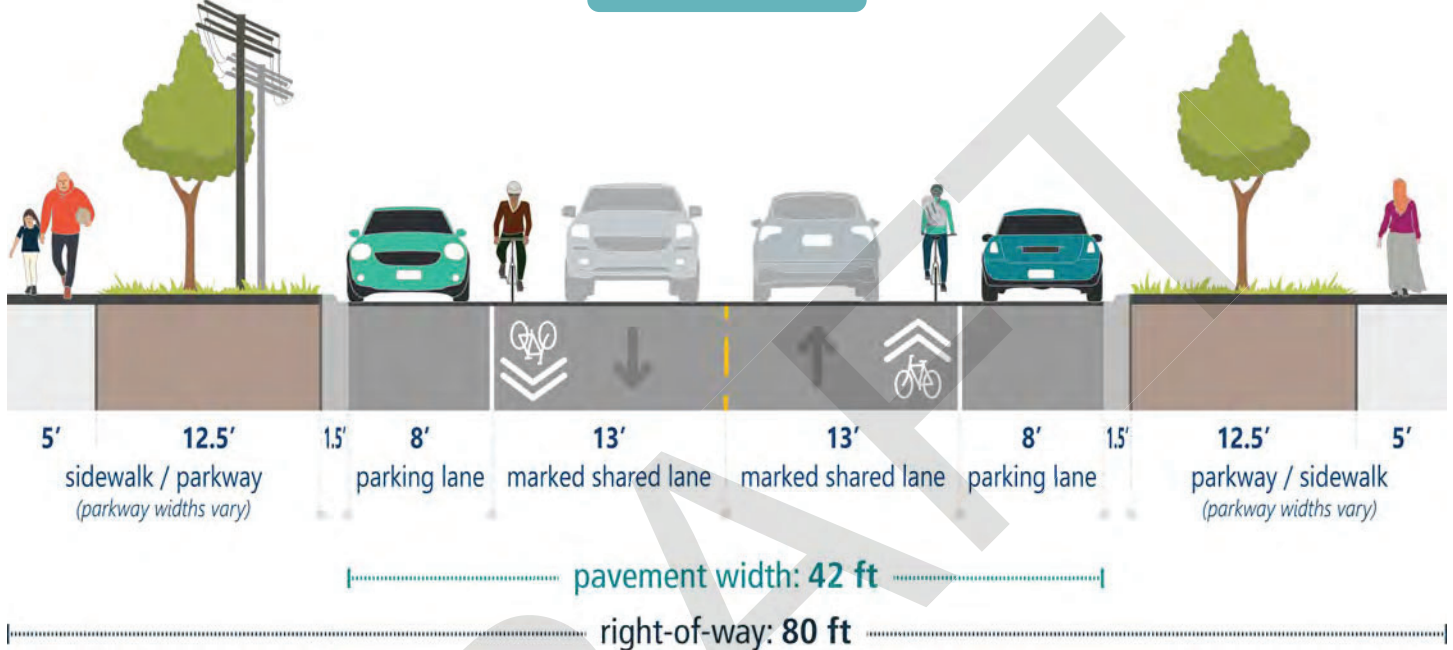
Looking West

(shown just west of Burning Bush Ln)

← South

Existing

North →



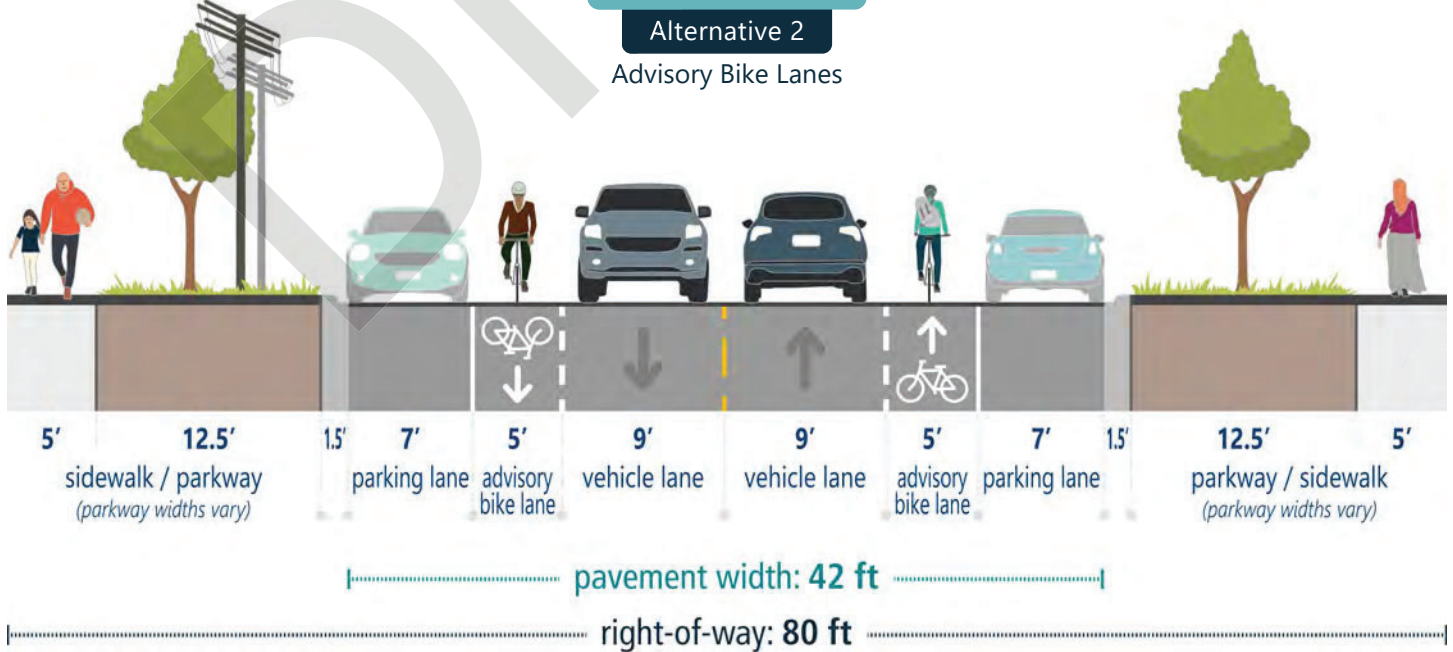
← South

Potential

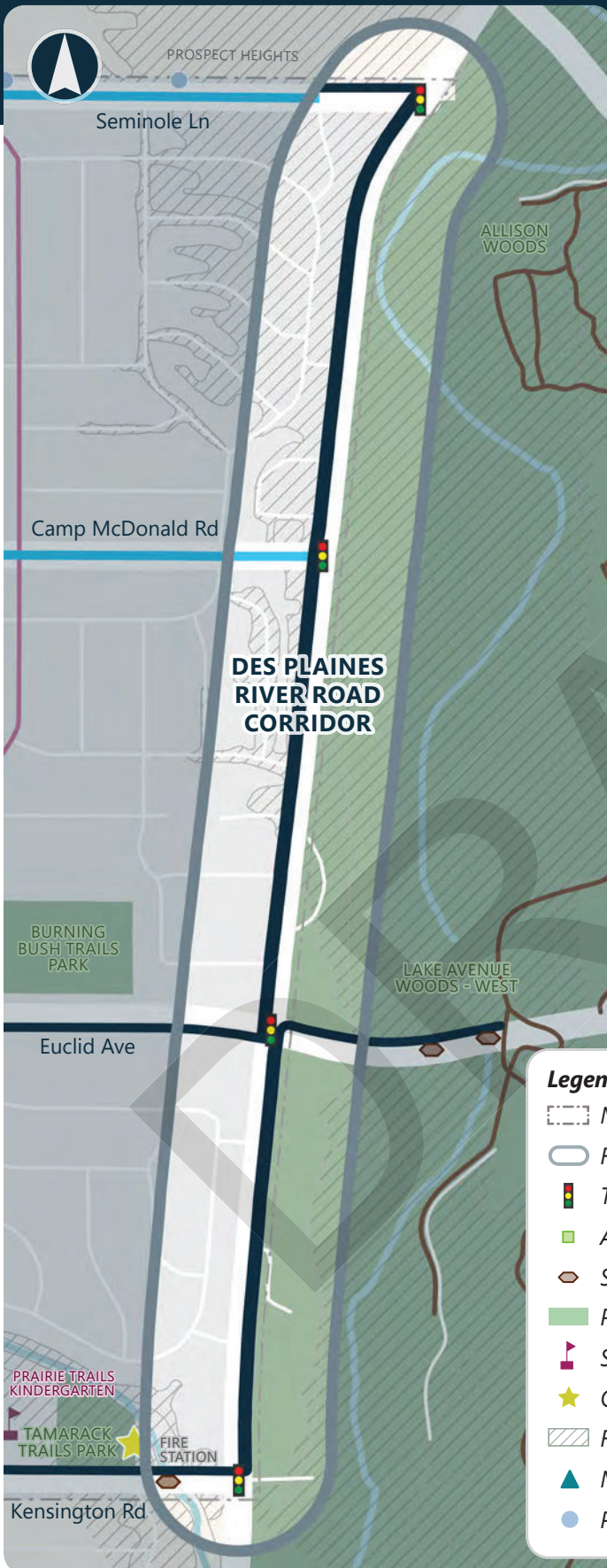
Alternative 2

Advisory Bike Lanes

North →



2 Des Plaines River Road



Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 1.5 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 45 mph
- Average Daily Traffic: 13,400-16,500 vpd (2022)
- Right-of-Way: 86' to 100'
- Truck Route: Class II
- Truck Traffic (% of Total Traffic): 3-4.5%
- Programmed Improvements: None

Community Context

- Key Destinations: Prairie Trails Kindergarten, Burning Bush Trails Park, Tamarack Trails Park, Des Plaines River Trail, Fire Station
- Connectivity
 - » Connects to future Kensington sidepath, Euclid sidepath, Camp McDonald bike lanes, Seminole bike lanes, and forest preserve access to the east on Euclid Ave
 - » Provides pedestrian access to Dam No. 2 Woods

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design



Looking south on west side of Des Plaines River Rd toward Euclid

Potential Conditions

Corridor Recommendations

- Facility Type
 - » Sidepath (Kensington Rd and Euclid Ave)
 - » Located on east side of street
 - » Sidepath (Euclid Ave and Seminole Ln)
 - » Located on west side of street
- Alternatives Considered
 - » Sidepath on west side between Kensington Rd and Euclid Ave. However, parallel signed route 1/3 mile to the west on Burning Bush Ln provides excellent connectivity. More cross-street conflicts on the west side of the street.
 - » Sidepath on east side between Euclid Ave and Seminole Ln. However, east side of roadway is constrained by major flood control structure.
- Estimated Project Cost: \$4,010,000

Potential Impacts

- Trees Removals
 - » Some tree/vegetation removal may be required on east side of street adjacent to forest preserve

- Right-of-Way Required
 - » 4,465 sq. ft. from Forest Preserves of Cook County
 - » 1,540 sq. ft. from commercial and residential properties on west side of Des Plaines River Rd near Euclid
- ComEd Conflicts: Substantial

Major Street Crossings

All intersections will include ADA improvements

- Kensington Road - add north leg crosswalk and install accessible pedestrian signals
- Euclid Avenue - add east and south leg crosswalks and install accessible pedestrian signals
- Camp McDonald Road - install countdown and accessible pedestrian signals at west leg crosswalk
- Seminole Lane - install countdown and accessible pedestrian signals at west leg crosswalk, connect sidewalk to Pace bus stop

Additional Considerations

- Sidepath would be within a floodplain

Sidepath on East Side

Looking North

(shown between Kensington Rd and Euclid Ave)

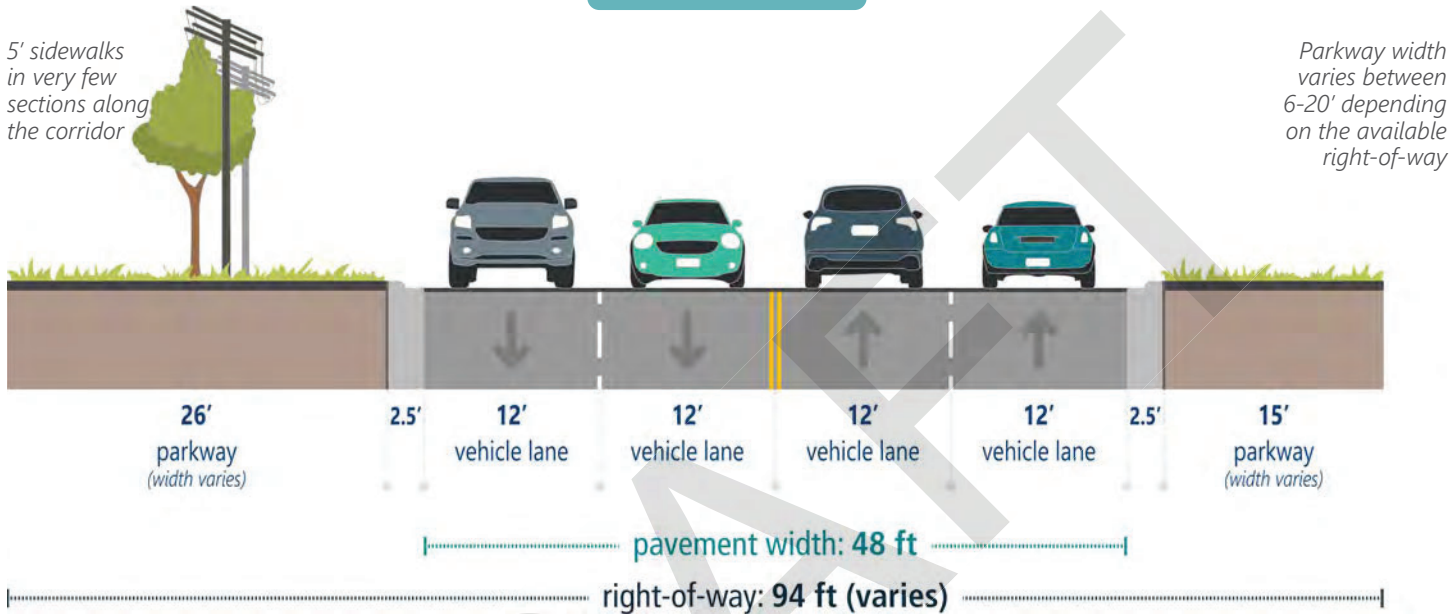
← West

5' sidewalks
in very few
sections along
the corridor

Existing

East →

Parkway width
varies between
6-20' depending
on the available
right-of-way

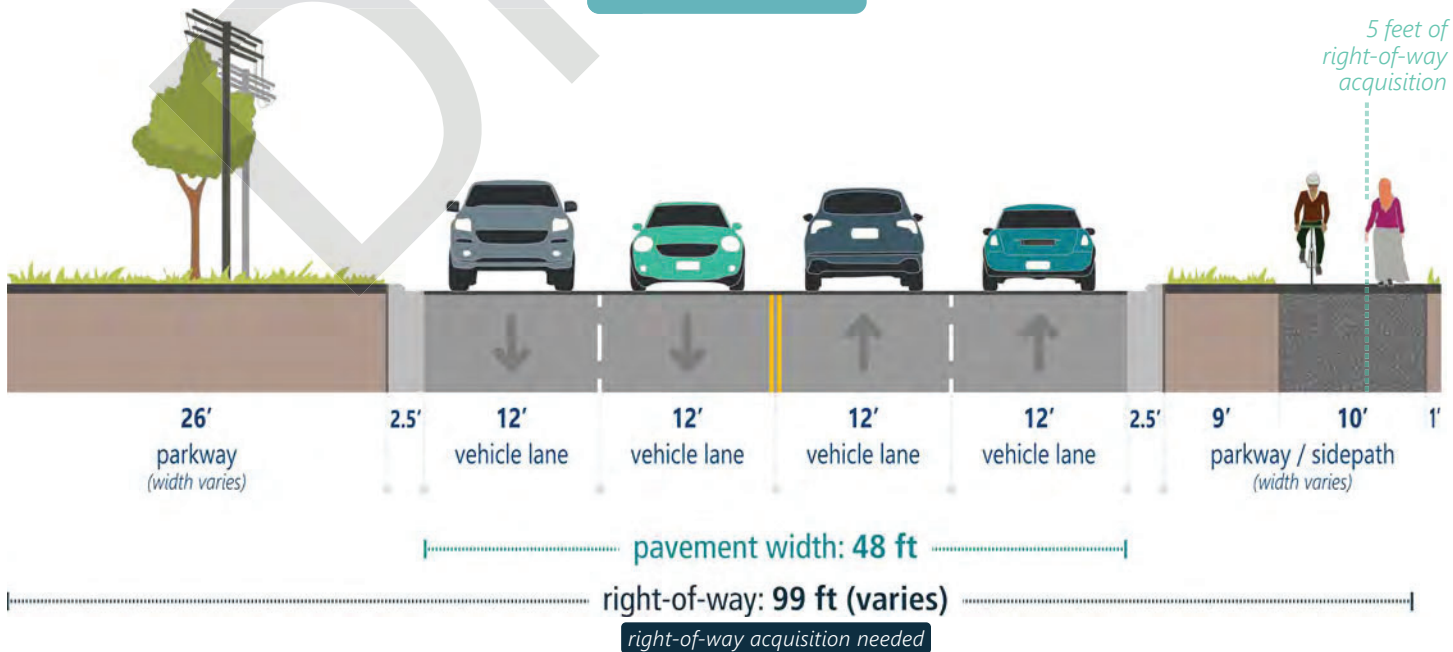


← West

Potential

East →

5 feet of
right-of-way
acquisition



Sidepath on West Side

Looking North

(shown between Euclid Ave and Seminole Ln)

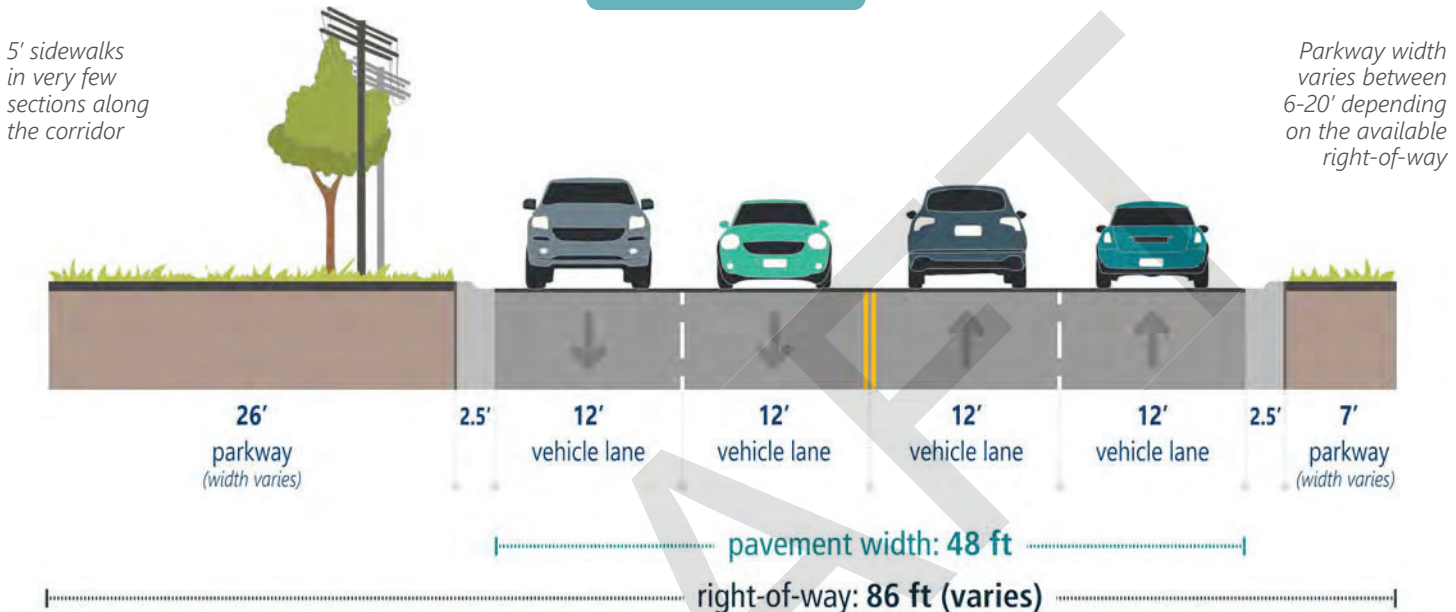
Existing

← West

East →

5' sidewalks
in very few
sections along
the corridor

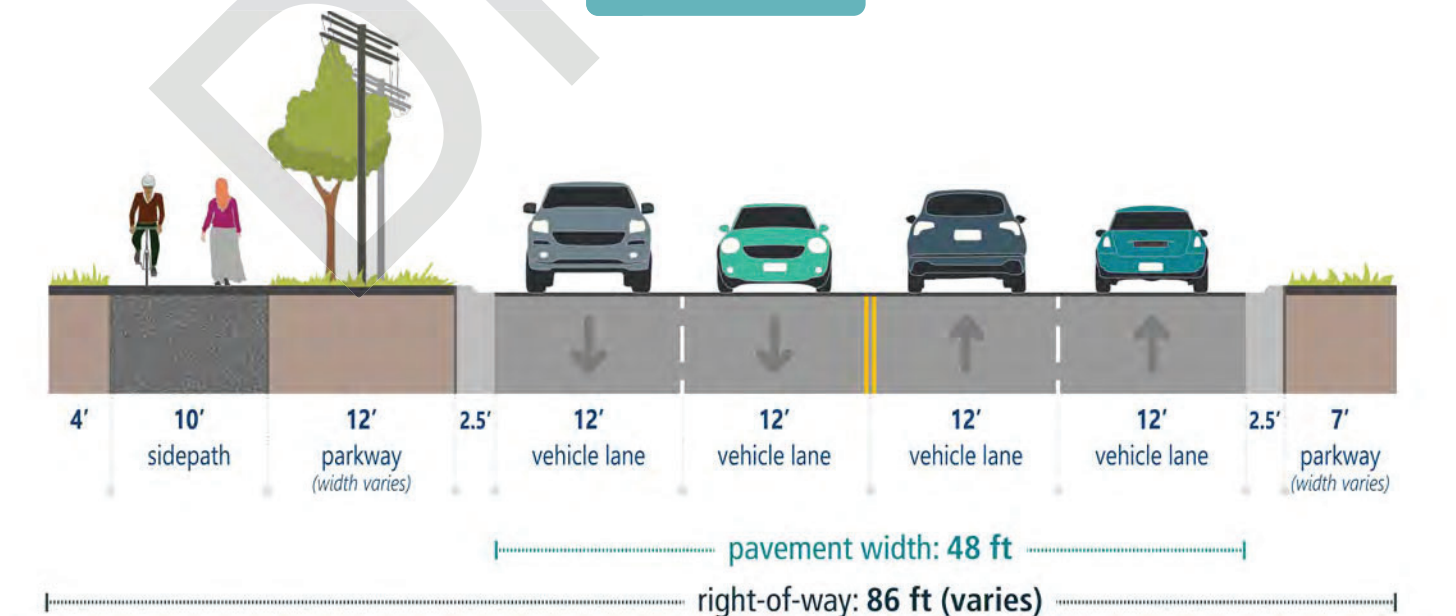
Parkway width
varies between
6-20' depending
on the available
right-of-way



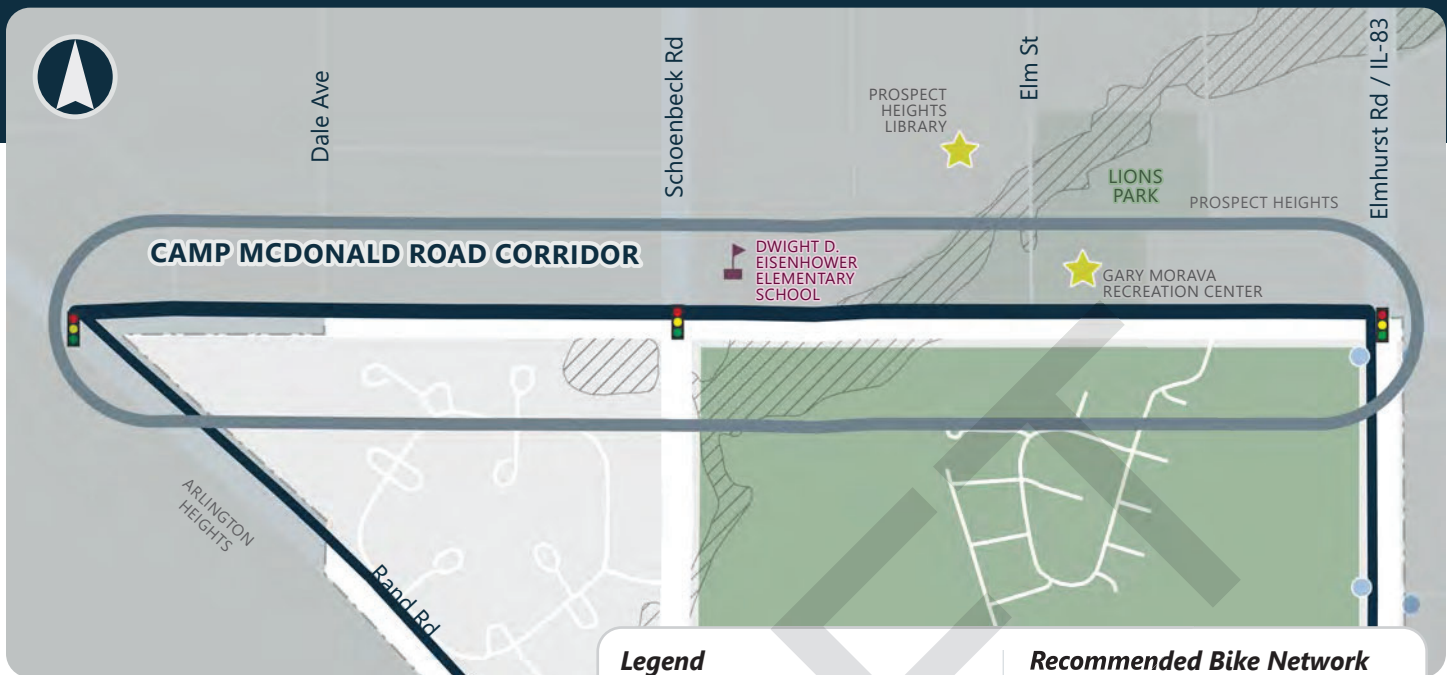
Potential

← West

East →



3A Camp McDonald Road | West



Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 0.9 miles
- Jurisdiction: Mount Prospect
- Posted Speed Limit: 35 mph
- Average Daily Traffic: 4,850 vpd (2022)
- Right-of-Way: 66' to 90'
- Truck Route: None
- Truck Traffic (% of Total Traffic): N/A
- Programmed Improvements: None

Community Context

- Key Destinations: Dwight D. Eisenhower Elementary School, Prospect Heights Library, Gary Morava Recreation Center (Prospect Heights), Lions Park (Prospect Heights)
- Connectivity
 - » Future Rand Rd and Elmhurst Rd sidepaths

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design



Looking west on Camp McDonald between Schoenbeck and Elm



Looking east on north side of Camp McDonald near Rand

Potential Conditions

Corridor Recommendations

- Facility Type
 - » Sidepath (Rand Rd and Elmhurst Rd)
 - » Located on north side of street
- Alternatives Considered
 - » Sidepath on south side of street is not feasible due to limited parkway width.
- Estimated Project Cost: \$2,210,000

Potential Impacts

- Trees Removals: 53
- Right-of-Way Required: 5,200 sq. ft.
- ComEd Conflicts: Moderate

Major Street Crossings

All intersections will include ADA improvements

- Rand Road - add east leg crosswalk and install accessible pedestrian signals
- Schoenbeck Road - add north, east, and west leg crosswalks and install countdown and accessible pedestrian signals
- Elmhurst Road - install accessible pedestrian signals

Additional Considerations

- Coordination with Prospect Heights required.

Sidepath on North Side

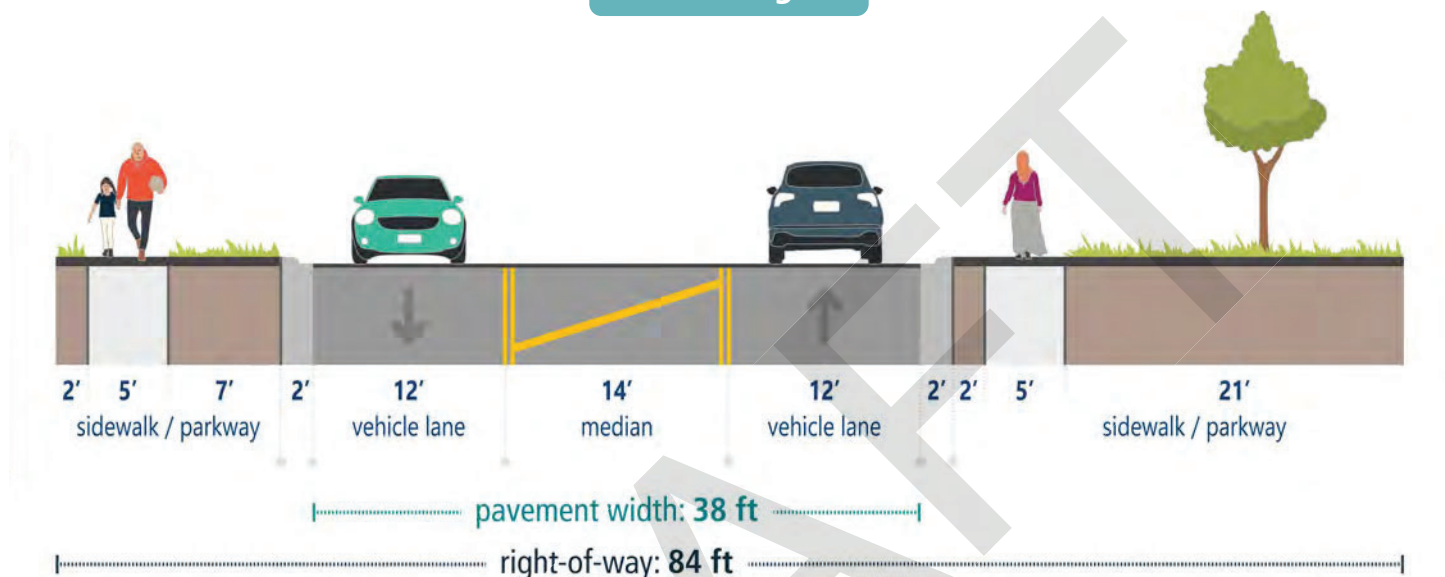
Looking West

(shown just west of Elmhurst Rd)

← South

Existing

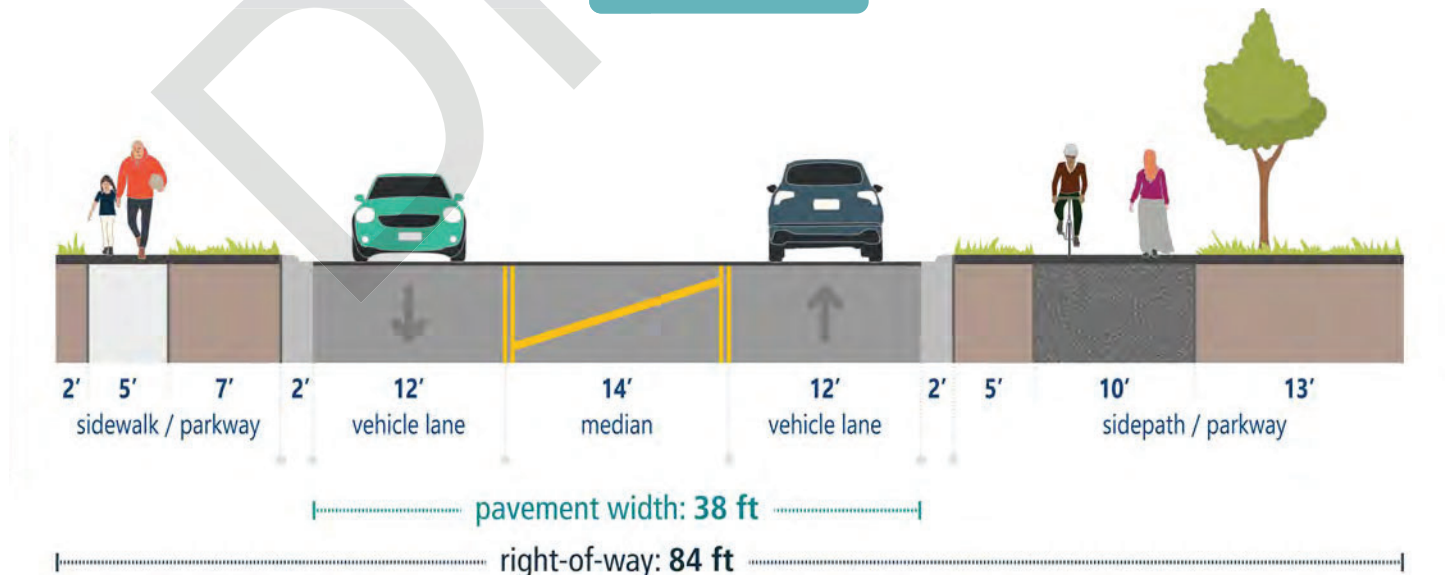
North →



← South

Potential

North →





Looking east on Camp McDonald at Dale

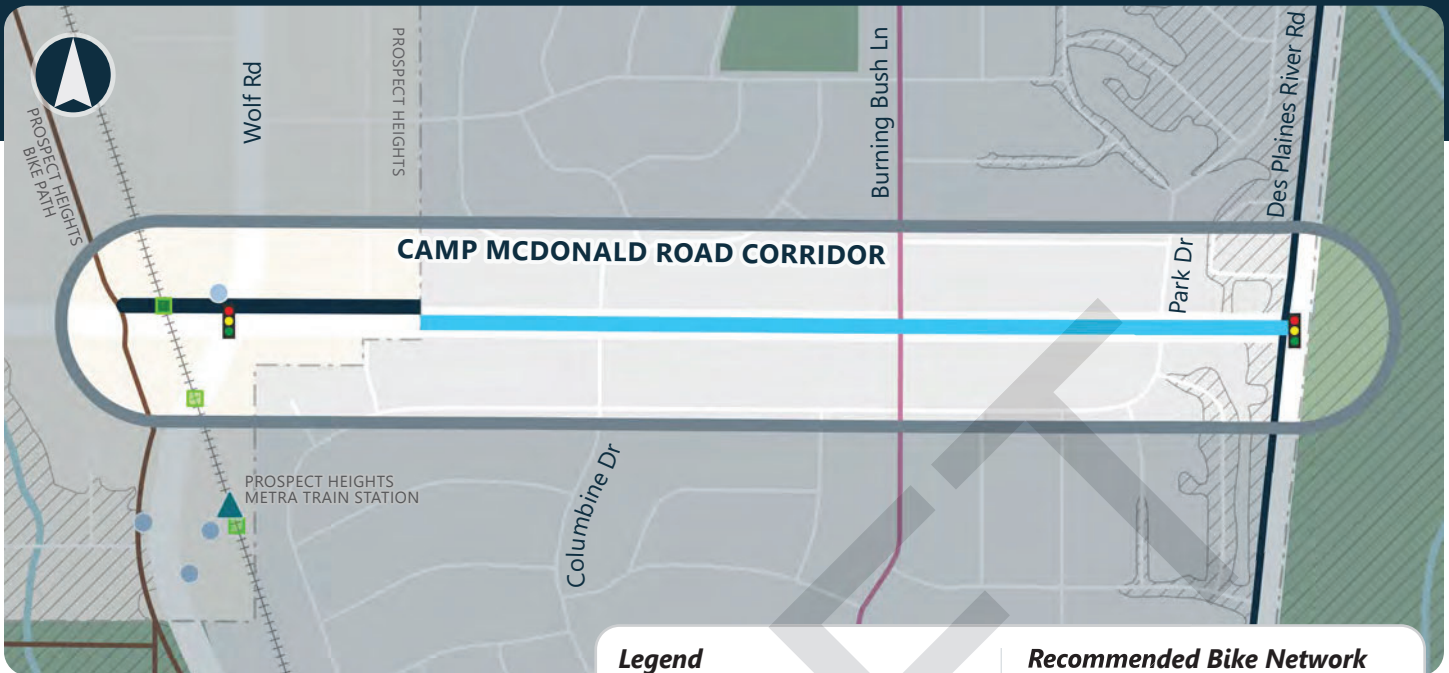


Looking east on Camp McDonald at Schoenbeck



Looking west on south side of Camp McDonald between Schoenbeck and Elm

3B Camp McDonald Road | East



Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 1 mile
- Jurisdiction: Cook County
- Posted Speed Limit: 35 mph
- Average Daily Traffic: 6,050 vpd (2022)
- Right-of-Way: 100'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.4%
- Programmed Improvements: Potential Cook County resurfacing project (~5 yrs)

Community Context

- Key Destinations: Robert Frost Elementary School, Aspen Trails Park
- Connectivity
 - » Local bike route on Burning Bush Ln
 - » Prospect Heights Bike Path
 - » Future sidepath on Des Plaines River Rd

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design



Looking west on Camp McDonald at Mandel



Looking west on Camp McDonald at Burning Bush

Potential Conditions

Corridor Recommendations

- Facility Type
 - » Bike Lanes (Des Plaines River Rd to Mandel Ln)
 - » *Short Term: Bike Lanes*
Restripe roadway to widen 3' shoulders to 5' bike lanes. Reduce travel lane widths to 10'. Short segment of sidepath on either side of street between Mandel Ln and Prospect Height Bike Path.
 - » *Long Term: Buffered Bike Lanes*
Widen the existing roadway by 4' to 6' to include 5' wide bike lanes with 2' buffers and 10' wide travel lanes. Short segment of sidepath on either side of street between Mandel Ln and Prospect Height Bike Path.
 - » Sidepath (Mandel Ln to Prospect Heights Bike Path)
 - » Located on north side of street
- Alternatives Considered
 - » A sidepath along the entire corridor is geometrically feasible but would result in significant impact to parkway trees and cross a large number of residential driveways.
- Estimated Project Cost: \$1,790,000 (short term)

Potential Impacts

- Trees Removals: None
- Right-of-Way Required: None
- ComEd Conflicts: Minimal

Major Street Crossings

All intersections will include ADA improvements

- Rand Road - add north and south leg crosswalks and install accessible pedestrian signals
- Des Plaines River Road - install countdown and accessible pedestrian signals at west leg crosswalk

Additional Considerations

- If bike lanes are installed, lower speed limit from 35 mph to 30 mph.
- Coordination with Prospect Heights is required to extend bike facilities west to Prospect Heights Bike Path.
- Coordination with CN railroad is required for sidepath connection across at-grade crossing east of Prospect Heights Bike Path.

Short Term: Bike Lanes

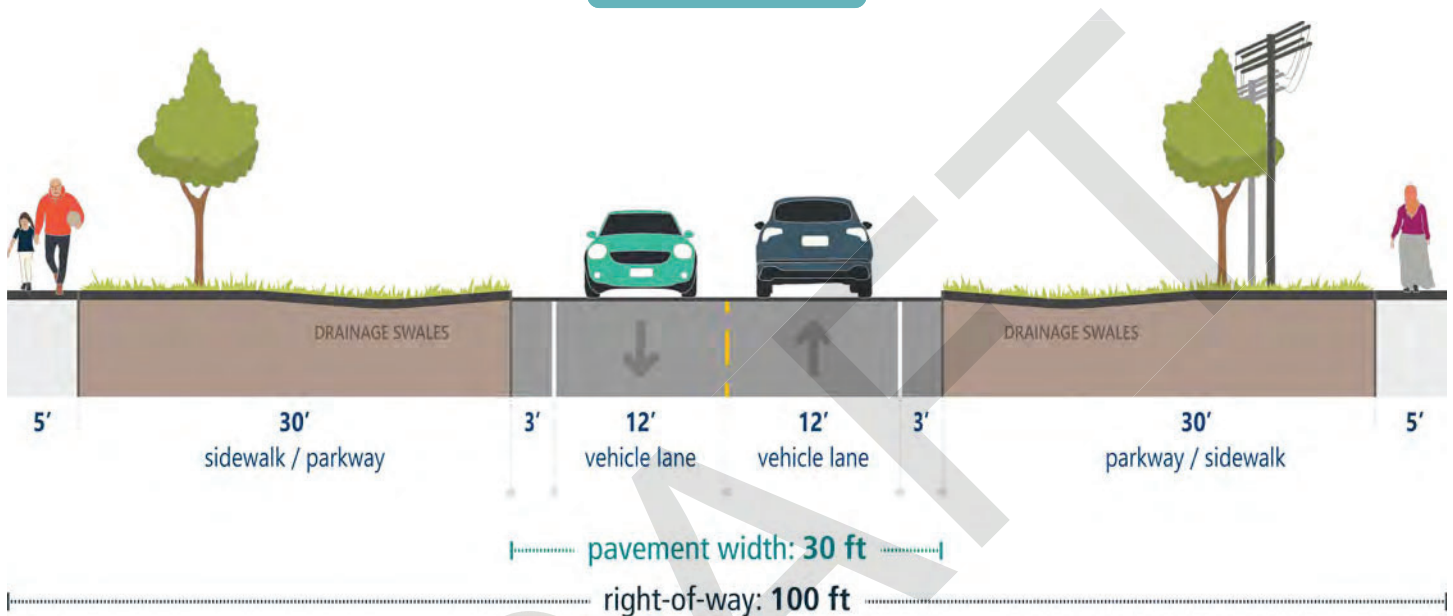
Looking West

(shown between Burning Bush Ln and Columbine Dr)

Existing

← South

North →



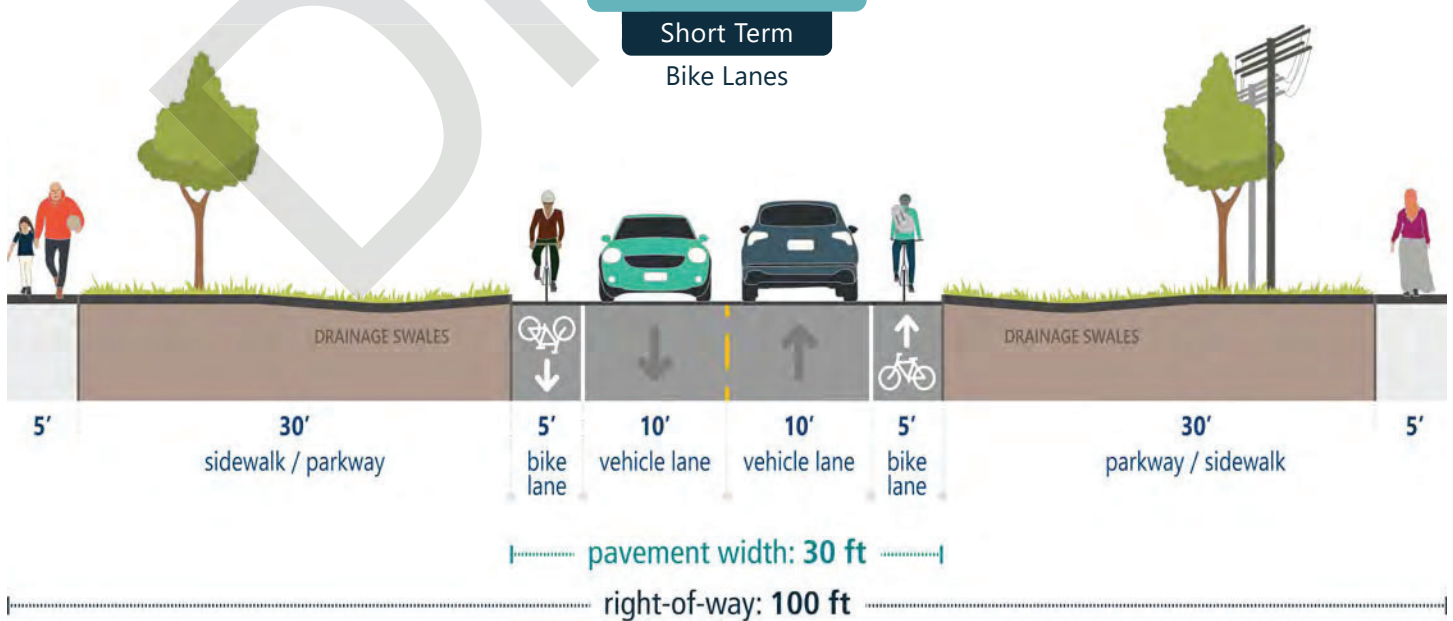
Potential

Short Term

Bike Lanes

← South

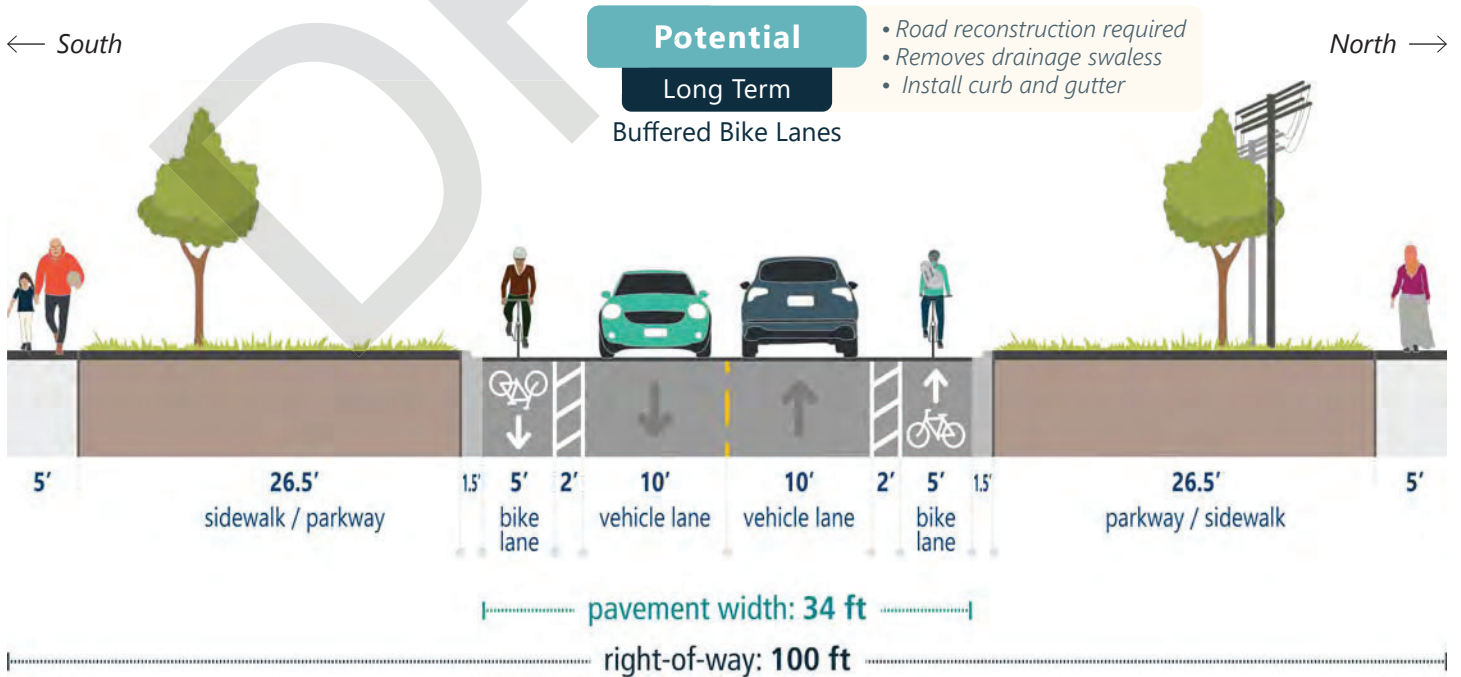
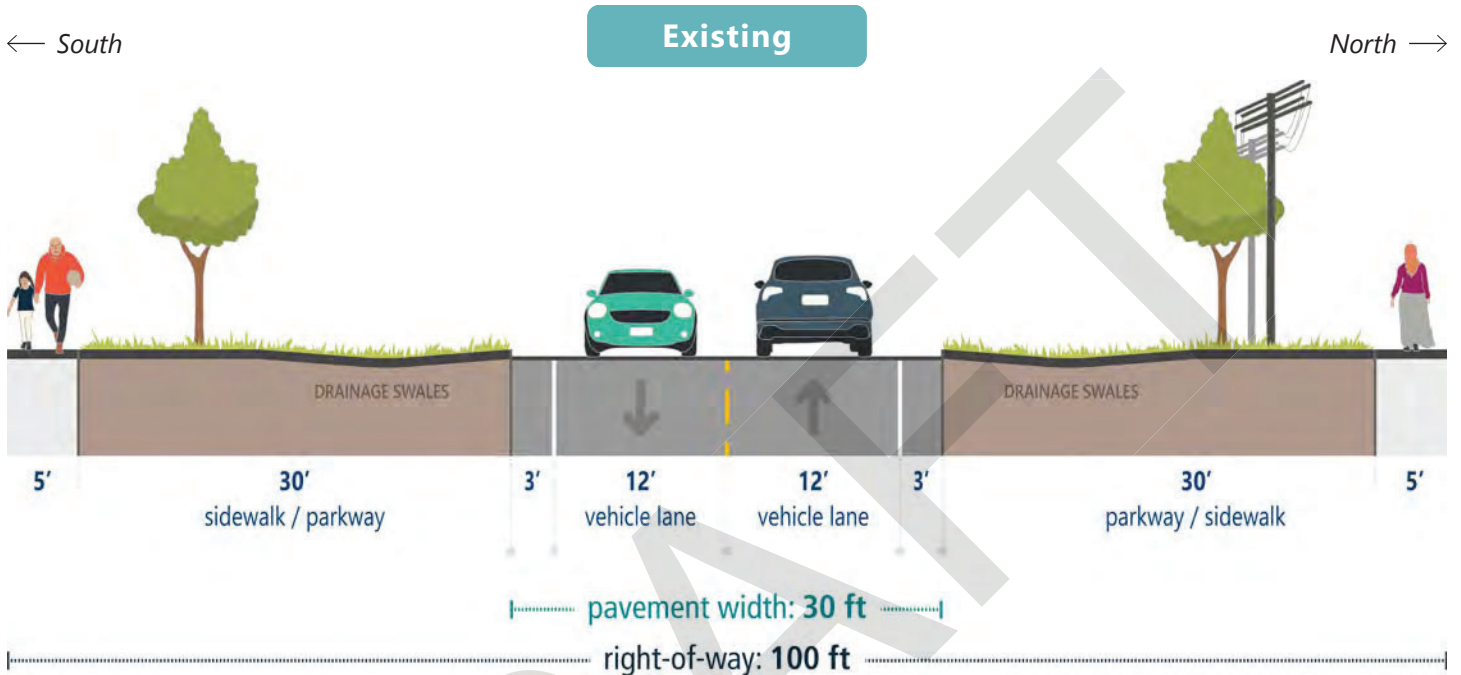
North →



Long Term: Buffered Bike Lanes

Looking West

(shown between Burning Bush Ln and Columbine Dr)



Short Term: Bike Lanes

Looking West

(shown at Burning Bush Ln)

Existing



Potential

Short Term

Bike Lanes

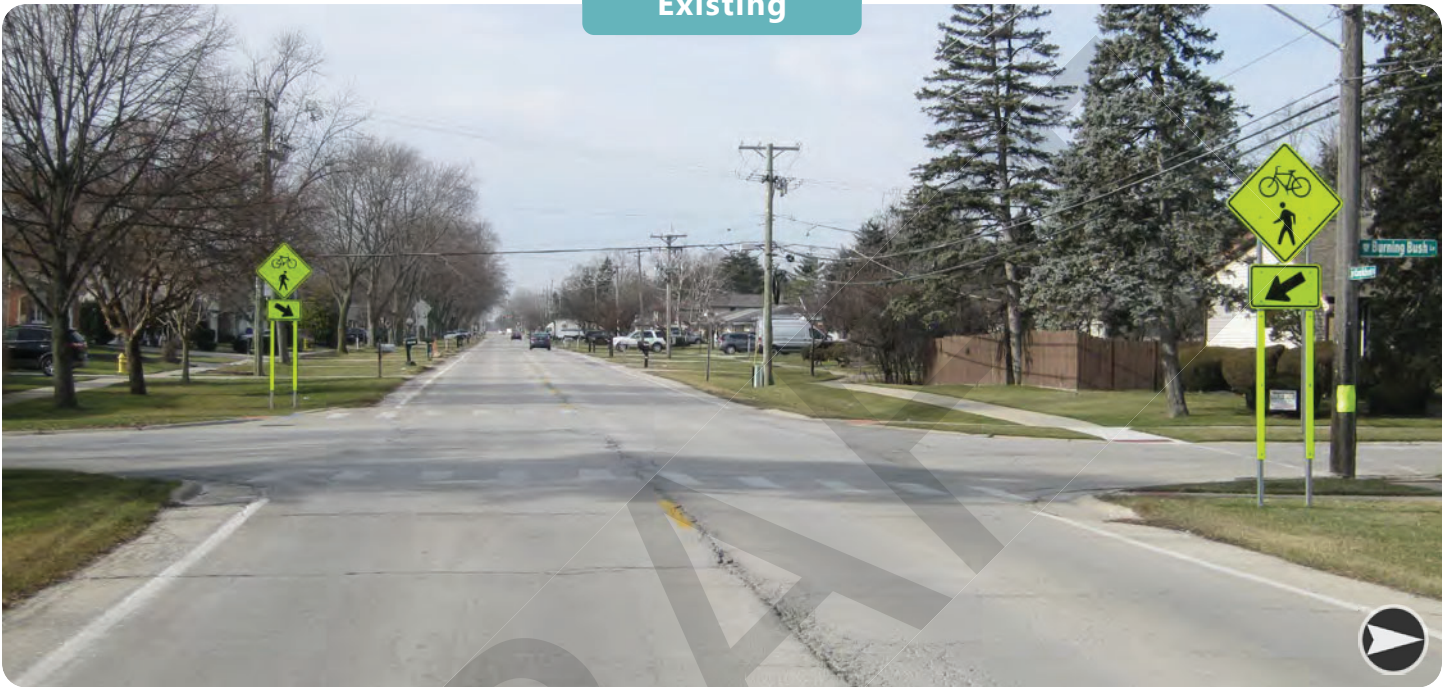


Long Term: Buffered Bike Lanes

Looking West

(shown at Burning Bush Ln)

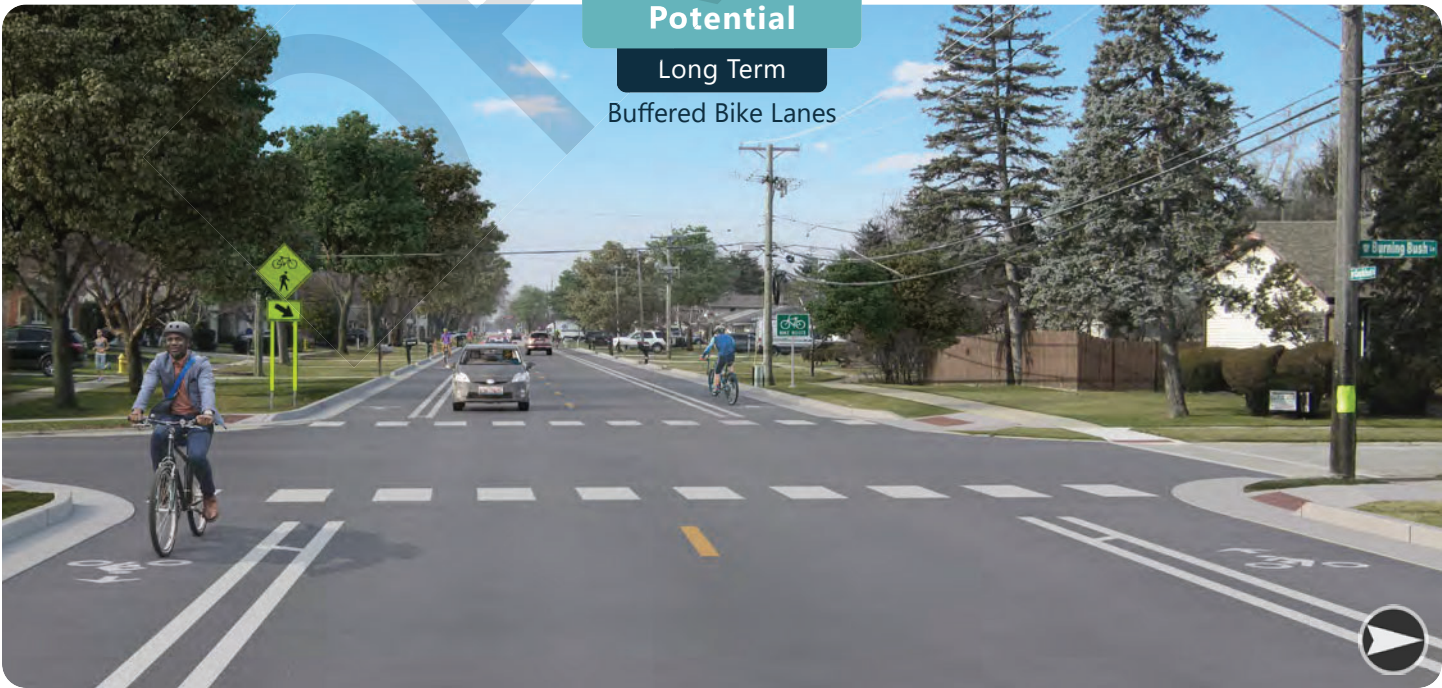
Existing

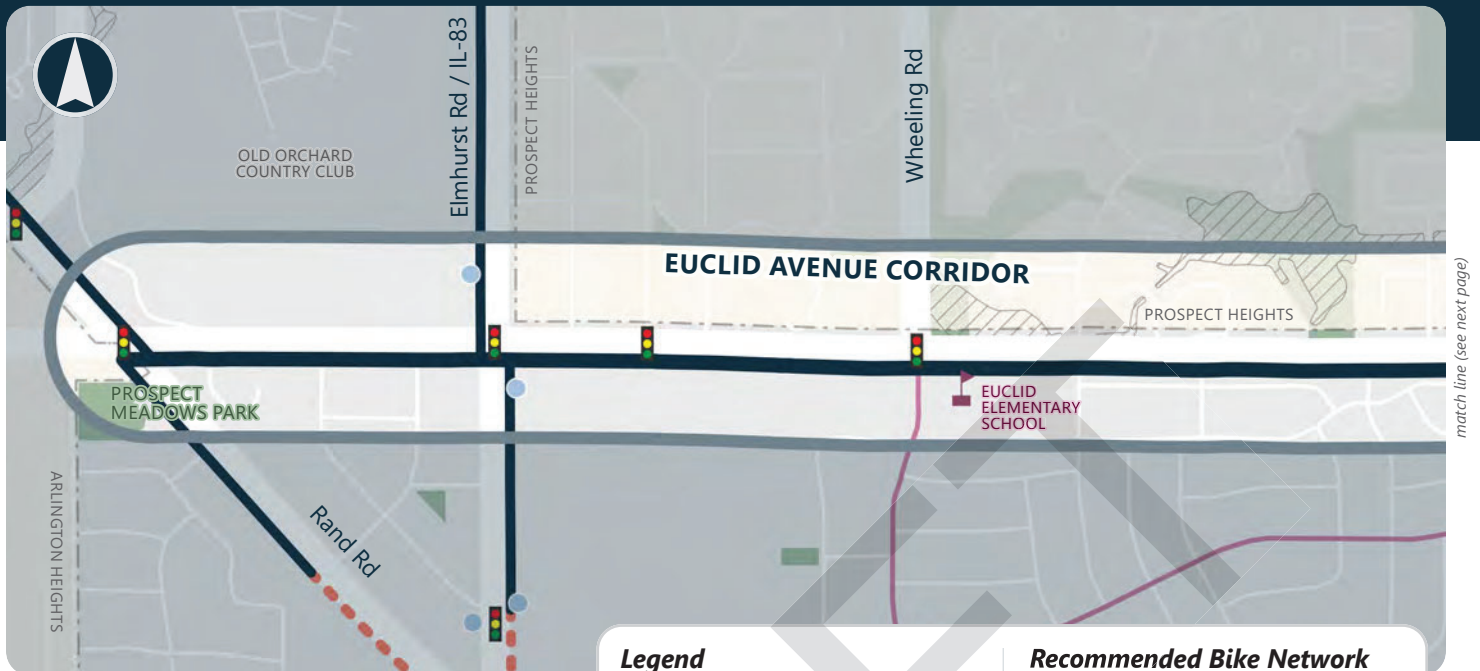


Potential

Long Term

Buffered Bike Lanes





match line (see next page)

Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 3 miles
- Jurisdiction: Cook County
- Posted Speed Limit: 35-40 mph
- Average Daily Traffic: 13,400-15,900 vpd (2022)
- Right-of-Way: 100' to 110'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.5-3.5%
- Programmed Improvements: Signal upgrades at Wheeling Road and Burning Bush Lane

Community Context

- Key Destinations: Euclid Elementary School, Indian Grove Elementary School, River Trails Middle School, Woodland Trails Park, Lake Avenue Woods, Burning Bush Trails Park, Des Plaines River Trail, Randhurst Village
- Connectivity
 - » Local bike routes on Wheeling Rd, Sycamore Ln, and Burning Bush Ln
 - » Des Plaines River Trail
 - » Future bike facilities on Rand Rd, Elmhurst Rd, Wolf Rd, and Des Plaines River Rd

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

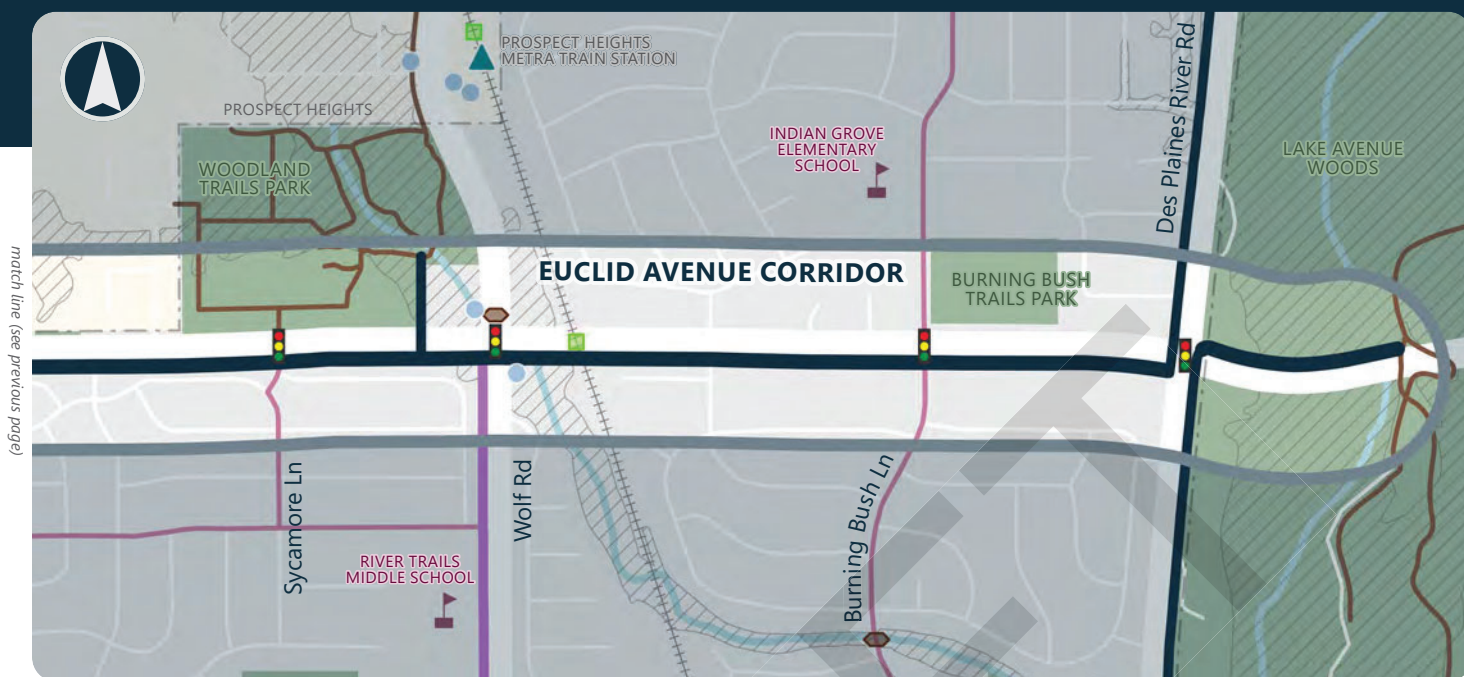
- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design



Looking west from south side of Euclid at Sycamore



Potential Conditions

Corridor Recommendations

- Facility Type: Sidepath
 - » Located on south side of street from Rand Rd to Des Plaines River Rd
 - » Located on north side from Des Plaines River Rd to connect to the Des Plaines River Trail
- Alternatives Considered
 - » Euclid roadway and travel lane widths between Rand and Hemlock could be reduced to greatly lessen the need for right-of-way acquisition or easements. A potential long-term opportunity in conjunction with a road reconstruction project.
- Estimated Project Cost
 - » Rand to Burning Bush (West): \$6,690,000
 - » Burning Bush to Des Plaines River Trail (East): \$1,140,000

Potential Impacts

- Trees Removals
 - » West: 135 | East: 3
- Right-of-Way Required
 - » West: 24,263 sq. ft. | East: 1,577 sq. ft.
- ComEd Conflicts: Substantial

Major Street Crossings

All intersections will include ADA improvements

- Elmhurst Road - install accessible pedestrian signals
- Randhurst Village Drive - add east and west leg crosswalks and install accessible pedestrian signals
- Wheeling Road
- Sycamore Lane - install accessible pedestrian signals
- Wolf Road - install accessible pedestrian signals
- Burning Bush Lane
- Des Plaines River Road - add south and east leg crosswalks and install accessible pedestrian signals

Additional Considerations

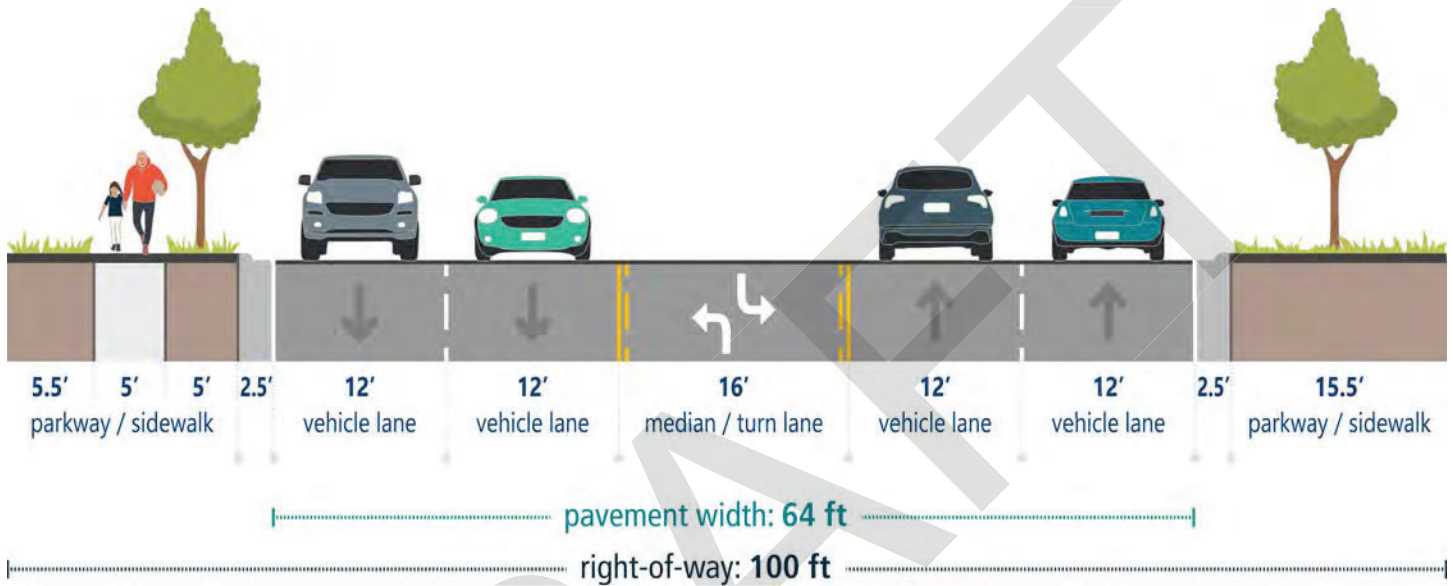
- Coordination required with CN Railroad for the crossing west of Wolf
- Improvements east of Des Plaines River Road are outside of the Village limits
- Pinch points in right-of-way adjacent to some commercial parcels
- Coordination with Cook County Forest Preserve District is recommended to upgrade the connection between the proposed sidepath and Des Plaines River Trail
- Project can be built in phases (Burning Bush Ln to the Des Plaines River Trail segment is a high priority connection)

Sidepath on South Side
West of Elmhurst Rd/IL-83 | Looking West
(shown between Rand Rd and Wedgewood Ln)

← South

Existing

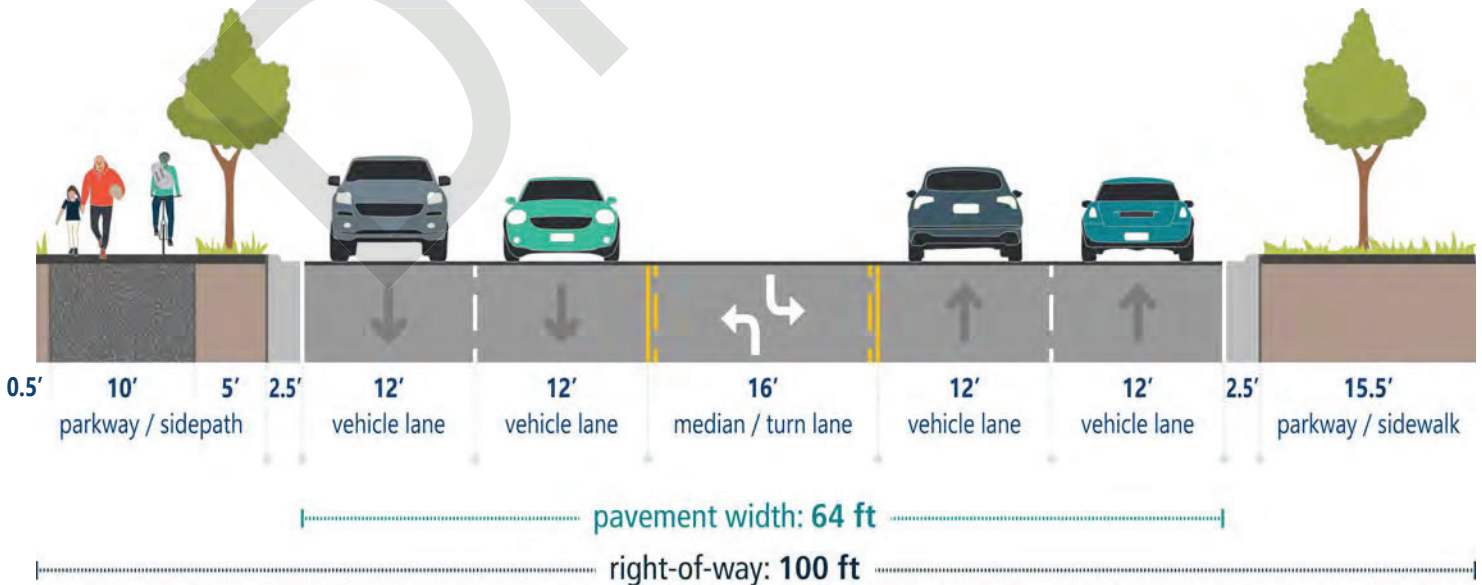
North →



← South

Potential

North →

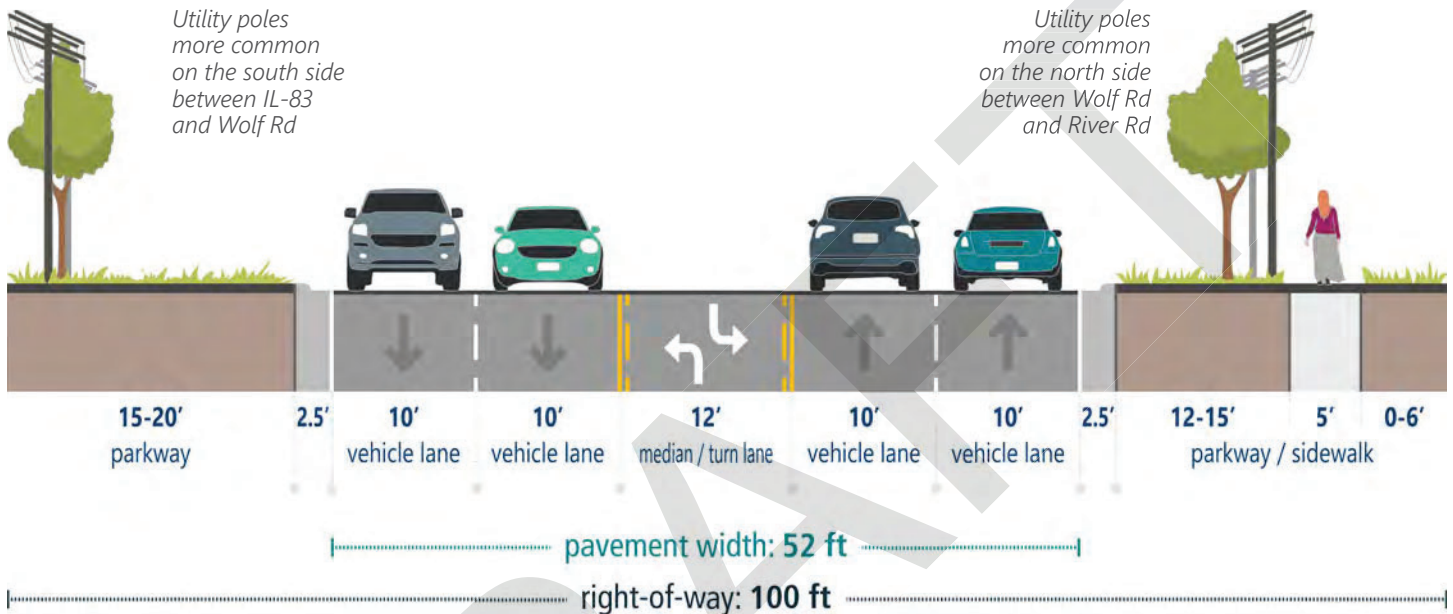


Sidepath on South Side
East of Elmhurst Rd/IL-83 | Looking West
(shown west of Westgate Rd)

← South

Existing

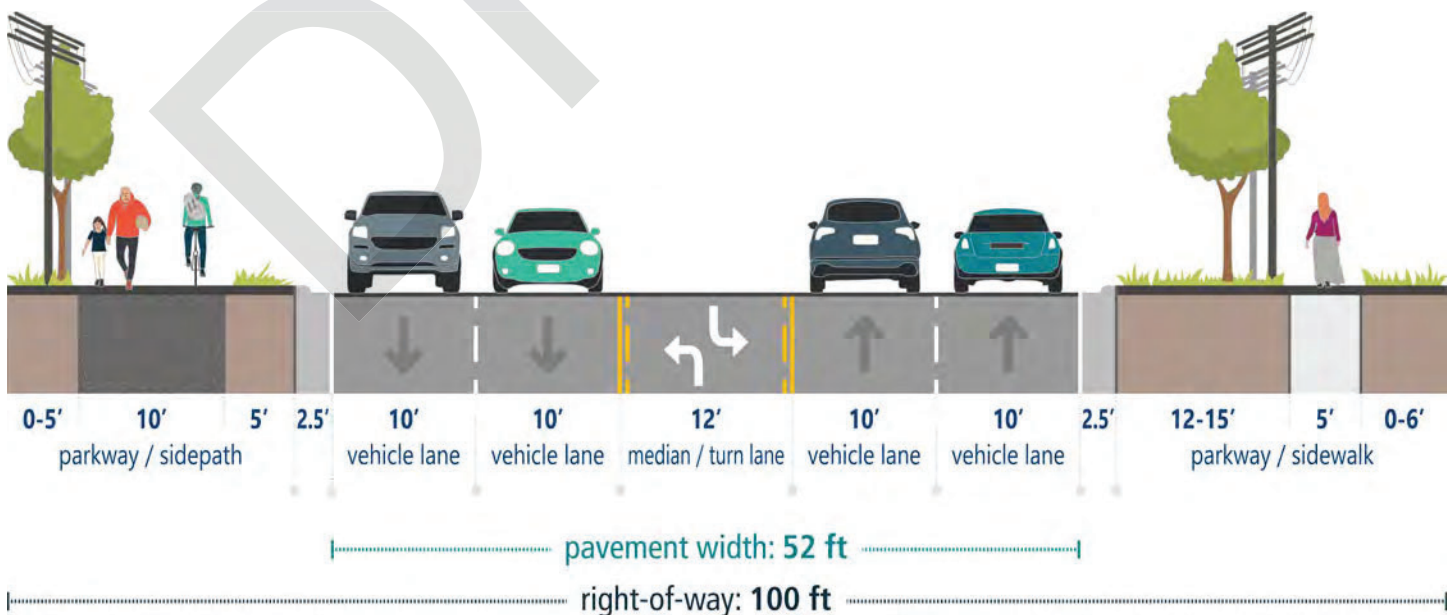
North →



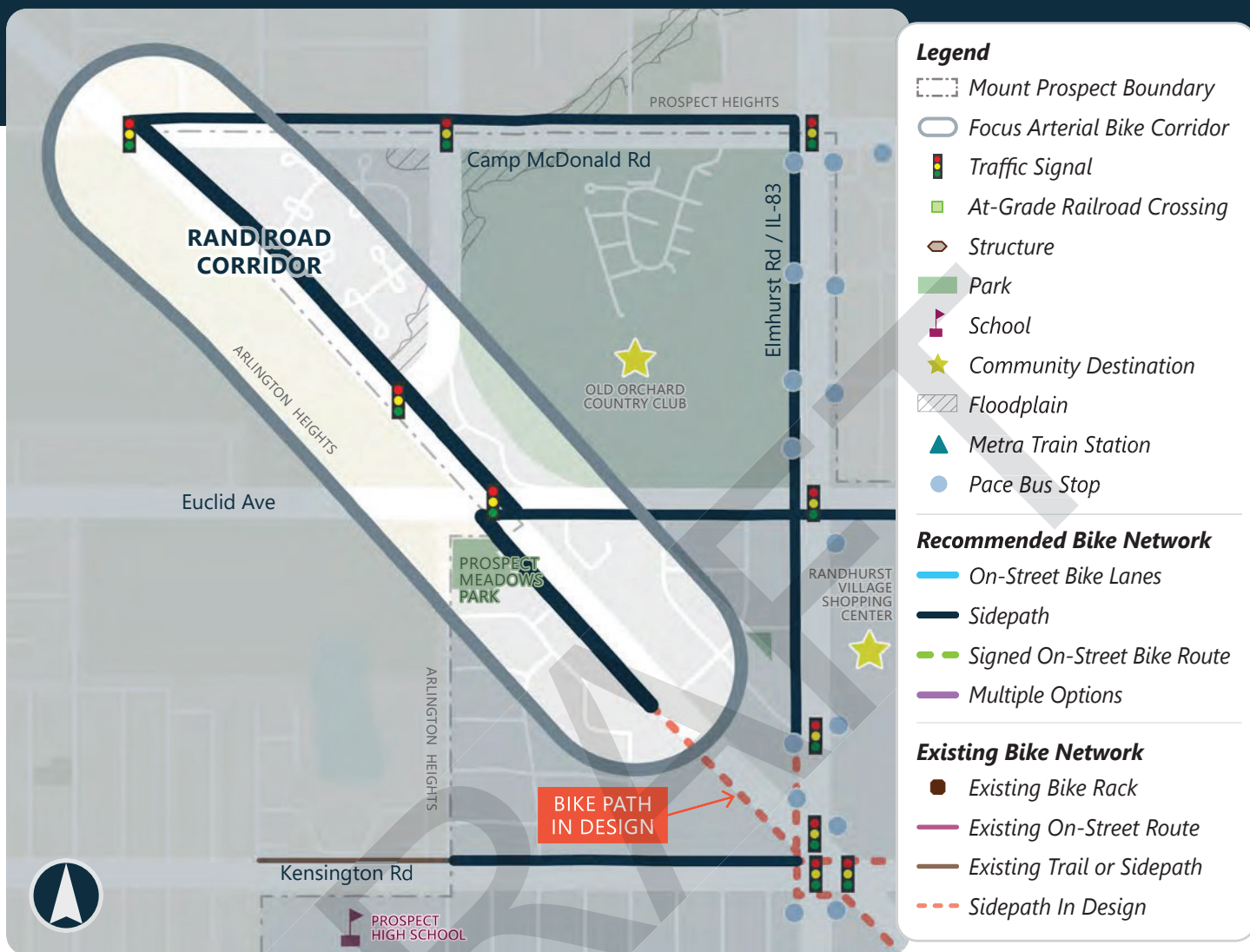
← South

Potential

North →



6 Rand Road



Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 1.1 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 40-45 mph
- Average Daily Traffic: 23,000-24,300 vpd (2022)
- Right-of-Way: 100'
- Truck Route: Class II
- Truck Traffic (% of Total Traffic): 3%-13%
- Programmed Improvements: None

Community Context

- Key Destinations: Prospect High School, Prospect Meadows Park, Old Orchard Country Club, Randhurst Village Shopping Center
- Connectivity
 - » Future sidepaths on Camp McDonald Rd and Euclid Ave
 - » Sidepath northwest of Wedgewood Ln is a continuation of the in-development sidepath to the southeast on Rand Rd



Looking northwest on west side of Rand at Schoenbeck

Potential Conditions

Corridor Recommendations

- Facility Type
 - » Sidepath (Wedgewood Ln and Euclid Ave)
 - » Located on southwest side of street
 - » Cross at Euclid Ave
 - » Sidepath (Euclid Ave and Camp McDonald Rd)
 - » Located on northeast side of street
- Alternatives Considered
 - » None
- Estimated Project Cost: \$3,550,000

Potential Impacts

- Trees Removals: 72
- Right-of-Way Required: 4,600 sq. ft.
- ComEd Conflicts: Minimal
- Other Potential Impacts
 - » Potential retaining wall required adjacent to Old Orchard County Club pond.

Major Street Crossings

All intersections will include ADA improvements

- Camp McDonald Road - add east leg crosswalk and install countdown and accessible pedestrian signals
- Schoenbeck Road - add east leg crosswalk and install countdown and accessible pedestrian signals
- Euclid Avenue - two stage crossing, add west leg crosswalk, and install accessible pedestrian signals

Sidepath on Southwest Side

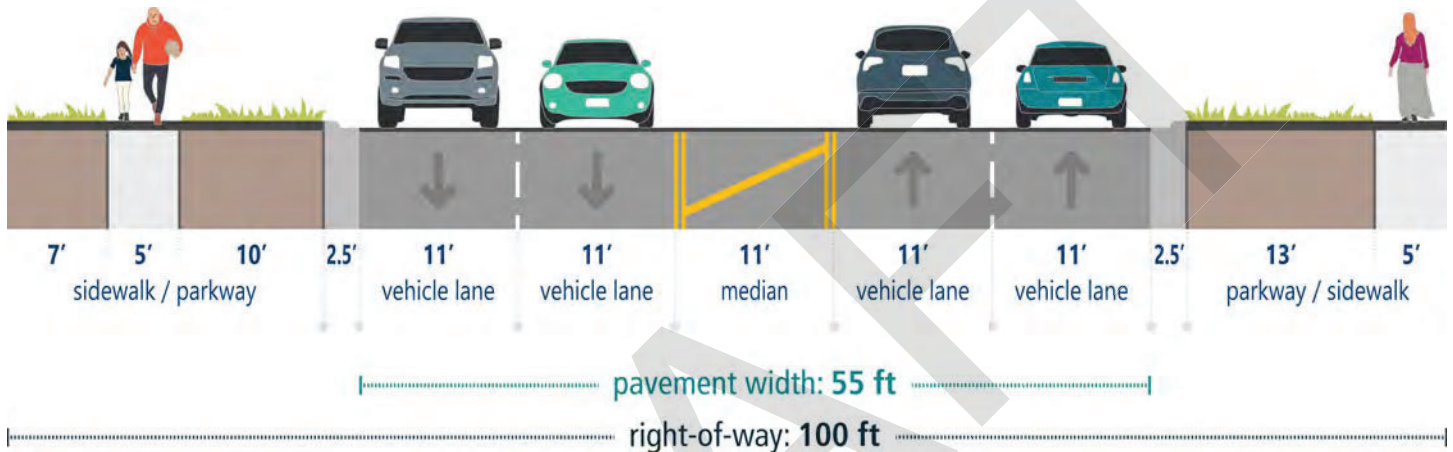
Looking Northwest

(shown between Wedgewood Ln and Euclid Ave)

← Southwest

Existing

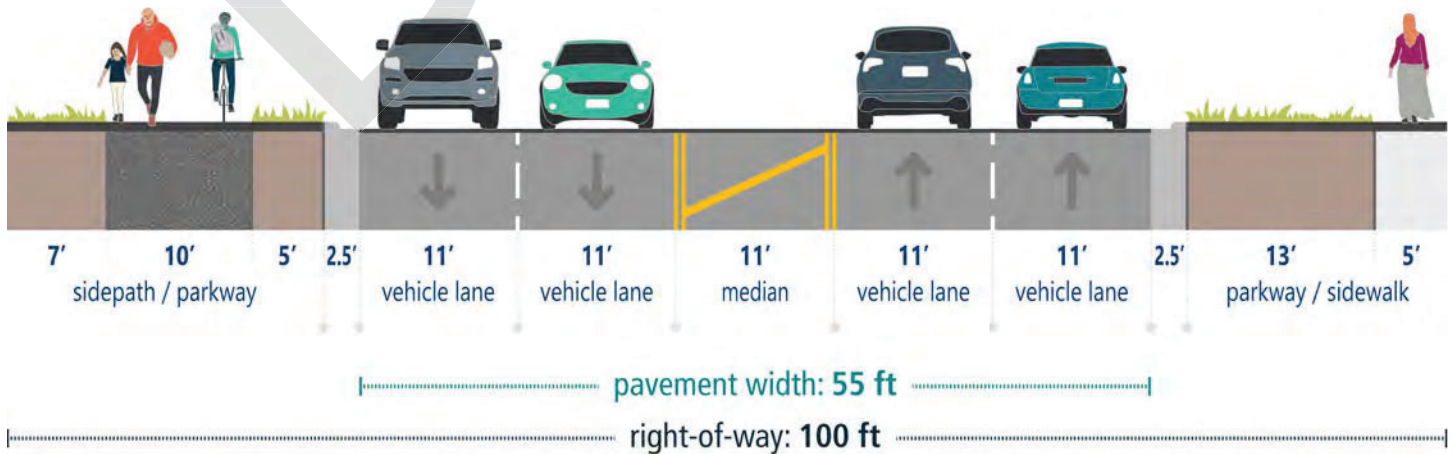
Northeast →



← Southwest

Potential

Northeast →



Sidepath on Northeast Side

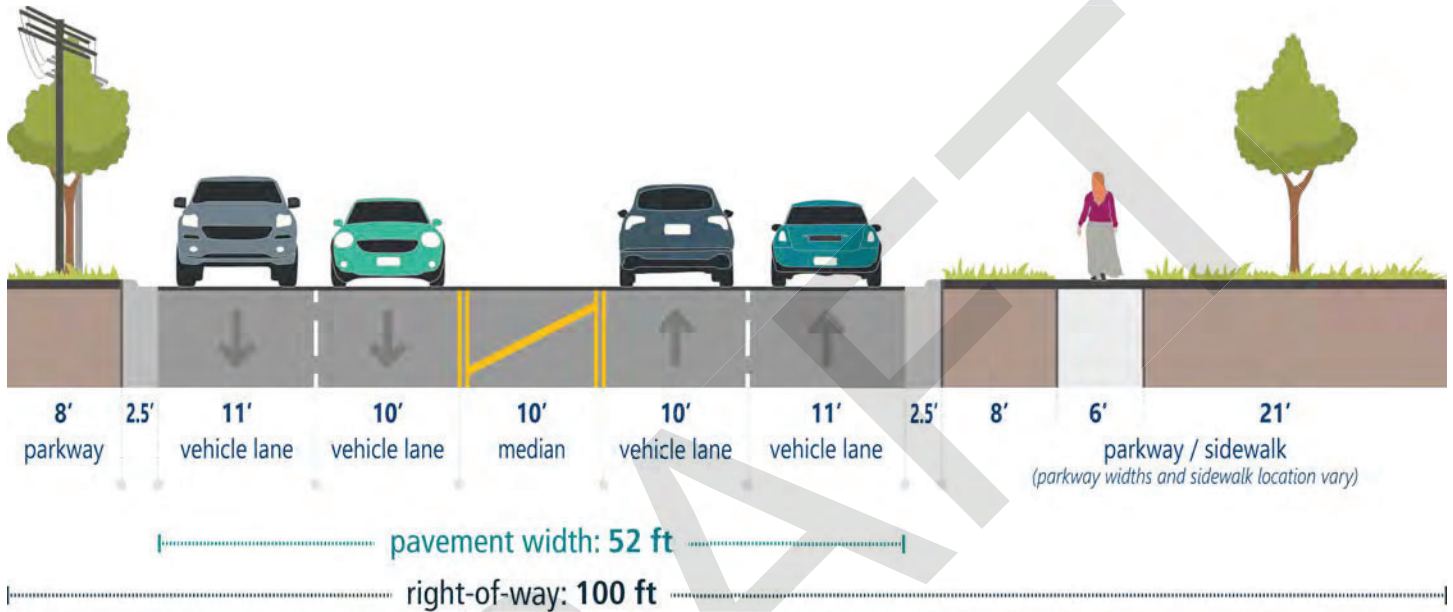
Looking Northwest

(shown between Euclid Ave and Camp McDonald Rd)

Existing

← Southwest

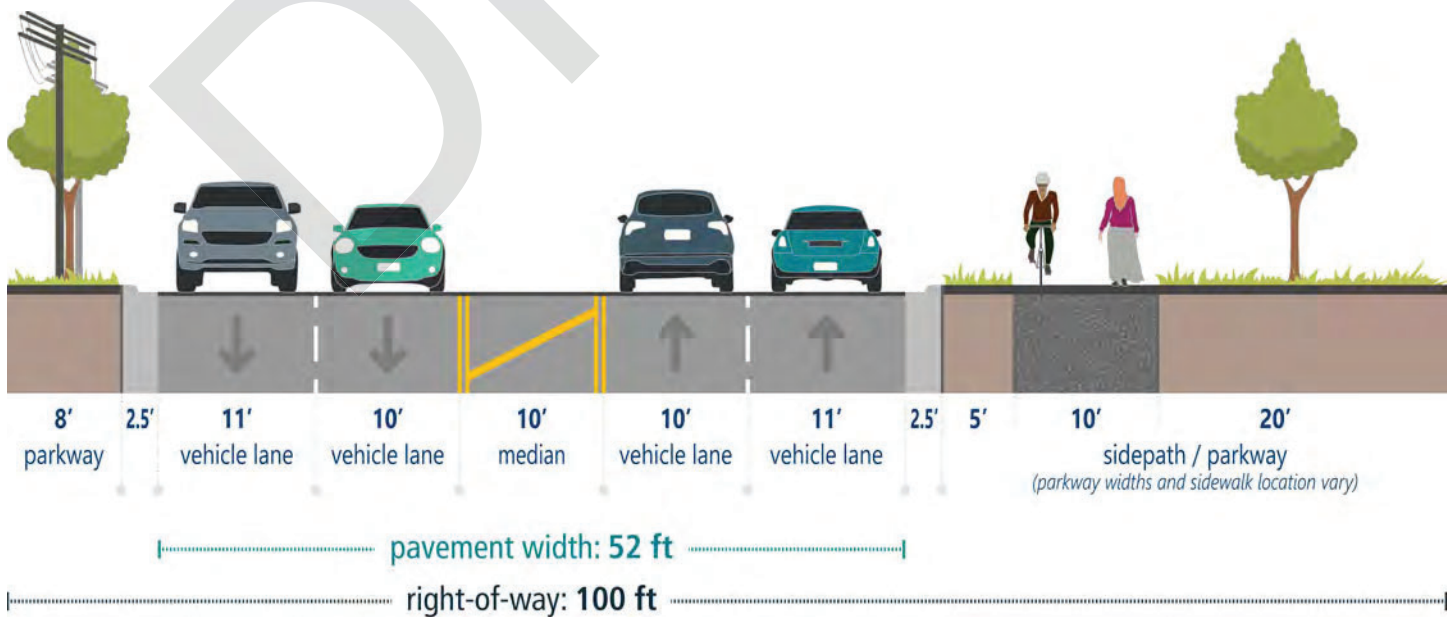
Northeast →



Potential

← Southwest

Northeast →



7 Kensington Road

West Corridor: *Village Boundary to Hemlock Ln*



Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 2.8 miles
- Jurisdiction: Mount Prospect (west of IL-83) and IDOT (east of IL-83)
- Posted Speed Limit: 30-45 mph
- Average Daily Traffic: 5,650-7,150 vpd (2022)
- Right-of-Way: 78' to 100'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.5-3.5%
- Programmed Improvements: Install sidewalk along south side between Rand Rd and Wheeling Rd (CMAP TIP, 2026)

Community Context

- Key Destinations: Prospect High School, High Road School of Mount Prospect, River Trails Middle School, Prairie Trails Kindergarten, Sycamore Trails Park, Kensington Business Park, Police Station, Fire Stations (2)

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

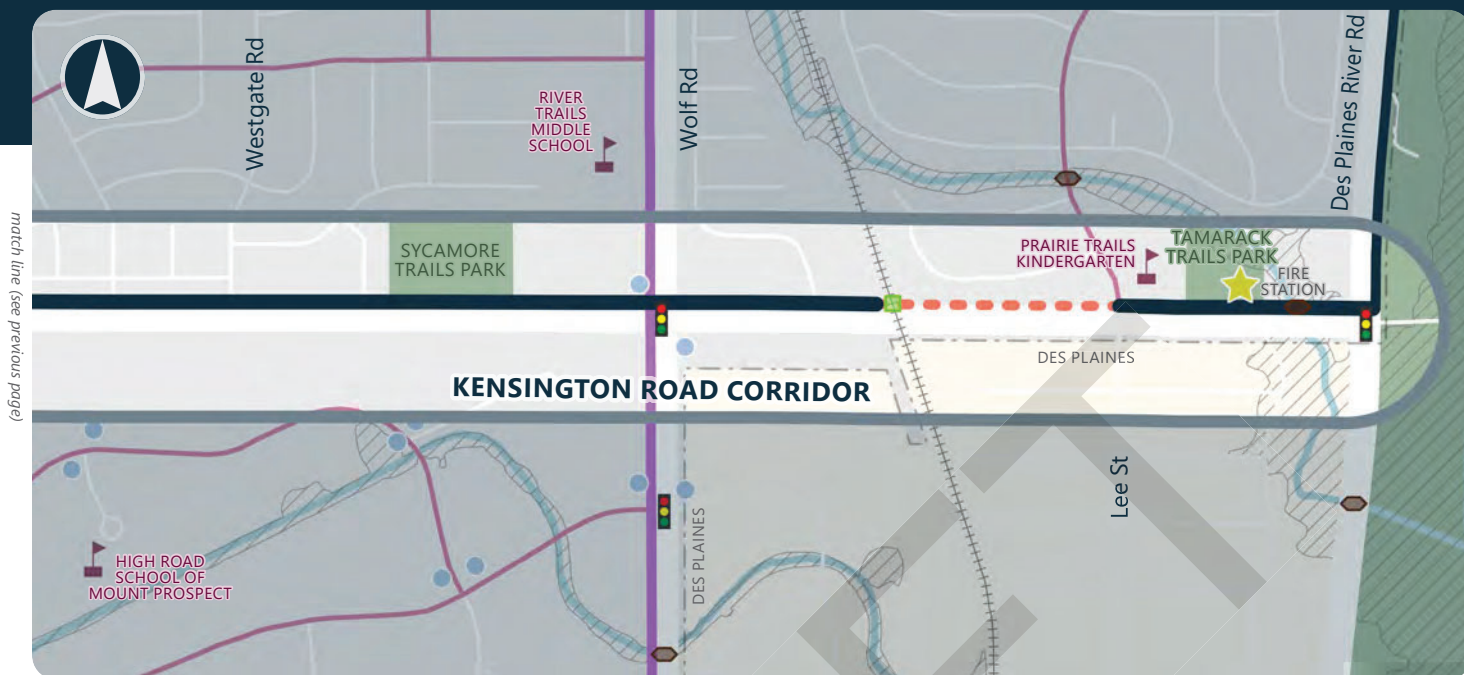
- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design

Connectivity

- » Sidepath west of Forest Ave and north of Prospect High School
- » Local bike routes on Wheeling Rd and Burning Bush Ln
- » Future sidepaths on Camp McDonald Rd, Euclid Ave, Main St, Wolf Rd, and Des Plaines River Rd



Potential Conditions

Corridor Recommendations

- Facility Type: Sidepath
 - » Located on north side of street from Forest Ave and River Rd
- Alternatives Considered
 - » On-street marked shared lanes were considered between Burning Bush Lane and Des Plaines River Road as there are some challenges and constraints to implementing a sidepath within this segment. However, off-street facilities are highly desirable given the speed limit and narrow width of the roadway.
- Estimated Project Cost: \$6,240,000

Potential Impacts

- Trees Removals: 116
- Right-of-Way Required: 27,730 sq. ft.
- ComEd Conflicts: Moderate
- Other Potential Impacts
 - » Rural cross-section in some areas would require regarding and drainage modifications.
 - » Pedestrian bridge is recommended to cross the ditch west of Des Plaines River Road.

Major Street Crossings

All intersections will include ADA improvements

- Main Street/Rand Road - improvements as part of Rand Road sidepath project
- Wheeling Road - install accessible pedestrian signals
- Wolf Road - install accessible pedestrian signals
- Des Plaines River Road - add north leg crosswalk and install accessible pedestrian signals

Additional Considerations

- Section of north side sidepath is in design over the CN railroad tracks.
- Future sidepath improvements along Rand Road will facilitate crossing at the Rand/Main/Kensington intersection.

Sidepath on North Side

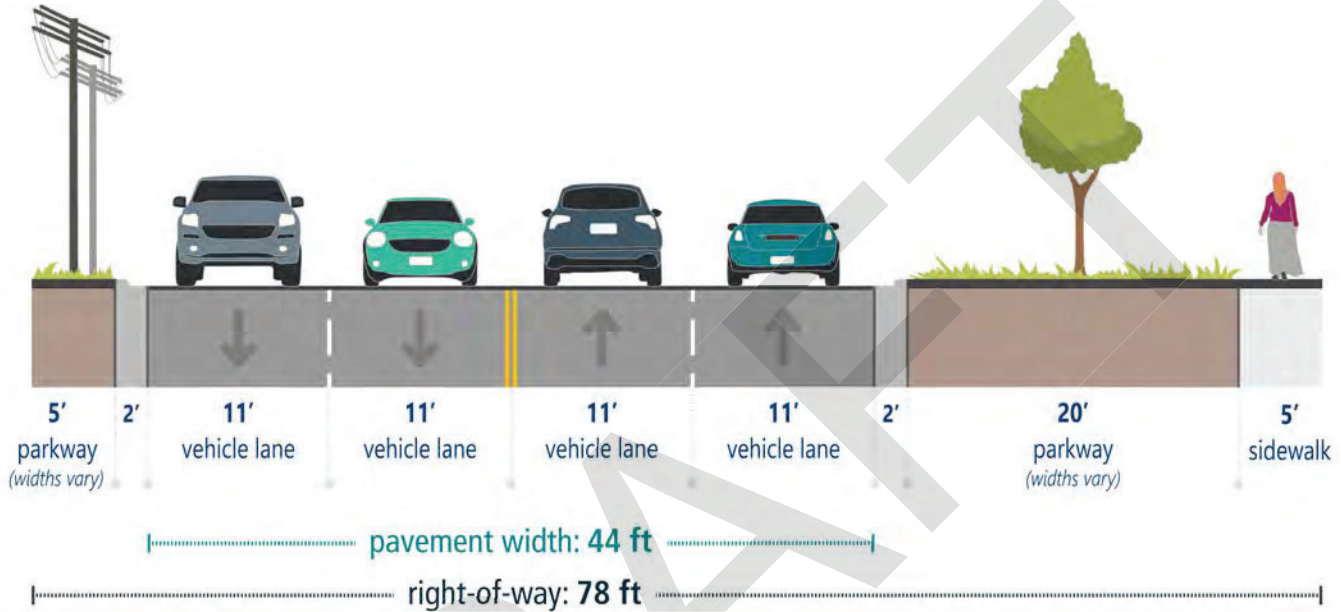
Looking West

(shown just east of Rand Rd)

← South

Existing

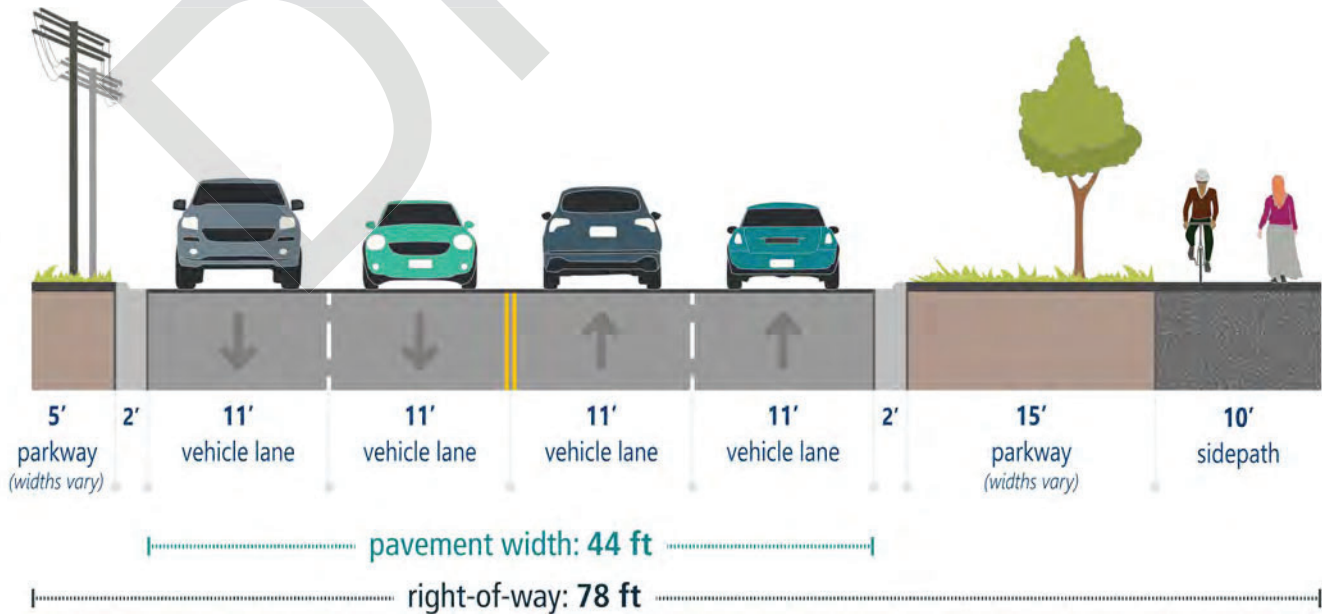
North →



← South

Potential

North →



Sidepath on North Side

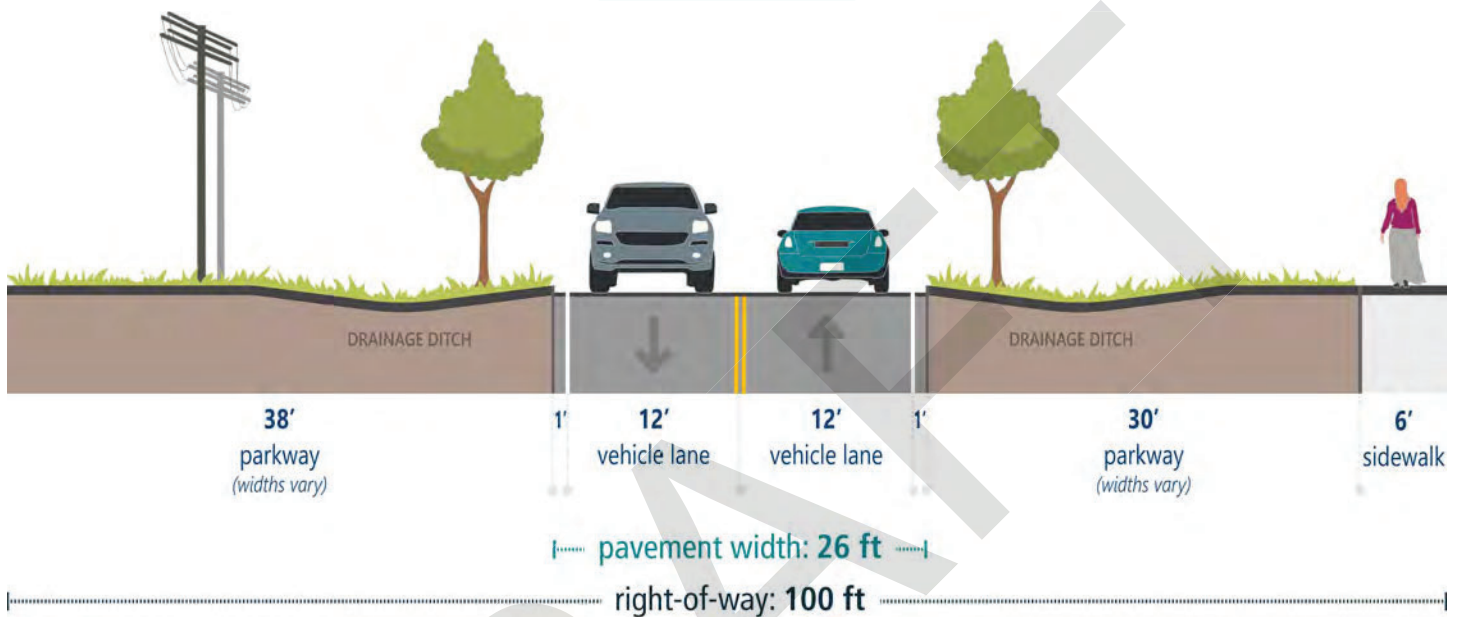
Looking West

(shown near Sycamore Trails Park)

← South

Existing

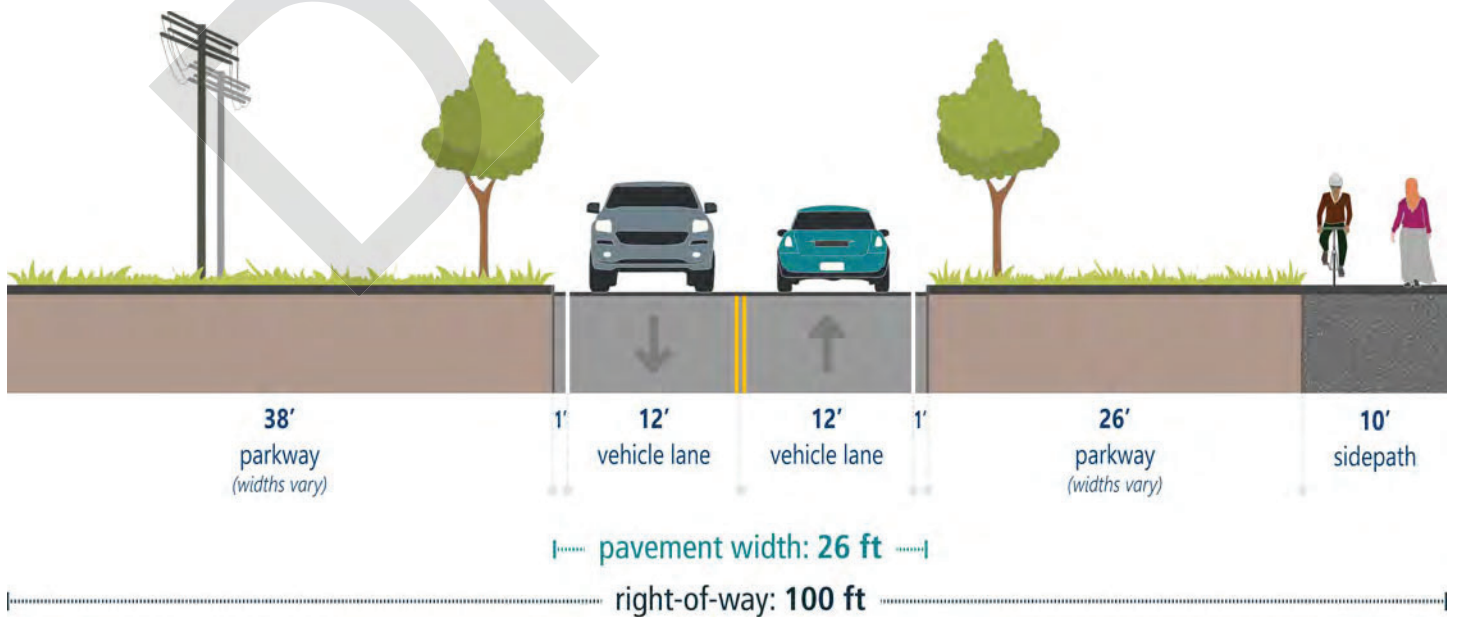
North →



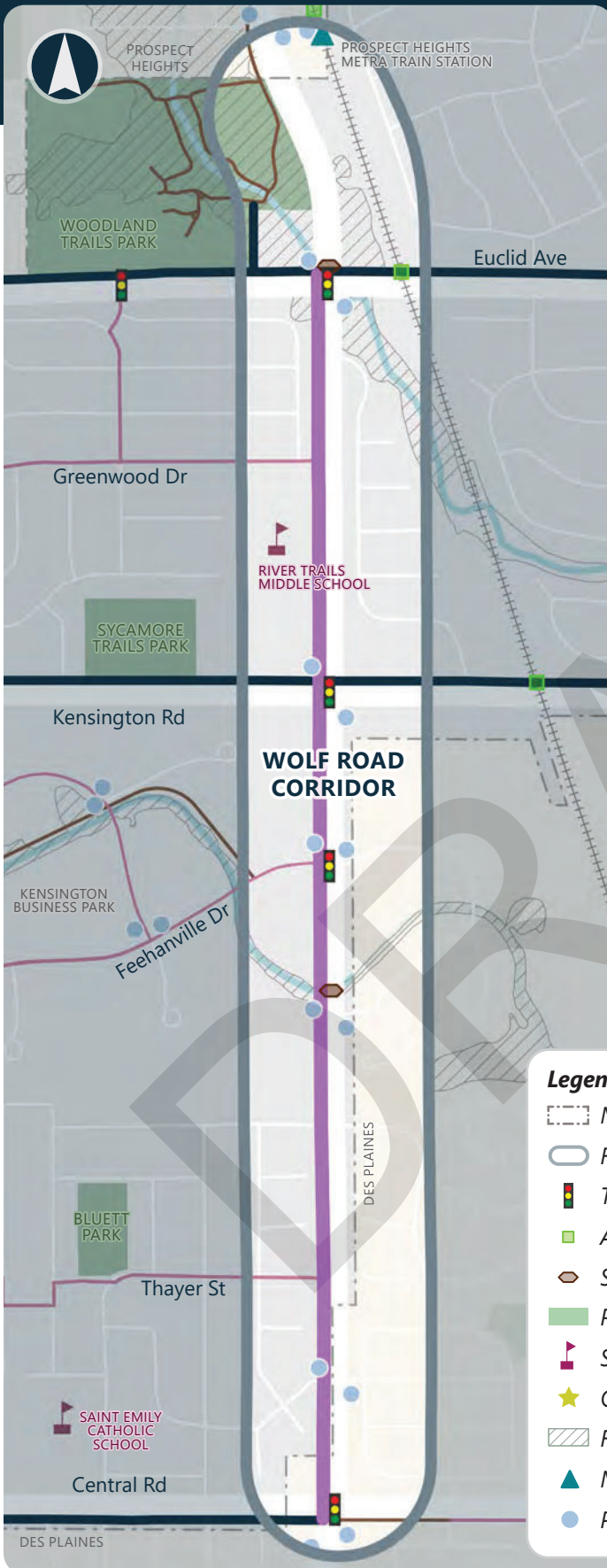
← South

Potential

North →



8 Wolf Road



Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 1.5 miles
- Jurisdiction: Mount Prospect (south of Euclid) and IDOT (north of Euclid)
- Posted Speed Limit: 40 mph
- Average Daily Traffic: 9,600-12,000 vpd (2022)
- Right-of-Way: 100'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 4.6%
- Programmed Improvements: Roadway rehabilitation (CMAP TIP, 2028)

Community Context

- Key Destinations: Prospect Heights Metra Train Station, River Trails Middle School, Saint Emily Catholic School, Woodland Trails Park, Sycamore Trails Park, Bluett Park, Kensington Business Park
- Connectivity
 - » Prospect Heights Bike Path via Euclid Ave and continues to Prospect Heights Metra station
 - » Local bike routes on Feehanville Dr and Greenwood Dr
 - » Future sidepaths on Central Rd, Kensington Rd, and Euclid Ave

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design



Looking south on Wolf near River Trails Middle School

Potential Conditions

Corridor Recommendations

- Facility Type
 - » Barrier Protected Cycle Track
 - » Two-way on-street bikeway on west side of Wolf Rd separated from traffic by a concrete median. Space would become available via a five lane to three lane road diet.
 - » Short sections of sidepath are proposed at major signalized intersections.
- Alternatives Considered
 - » A west side sidepath is feasible, however, would have significant impacts to trees and would require right-of-way acquisition in certain areas.
 - » An east side sidepath would require coordination with the City of Des Plaines between Central Ave and Kensington Rd.
- Estimated Project Cost: \$2,780,000 to \$6,480,000 (varies depending on type of barrier protection desired)
- A west side sidepath is estimated to cost \$3,930,000

Potential Impacts

- Trees Removals: 6
- Right-of-Way Required: 1,280 sq. ft.
- ComEd Conflicts: Minimal

Major Street Crossings

All intersections will include ADA improvements

- Central Road - add east leg crosswalk, investigate corner islands, and install accessible pedestrian signals
- Feehanville Drive - study roundabout conversion or add bike signals for cycle track, install accessible pedestrian signals
- Kensington Road - install accessible pedestrian signals
- Euclid Avenue - install accessible pedestrian signals
- Edward Road (Prospect Heights) - add south leg crosswalk and install accessible pedestrian signals

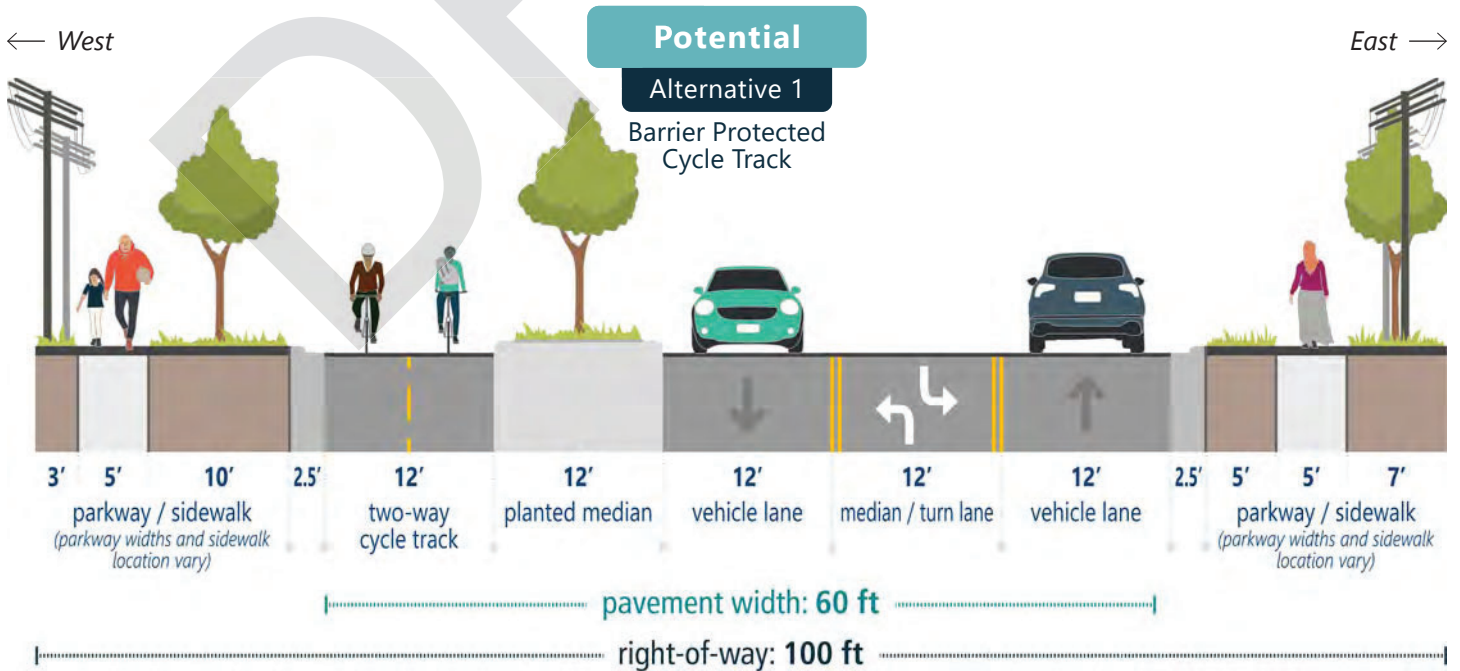
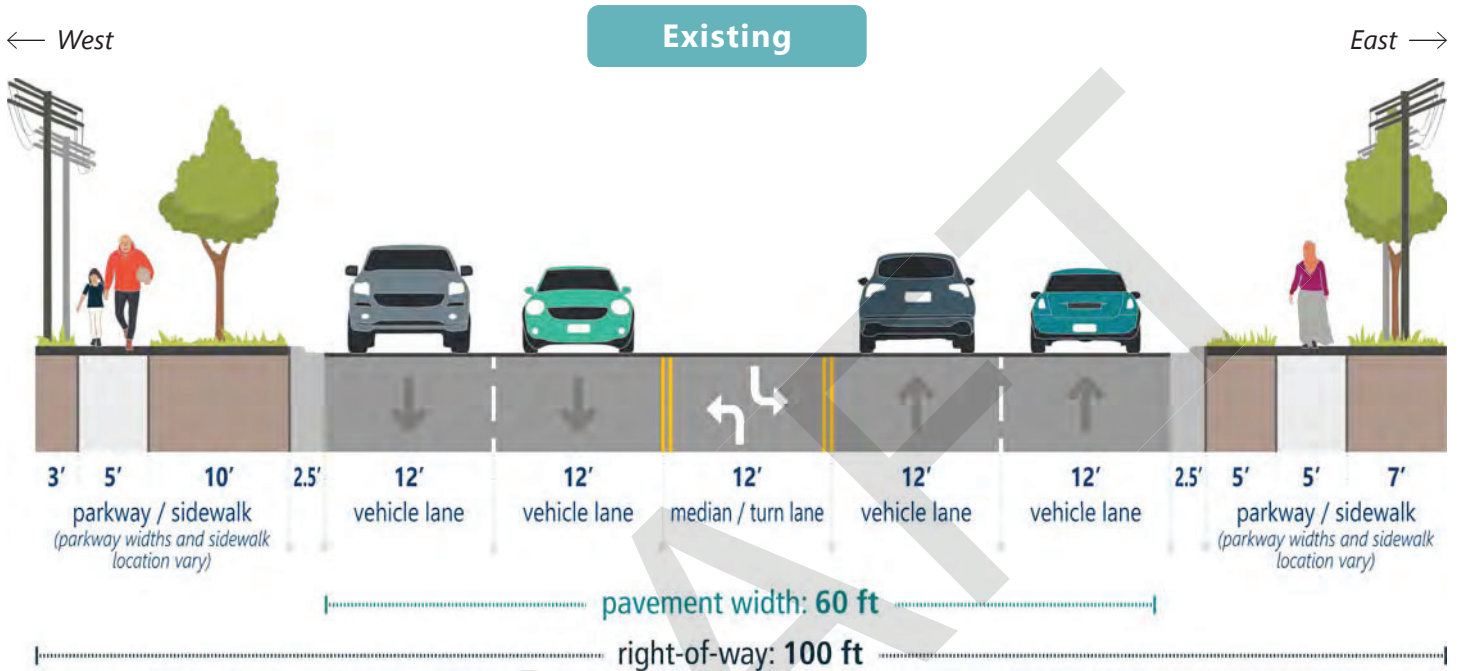
Additional Considerations

- Traffic counts and capacity analyses show a lane reduction to a three-lane cross-section is feasible on Wolf Rd. The signalized intersections of Wolf Rd at Kensington and Feehanville will operate satisfactorily with one through lane in each direction. Further analyses needed to confirm preliminary evaluation.
- A single lane roundabout may be considered at intersection of Wolf/Feehanville.
- The cycle track can transition to a sidepath approaching the traffic signals at Central Rd and Euclid Ave. This would facilitate connections with other sidepaths in the network.
- The City of Des Plaines is pursuing a road diet on Wolf Rd between Cumberland Cir and Rand Rd.

Alternative 1: Barrier Protected Cycle Track

Looking North

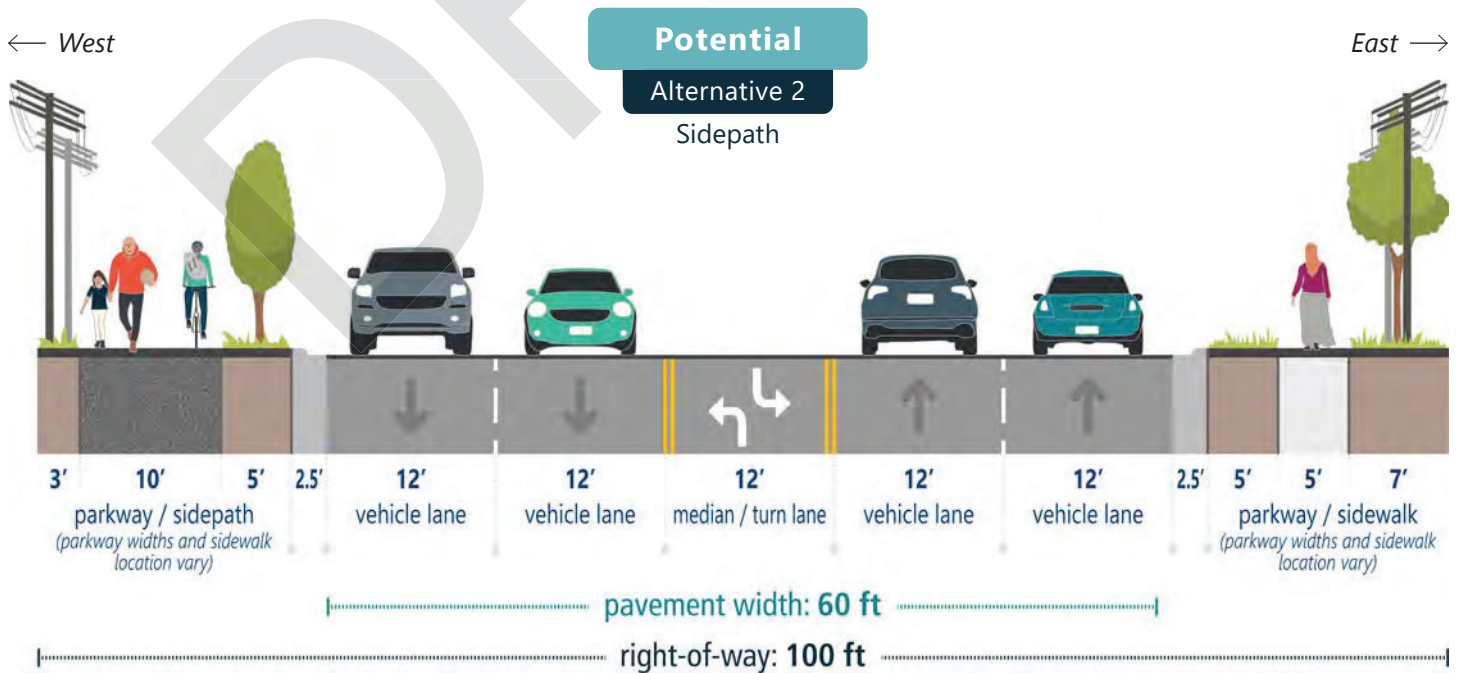
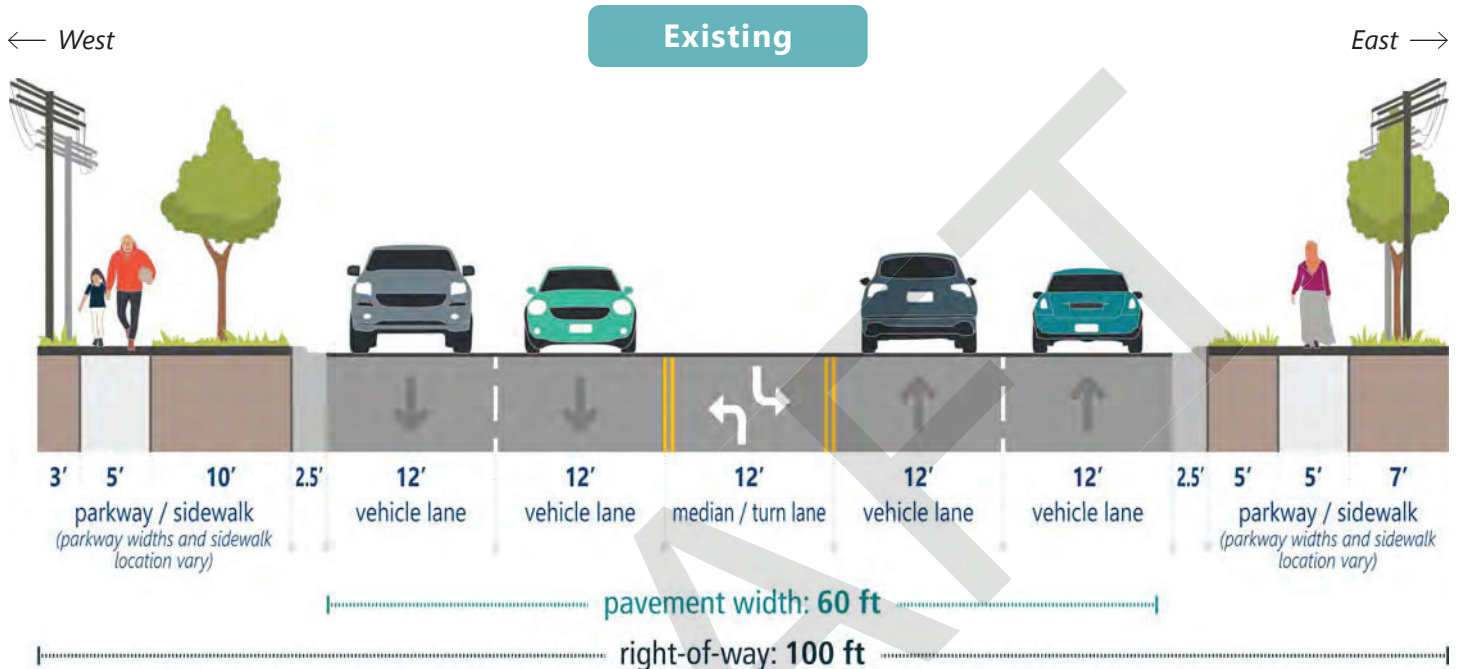
(shown just south of Feehanville)



Alternative 2: Sidepath

Looking North

(shown just south of Feehanville)

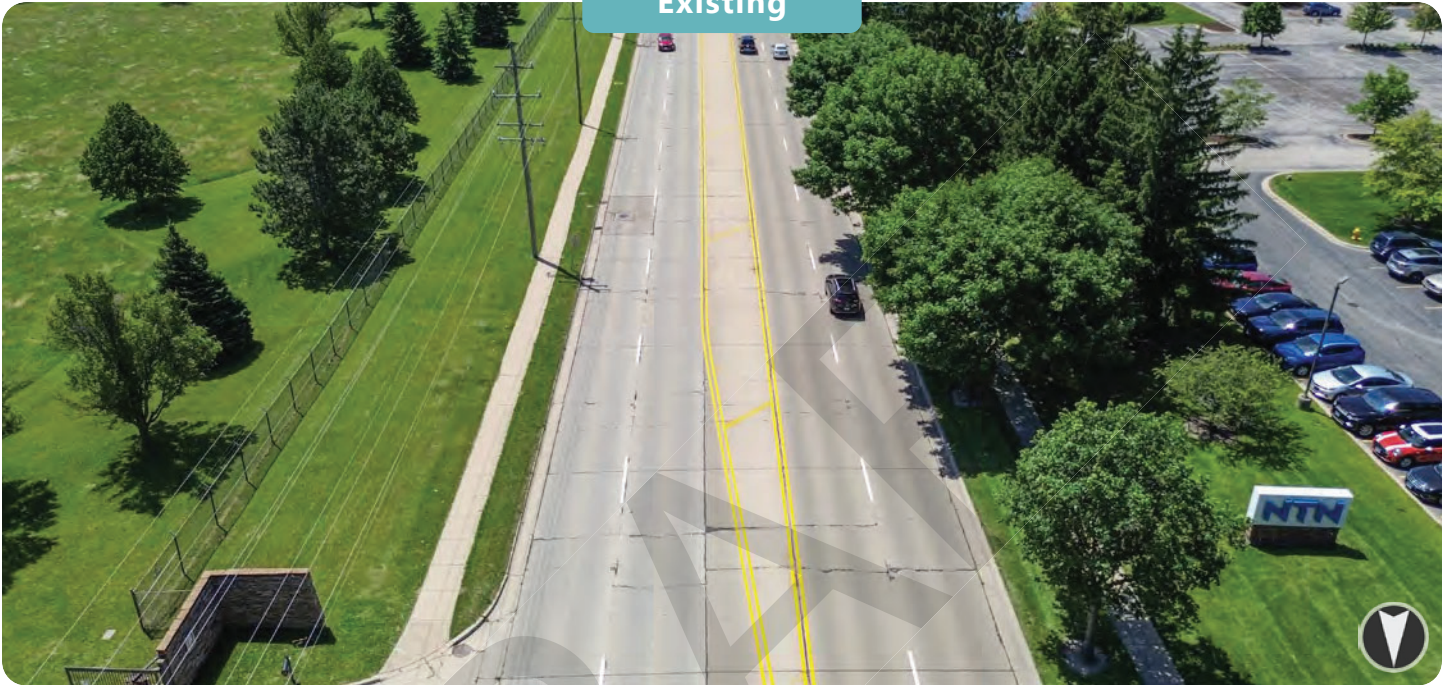


Alternative 1: Barrier Protected Cycle Track

Looking South

(shown just south of Feehanville)

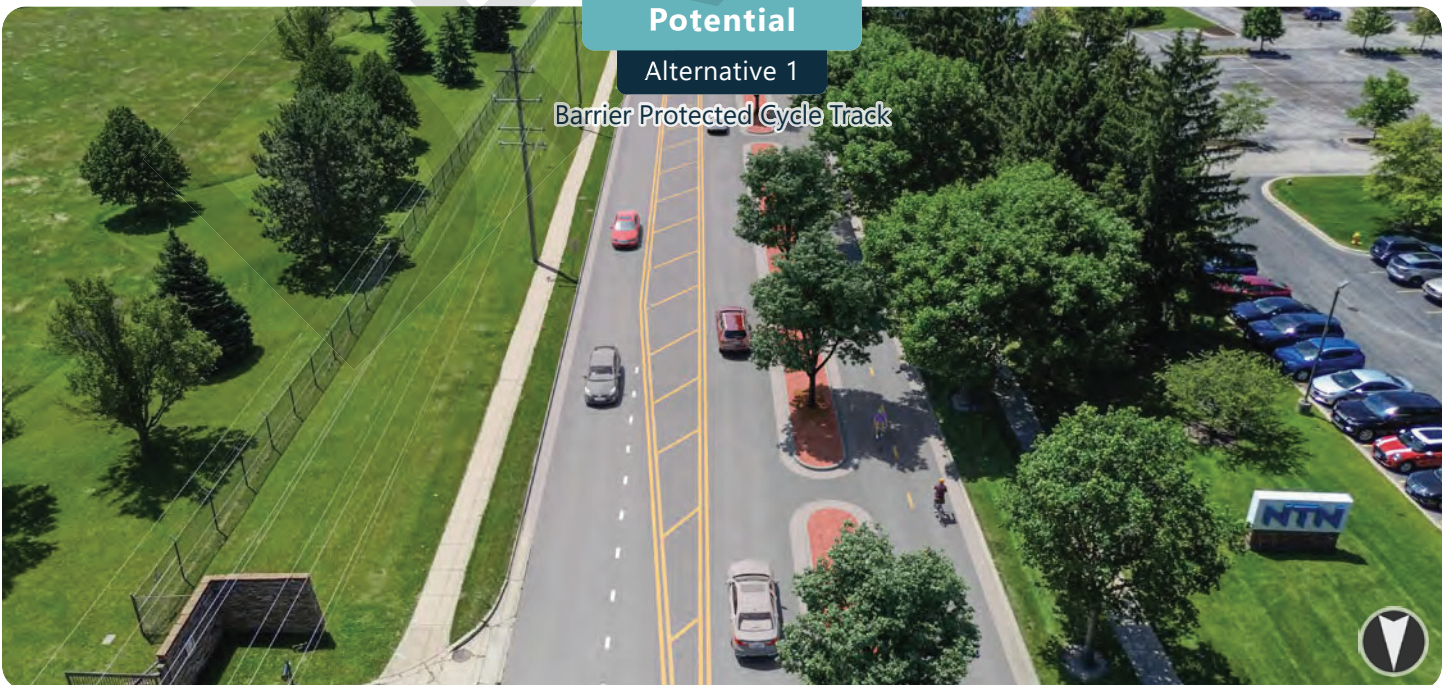
Existing



Potential

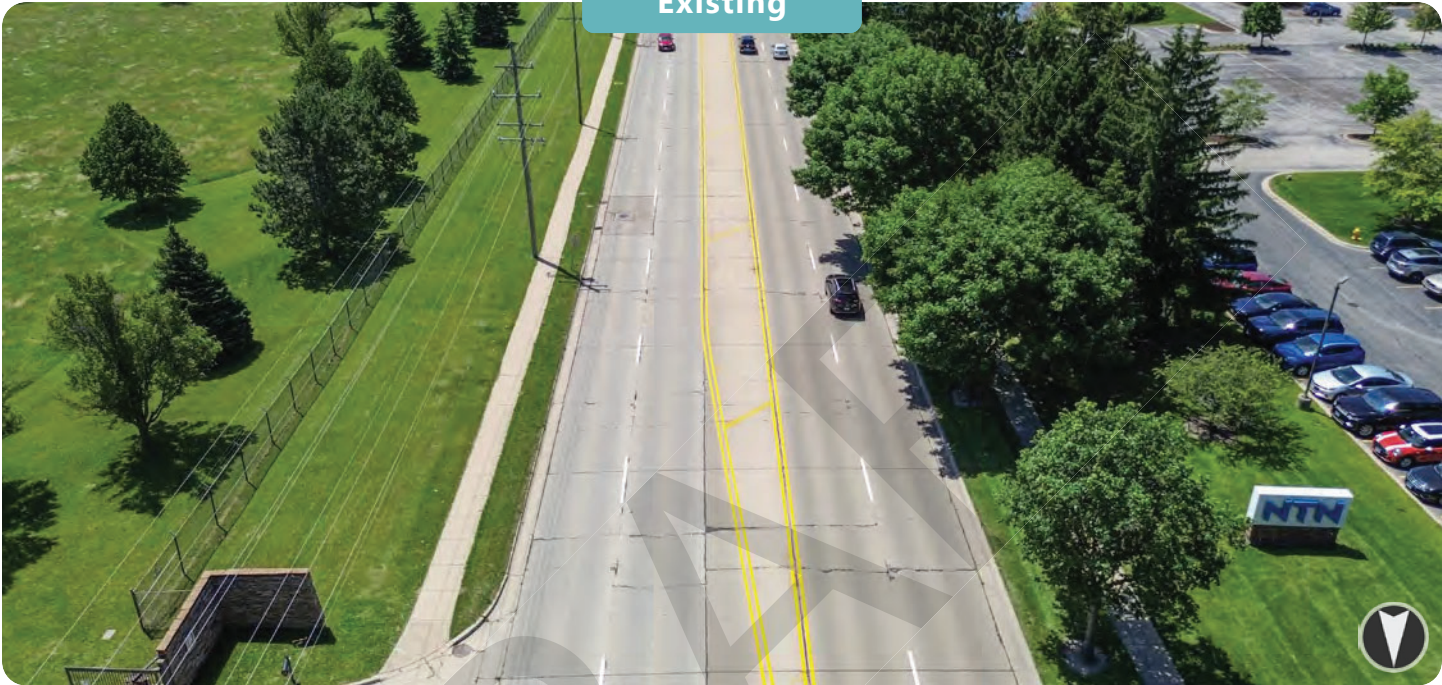
Alternative 1

Barrier Protected Cycle Track

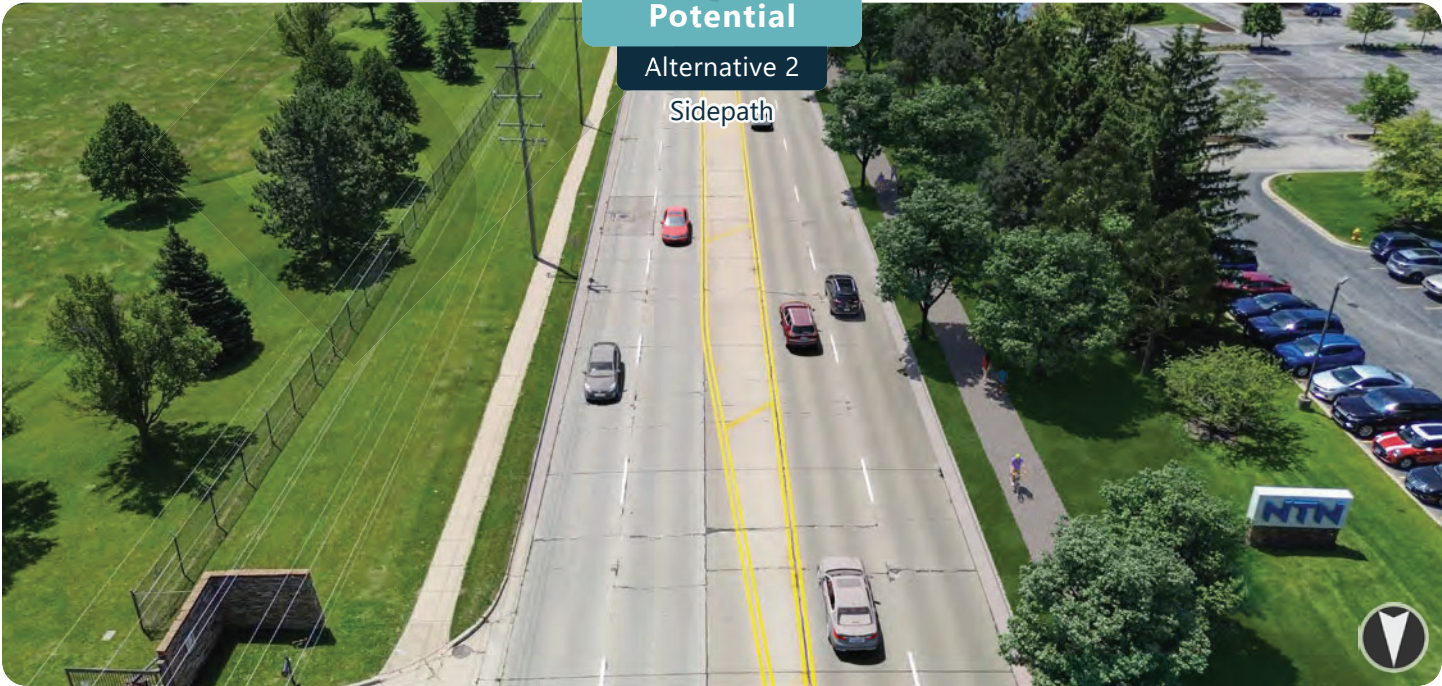


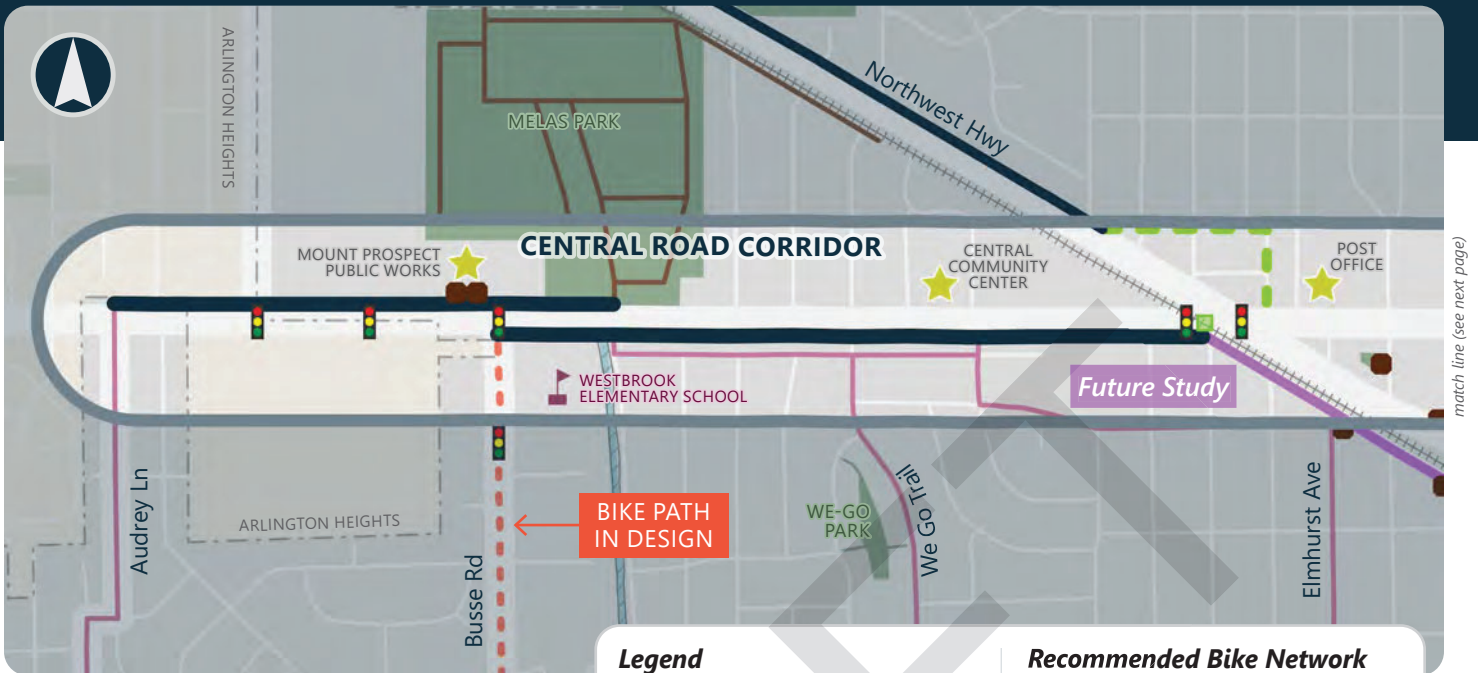
Alternative 2: Sidepath
Looking South
(shown just south of Feehanville)

Existing



Potential
Alternative 2
Sidepath





Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 1.2 miles
- Jurisdiction: Mount Prospect (east of Rand) and IDOT (west of Rand)
- Posted Speed Limit: 35-40 mph
- Average Daily Traffic: 13,300-18,900 vpd (2022)
- Right-of-Way: 68' to 112'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2-6.5%
- Programmed Improvements: None

Community Context

- Key Destinations: Westbrook Elementary School, St Paul Lutheran School, Saint Emily Catholic School, Melas Park, Central Community Center, Post Office, Library, Village Hall, Downtown Mount Prospect
- Connectivity
 - » Existing bike facilities at Wolf Rd that extend to East River Rd, Des Plaines River Trail, and Rand Rd sidepath
 - » In-design Melas Meadows bridge
 - » Local bike routes on Weller Ln, We Go Trl, Cathy Ln, Emerson St, Owen St, and Westgate Rd
 - » Future sidepaths on Busse Rd, Mount Prospect Rd, and Wolf Rd

Legend

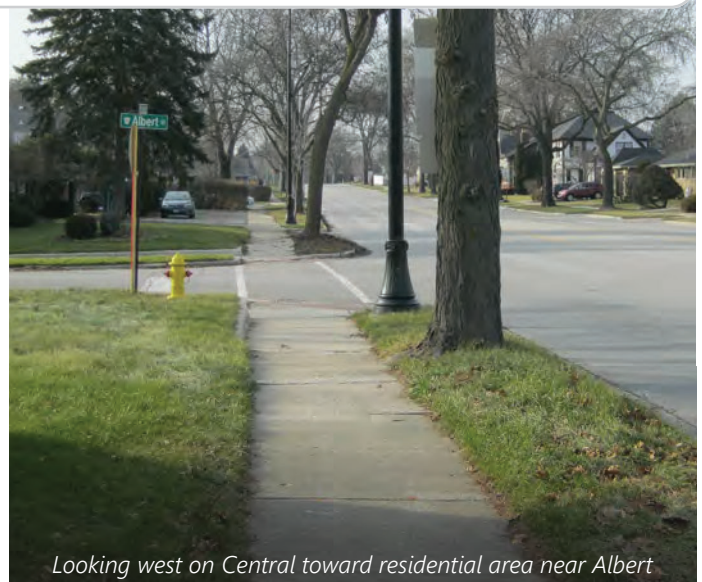
- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design



Looking west on Central toward residential area near Albert



Potential Conditions

Corridor Recommendations

- Facility Type: Sidepath
 - » Located on north side of street from Arthur Ave to Melas Park mid-block crosswalk
 - » Located on south side of street from Busse Rd to Prospect Ave & Mount Prospect Rd to Wolf Rd
 - » Sidepath infeasible between Prospect Ave and Mount Prospect Rd
- Alternatives Considered
 - » Road diet infeasible due to high traffic volumes.
 - » Sidepath on north side of street between Mount Prospect Rd and Wolf Rd is feasible and would be within Village boundaries. However, a south side sidepath was chosen to connect with the bike route on E Busse Ave that connects to Central via Mount Prospect Rd.
- Estimated Project Cost:
 - » Audrey Ln to Northwest Hwy (West): \$3,660,000
 - » Mount Prospect Rd to Wolf Rd (East): \$2,010,000

Potential Impacts

- Trees Removals
 - » West: 21 | East: 1
- Right-of-Way Required
 - » West: 40,328 sq. ft. | East: 32,104 sq. ft.
- ComEd Conflicts: Moderate

Major Street Crossings

All intersections will include ADA improvements

- Arthur Avenue - install accessible pedestrian signals
- Busse Road - install accessible pedestrian signals
- Prospect Avenue - modify signal, add south leg crosswalk
- Mount Prospect Road - add south leg crosswalk, investigate southwest corner bump-out, install accessible pedestrian signals
- Rand Road - install accessible pedestrian signals
- Wolf Road - add east leg crosswalk, investigate corner islands, install accessible pedestrian signals

Additional Considerations

- Sidepath is proposed on both sides of the street between Busse Rd and Melas Park mid-block crosswalk to enhance connectivity adjacent to Westbrook Elementary and Melas Park.
- Sidepath on north side east of Arthur Ave avoids large ComEd lines in the south right-of-way.
- Sidepath is proposed on south side between Busse Rd and Prospect Ave to facilitate connection to the Prospect Ave facility and downtown.
- Sidepath on south side between Mount Prospect Rd and Wolf Rd would be in Des Plaines.

Cyclists can take Prospect Ave to Emerson St to E. Busse Ave to Mount Prospect Rd to connect between the Central Rd sidepath segments.



Sidepath on South Side

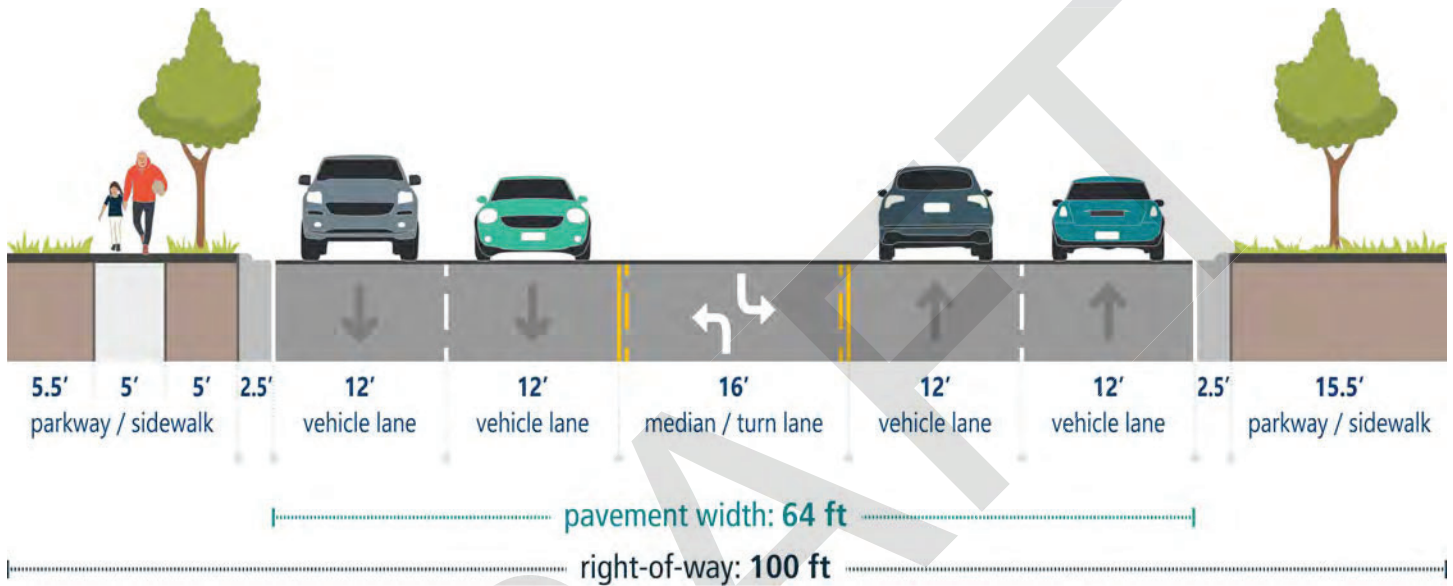
Looking West

(shown between Kenilworth Ave and Waverly Pl)

← South

Existing

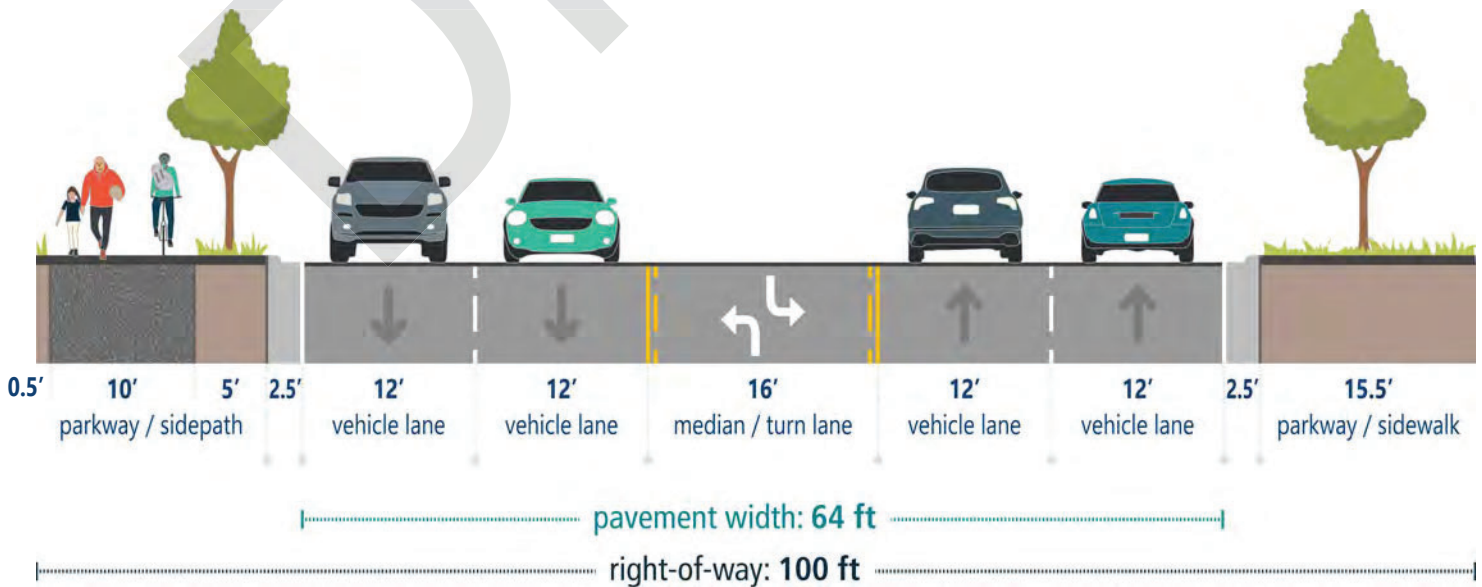
North →



← South

Potential

North →



Sidepath on South Side

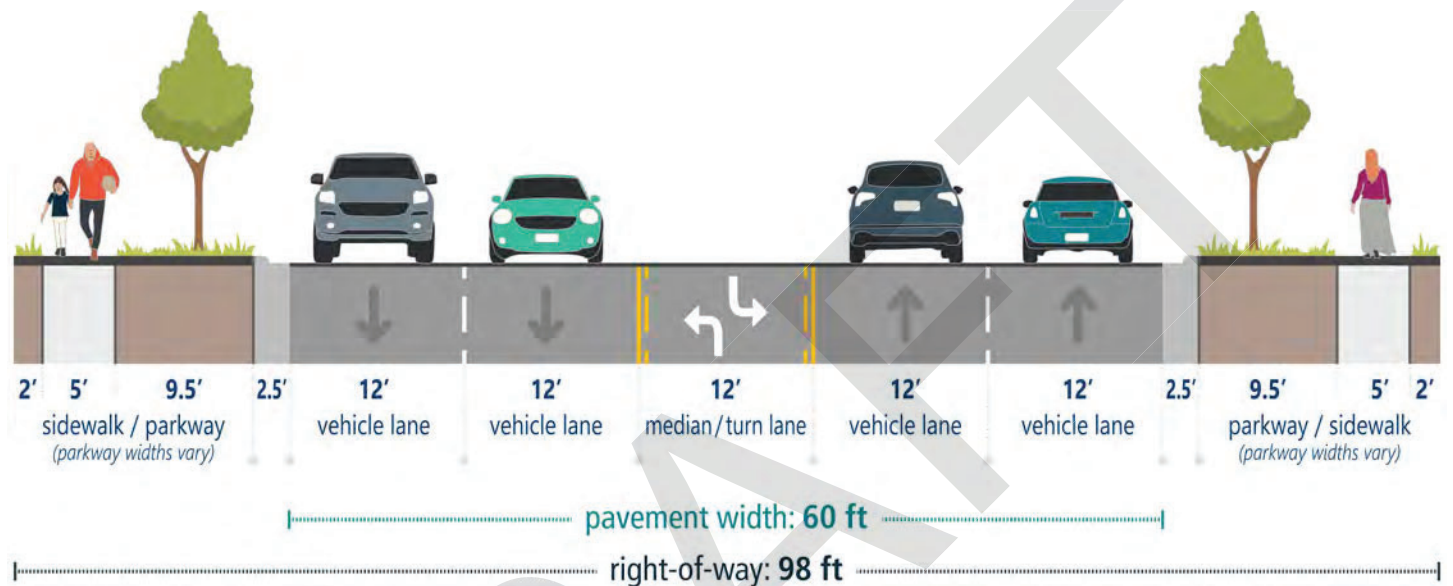
Looking West

(shown between Rand Rd and Wolf Rd)

← South

Existing

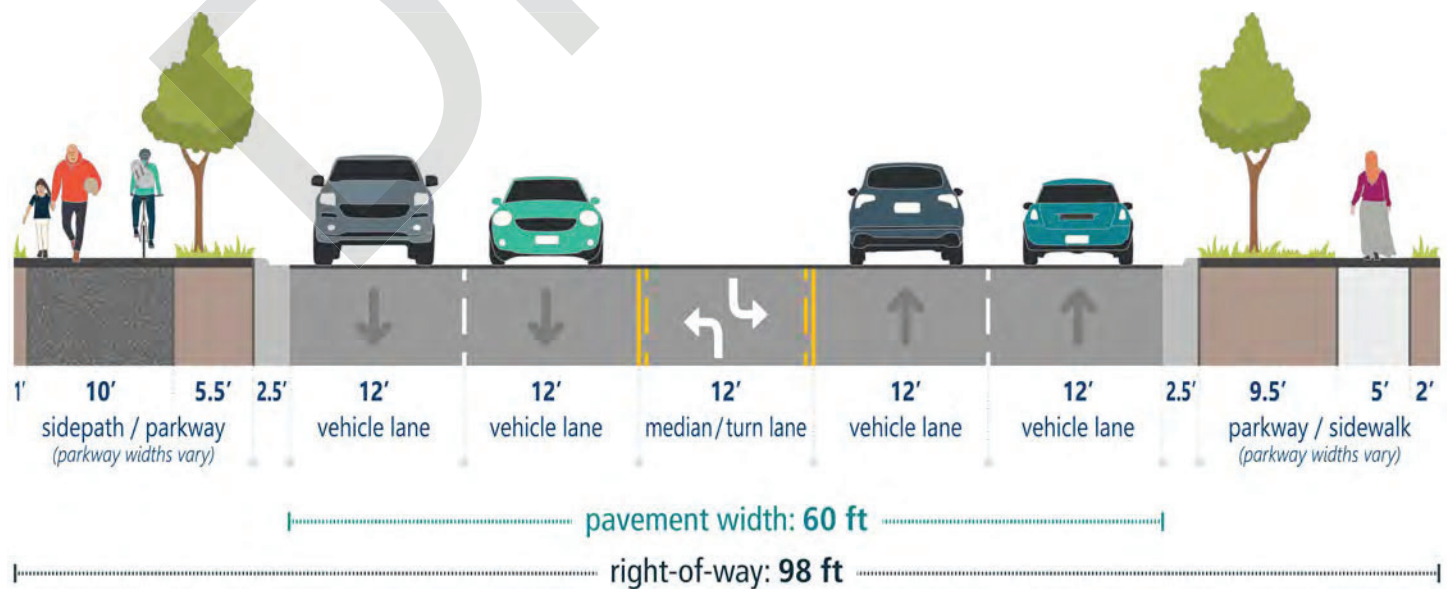
North →



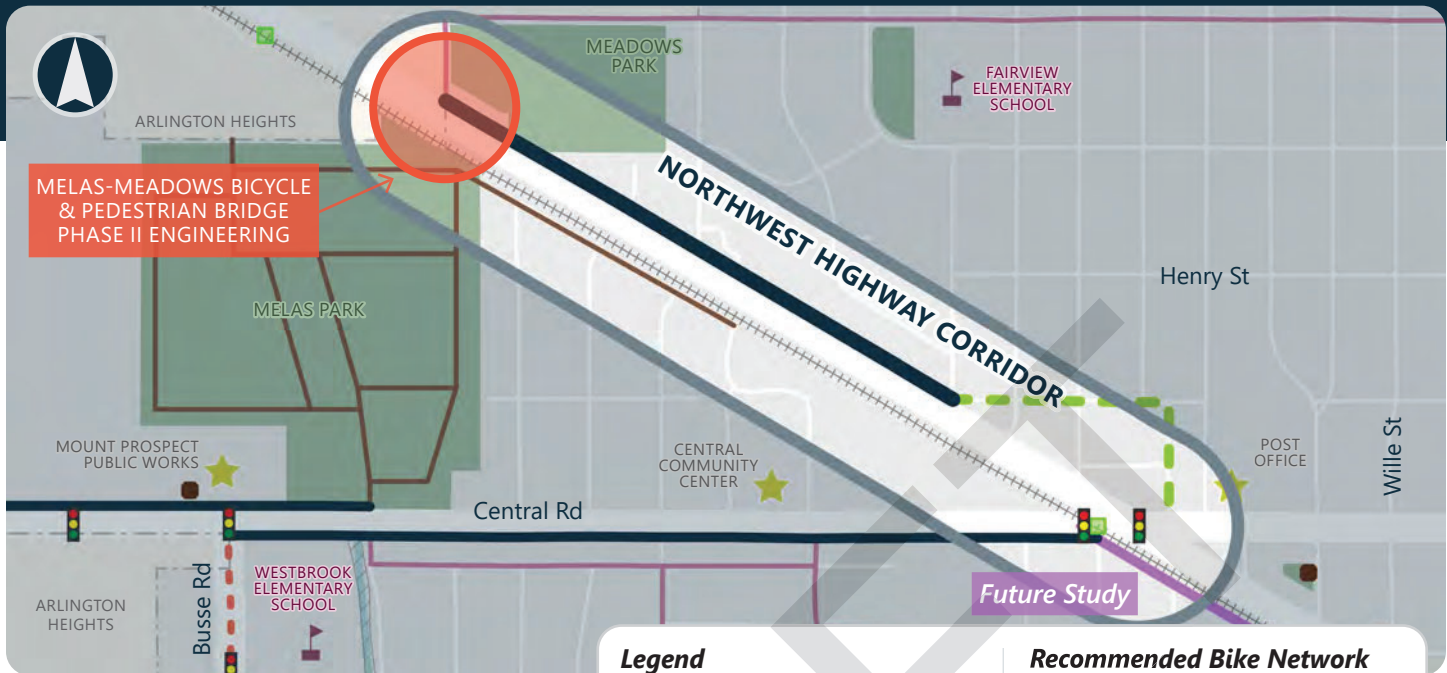
← South

Potential

North →



10A Northwest Highway



Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 0.8 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 30-40 mph
- Average Daily Traffic: 7,700-10,500 vpd (2022)
- Right-of-Way: 64' to 88'
- Truck Route: Class II
- Truck Traffic (% of Total Traffic): 3-5%
- Programmed Improvements: Bicycle and Pedestrian Bridge over Northwest Hwy connecting Melas Park and Meadows Park (CMAP TIP, 2026)

Community Context

- Key Destinations: Westbrook Elementary School, Fairview Elementary School, Melas Park, Meadows Park, Central Community Center, Post Office
- Connectivity
 - » Would connect to Melas-Meadows Bridge and to sidepath on Davis Street into downtown Arlington Heights
 - » Future sidepath on Central Rd

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design



Looking southwest on Northwest Hwy near Meadows Park



Looking southwest on north side of Northwest Hwy near Meadows Park

Potential Conditions

Corridor Recommendations

- Facility Type
 - » Sidepath (Village boundary to Henry St)
 - » Located on north side of street
- Alternatives Considered
 - » A road diet was considered however per IDOT, this is not recommended due to closely spaced traffic signals, close proximity of railroad grade crossings parallel to Northwest Hwy, and the likely need to transition between multiple roadway cross-sections.
 - » Sidepath along the north side of the street is not feasible within the limited right-of-way available. In many cases, buildings abut the roadway right-of-way.
 - » A path in the parkway space between Northwest Hwy and the Union Pacific tracks was considered but would not connect to the Melas-Meadows Bridge. Further, the UPRR typically does not permit bike facilities within its property.
- Estimated Project Cost: \$2,350,000

Potential Impacts

- Trees Removals: 20
- Right-of-Way Required: Undertermined amount would be acquired from the Union Pacific Railroad
- ComEd Conflicts: None

Major Street Crossings

- *All intersections will include ADA improvements**
- Waterman Avenue - investigate new crosswalk with refuge island across Northwest Hwy

Additional Considerations

- Sidepath along the north side of the street is not feasible within the limited right-of-way available. In many cases, buildings abut the roadway right-of-way.
- Space is limited on the north side of the street approaching Central Ave. A signed bike route along Henry St and Ridge Ave can connect to Central Avenue just east of Northwest Hwy.

Sidepath on North Side

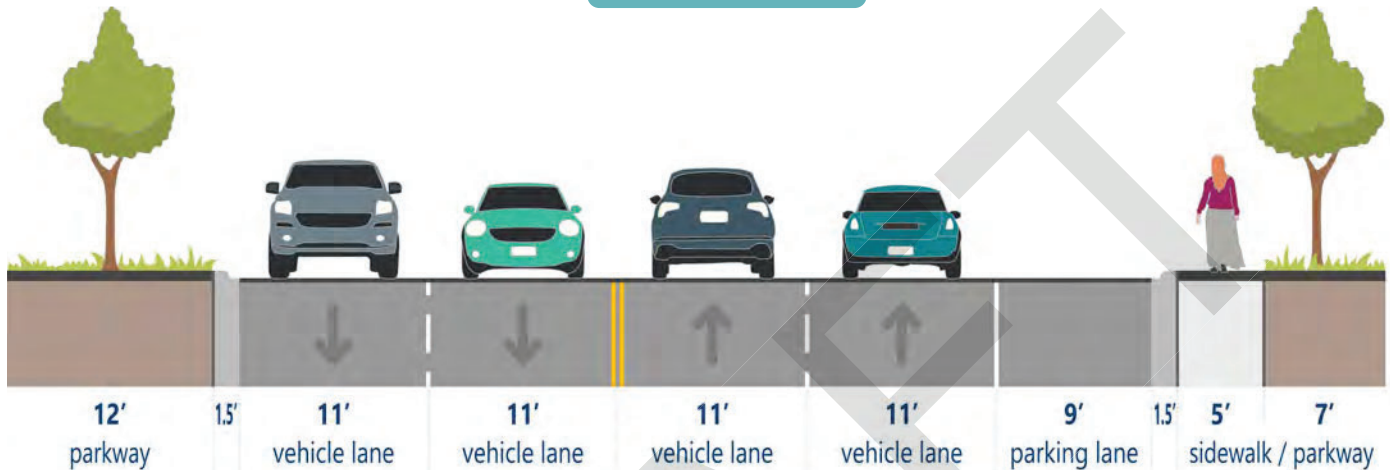
Looking Northwest

(shown near Melas Park)

← Southwest

Existing

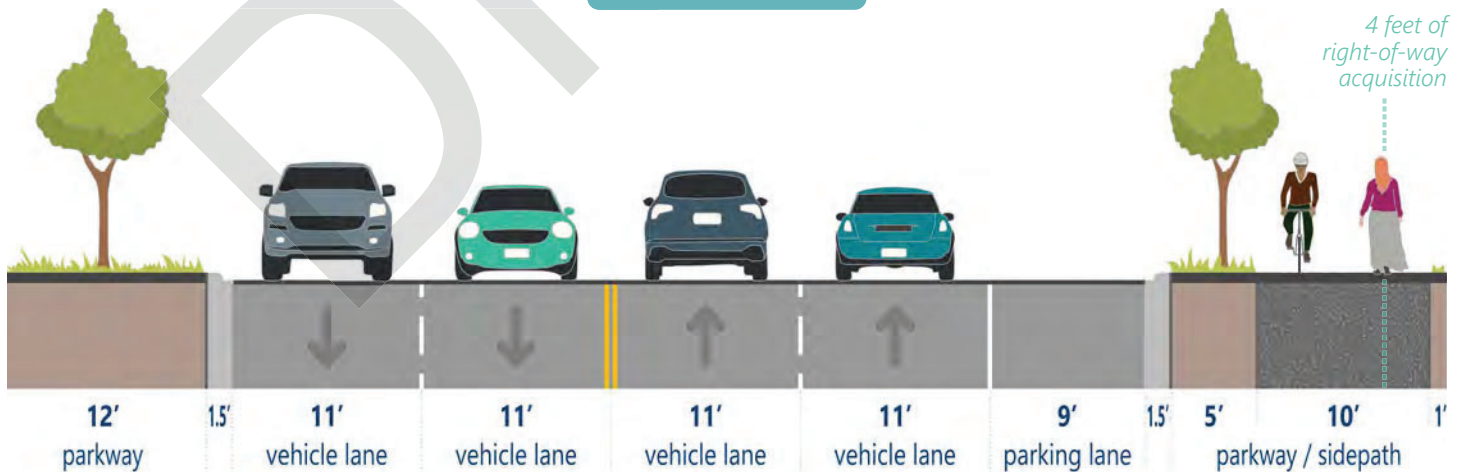
Northeast →



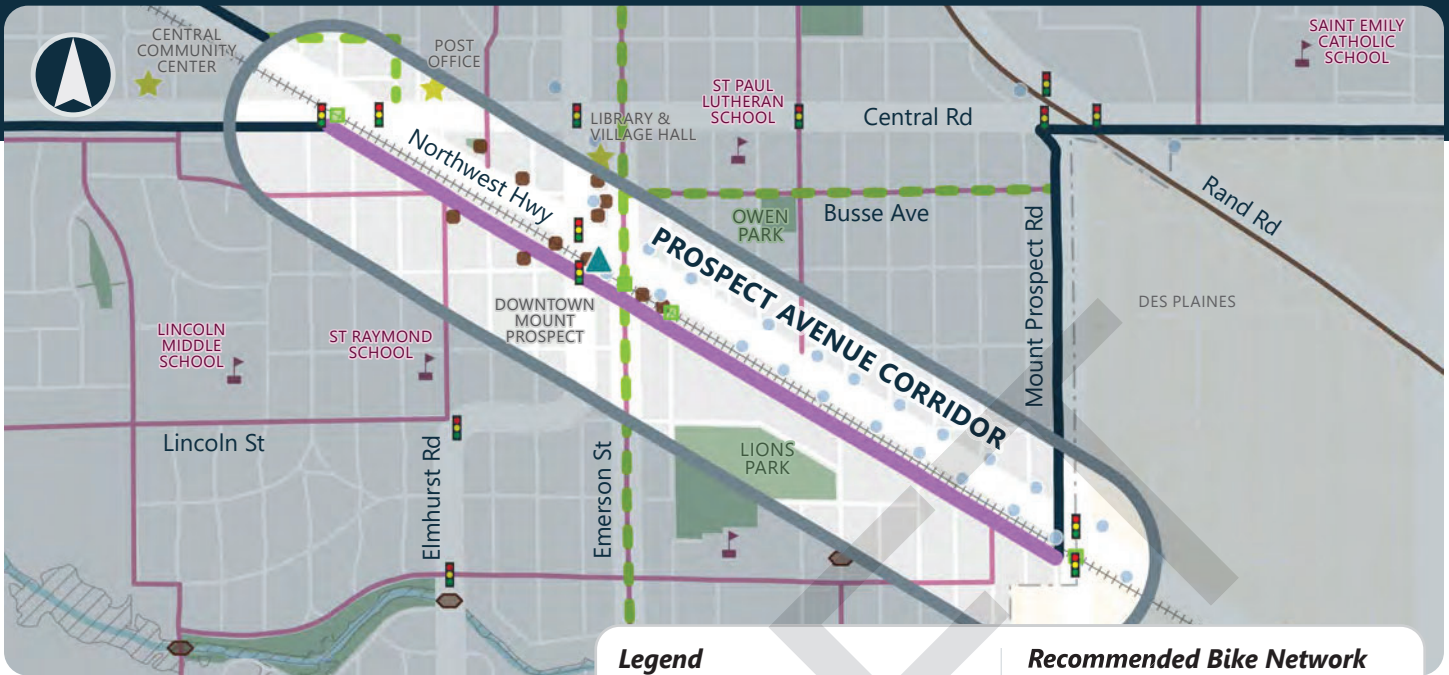
← Southwest

Potential

Northeast →



right-of-way acquisition needed



Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 1.4 miles
- Jurisdiction: Mount Prospect
- Posted Speed Limit: 25-30 mph
- Right-of-Way: 50' to 70'
- Truck Route: Local Truck Route

Community Context

- Key Destinations: St Raymond School, St Paul Lutheran School, Lions Park, Central Community Center, Post Office, Library, Village Hall, Downtown Mount Prospect
- Connectivity
 - » Local bike routes on Elmhurst Ave and Owen St
 - » Future sidepaths on Central Ave and Mount Prospect Rd

Potential Conditions

Corridor Recommendations

- Future Study: Prospect Ave is a future bike corridor through the downtown area between Central Rd and Mount Prospect Rd. A separate future study will be undertaken to recommend a bike facility best suited for this corridor.

Legend

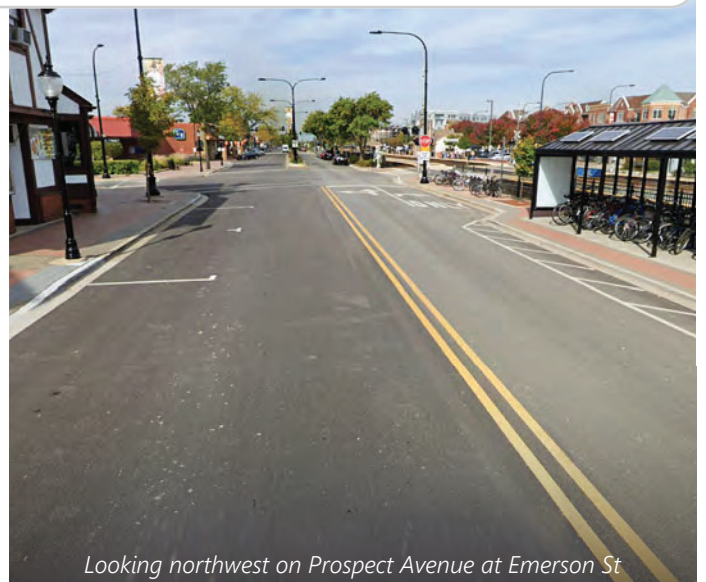
- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

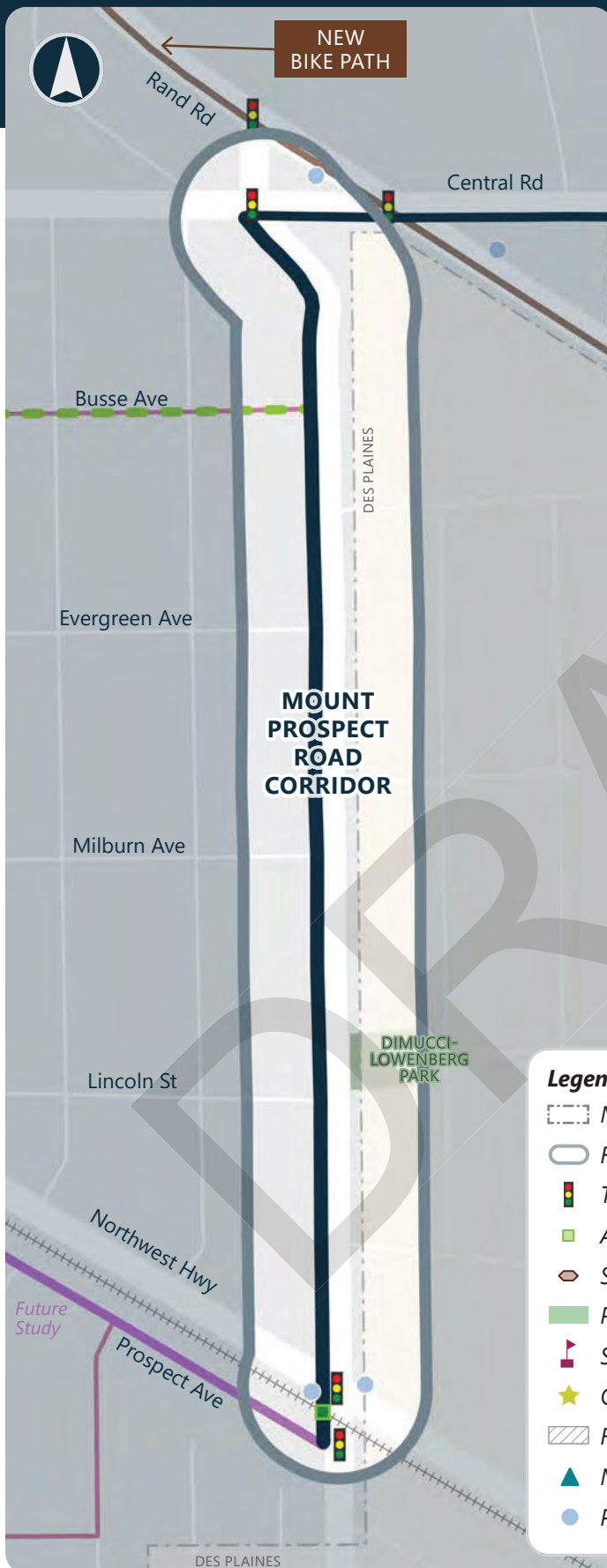
Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design



Looking northwest on Prospect Avenue at Emerson St

11 Mount Prospect Road



Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 0.7 miles
- Jurisdiction: Mount Prospect (north of Busse) and Cook County (south of Busse)
- Posted Speed Limit: 30-40 mph
- Average Daily Traffic: 9,150 vpd (2022)
- Right-of-Way: 88' to 100'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 4.3%
- Programmed Improvements: None

Community Context

- Key Destinations: Dimucci-Lowenberg Park (in Des Plaines), Frisbie Senior Center (in Des Plaines)
- Connectivity
 - » Local bike route on Busse Ave
 - » Future bike route on Prospect Ave / Northwest Hwy
 - » Sidepaths on Central Rd and Road Rd

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design



Looking south on west side of Mount Prospect Rd at Lincoln

Potential Conditions

Corridor Recommendations

- Facility Type
 - » Sidepath
 - » Eight-foot-wide sidepath located on west side of the street offset five feet from back of curb. Remove sidewalk and install curb and gutter.
- Alternatives Considered
 - » Widen the roadway to provide dedicated on-street bike lanes. However, a wider road would lead to higher speeds and would be less comfortable for cyclists.
 - » Replace existing sidewalk on west side of street with sidepath. This would result in significant impacts to parkway trees.
- Estimated Project Cost: \$3,280,000

Potential Impacts

- Trees Removals: 18
- Right-of-Way Required: 50 sq. ft.
- ComEd Conflicts: Minimal

Major Street Crossings

All intersections will include ADA improvements

- Prospect Avenue - install accessible pedestrian signals
- Northwest Highway - install accessible pedestrian signals
- Central Road - add south leg crosswalk, investigate southwest corner bump-out, install accessible pedestrian signals

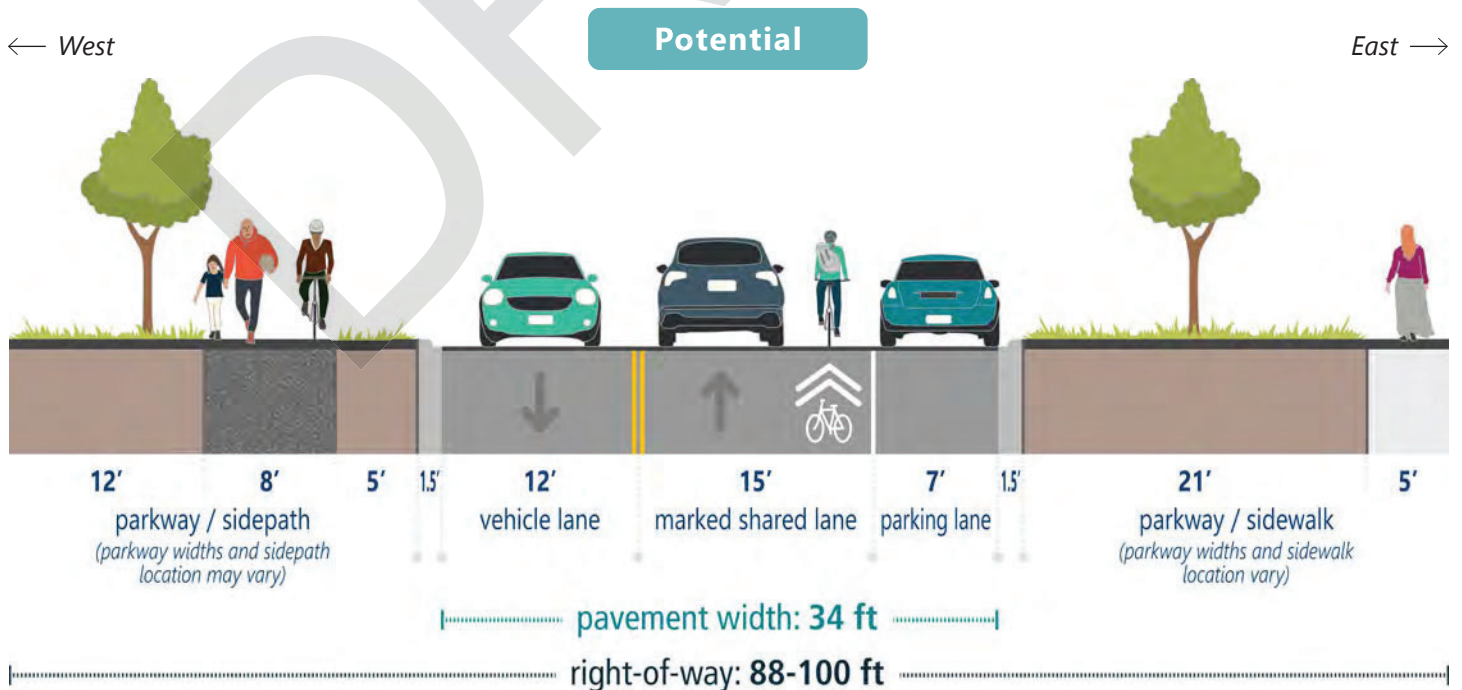
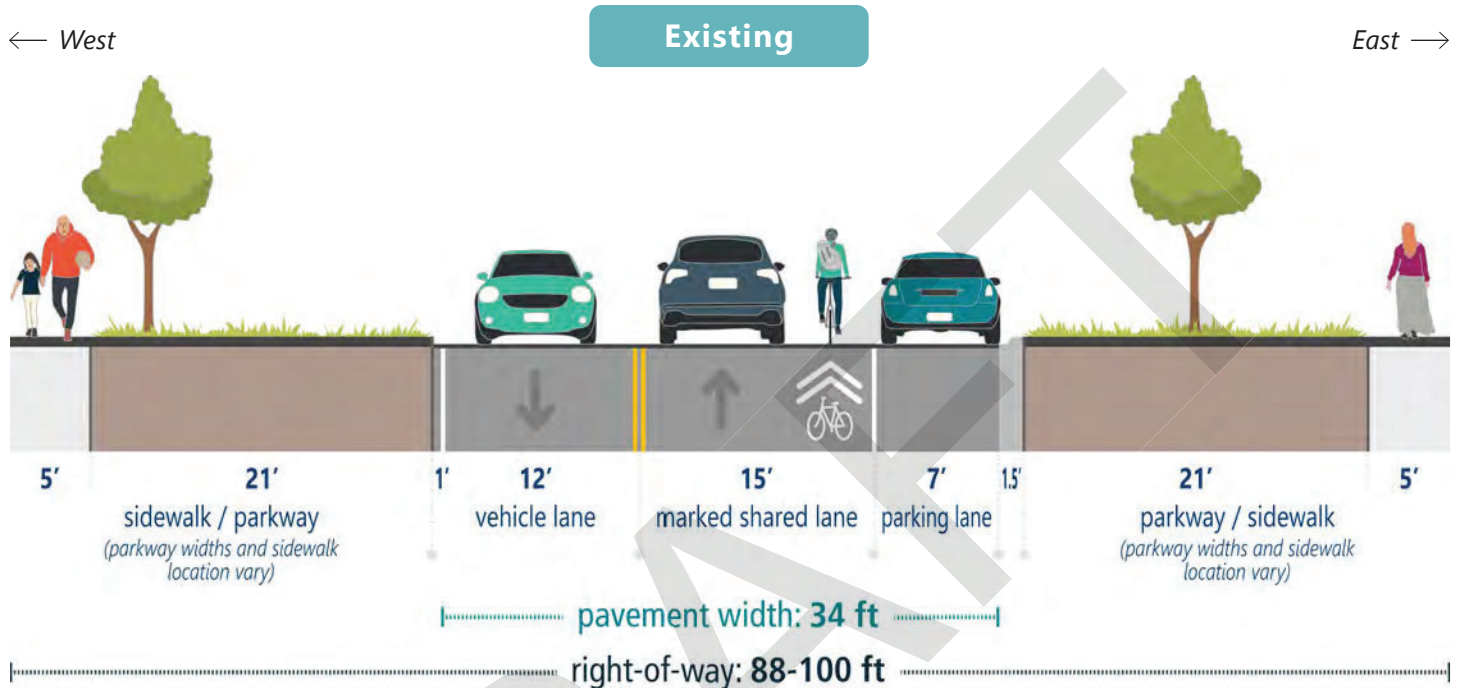
Additional Considerations

- Work would be in conjunction with a reconstruction project to provide an urban cross-section with enclosed drainage on the west side of the street.
- Removing existing sidewalk would increase space for parking in residential driveways.
- Parkway trees are offset towards the west of the west side parkway. Sidepath could be eight feet wide to minimize tree impacts.
- Pinch point north of Northwest Hwy. Would need to acquire right-of-way in conjunction with the redevelopment of the commercial parcels.

Sidepath on West Side

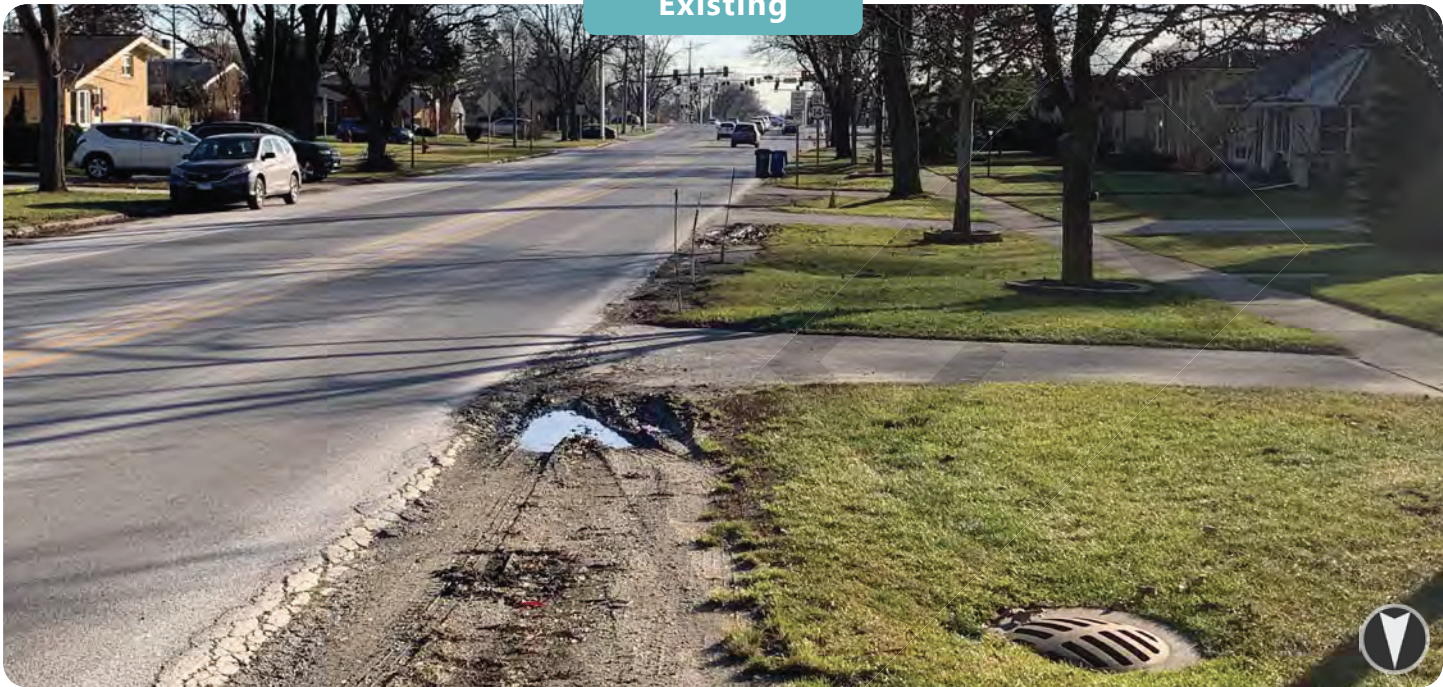
Looking North

(shown near Dimucci-Lowenberg Park)

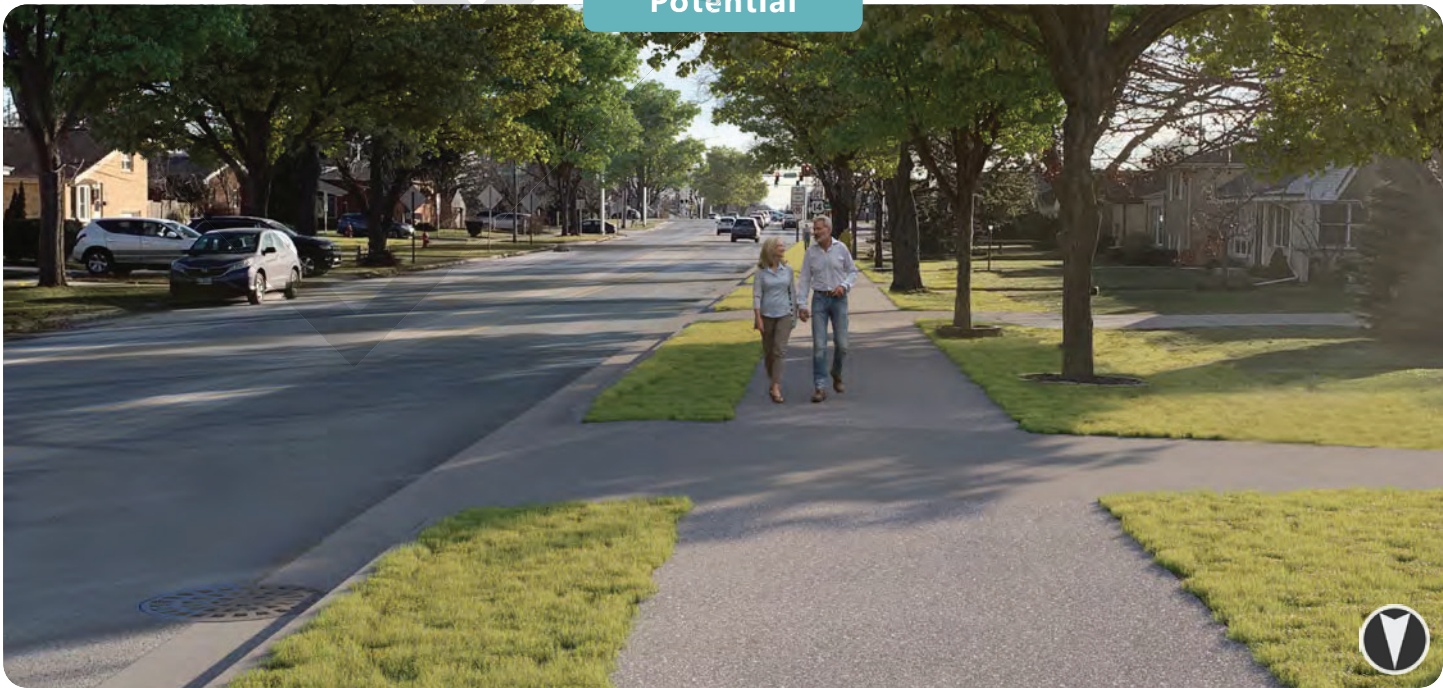


Sidepath on West Side
Looking South
(shown near Lincoln St)

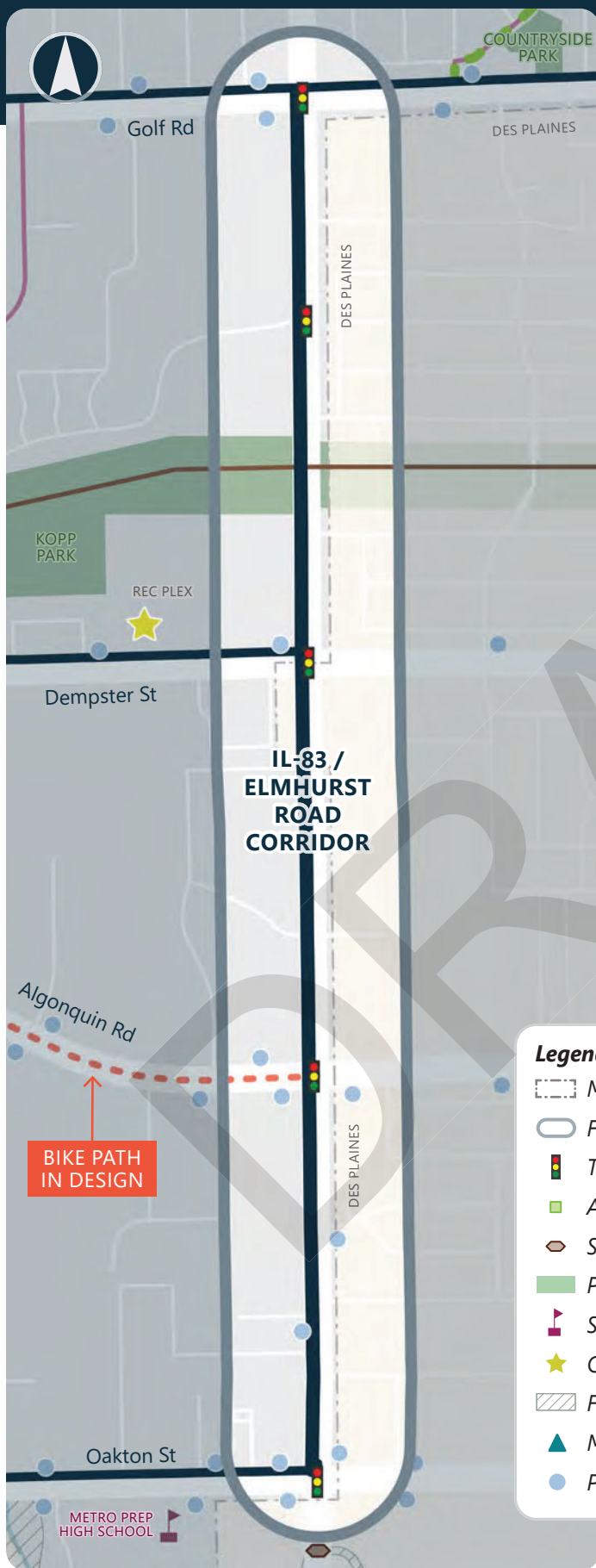
Existing



Potential



12 IL-83 / Elmhurst Road



Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 3.5 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 30-40 mph
- Average Daily Traffic: 14,800-25,200 vpd (2022)
- Right-of-Way: 64' to 104'
- Truck Route: Class II (Oakton to Rand)
- Truck Traffic (% of Total Traffic): 3-8%
- Programmed Improvements: None

Community Context

- Key Destinations: Old Orchard Country Club, Randhurst Shopping Center, Fire Station, Rec Plex, Metro Prep High School, Emerson Park, Kopp Park
- Connectivity
 - » Local bike route on Gregory Street
 - » ComEd Trail
 - » Future sidepaths on Oakton St, Algonquin Rd, Elmhurst Rd, Rand Rd, and Euclid Ave

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design

Potential Conditions

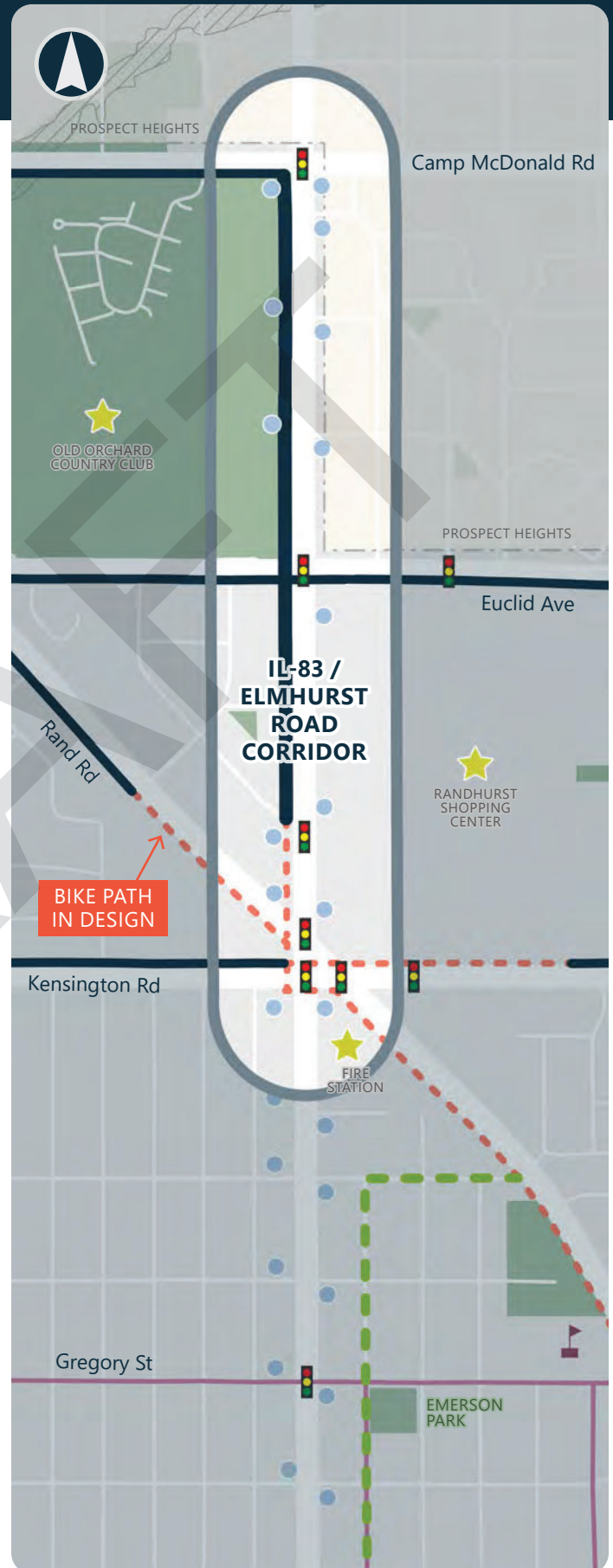
Corridor Recommendations

- Facility Type
 - » Sidepath (Oakton St to Golf Rd + Kensington Rd to Camp McDonald Rd)
 - » Located on west side of street
- Alternatives Considered
 - » Connection through downtown would be made from Golf Rd to Country Ln, to Emerson St, to Gregory St.
 - » Road diet infeasible due to high traffic volumes.
 - » Sidepath not feasible between Golf Rd and Kensington Rd because of limited right-of-way and residences adjacent to the right-of-way.
 - » Moving curbs to increase parkway space is not an option because lane widths are at minimums.
- Estimated Project Cost
 - » Oakton to Golf (South): \$4,940,000
 - » Kensington to Camp McDonald (North): \$1,900,000

Potential Impacts

- Trees Removals
 - » South: 78 | North: 42
- Right-of-Way Required
 - » South: 71,815 sq. ft. | North: 17,124 sq. ft.
- ComEd Conflicts
 - » South: None | North: Minimal

Cyclists can take Country Ln > Emerson St > Gregory St > Highland St > Rand Rd to connect between the Elmhurst Rd sidepath segments.



12 IL-83 / Elmhurst Road

Potential Conditions *Continued*

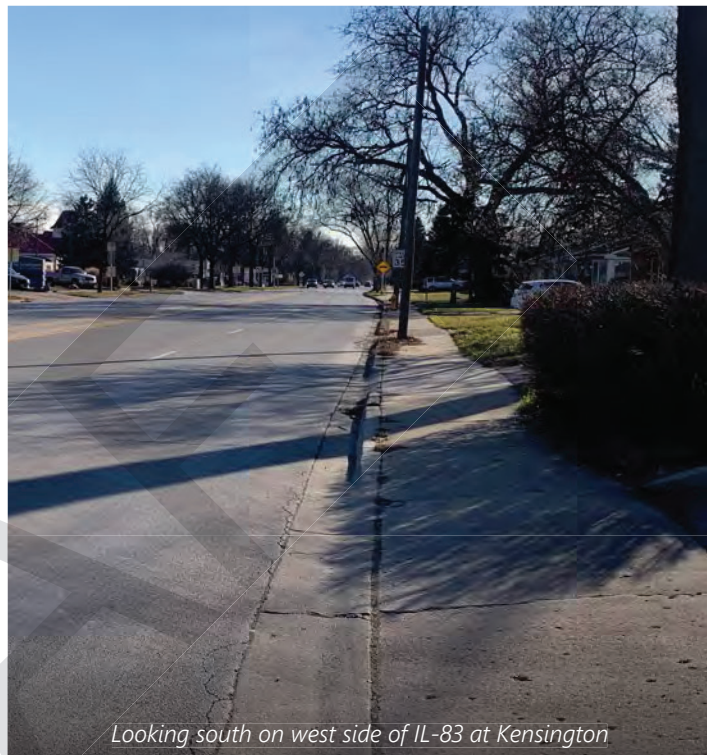
Major Street Crossings

All intersections will include ADA improvements

- Oakton Street - install accessible pedestrian signals
- Algonquin Road - investigate potential for corner islands, install accessible pedestrian signals
- Dempster Street - install accessible pedestrian signals
- Huntington Commons Road - install countdown and accessible pedestrian signals
- Golf Road - investigate potential for corner islands, install accessible pedestrian signals
- Kensington Road / Rand Road - improvements as part of future planned sidepath project
- Euclid Avenue - install accessible pedestrian signals
- Camp McDonald Road - install accessible pedestrian signals

Additional Considerations

- A sidepath on the west side of the street is recommended between Oakton and Dempster because this side of the street is within the village limits.
- Given the existing roadway cross-section, it is likely that right-of-way acquisition would be required to fit a sidepath along the majority of the Elmhurst Rd corridor.
- As properties redevelop right-of-way should be set aside to facilitate sidepath implementation.
- As parcels redevelop, driveways should be closed or consolidated.



Looking south on west side of IL-83 at Kensington



Looking south on west side of IL-83 at Golf



Sidepath on West Side

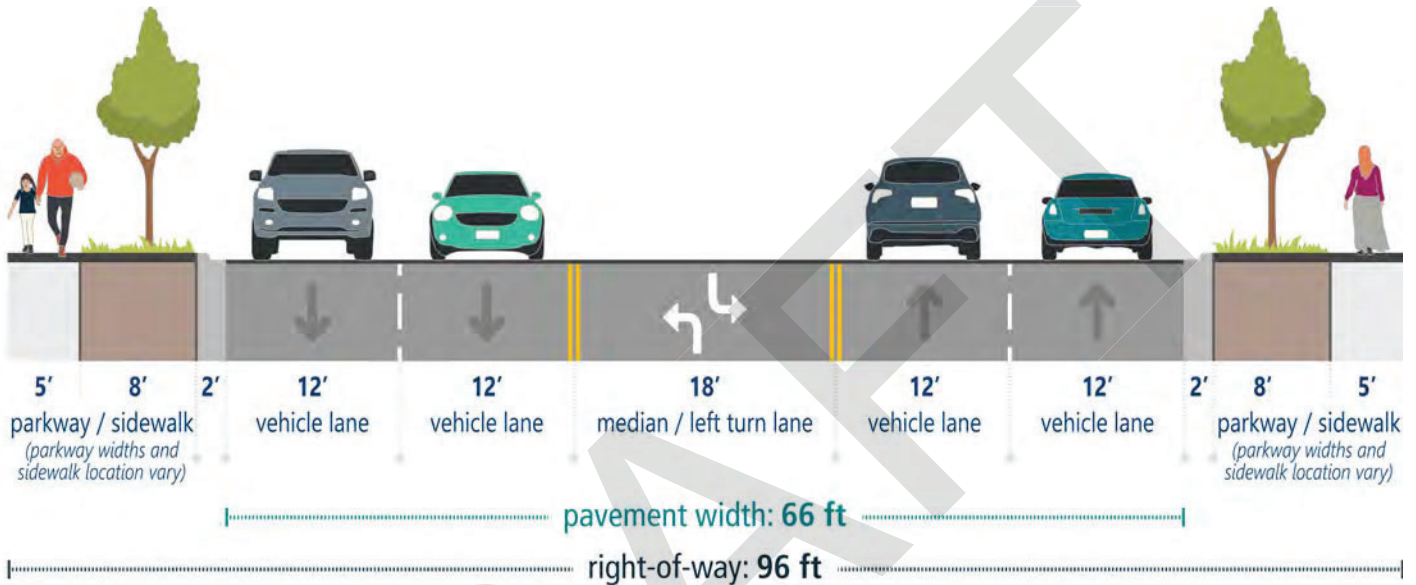
Looking North

(shown between Lasalle St and Montgomery St)

← West

Existing

East →

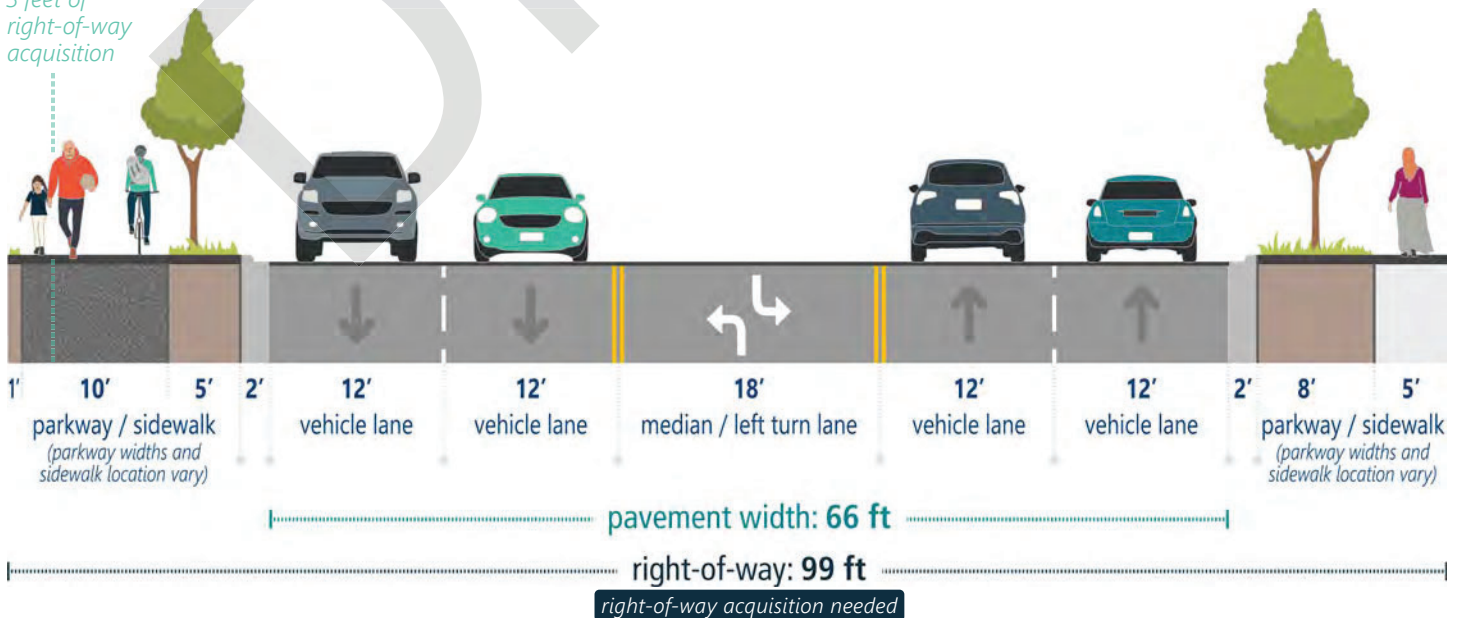


← West

Potential

East →

3 feet of right-of-way acquisition



Sidepath on West Side

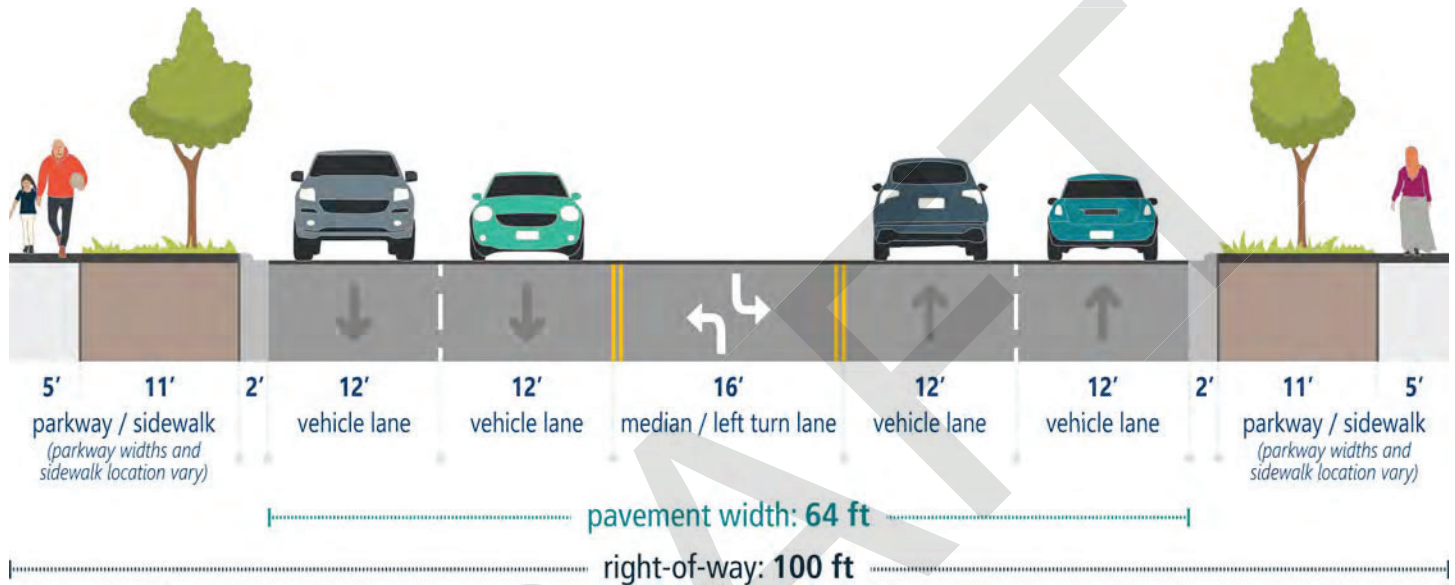
Looking North

(shown north of Randhurst Village Dr)

← West

Existing

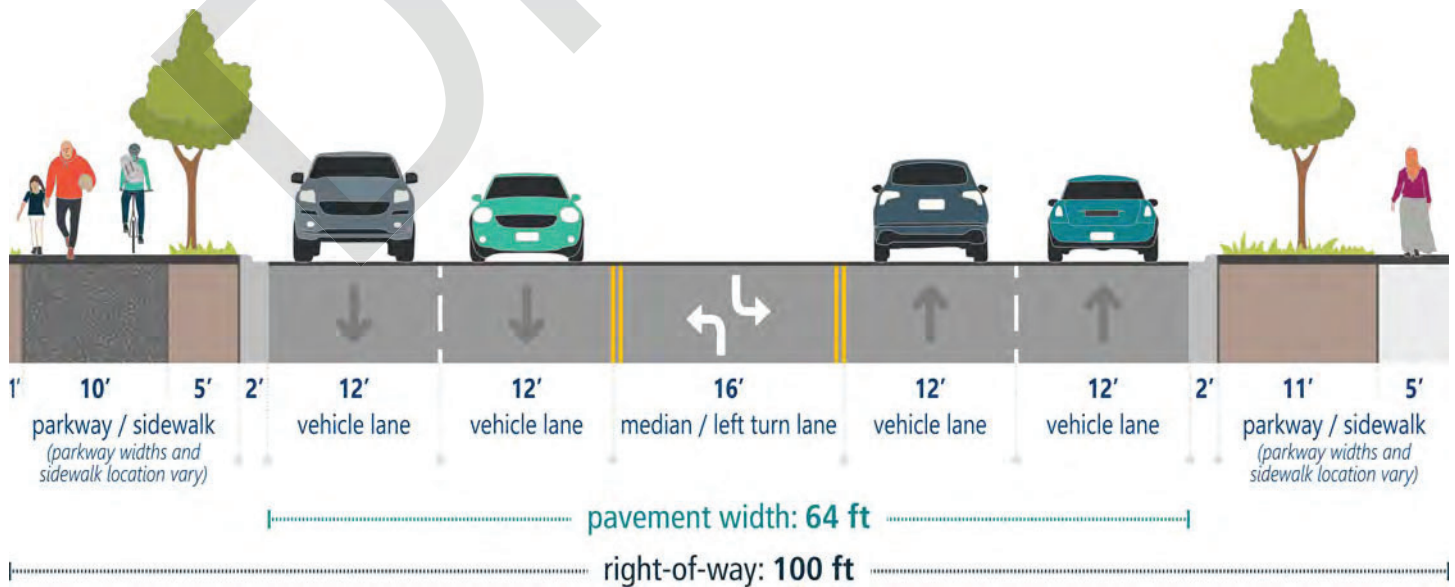
East →



← West

Potential

East →



13 Golf Road



Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 2.7 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 40 mph
- Average Daily Traffic: 24,600-28,200 vpd (2022)
- Right-of-Way: 96' to 140'
- Truck Route: Class II
- Truck Traffic (% of Total Traffic): 3.5-5%
- Programmed Improvements: None

Community Context

- Key Destinations: Holmes Middle School, Forest View Elementary School, Clearwater Park, Countryside Park, Fire Station
- Connectivity
 - » Local bike routes on Roberts Dr, Na Wa Ta Ave, Country Ln, and William St
 - » Future sidepaths on Busse Rd and Elmhurst Rd
 - » Arlington Heights has a long-term plan to install a sidepath on Golf Rd continuing west from the study area

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design



Looking east on north side of Golf near Clearwater Park



Looking west from south side of Golf nearing Grove

Potential Conditions

Corridor Recommendations

- Facility Type
 - » Sidepath (Meier Rd to Mount Prospect Rd)
 - » Located on north side of street
- Alternatives Considered
 - » Sidepath on the south side of street would be challenging to implement due to the frontage road near Busse Road and the parking lots near Elmhurst Road. However, it would fill a gap where there is no sidewalk and avoids the need to replace relatively new sidewalk on the north side of the street. Also, north side is entirely within Mount Prospect.
- Estimated Project Cost: \$6,210,000

Potential Impacts

- Trees Removals: 181
- Right-of-Way Required: 62,550 sq. ft.
- ComEd Conflicts: Moderate

Major Street Crossings

All intersections will include ADA improvements

- Busse Road - investigate potential for corner islands, install accessible pedestrian signals
- Elmhurst Road - investigate potential for corner islands, install accessible pedestrian signals

Additional Considerations

- Barrier protections such as guardrail with rubrail will be required in some sections, such as between Robert Dr and Waverly Ave.
- Arlington Heights has a long-term plan to install a sidepath on Golf Rd continuing west from the study area.

Sidepath on North Side

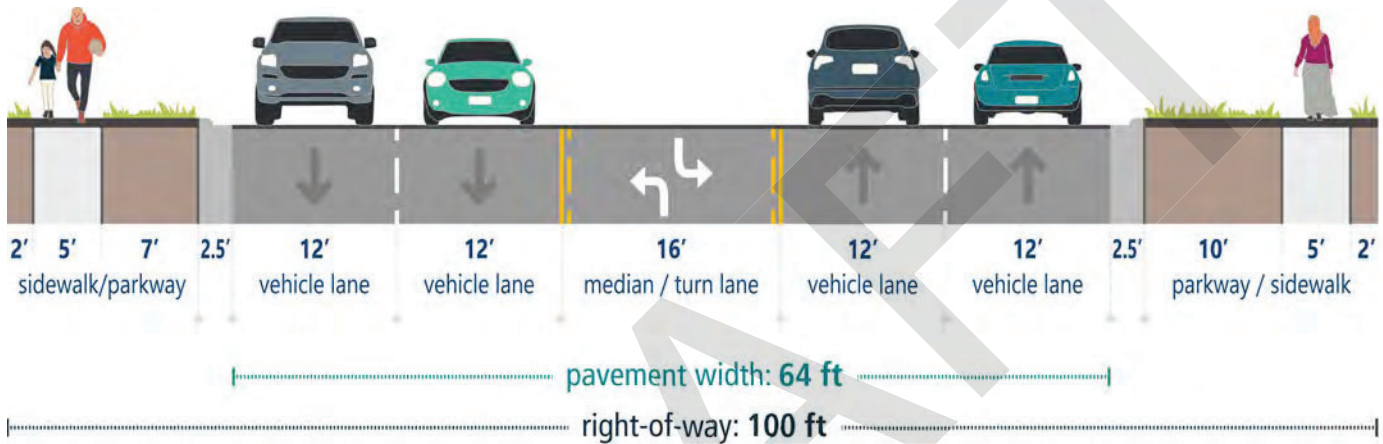
Looking West

(shown just west of Wa Pella Ave)

← South

Existing

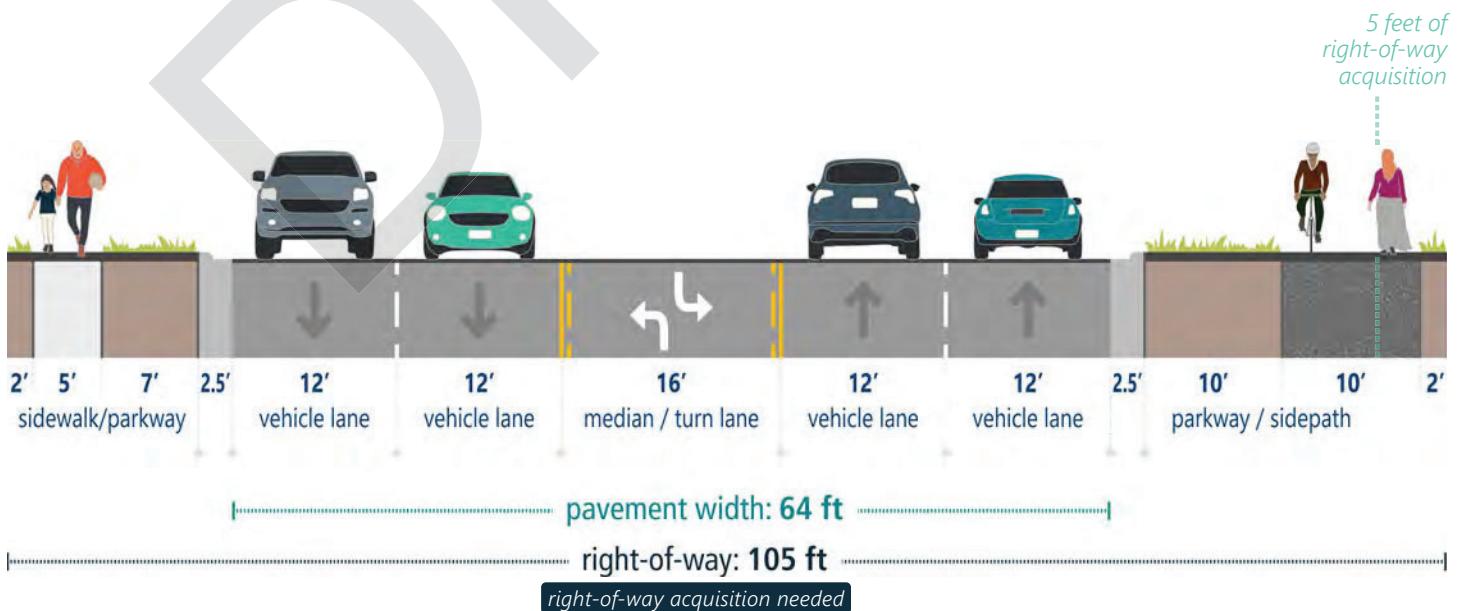
North →



← South

Potential

North →





Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 1.5 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 35-40 mph
- Average Daily Traffic: 13,800-25,800 vpd (2022)
- Right-of-Way: 94-116'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 5-7.5%
- Programmed Improvements: None

Community Context

- Key Destinations: Robert Frost Elementary School, John Jay Elementary School, Clearwater Park, Redwood Park, Frost Park, Community Connection Center, Fire Station
- Connectivity
 - » In-development sidepaths on Algonquin Rd and on Busse north of Golf Rd
 - » Local bike routes on Willow Ln
 - » ComEd Trail
 - » Future sidepaths on Dempster St and Golf Rd
 - » Existing path to the south on Busse Rd within Elk Grove Village

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design

14 Busse Road



Looking south on Busse from ComEd Right-of-Way

Potential Conditions

Corridor Recommendations

- Facility Type
 - » Sidepath (Elk Grove: south of I-90 to Golf Rd)
 - » Located on west side of street
- Alternatives Considered
 - » Reconstructing to narrow the roadway while maintaining the same number of travel lanes would reallocate space for a sidepath on the east side. However, while roadway reconstruction will likely have less right-of-way acquisition requirements, it may be cost prohibitive to implement.
- Estimated Project Cost: \$4,450,000

Potential Impacts

- Trees Removals: 74
- Right-of-Way Required: 43,900 sq. ft.
- ComEd Conflicts: Moderate
- Other Potential Impacts
 - » Open lid drainage structures are present throughout the parkway

Major Street Crossings

All intersections will include ADA improvements

- Algonquin Road - install accessible pedestrian signals
- Dempster Street - relocate signal poles/equipment, install accessible pedestrian signals
- Willow Lane - install countdown and pedestrian signals
- Golf Road - investigate potential for corner islands, install accessible pedestrian signals

Additional Considerations

- Sidepath is recommended to continue south under I-90 and into Elk Grove Village to connect with existing west side sidepath. This existing sidepath heads west on Higgins/Oakton and eventually is planned to be extended to Arlington Heights Road, providing a connection to Busse Woods.

Sidepath on West Side

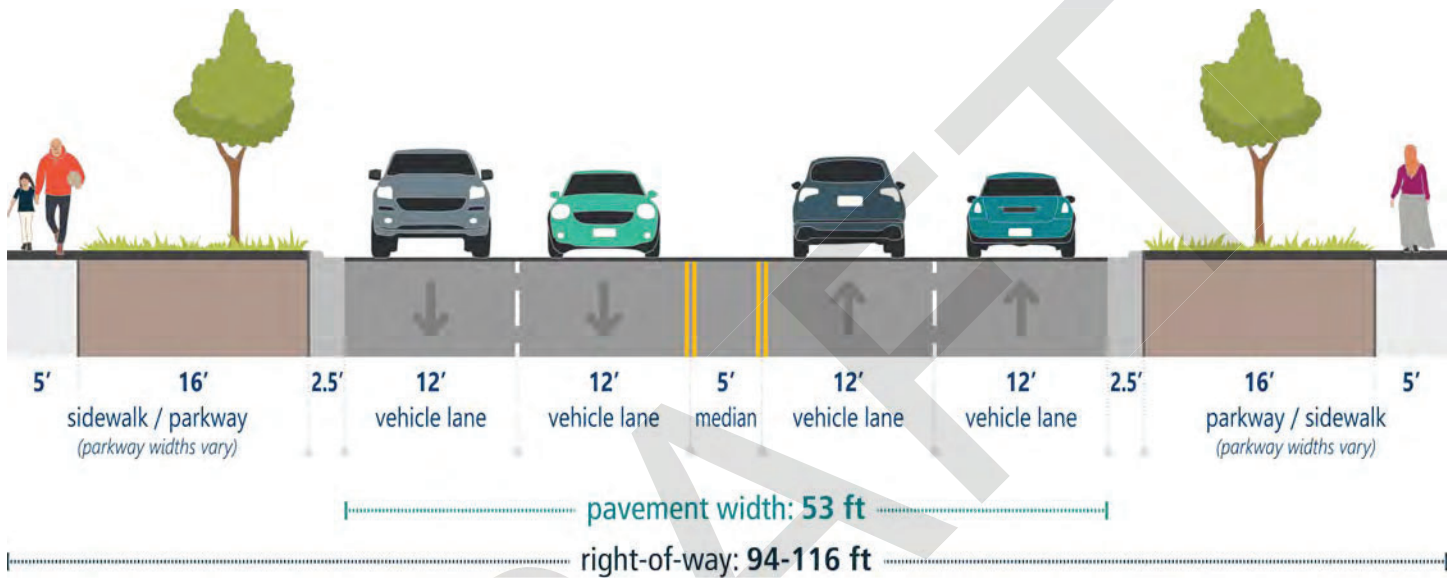
Looking North

(shown north of Pheasant Trail)

← West

Existing

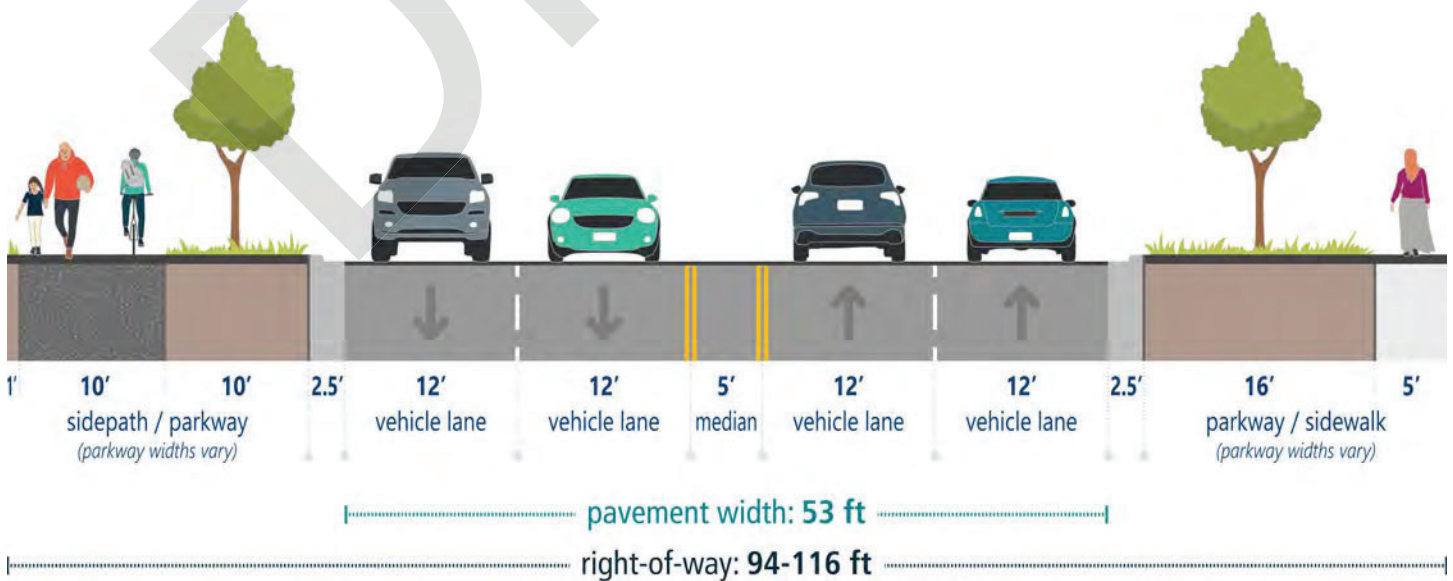
East →



← West

Potential

East →



15 ComEd Trail



Existing Conditions

Trail Conditions

- Corridor Length: 1.2 miles
- Jurisdiction: ComEd
- Right-of-Way: 210-220'
- ComEd in Right-of-Way: Two sets of high tension electric towers 45' apart
- Programmed Improvement: None

Community Context

- Key Destinations: Robert Frost Elementary School, Rec Plex Center, Kopp Park, Redwood Park, Community Connection Center
- Connectivity
 - » In-development sidepath on Algonquin Rd
 - » Local bike route on Linneman Rd
 - » Future sidepaths on Busse Rd and Elmhurst Rd
 - » ComEd Trail within Des Plaines

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design





Looking north from west side of Elmhurst Rd towards Millers Rd and potential crossing improvement location for the ComEd Trail

Potential Conditions

Corridor Recommendations

- Crossing Improvements
 - » Elmhurst Road
 - » A pedestrian refuge island and overhead rectangular rapid flashing beacon (RRFB) is proposed on the south leg of Elmhurst Rd at Millers Rd. Short segments of sidepath are proposed on both sides of Elmhurst Rd between the proposed crosswalk and path. Removal of the southbound right turn lane into the residential development should be considered to reduce the number of lanes crossed.
 - » Busse Road
 - » Direct path users to cross at Dempster signal. Consider realigning trail east of Busse to the south.
- Alternatives Considered
 - » Mid-block crossing on Busse Rd considered but was determined to be too close to Dempster St.
- Estimated Project Cost: \$650,000

Potential Impacts

- Trees Removals: None
- Right-of-Way Required: None
- ComEd Conflicts: Requires coordination with ComEd

Major Street Crossings

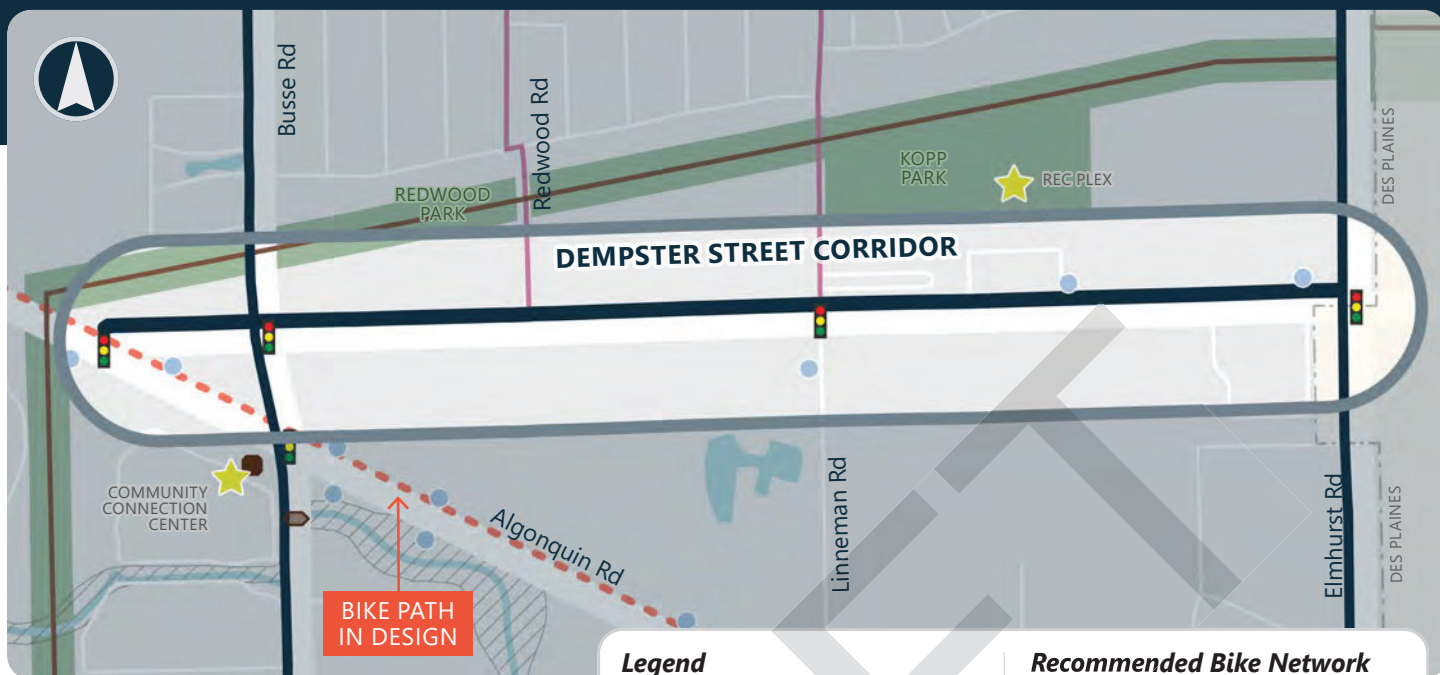
All intersections will include ADA improvements

- Busse Road - investigate trail realignment, direct crossings to signal at Dempster
- Elmhurst Road - direct crossings to Millers Road, install ped refuge island and overhead RRFB

Additional Considerations

- Mid-block crossing at Busse Rd was considered. However, this would require a refuge island and mast arm mounted RRFBs. Since the Dempster St traffic signal is less than 500 feet away, adding an RRFB closely spaced to the signal can negatively affect traffic flow. Additionally, mast arms cannot be installed beneath ComEd high tension power lines.
- Locating the Elmhurst Rd crosswalk at the Millers Rd intersection moves the crossing from beneath the ComEd lines and provides additional connectivity for the residents in the Huntington Square Apartments.
- IDOT approval is required to install new crosswalks across Elmhurst Rd.

16 Dempster Street



Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 1.3 miles
- Jurisdiction: Cook County
- Posted Speed Limit: 40 mph
- Average Daily Traffic: 9,950-10,800 vpd (2022)
- Right-of-Way: 96' to 118'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.5%
- Programmed Improvements: Sidewalk and signal improvements at Linneman Rd

Community Context

- Key Destinations: Rec Plex Center, Kopp Park, Redwood Park, Community Connection Center
- Connectivity
 - » In-development sidepath on Algonquin Rd
 - » Local bike route on Linneman Rd
 - » Future sidepaths on Busse Rd and Elmhurst Rd

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

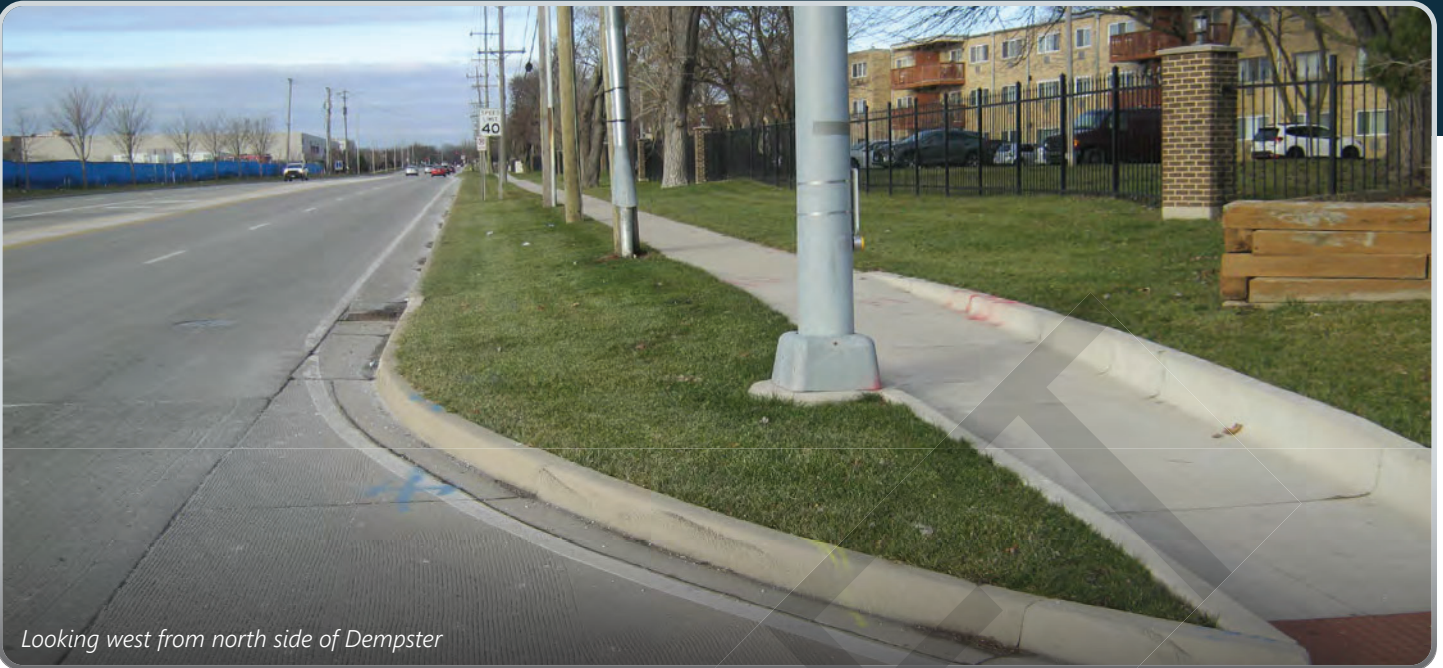
- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design



Looking east from north side of Dempster



Looking west from north side of Dempster

Potential Conditions

Corridor Recommendations

- Facility Type
 - » Sidepath (Algonquin Rd to Elmhurst Rd)
 - » Located on north side of street
- Alternatives Considered
 - » A road diet with on-street bike facilities was considered. While volumes are conducive to a road diet, a sidepath is feasible and would be more comfortable.
- Estimated Project Cost: \$2,660,000

Potential Impacts

- Trees Removals: 72
- Right-of-Way Required: 13,300 sq. ft.
- ComEd Conflicts: Substantial

Major Street Crossings

All intersections will include ADA improvements

- Algonquin Road - install accessible pedestrian signals
- Busse Road - relocate signal poles and equipment, install accessible pedestrian signals
- Linneman Road - install accessible pedestrian signals
- Elmhurst Road - install accessible pedestrian signals

Additional Considerations

- Limited space at the northwest corner of Dempster and Elmhurst Rd. Consider an 8-foot-wide sidepath.
- Runs parallel to the ComEd Trail, which is about 1,000 feet to the north.

Sidepath on North Side

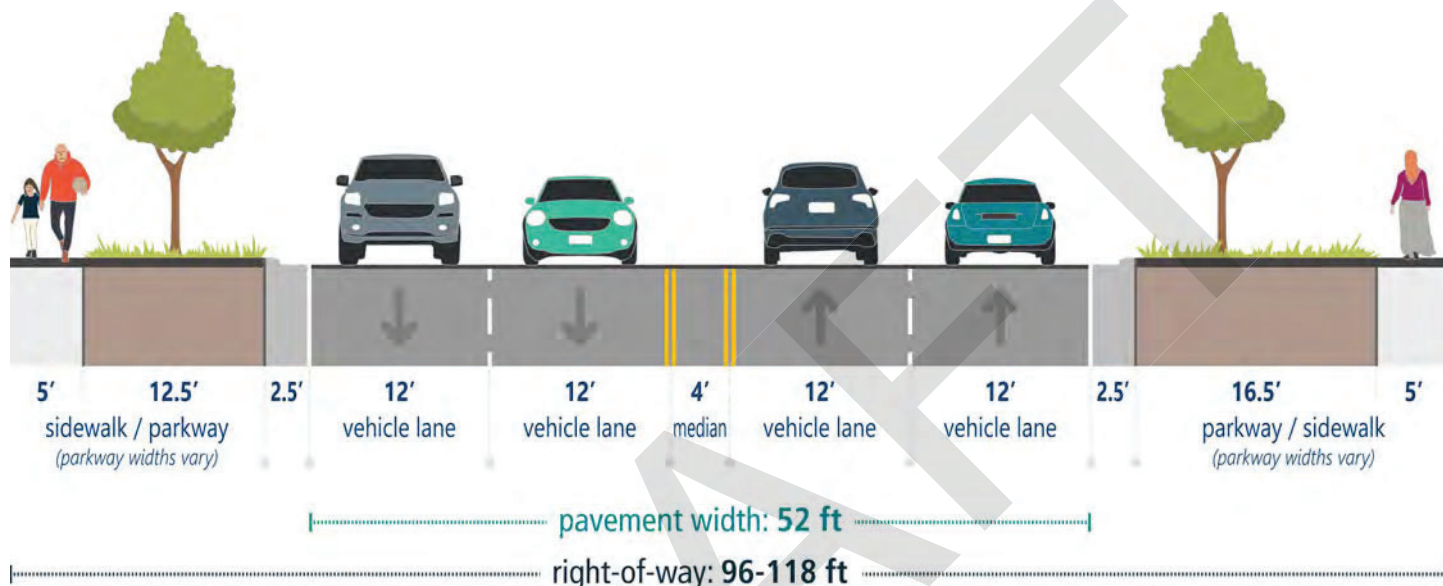
Looking West

(shown near Ida Ct)

← South

Existing

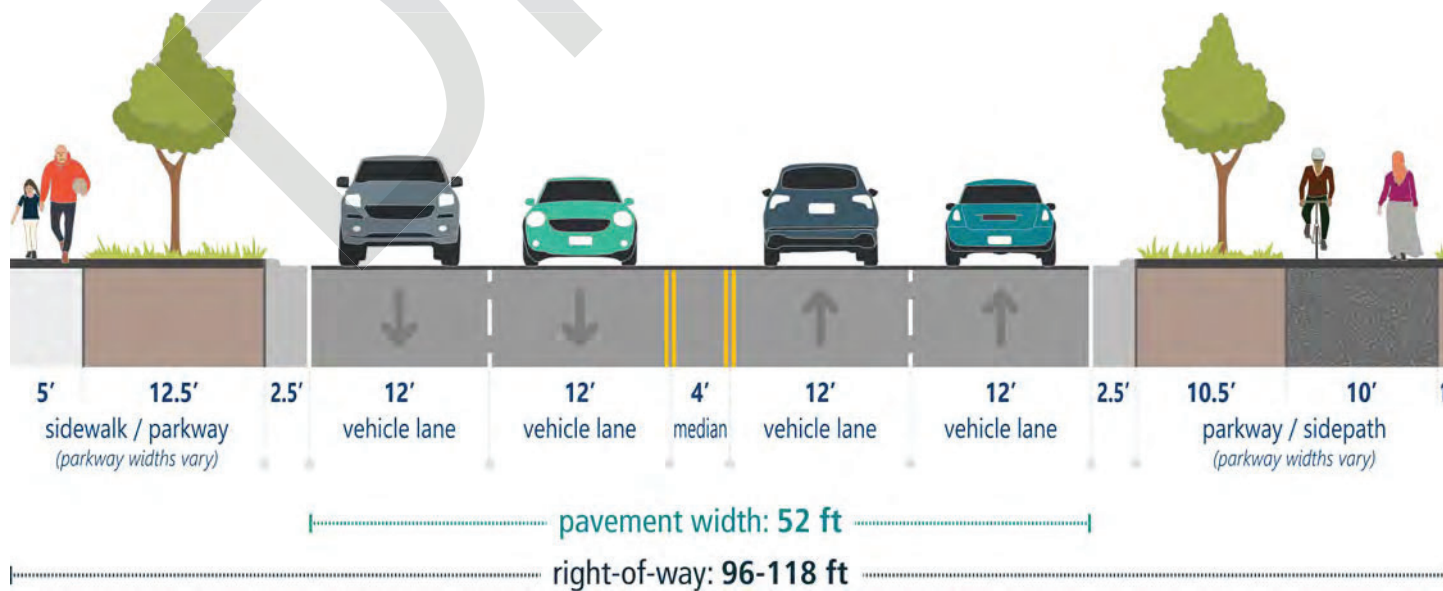
North →



← South

Potential

North →





Existing Conditions

Traffic / Roadway Conditions

- Corridor Length: 1 mile
- Jurisdiction: IDOT
- Posted Speed Limit: 40 mph
- Average Daily Traffic: 20,500 vpd (2022)
- Right-of-Way: 98' to 112'
- Truck Route: Class II
- Truck Traffic (% of Total Traffic): 13%
- Programmed Improvements: None

Community Context

- Key Destinations: Metro Prep High School, Busse Woods (future connection)
- Connectivity
 - » Future sidepath on Elmhurst Rd
 - » Planned future side path to the west into Elk Grove Village and to Busse Woods

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design



Desire pathway on north side of Oakton near Elizabeth

18 Oakton Street



Looking west from north side of Oakton near I-90 bridge

Potential Conditions

Corridor Recommendations

- Facility Type
 - » Sidepath (west of I-90 to Elmhurst Rd)
 - » Located on north side of street
- Alternatives Considered
 - » None
- Estimated Project Cost: \$2,570,000

Potential Impacts

- Trees Removals: 20
- Right-of-Way Required: 12,000 sq. ft.
- ComEd Conflicts: Substantial
- Other Potential Impacts
 - » Structural modification required to extend culvert.

Major Street Crossings

- None

Additional Considerations

- Space exists beneath I-90 viaduct to provide a sidepath.
- Sidepath should continue west past I-90 and into Elk Grove Village to Busse Rd to connect with an existing sidepath. This sidepath is planned by Elk Grove Village to be extended west towards Busse Woods.
- Pinch point at the northwest corner of Oakton St/ Elmhurst Rd. Redevelopment of northwest corner commercial area might be needed to acquire right-of-way for a full-width sidepath.

Sidepath on North Side

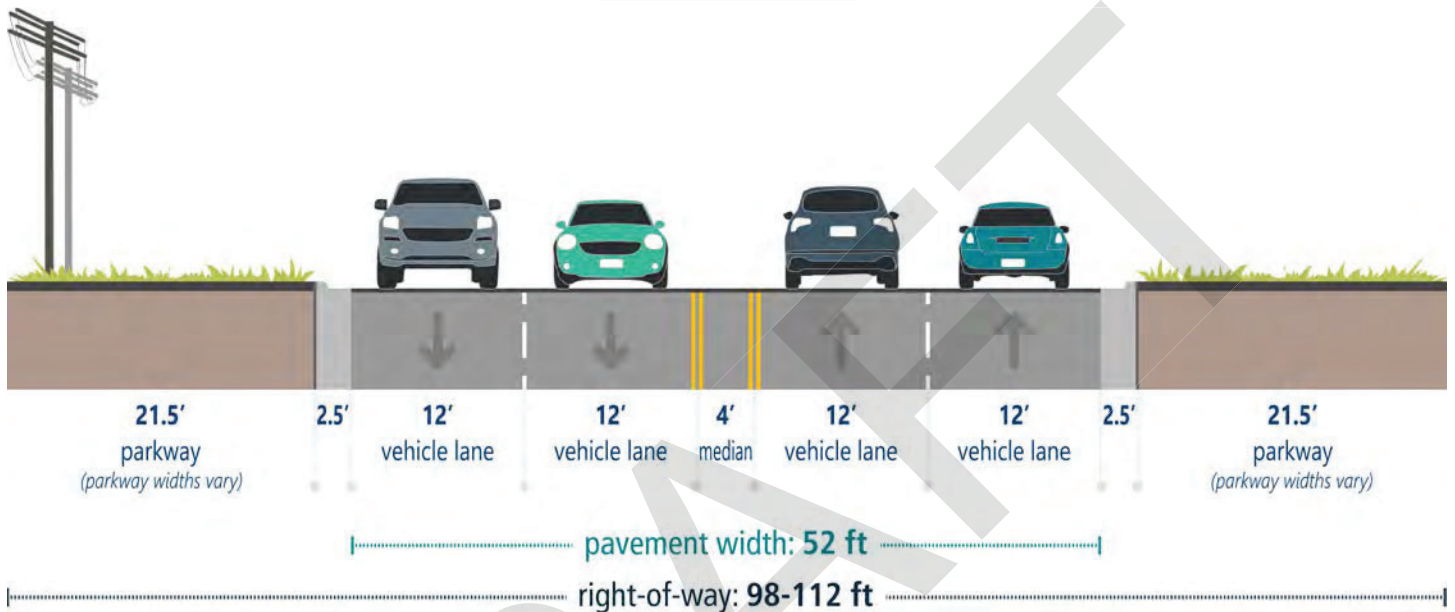
Looking West

(shown just west of the Higgins Creek Bridge)

Existing

← South

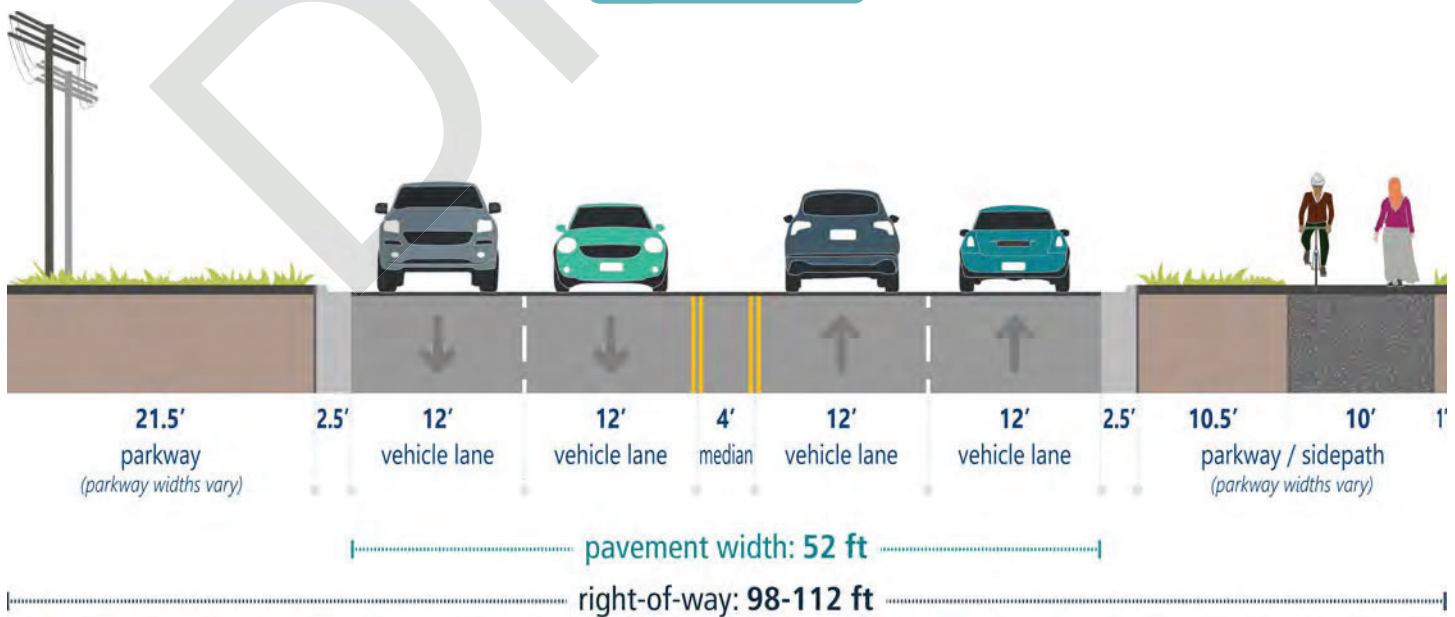
North →



Potential

← South

North →



No Bike Facility Improvements Recommended



Two corridors initially considered in this study were not recommended to be pursued further, a decision primarily based on inadequate right-of-way and/or overall infeasibility of implementation.

5 ComEd ROW Northeast Trail

Existing Conditions

- Corridor Length: 0.9 miles
- Jurisdiction: ComEd, two sets of high tension electric towers 60' apart

Potential Conditions

An off-street path within the ComEd right-of-way was considered but not recommended due to:

- » The commercial property at the northeast corner of Wolf/Euclid conflicts with a potential path.
- » If the commercial property could be avoided, a mid-block crossing of Euclid is required. This crossing would often be blocked by cars backing up from the Wolf/Euclid traffic signal.
- » A proposed bike path within the ComEd right-of-way would be immediately adjacent to a proposed bike facility on Wolf Rd.

No bike facility recommended as part of this study

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

Recommended Bike Network

- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

Existing Bike Network

- Existing Bike Rack
- Existing On-Street Route
- Existing Trail or Sidepath
- Sidepath In Design

No Bike Facility Improvements Recommended



17 Busse to Oakton Connector

Existing Conditions

- Corridor Length: 1.2 miles
- Jurisdiction: Illinois Tollway
- Right-of-Way: 30'

Potential Conditions

- An off-street path was considered within the Illinois Tollway right-of-way. However, the Tollway does not permit bicycle facilities within their property.

No bike facility recommended as part of this study

IMAGE TO BE UPDATED



ARTERIAL NETWORK IMPLEMEN- TATION

Section 4



Network Implementation

One of the goals of this study is to have an implementation plan for all arterial network corridors. Implementation will take time, funding, and in some cases, further study to determine the best feasible solutions. This section provides cost estimates, identifies funding and grant opportunities, and details additional resources to help plan the next steps in further building out Mount Prospect's entire bike network.

Evaluation of Potential Projects

The evaluation criteria and methods used to determine the feasibility, connectivity, and user experience of each study corridor were guided by public and stakeholder input, as well as the existing conditions analysis. Each corridor was evaluated to determine its ability to meet the study's objectives and goals. Each criterion is highlighted below and describes how each corridor was evaluated against the criteria, which ultimately informed corridor implementation phasing.

Evaluation Criteria

Twelve criteria were used to evaluate all corridors. For each criterion, the corridor was given an impact rating between "more positive" and "more negative" (see the Evaluation Matrix).

User Comfort	Community Connectivity	Right-of-Way Impacts	Project Complexity
Segments User comfort on bikeway segments was assessed qualitatively based on factors like how close a facility would be to the road, continuity of the path without stops or crossovers, and the speed and volume of the adjacent traffic. Intersections / Driveways The frequency of conflicting streets and access points, roadway size, and volume of traffic at intersections and driveways was assessed to determine comfort for cyclists crossing these conflict points along a particular corridor.	Local Plans Higher ratings given if bike facilities were recommended in a local or regional planning document. Bike Network Ratings based on the level of connectivity a new bike facility would provide to existing and proposed bike facilities within the Village and to neighboring communities. Local and Regional Destinations Bike routes that would connect to many local and regional destinations received higher ratings for this evaluation criterion. Public Support Ratings determined based on a voting corridor prioritization activity held during this study's first public open house.	Land Acquisition The estimated quantity of right-of-way needed to construct the recommended bike facility is directly correlated to the rating in this category. Tree Removal The estimated number of trees requiring removal was quantified to obtain an estimated impact for this category. In many cases, trees could be replanted in different locations to compensate. Utility Coordination A review of overhead electric lines was completed to determine the potential need to relocate ComEd utility poles to construct bicycle facilities. Projects with fewer potential utility conflicts with poles received higher ratings.	Structure Modifications Corridors where structural work such as retaining walls or box culvert modifications were rated lower than those that would not require similar work. Cost Ratings determined based on the preliminary estimated costs to construct a recommended bicycle facility within each corridor. Agency Coordination Projects that require coordination with other agencies (IDOT, Cook County, Union Pacific Railroad, etc) can be more complicated to design and construct. Ratings were assigned based on the estimated amount of coordination required with other agencies.

Arterial Bike Network Corridor Evaluation Matrix

Corridor	Length (miles)	Primary Facility Type	Jurisdiction	User Comfort		Community Connectivity				Right-of-Way Impacts			Project Complexity		
				Segment	Intersections + Driveways	Local Plans	Bike Network	Local + Regional Destinations	Public Support	Land Acquisition	Tree Removals	Utility Coordination	Structure Modifications	Cost	Agency Coordination
Seminole Ln <i>Prospect Heights Bike Path to Des Plaines River Rd</i>	1.2	Bike Lanes	Mount Prospect, Prospect Heights												
Des Plaines River Rd <i>Kensington to Seminole</i>	1.5	Sidepath	IDOT, Forest Preserves of Cook County												
Camp McDonald Rd <i>Rand to Elmhurst</i>	0.9	Sidepath	CCDOTH												
Camp McDonald Rd <i>Wolf to Des Plaines River Rd</i>	0.7	Bike Lanes	CCDOTH												
Euclid Ave <i>Rand to Burning Bush</i>	2.4	Sidepath	CCDOTH												
Euclid Ave <i>Burning Bush to Des Plaines River Trail</i>	0.6	Sidepath	CCDOTH												
Rand Rd <i>Wedgewood to Camp McDonald</i>	1.1	Sidepath	IDOT												
Kensington Rd <i>Forest Ave to Des Plaines River Rd</i>	2.8	Sidepath	IDOT, Mount Prospect												
Wolf Rd <i>Central to Prospect Heights Metra</i>	1.8	Cycle Track	Mount Prospect, IDOT												
Central Rd <i>Mount Prospect to Wolf</i>	0.8	Sidepath	Mount Prospect												
Central Rd <i>Audrey to Northwest Hwy</i>	1.2	Sidepath	IDOT												
Northwest Hwy <i>Prospect to Watermann</i>	2.0	Sidepath	IDOT												
Mount Prospect Rd <i>Northwest Hwy to Rand</i>	0.7	Sidepath	CCDOTH												
Elmhurst Rd / IL-83 <i>Kensington to Camp McDonald</i>	1.8	Sidepath	IDOT												
Elmhurst Rd / IL-83 <i>Oakton to Golf</i>	1.7	Sidepath	IDOT												
Golf Rd <i>Meier to Mount Prospect</i>	2.7	Sidepath	IDOT												
Busse Rd <i>I-90 to Golf</i>	1.5	Sidepath	IDOT												
ComEd Trail <i>Algonquin to Elmhurst</i>	Spot Locations	N/A	ComEd, IDOT												
Dempster St <i>Algonquin to Elmhurst</i>	1.3	Sidepath	CCDOTH												
Oakton St <i>I-90 to Elmhurst</i>	0.8	Sidepath	IDOT												

Evaluated Impact



Network Implementation Phasing

The goal of the Arterial Bicycle Network Plan is to fully build out a network so that every resident and commuter across the community has safe access to bike routes. Building out the complete network will take time, funding, and further study to bring the concepts to fruition. Since it can't all happen at once, this section provides recommendations for pursuing projects based on community priorities, needs, and feasibility. The following phasing plan will help the community to determine which projects to pursue first for grant funding and to include in upcoming budget cycles. The goal of the phasing recommendations is to create an active plan that sets realistic timelines and does not sit on the shelf.

The network implementation matrix includes information describing each recommended bike facility, the cost estimate for the recommended facility, and assigns a short, medium, or long-term phasing tier for the Village to consider.

Cost Estimates

Estimated pricing for the proposed bicycle network improvements was developed to assist the Village of Mount Prospect plan for the design and construction of these projects and begin considering potential opportunities for grant funding.

Costs were developed using programming level estimates per length of the pertinent facility type. For example, sidepaths were assumed to cost \$200 per foot to construct. Each corridor was then evaluated to determine whether there would be site-specific costs to be included in the cost estimates such as traffic signal modifications, structural improvements, or drainage work. Construction cost estimates will continue to be refined as the projects proceed through engineering. Preliminary cost estimates were also prepared for engineering needed to design and oversee construction of the projects. Finally, the cost for acquiring the right-of-way necessary to build paths was assessed using a ballpark estimate of \$25 per square foot.

Wolf Road

A barrier-protected cycle track is recommended on Wolf Road. The cost to construct this alternative varies depending on the scope of the project. Three estimates were prepared for the following barrier protection alternatives:

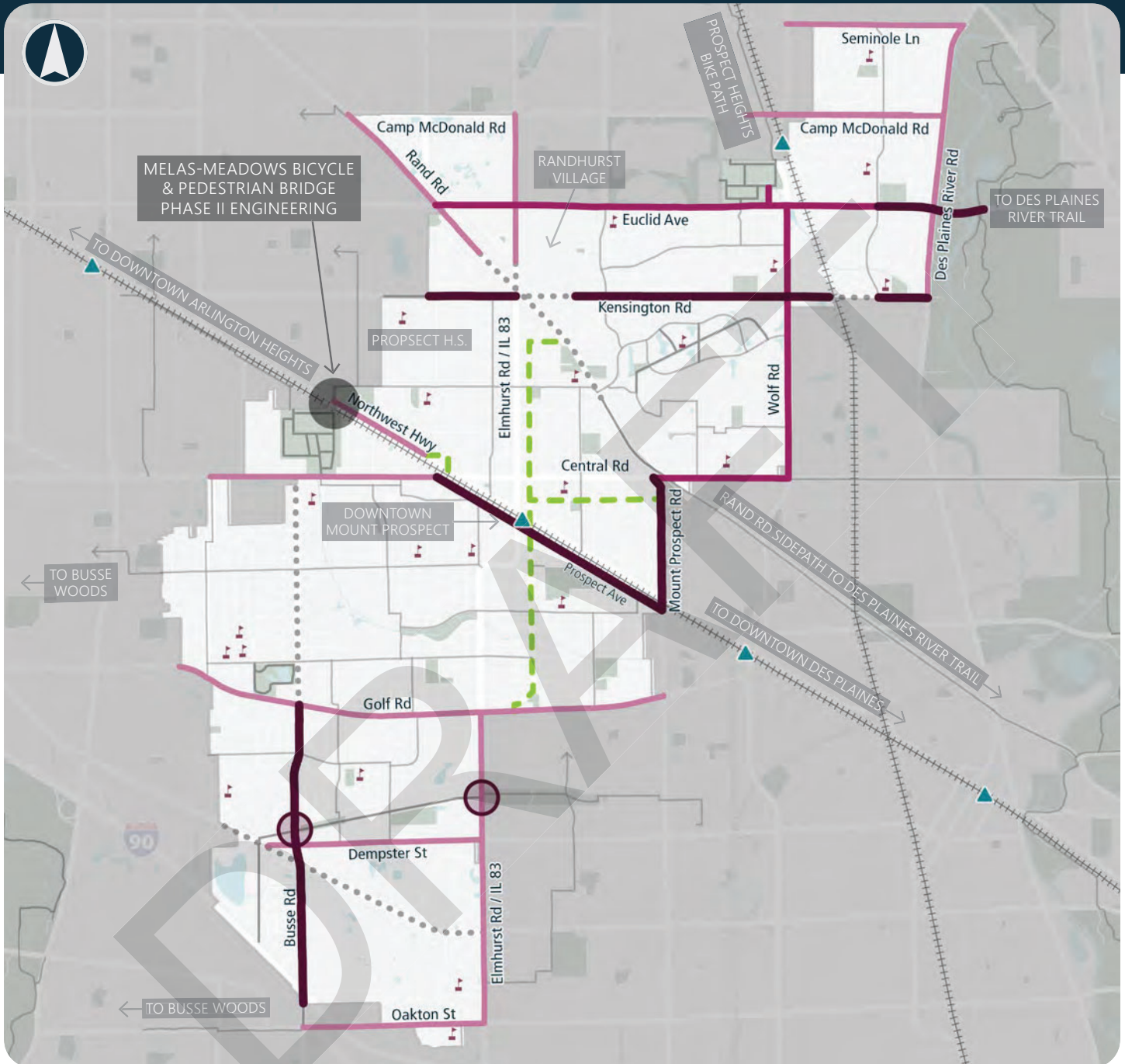
- **Alternative 1 (Lower Cost):** The bicycle facility would be separated from traffic by curb. A minimal number of concrete barrier islands would be provided.
- **Alternative 2 (Medium Cost):** The bicycle facility would be separated from traffic by intermittent concrete islands. These islands would be landscaped with trees.
- **Alternative 3 (Higher Cost):** The bicycle facility would be separated from traffic by frequent, large, landscaped islands.

In the event that a barrier-protected cycle track cannot be installed on Wolf Road, a sidepath is feasible and could be considered. A cost estimate has also been developed to construct a sidepath.



Looking north on Wolf near River Trails Middle School

Arterial Bike Network Phasing Map



Legend

- Park
- School
- Metra Rail
- Metra Train Station
- Neighbor Community Bike Facility

Existing Bike Network

- Trail / Sidepath
- On-Street Bike Route
- Sidepath In Design

Recommended Network Phasing

- Short Term
- Medium Term
- Long Term
- Alternative Routes for Infeasible Segments

Arterial Bike Network Corridor Cost Estimates

	Length (miles)	Primary Facility Type	Estimated Costs				Project Phasing
			Phase I, II, III Engineering	Right-of-Way Acquisition	Total Construction	Total	
Seminole Ln <i>Prospect Heights Bike Path to Des Plaines River Rd</i>	1.2	Bike Lanes	\$300,000	-	\$860,000	\$1,160,000	Long Term
Des Plaines River Rd <i>Kensington to Seminole</i>	1.5	Sidepath	\$980,000	\$160,000	\$2,870,000	\$4,010,000	Long Term
Camp McDonald Rd (West) <i>Rand to Elmhurst</i>	0.9	Sidepath	\$530,000	\$130,000	\$1,550,000	\$2,210,000	Long Term
Camp McDonald Rd (East) <i>Wolf to Des Plaines River Rd</i>	0.7	Bike Lanes	\$460,000	-	\$1,330,000	\$1,790,000	Long Term
Euclid Ave <i>Rand to Burning Bush</i>	2.4	Sidepath	\$1,540,000	\$610,000	\$4,520,000	\$6,670,000	Medium Term
Euclid Ave <i>Burning Bush to Des Plaines River Trail</i>	0.6	Sidepath	\$370,000	\$610,000	\$1,080,000	\$2,060,000	Short Term
Rand Rd <i>Wedgewood to Camp McDonald</i>	1.1	Sidepath	\$870,000	\$120,000	\$2,560,000	\$3,550,000	Long Term
Kensington Rd <i>Forest Ave to Des Plaines River Rd</i>	2.8	Sidepath	\$1,410,000	\$700,000	\$4,130,000	\$6,240,000	Short Term
Wolf Rd (Alt 1: Lower Cost) <i>Central to Prospect Heights Metra</i>	1.8	Cycle Track	\$700,000	\$40,000	\$2,040,000	\$2,740,000	Medium Term
Wolf Rd (Alt 2: Medium Cost) <i>Central to Prospect Heights Metra</i>	1.8	Cycle Track	\$1,000,000	\$40,000	\$2,930,000	\$3,930,000	Medium Term
Wolf Rd (Alt 3: Higher Cost) <i>Central to Prospect Heights Metra</i>	1.8	Cycle Track	\$1,640,000	\$40,000	\$4,800,000	\$6,480,000	Medium Term
Wolf Rd (Sidepath Only) <i>Central to Prospect Heights Metra</i>	1.8	Sidepath	\$940,000	\$250,000	\$2,740,000	\$3,930,000	Medium Term
Central Rd (East) <i>Mount Prospect to Wolf</i>	0.8	Sidepath	\$390,000	\$470,000	\$1,150,000	\$2,010,000	Medium Term
Central Rd (West) <i>Audrey to Northwest Hwy</i>	1.2	Sidepath	\$670,000	\$1,020,000	\$1,970,000	\$3,660,000	Long Term
Northwest Hwy <i>Prospect to Watermann</i>	2.0	Sidepath	\$580,000	\$580,000	\$1,700,000	\$2,860,000	Long Term
Mount Prospect Rd <i>Northwest Hwy to Rand</i>	0.7	Sidepath	\$830,000	\$10,000	\$2,440,000	\$3,280,000	Short Term
Elmhurst Rd / IL-83 (North) <i>Kensington to Camp McDonald</i>	1.8	Sidepath	\$630,000	\$240,000	\$1,840,000	\$2,710,000	Long Term
Elmhurst Rd / IL-83 (South) <i>Oakton to Golf</i>	1.7	Sidepath	\$800,000	\$1,800,000	\$2,340,000	\$4,940,000	Long Term
Golf Rd <i>Meier to Mount Prospect</i>	2.7	Sidepath	\$1,180,000	\$1,570,000	\$3,460,000	\$6,210,000	Long Term
Busse Rd <i>I-90 to Golf</i>	1.5	Sidepath	\$850,000	\$1,100,000	\$2,500,000	\$4,450,000	Short Term
ComEd Trail <i>Algonquin to Elmhurst</i>	Spot Locations	N/A	\$170,000	-	\$480,000	\$650,000	Short Term
Dempster St <i>Algonquin to Elmhurst</i>	1.3	Sidepath	\$590,000	\$340,000	\$1,730,000	\$2,660,000	Long Term
Oakton St <i>I-90 to Elmhurst</i>	0.8	Sidepath	\$570,000	\$340,000	\$1,660,000	\$2,570,000	Long Term

Notes

- Estimates based on 2024 Construction Unit Costs and Planning Level Concept Design.
- Construction Cost includes 20% contingency.
- Engineering Costs assume 10% of Construction Cost for Phase I, 12% for Phase II, and 12% for Phase III Engineering.
- Costs rounded to the nearest \$10,000

Funding Sources

There are multiple funding sources for transportation programs that are applicable to Mount Prospect. Most programs are highly competitive and require a local match but provide grant funding opportunities for active transportation projects. Many federal transportation funds can be used for pedestrian and bicycle projects. This section provides information and guidance on the following funding sources administered by:

- US Department of Transportation (USDOT)
- Illinois Department of Transportation (IDOT)
- Illinois Department of Natural Resources (IDNR)
- Illinois Commerce Commission (ICC)
- Chicago Metropolitan Agency for Planning (CMAP)
- Northwest Municipal Conference (NWMC)
- Nonprofit Organization and Foundation Grants

Programs Administered by the U.S. Department of Transportation (USDOT)

Safe Streets for All

Safe Streets for All funds provide supplemental funding to support local initiatives to prevent death and serious injury on roads and streets, commonly referred to as a "Vision Zero" or "Towards Zero Deaths" initiatives. Eligible projects are the development of a comprehensive safety action plan or projects that are identified in a comprehensive safety action plan. Local match is 20%.

Programs Administered by the Illinois Department of Transportation (IDOT)

Most federal funds are controlled at the state DOT level and distributed as block grants. IDOT administers these federal pass-through funds for local and regional bicycle and pedestrian projects and safety initiatives. The funds are authorized by the current federal transportation bill passed in 2021, the Infrastructure Investment and Jobs Act (IIJA).

Statewide Planning & Research (SPR)

Statewide Planning & Research (SPR) funds are used to support planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carry out transportation planning and research activities throughout the State. Eligible activities include:

- Planning studies
- Data purchase, collection, and/or analysis
- Program development activities
- Performance management activities
- Coordination/outreach activities

A 20% match is required to use these funds. However, a match greater than 20% will be considered positively when prioritizing projects.

Illinois Safe Routes to School (SRTS)

The SRTS program, administered by the IDOT Bureau of Safety Engineering, uses infrastructure and non-infrastructure approaches to improve conditions for students who walk or bike to school. The program is designed to enable and inspire children to walk and bike to school through improvements to the local active transportation network within two miles of schools and through programs and initiatives. The local match is typically 20%. Eligible project sponsors include schools, school districts, and governmental entities. The program encourages applicants to form a local coalition of stakeholders. Eligible infrastructure projects include sidewalk improvements, traffic calming/speed reduction improvements, traffic control devices, pedestrian and bike crossing improvements, on-street bike facilities, off-street bike facilities, and secure bike parking facilities. Eligible non-infrastructure projects include events, equipment, and supplies that help to address areas of education, enforcement, encouragement, and evaluation.



Illinois Transportation Enhancement Program (ITEP)

ITEP was designed to promote and develop non-motorized transportation options and streetscape beautification. Through ITEP, IDOT awards a portion of federal Surface Transportation Block Grant (STBG) set-aside funds competitively. Any local or state government with taxing authority is eligible to apply. Local governments are required to provide matching funds. The required 20% local match is the responsibility of the project sponsor unless the project qualifies for state matching funds based on high-need criteria. Once all applications are submitted, the local match will be calculated based on the Community Score and set on a sliding scale of 0, 10, or 20%; 50% is required for ROW acquisition. Communities should be prepared to commit to expending the highest match amount when possible. Work must begin on the projects within three years of receipt of the award. This program is administered by the IDOT Bureau of Programming in the Office of Planning and Programming.

Highway Safety Improvement Program (HSIP)

The goal of HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. It requires states to set performance measures and targets for reducing traffic-related fatalities and serious injuries for all modes of transportation. HSIP funds both infrastructure and non-infrastructure solutions (like public safety campaigns) and is administered by IDOT's Bureau of Safety Engineering. The program funds preliminary engineering, land acquisition, construction, and construction engineering. A minimum 10% local match is required.

Section 402 State and Community Highway Safety Grant Program

The Section 402 program, administered by the IDOT Bureau of Safety Engineering, provides grants to states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. There are several sub- programs in IDOT's program, but the most pertinent to bicycle and pedestrian

issues is the Injury Prevention Program. Section 402 funds do not support infrastructure projects. Eligible applicants include local civic organizations, schools and universities, hospitals, health departments, local governmental agencies, and nonprofit groups. Section 402 funds are considered seed funding and are not for ongoing or sustained support. These funds are considered very limited and no local match is required.

Programs Administered by the Illinois Department of Natural Resources (IDNR)

Recreational Trails Program (RTP) and Illinois Bicycle Path (Bike Path) Grant Programs

The Recreational Trails Program provides funding to assist government agencies and trail groups in the rehabilitation, development, maintenance, and acquisition of recreational trails and related facilities. The Illinois Bicycle Path Grant Program provides financial assistance to eligible local units of government to assist them with the acquisition, construction, and rehabilitation of public off-road, non-motorized bicycle paths and directly related support facilities. The Recreational Trails Program requires a 20% local match, while the Illinois Bike Path Program requires a 50% local match.



Programs Administered by the Illinois Commerce Commission (ICC)

Crossing Safety Improvement Program

The Illinois Commerce Commission (ICC) administers the Crossing Safety Improvement Program funded by the Grade Crossing Protection Fund. This program assists jurisdictions in paying for safety improvements at highway-railroad crossings on local roadways.

Programs Administered by the Chicago Metropolitan Agency for Planning (CMAP)

CMAP administers federal pass-through money that funds bike and pedestrian facilities: the Congestion Mitigation and Air Quality Improvement Program and the regional allocation of the Surface Transportation Block Grant (STBG) program set-aside (formerly Transportation Alternatives Program or TAP). The STBG funds are programmed in two ways: through CMAP for regional projects and through the Councils of Mayors (COMs) for local surface transportation projects. For their allocation, CMAP funds bike facilities that provide regional connections. CMAP will typically only program pedestrian facilities if they provide access to transit. The other allocation of funding is divided amongst the COMs. The COMs will program these funds to more local and granular pedestrian and bike projects.

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

The CMAQ program is a flexible funding source that targets projects and programs to help meet the congestion mitigation and air quality reduction requirements of the federal Clean Air Act. Bicycle and pedestrian facilities, transit improvements, and traffic flow enhancements make up some of the eligible projects. CMAP will give priority to projects that reduce ozone emissions and particulate matter. The local match for this program is 20%.



Transportation Alternatives Program (TAP-L)

Programming authority is by the regional Councils of Mayors and City of Chicago. The STP Shared Fund is focused on larger-scale, multi-jurisdictional and regional projects that address ON TO 2050 goals (the CMAP regional comprehensive plan).

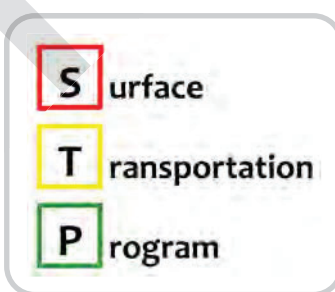
Local Technical Assistance Program (LTA)

This program provides free planning assistance to communities in the CMAP region. Applicable projects include feasibility studies, parking studies, and comprehensive plans. The call for proposals is typically announced in late spring.

Programs Administered by the Northwest Council of Mayors (NWMC)

The Surface Transportation Program (STP) Local Program funding is a set-aside within the Surface Transportation Block Grant Program (STBG) program. This program provides flexible funding that may be used by municipalities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for non-motorized transportation, transit capital projects, and public bus terminals and facilities. CMAP approves the allocation of this funding to each of the subregional Council of Mayors (COMs), and the COMs administer the local programs. The Northwest Council of Mayors (NWMC) administers the STP Local Program for Mount Prospect and receives approximately \$13 million a year in STP funds.

Approximately every two years, the NWMC has a call for all eligible projects. The projects are ranked according to the NWMC methodology. The rankings are utilized by the Technical Committee to prepare a programming recommendation. The Technical Committee program recommendation is forwarded to the Full Council for final approval.



Programs Administered by Cook County

Invest in Cook

The Cook County Department of Transportation and Highways (CCDOTH) has an annual grant program that assists local governments and agency partners further their transportation projects by covering some of the cost associated with planning, engineering, acquiring right-of-way, and constructing transportation improvements. Invest in Cook prioritizes proposals that support transit and transportation alternatives,

support the region's role as North America's freight capital, promote equal access to opportunities, maintain and modernize what already existing and increase investments in transportation.



Nonprofit Organization and Foundation Grants

There are various local and national NPOs and private sector foundations dedicated to improving walking, biking and access to transit. The call for applications can vary year-to-year, however some programs to look out for include:

Community Change Grant Award (America Walks)

In 2018, this foundational-based grant program awarded communities \$1,500 stipends for projects related to creating healthy, active, and engaged places to live, work, and play.

People for Bikes Community Grant

Eligible projects for funding (up to \$10,000, must have at least a 50% local match) include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.



ComEd Green Region (in partnership with Openlands)

This grant program can be used for the planning, acquisition and improvements to local parks, natural areas, and recreation resources. The ComEd Green Region grants of up to \$10,000 for conservation projects based in Northern Illinois. Eligible Applicants are municipalities, townships, counties, park districts, conservation districts and forest preserve districts within ComEd's service territory. The grantee must have matching funds either secured or another pending application.

American Association of Retired Persons (AARP) Community Challenge Grants

This program is intended to help communities make immediate improvements and jump-start long-term progress in support of residents of all ages.



Funding Matrix

	Grant Programs					
	Recreational Trails Program	Crossing Safety Improvement Program	Congestion Mitigation and Air Quality (CMAQ)	Transportation Enhancements (ITEP)	Transportation Alternatives Program (TAP-L)	Safe Routes to School (SRTS)
Program Purpose	Develop/maintain recreational trails and facilities for motorized and non-motorized users	Improve safety at public highway-rail crossings on local roads	Improve air quality and reduces traffic congestion in areas that do not meet air quality standards	Foster cultural, historic, aesthetic, and environmental aspects of our transportation infrastructure	Support non-motorized modes of transportation	Enable and encourage children to walk and bike to school
Program Administrator	IDNR	ICC	CMAQ	IDOT	CMAQ	IDOT
Eligible Projects	• Trails • Trail/road intersection improvements • Trailheads • Educational materials • Training	• Warning device upgrades • Grade separations • Connecting roads • Remote monitoring devices • Low cost improvements at unsignalized crossings	• Bike and pedestrian facilities • Safety education programs and encouragement incentives • Active transportation plans • Bike and pedestrian maps • Bike and pedestrian coordinator position	• Bicycle and pedestrian facilities • Streetscaping • Vegetation management in transportation right-of-ways • Construction of turnouts, overlooks, and viewing areas	• Bicycle and pedestrian facilities • Streetscaping	• Bicycle and pedestrian facilities • Safety education programs • Encouragement incentives
Key Project Requirements	30% allocated to non-motorized trail projects, 30% for motorized, 40% for diversity of trail use	Supports improvements on local roads and streets	Must be spent in non-attainment and maintenance areas Will be evaluated on air quality emissions	Must relate to surface transportation	Phase I engineering must be nearly complete Project must be in a formally adopted local, sub-regional, or regional plan	Can be spent within 2 miles of a school that serves students in grades pre-K through high school
Call for Projects	Irregular schedules at call of IDNR	5-year plan, next plan period: 2028-2032	Generally an annual call for proposals	Annual call for projects	Annual call for projects	Annual call for projects
Local Match Required	20%		20%	20%	20%	20%
Eligible Applicants	Any governmental entity or non-profit	Local governments	Local governments	Local governments	Local governments	Any government entity



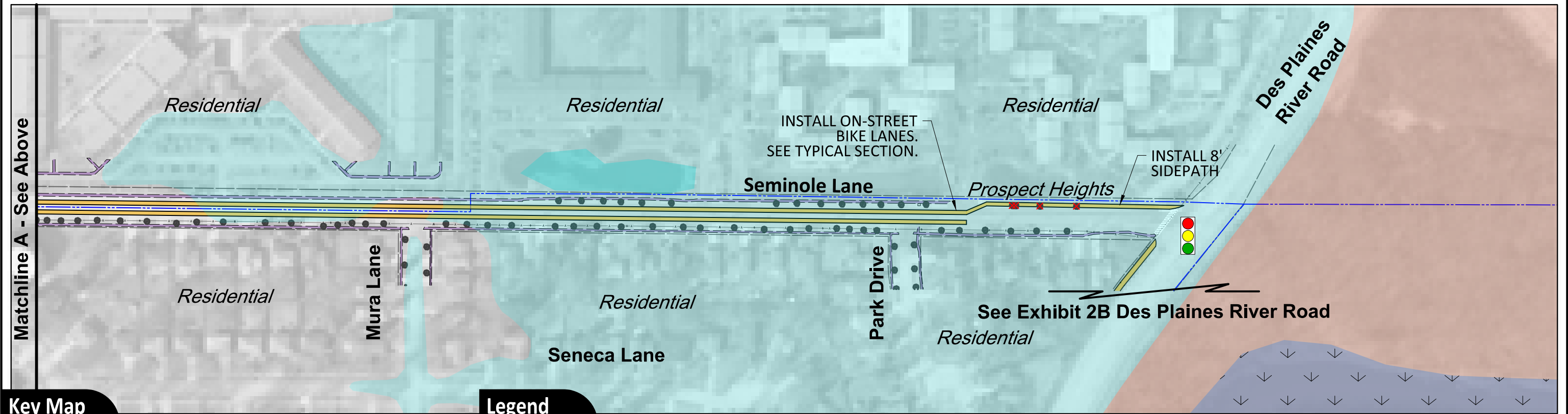
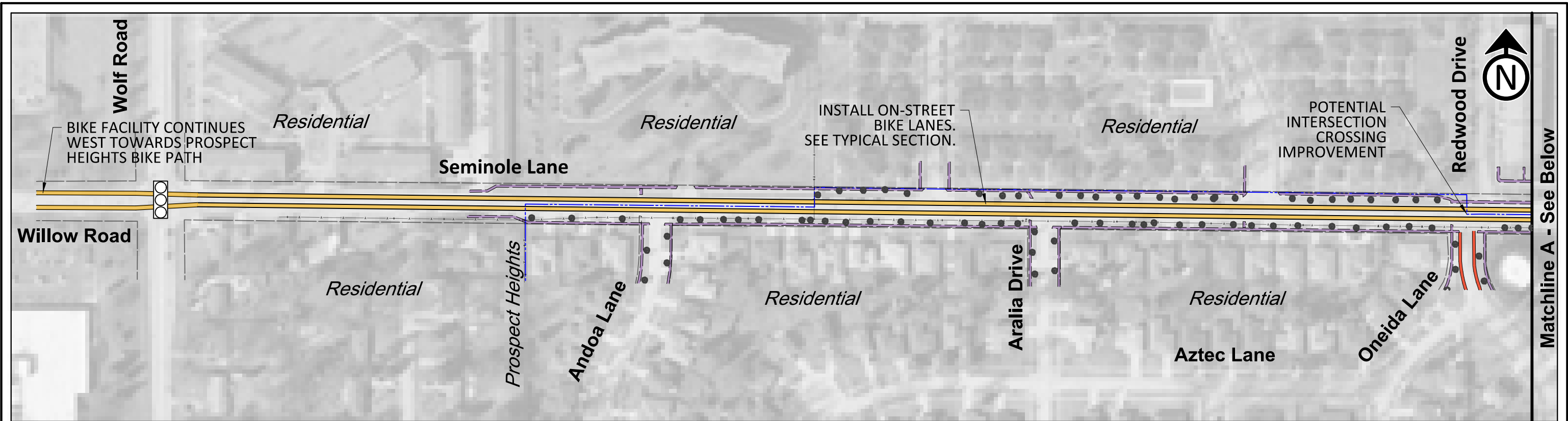
ARTERIAL
BIKE
NETWORK
STUDY



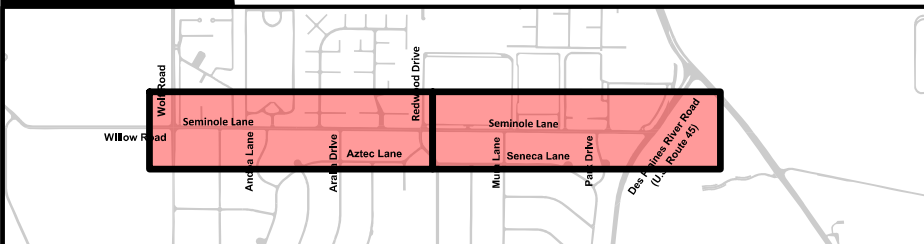
VILLAGE OF MOUNT PROSPECT ARTERIAL BIKE NETWORK POTENTIAL BIKE FACILITY ALIGNMENTS

February 2025





Key Map



Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
	Existing Right-of-Way		Proposed Right-of-Way		Existing Traffic Signal
	Existing Sidewalk		Proposed/Modified Structure		
	Existing Path/Planned Path		Proposed Path		
	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

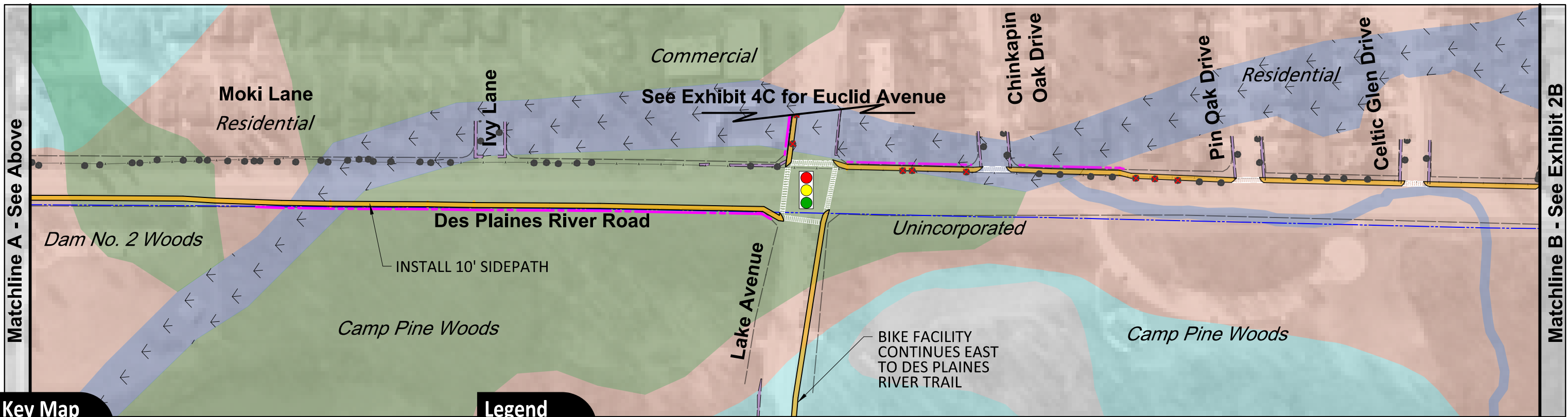
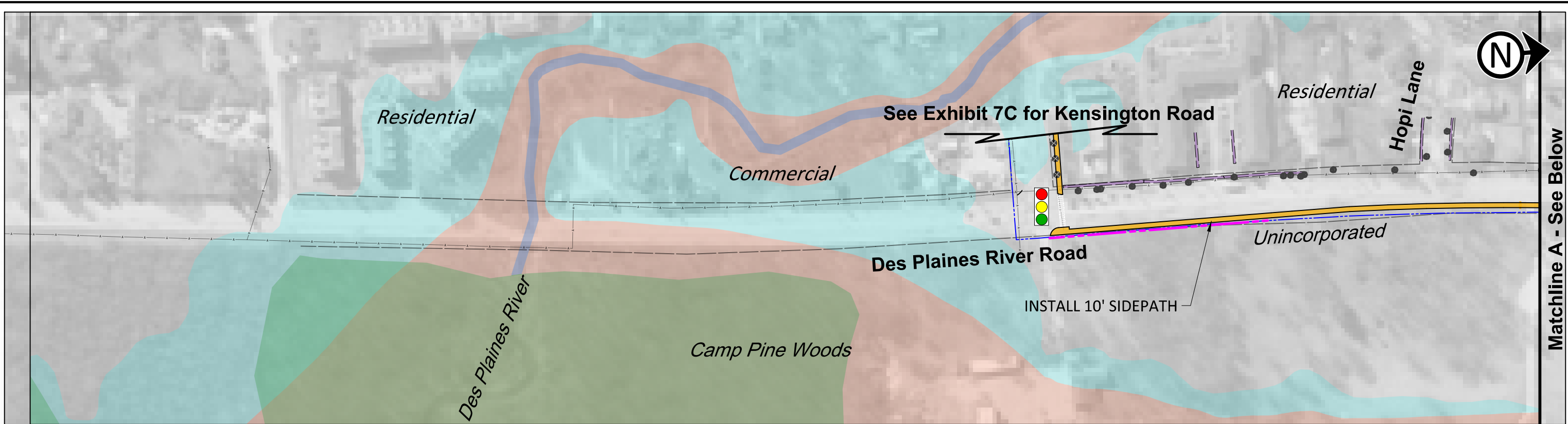
Arterial Bike Network Study
Village of Mount Prospect

Seminole Lane

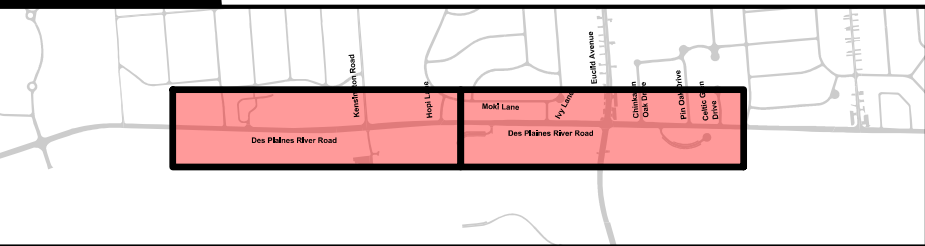
Potential Bike Facility Alignment

0' 100' 200'

September 2024



Key Map



Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
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	Existing Sidewalk		Proposed/Modified Structure		
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	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

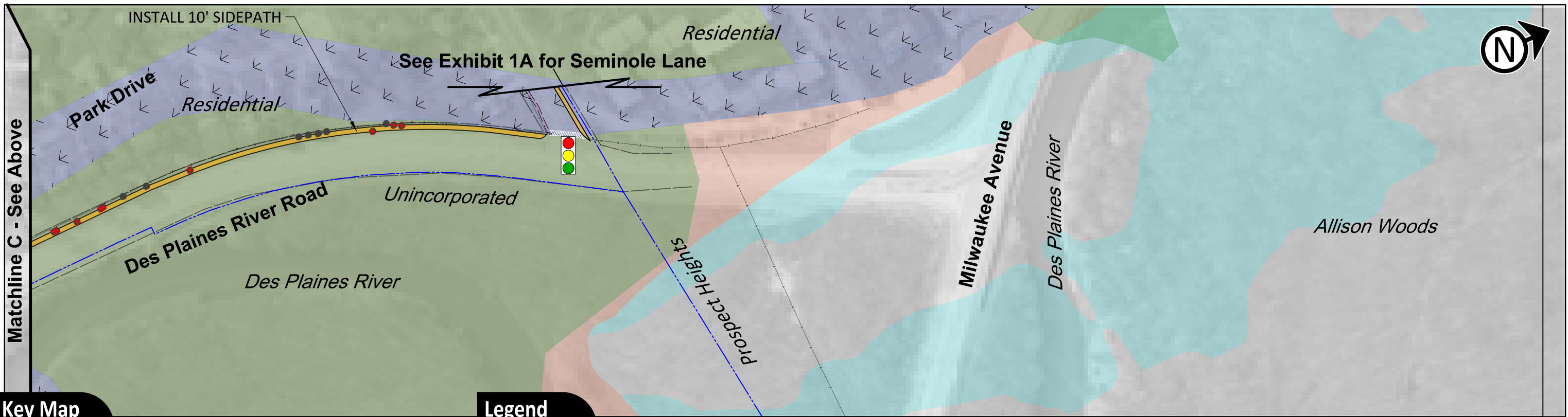
Arterial Bike Network Study
Village of Mount Prospect

Des Plaines River Road

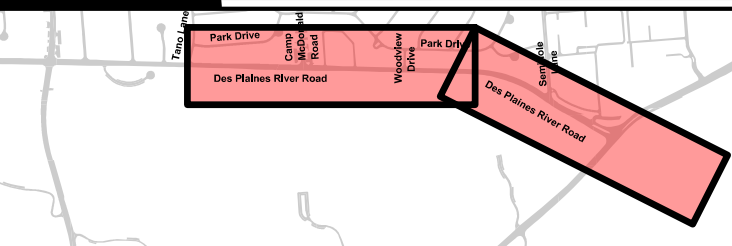
Potential Bike Facility Alignment

0' 100' 200'

September 2024



Key Map



Legend

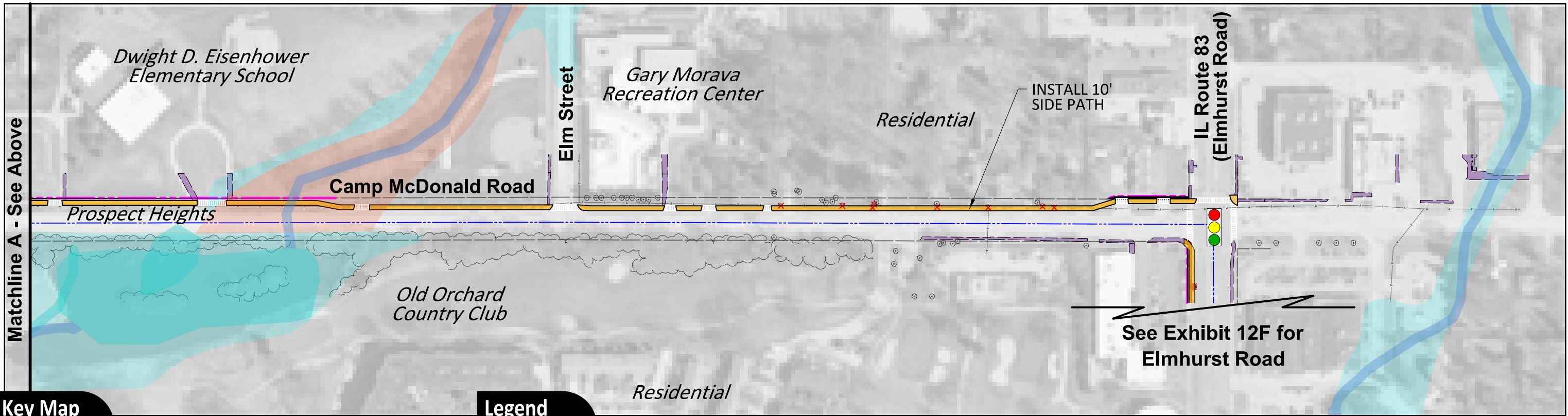
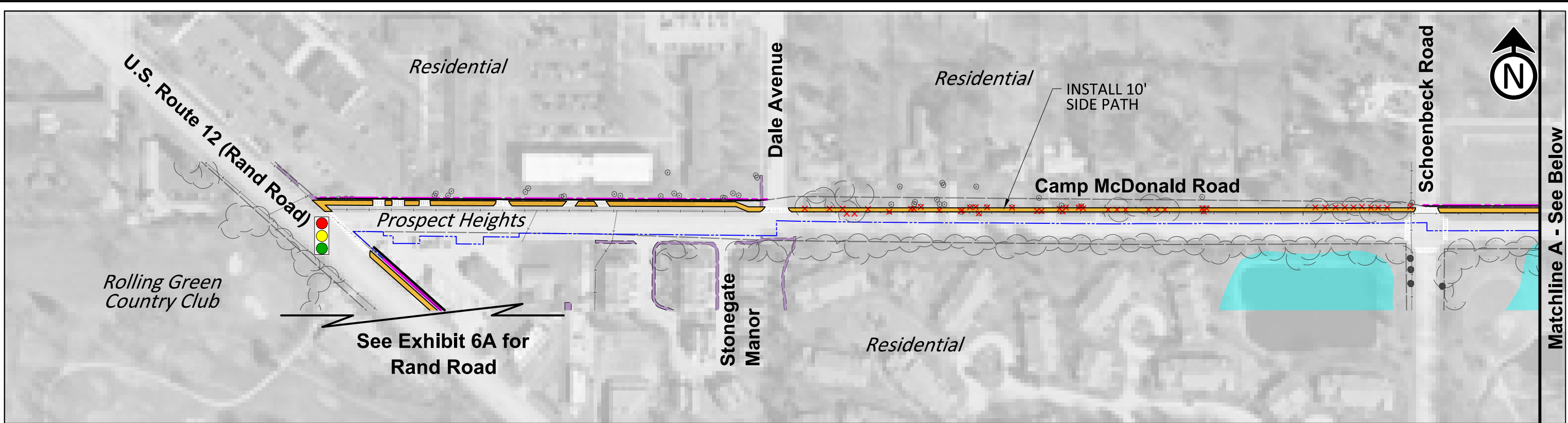
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	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

Arterial Bike Network Study
Village of Mount Prospect

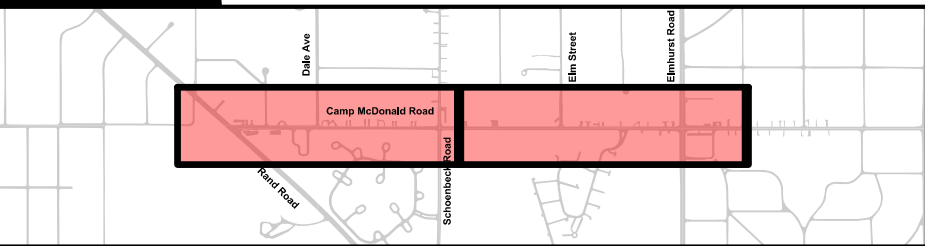
Des Plaines River Road
Potential Bike Facility Alignment

0' 100' 200'

September 2024



Key Map



Legend

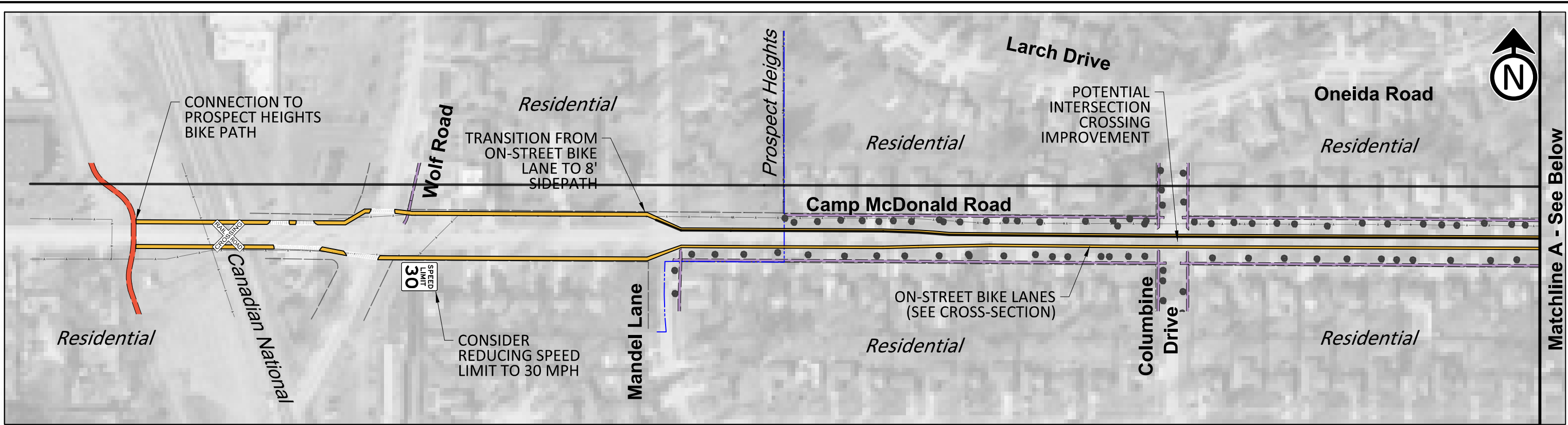
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	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

Arterial Bike Network Study
Village of Mount Prospect

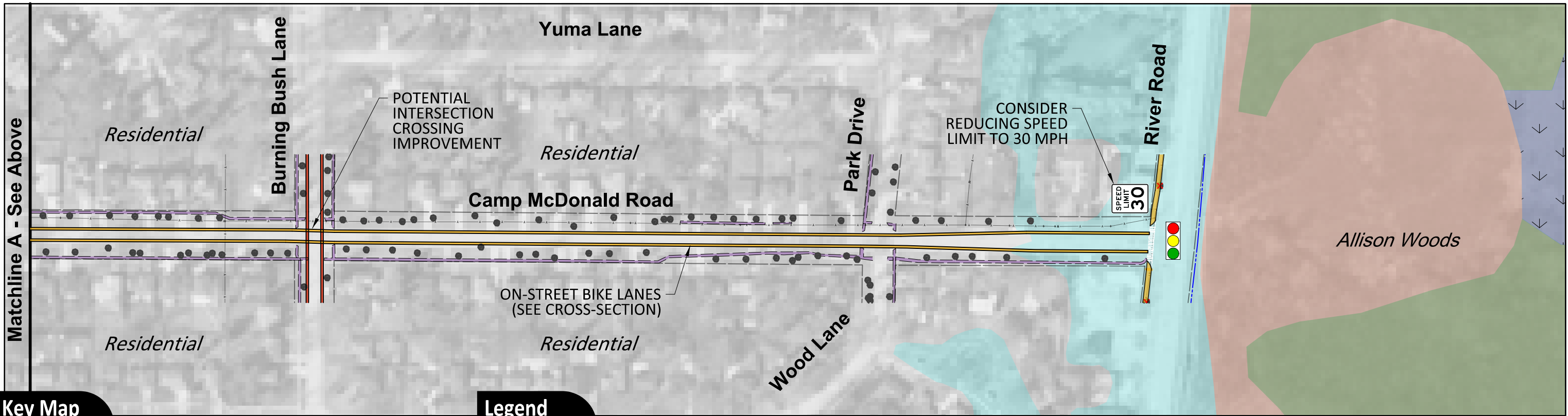
Camp McDonald Road (West)
Potential Bike Facility Alignment

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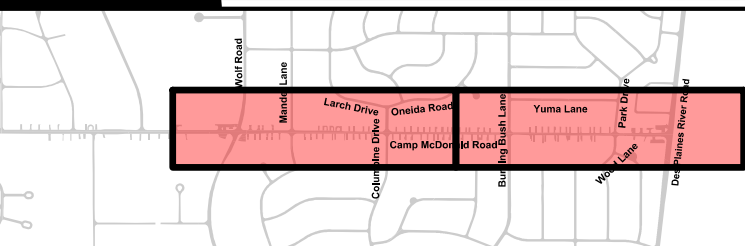
September 2024



Matchline A - See Below



Key Map



Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
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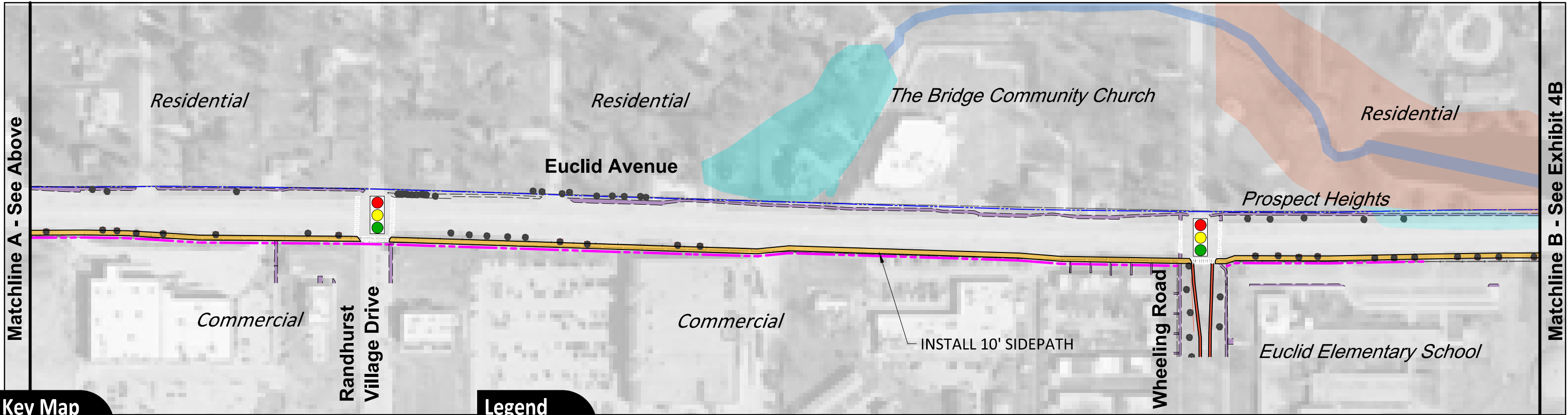
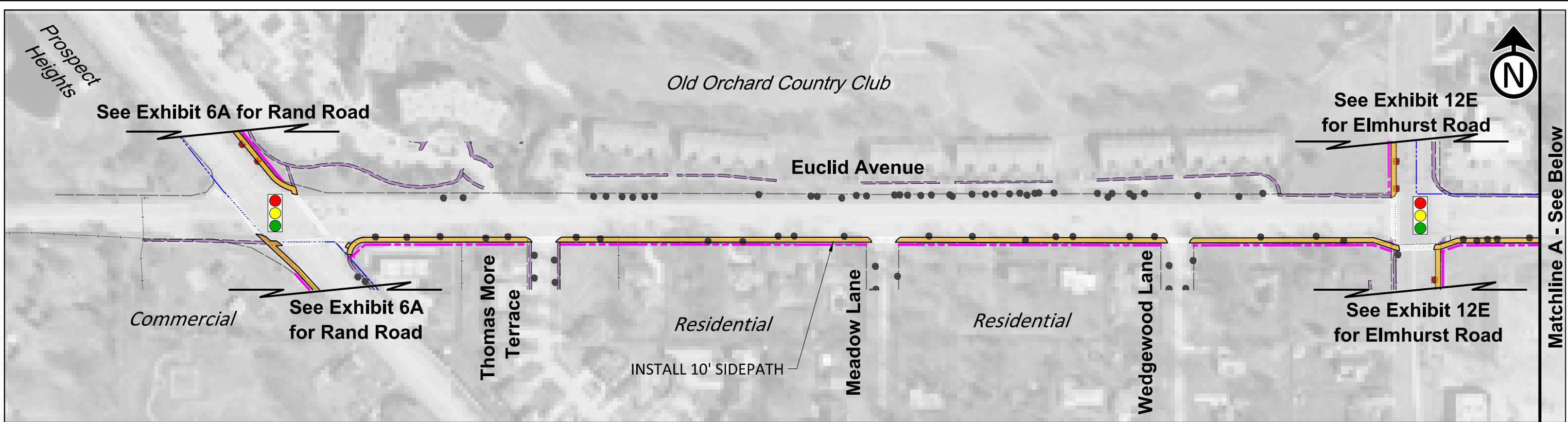
Arterial Bike Network Study
Village of Mount Prospect

Camp McDonald Road (East)

Potential Bike Facility Alignment

0' 100' 200'

September 2024



Key Map

Legend

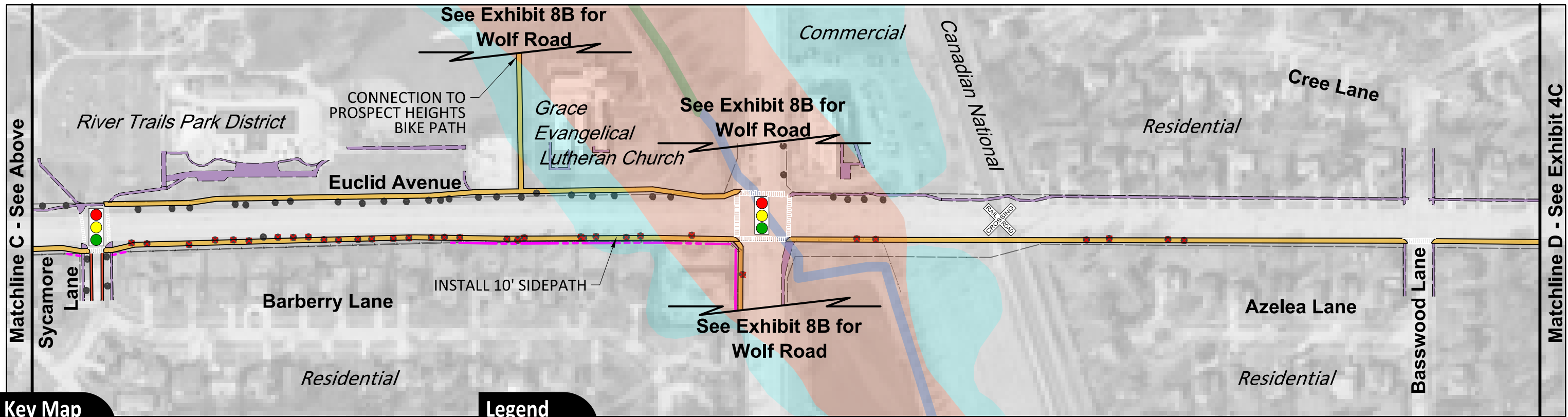
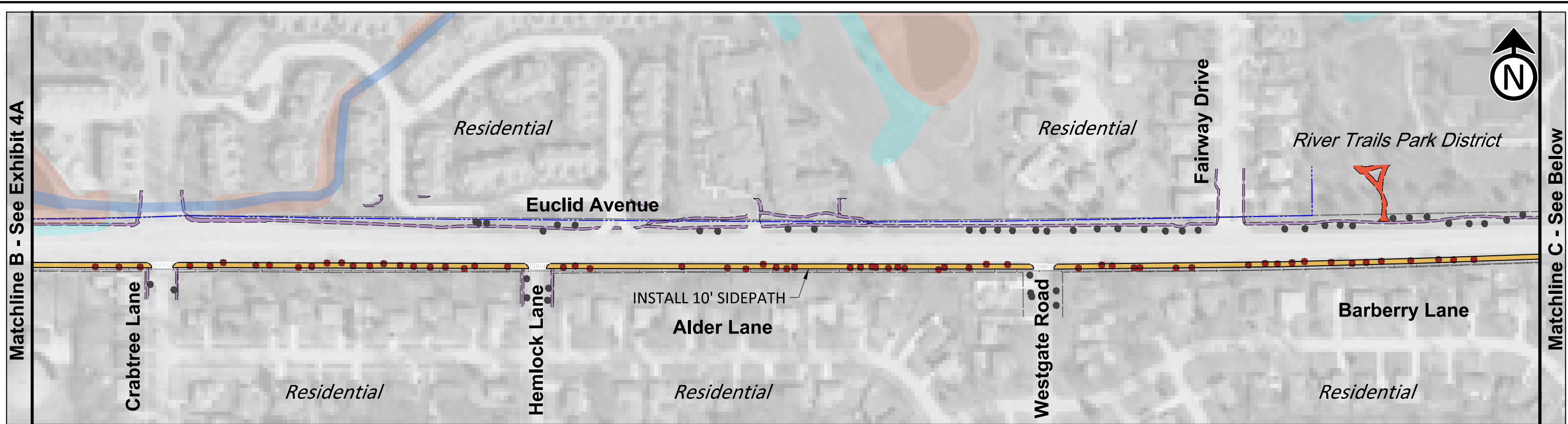
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Existing Wetland	Existing Aerial Utility	Proposed Traffic Signal Modification
Existing Right-of-Way	Proposed Right-of-Way	Existing Traffic Signal
Existing Sidewalk	Proposed/Modified Structure	
Existing Path/Planned Path	Proposed Path	
Existing On-Street Bike Facility	Proposed On-Street Bike Facility	

Arterial Bike Network Study
Village of Mount Prospect

Euclid Avenue

Potential Bike Facility Alignment

September 2024



Key Map

Legend

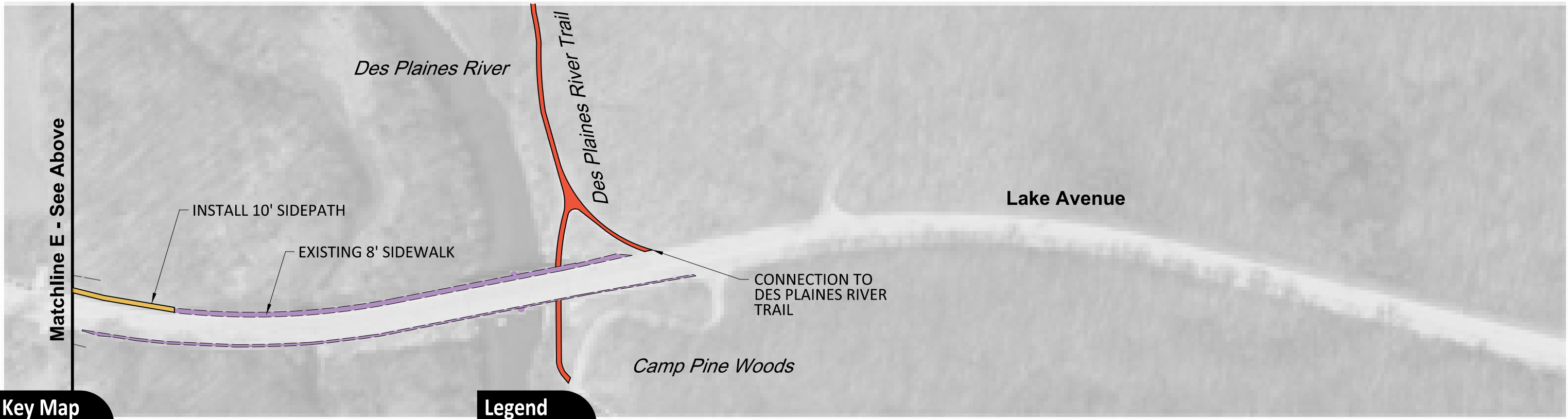
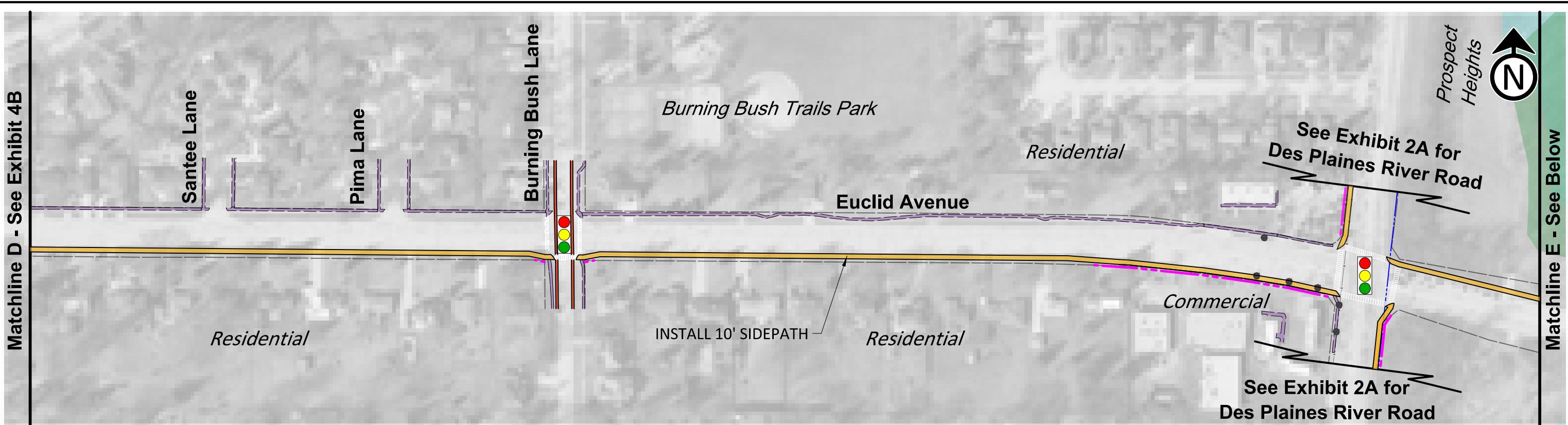
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Existing Sidewalk	Proposed/Modified Structure	
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Existing On-Street Bike Facility	Proposed On-Street Bike Facility	

Arterial Bike Network Study
Village of Mount Prospect

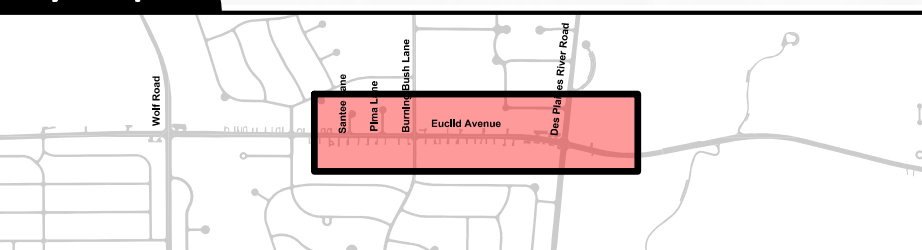
Euclid Avenue

Potential Bike Facility Alignment

September 2024



Key Map



Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
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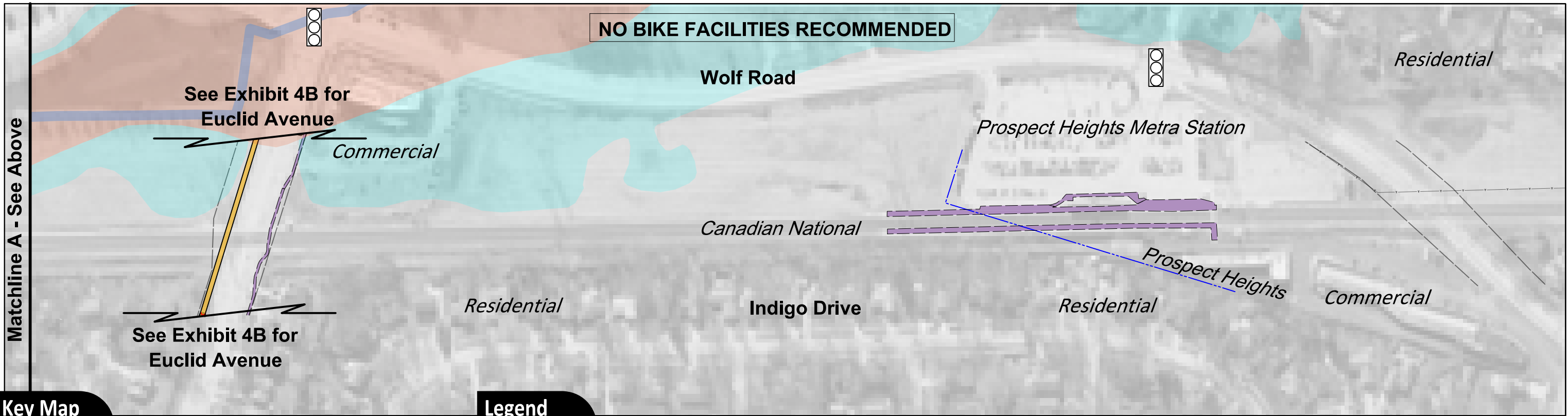
Arterial Bike Network Study
Village of Mount Prospect

Euclid Avenue

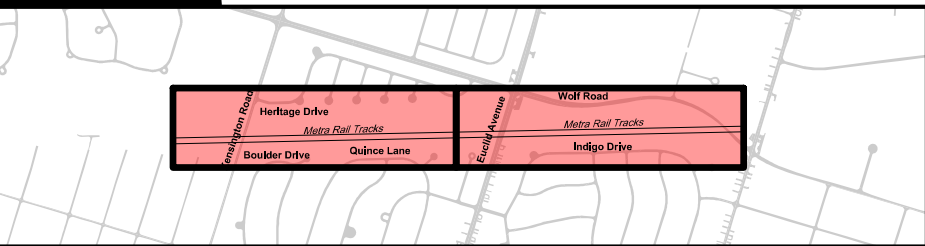
Potential Bike Facility Alignment

0' 100' 200'

September 2024



Key Map



Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
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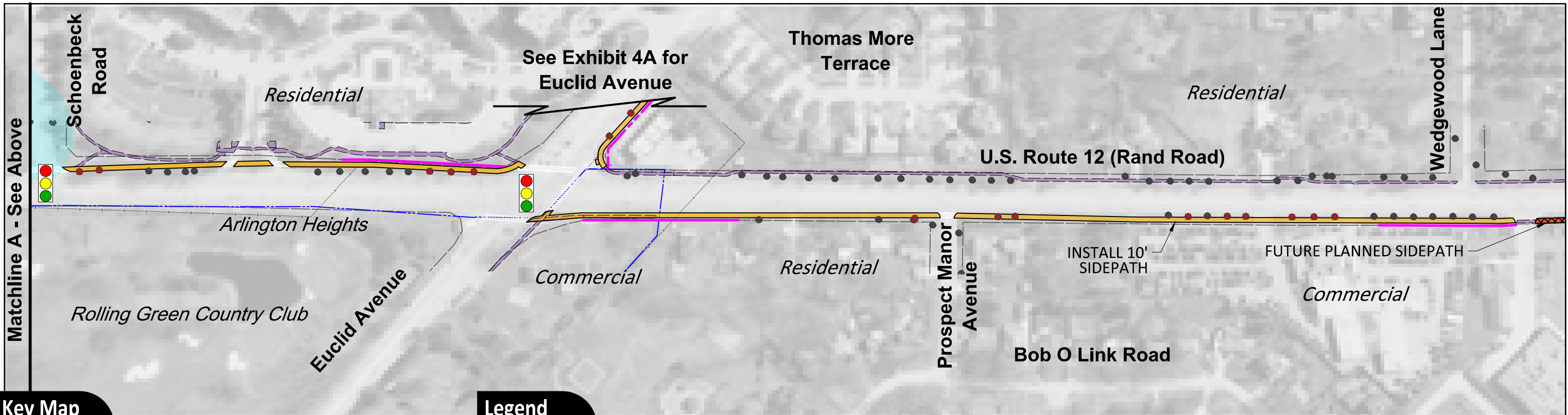
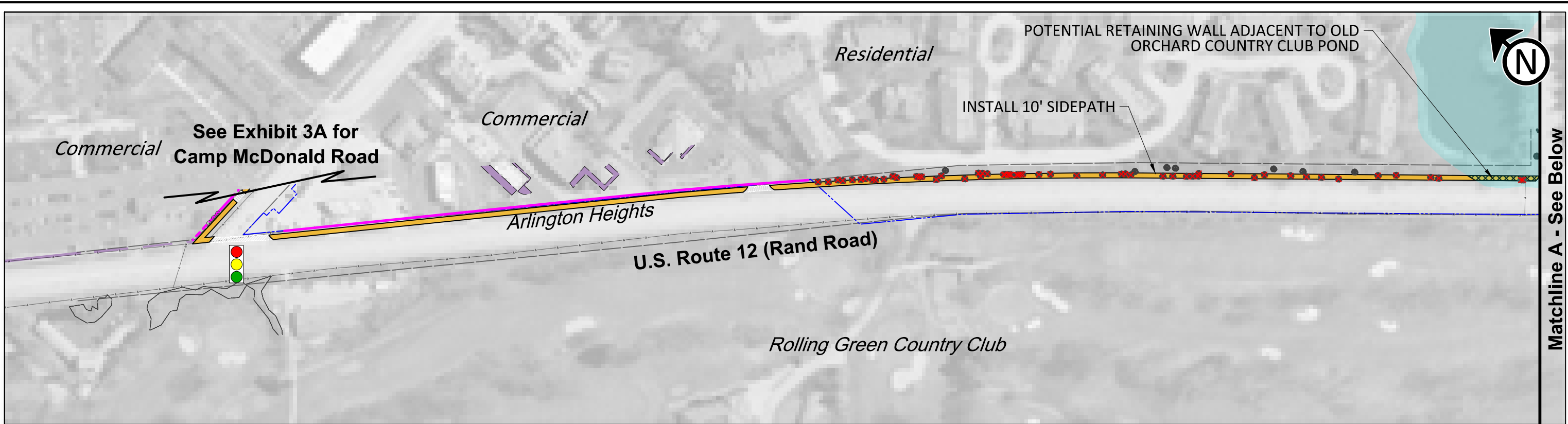
Arterial Bike Network Study
Village of Mount Prospect

ComEd ROW Northeast

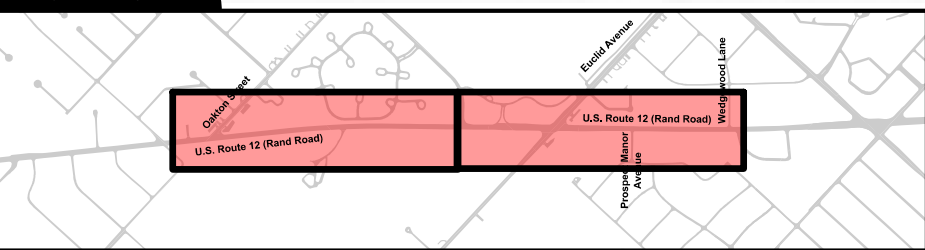
Potential Bike Facility Alignment

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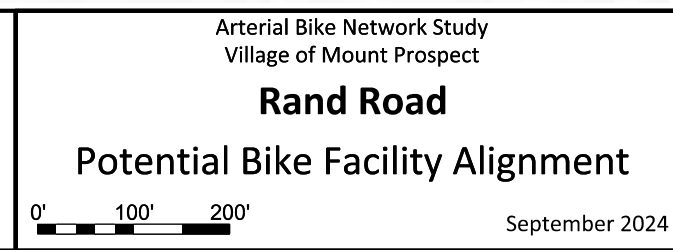
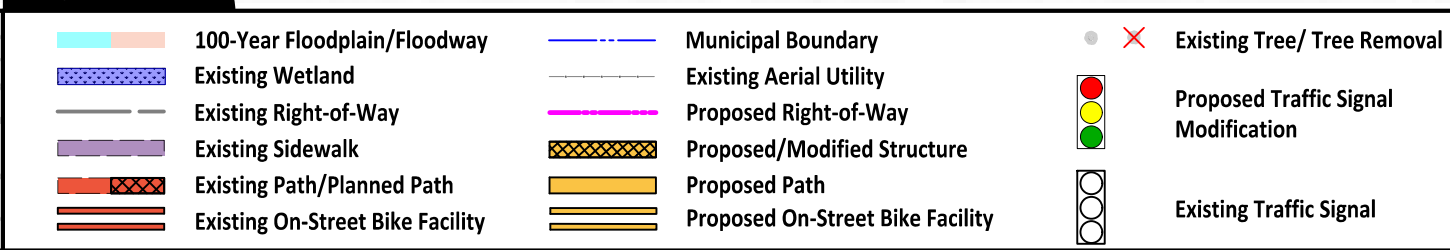
September 2024

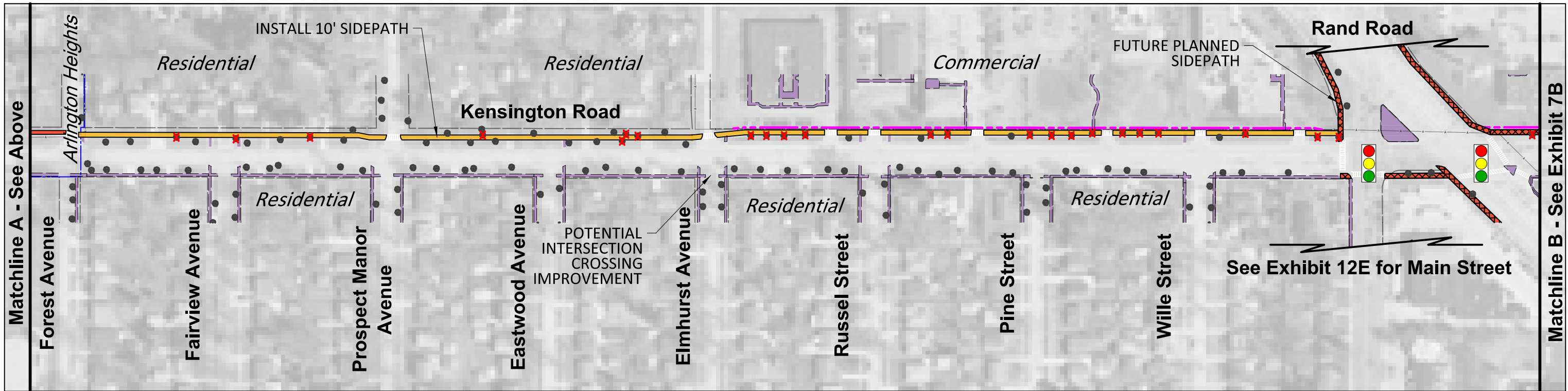


Key Map

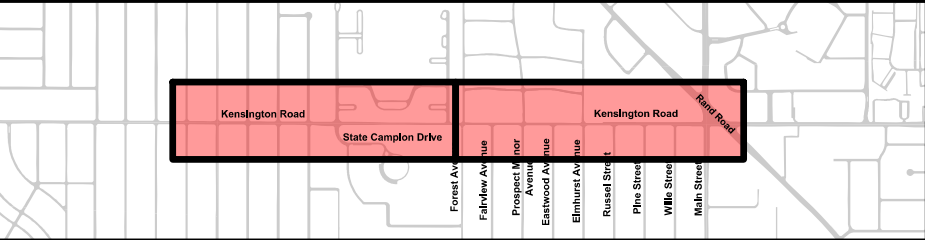


Legend





Key Map



Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
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	Existing Path/Planned Path		Proposed Path		
	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

Arterial Bike Network Study
Village of Mount Prospect

Kensington Road

Potential Bike Facility Alignment

0' 100' 200'

September 2024

Matchline B - See Exhibit 7A

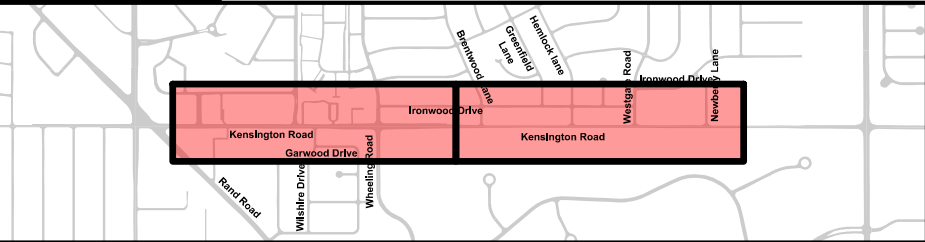
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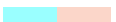
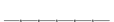
Matchline C - See Below

Matchline D - See Exhibit 7C

Key Map

Legend



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	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
	Existing Right-of-Way		Proposed Right-of-Way		Existing Traffic Signal
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	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

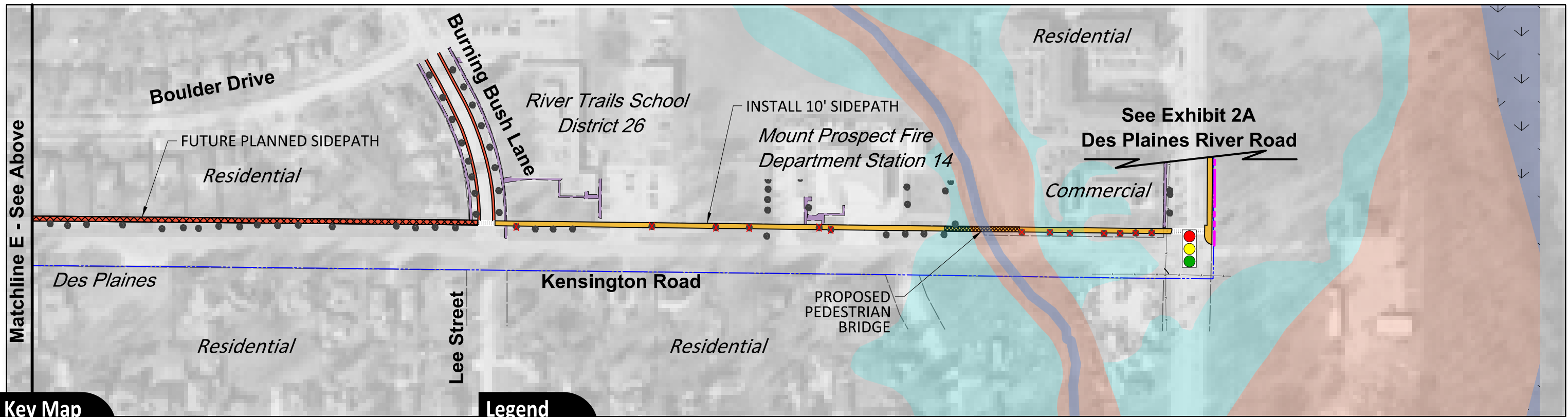
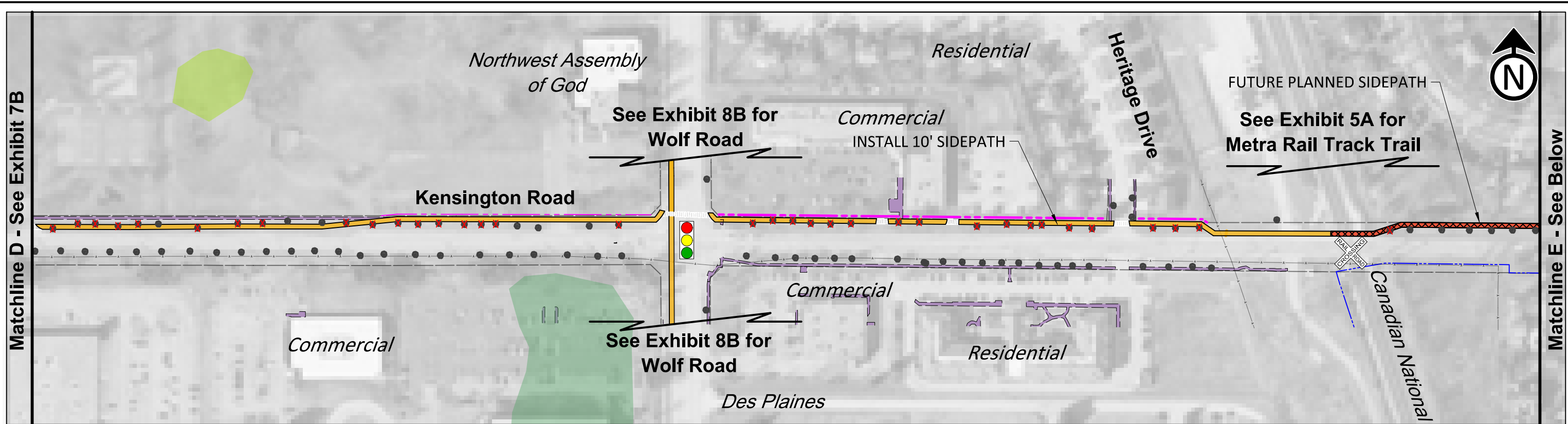
Arterial Bike Network Study
Village of Mount Prospect

Kensington Road

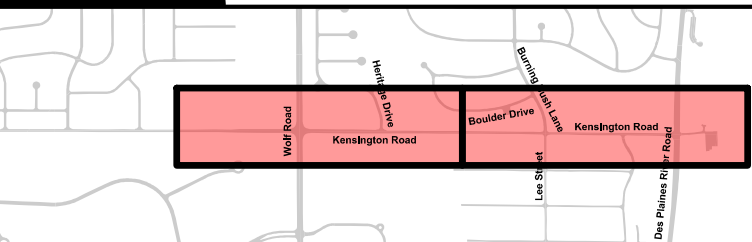
Potential Bike Facility Alignment

0' 100' 200'

September 2024



Key Map



Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
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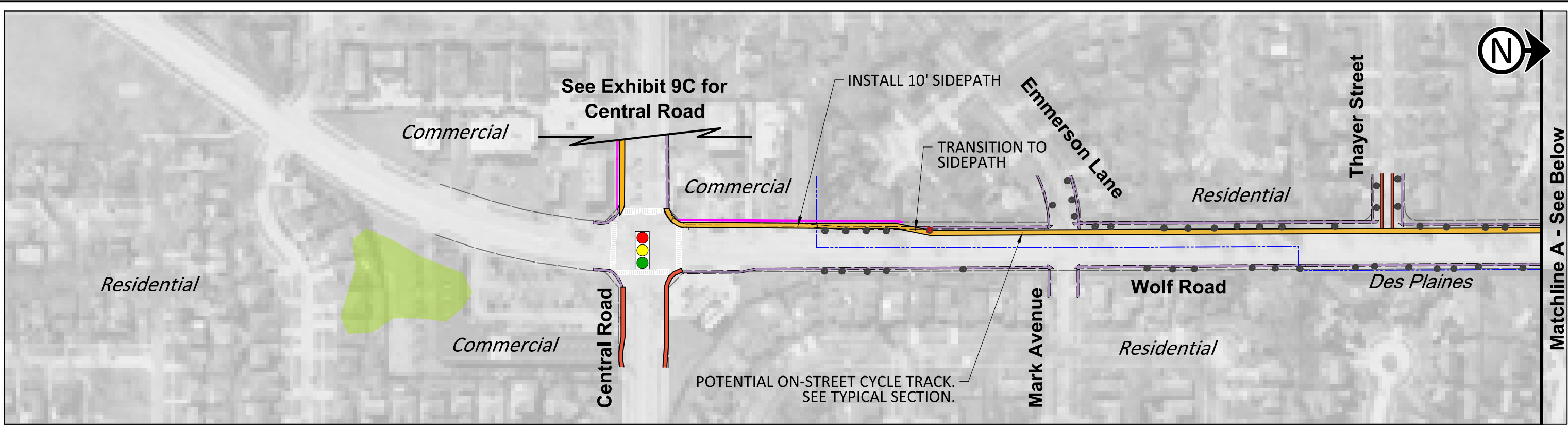
Arterial Bike Network Study
Village of Mount Prospect

Kensington Road

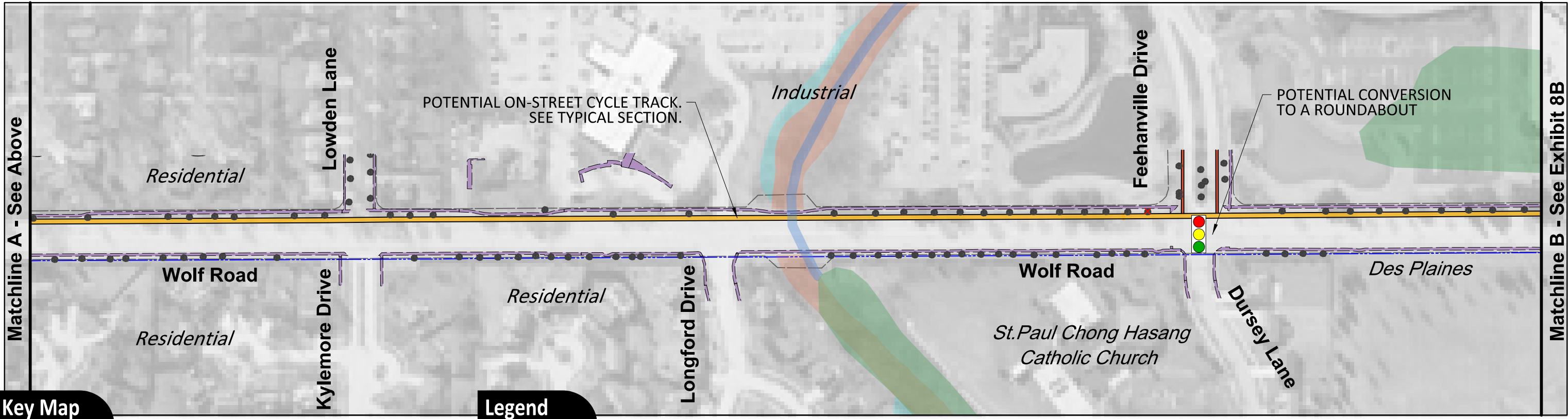
Potential Bike Facility Alignment

0' 100' 200'

September 2024



Matchline A - See Below



Matchline A - See Above

Matchline B - See Exhibit 8B

Key Map

Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
	Existing Right-of-Way		Proposed Right-of-Way		Existing Traffic Signal
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	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

Arterial Bike Network Study
Village of Mount Prospect

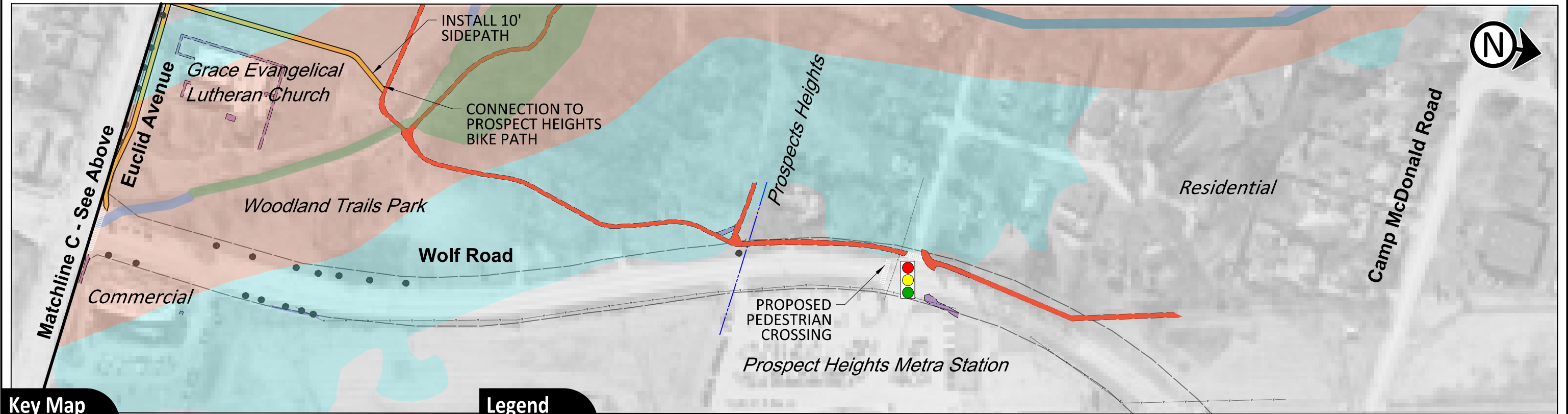
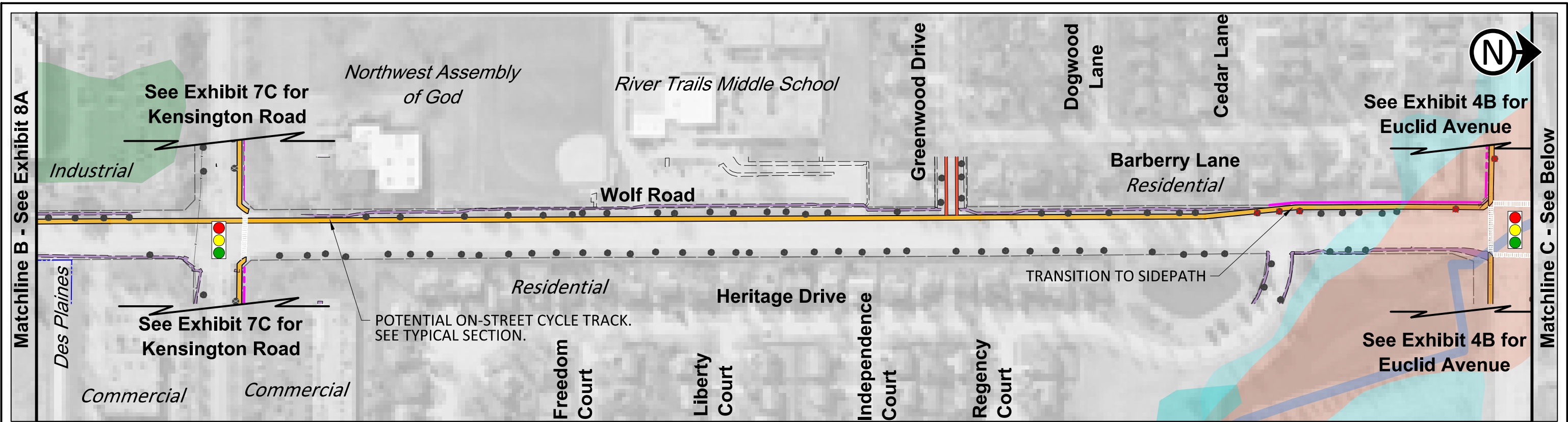
Wolf Road

Potential Bike Facility Alignment

September 2024

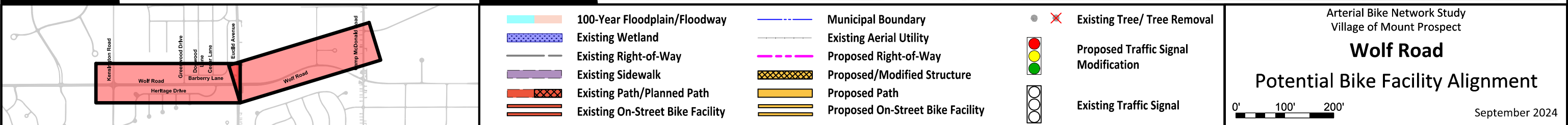
Exhibit 8A

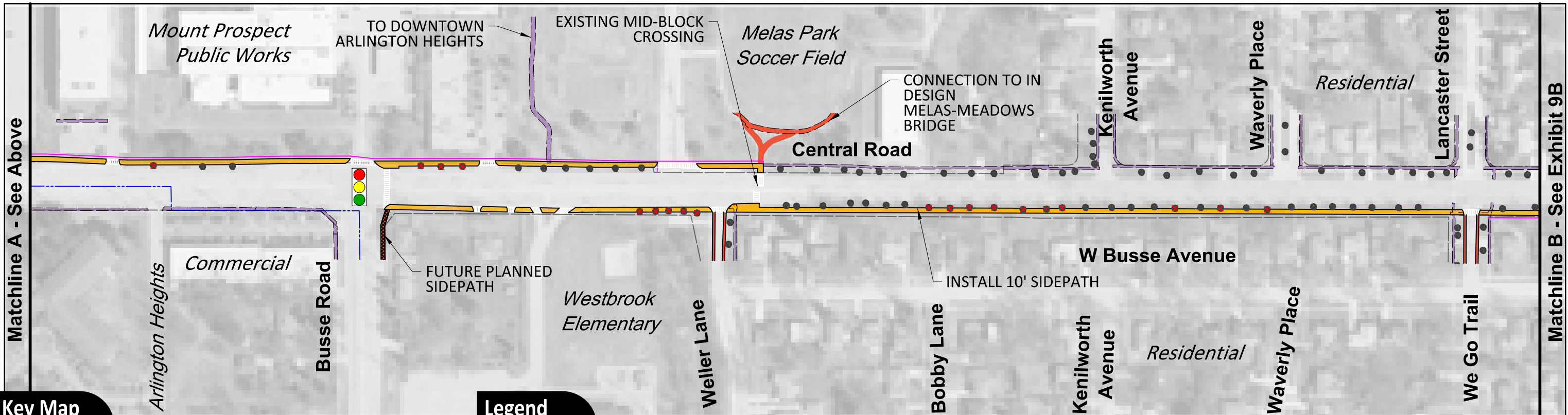
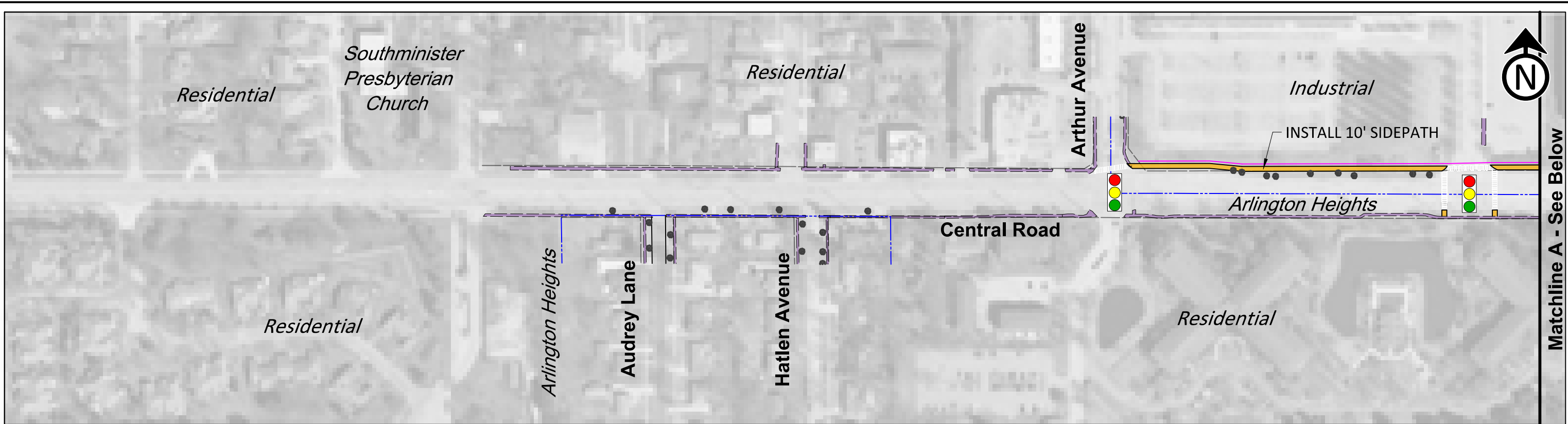
Page 138 of 225



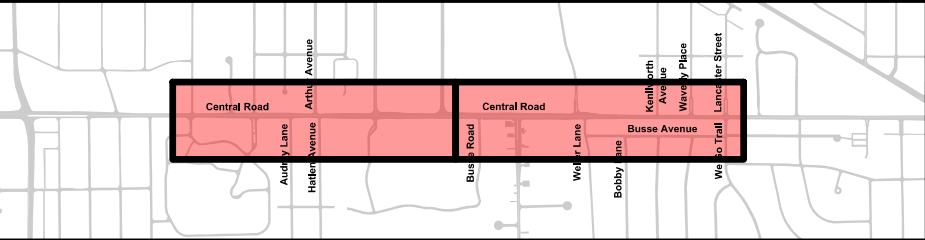
Key Map

Legend





Key Map



Legend

- | | | |
|----------------------------------|----------------------------------|--------------------------------------|
| 100-Year Floodplain/Floodway | Municipal Boundary | Existing Tree/ Tree Removal |
| Existing Wetland | Existing Aerial Utility | Proposed Traffic Signal Modification |
| Existing Right-of-Way | Proposed Right-of-Way | Existing Traffic Signal |
| Existing Sidewalk | Proposed/Modified Structure | |
| Existing Path/Planned Path | Proposed Path | |
| Existing On-Street Bike Facility | Proposed On-Street Bike Facility | |

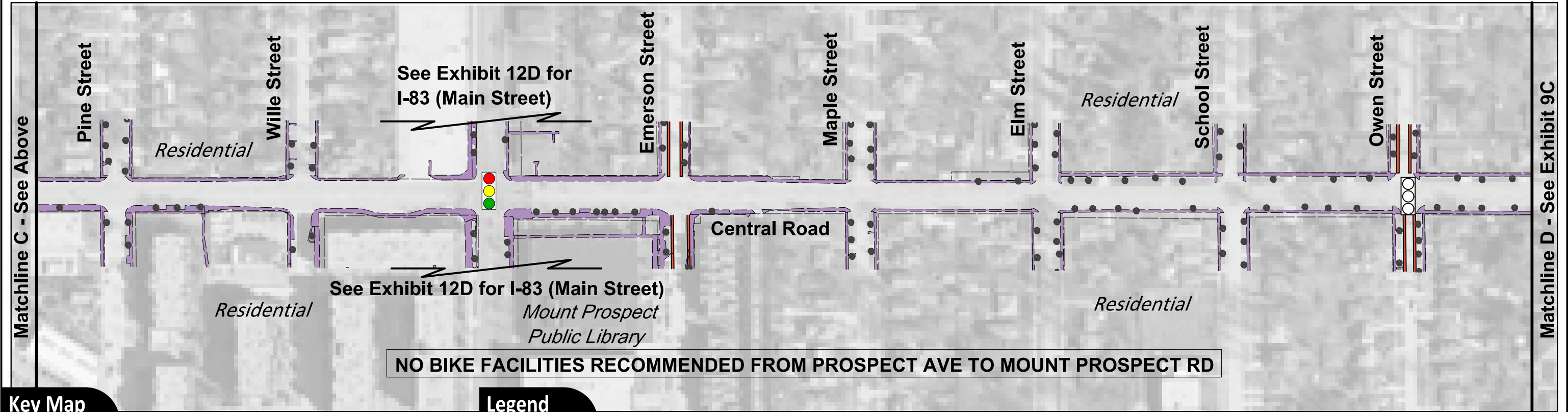
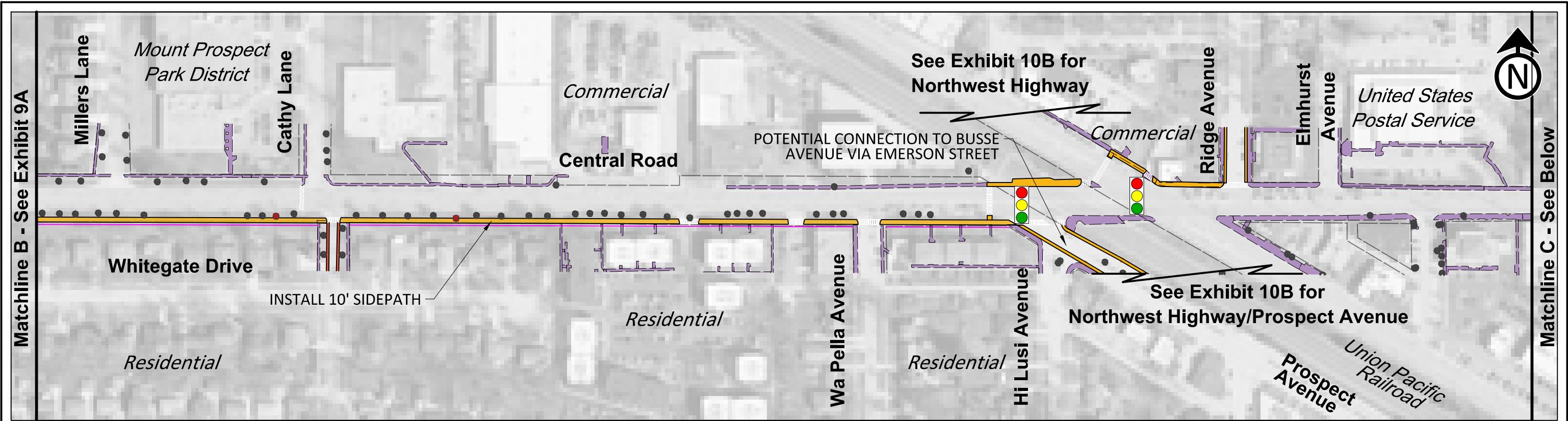
Arterial Bike Network Study
Village of Mount Prospect

Central Road

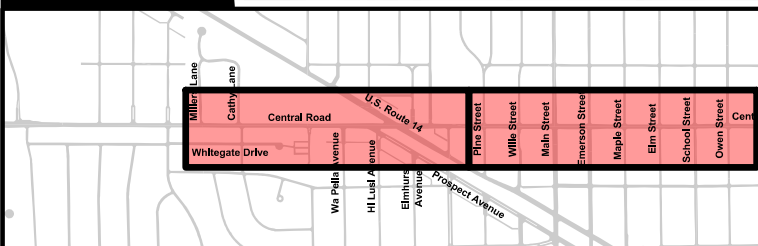
Potential Bike Facility Alignment

0' 100' 200'

September 2024



Key Map



Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
	Existing Right-of-Way		Proposed Right-of-Way		Existing Traffic Signal
	Existing Sidewalk		Proposed/Modified Structure		
	Existing Path/Planned Path		Proposed Path		
	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

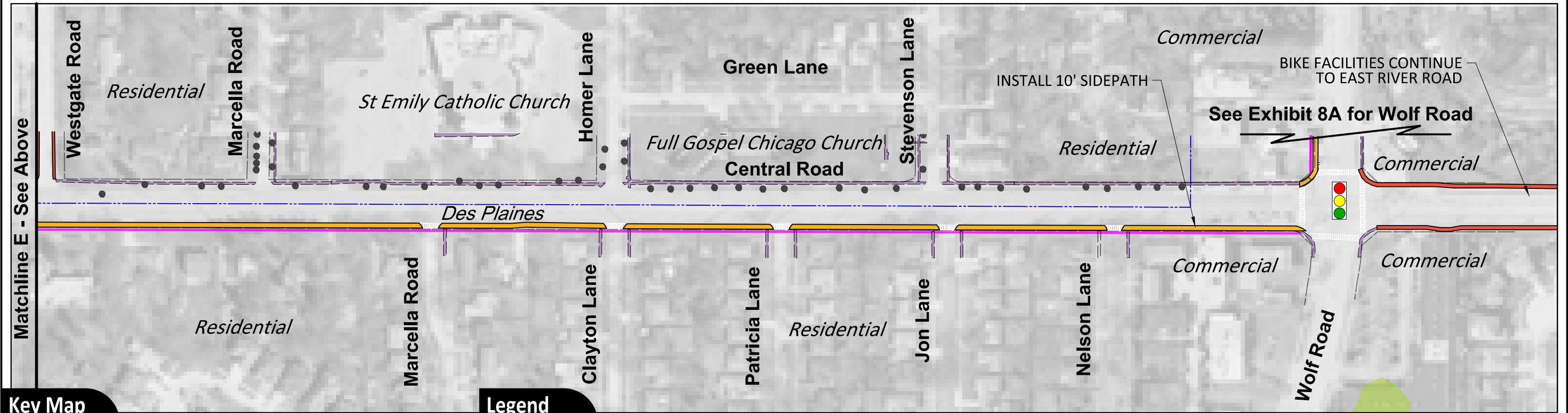
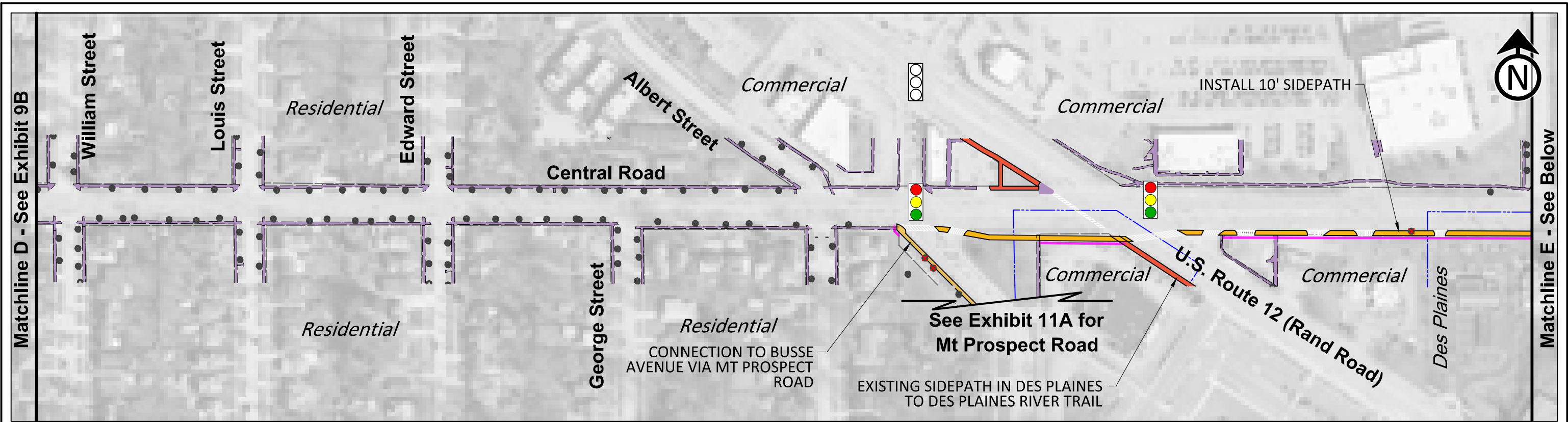
Arterial Bike Network Study
Village of Mount Prospect

Central Road

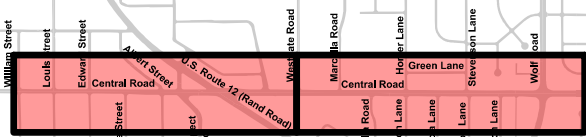
Potential Bike Facility Alignment

0' 100' 200'

September 2024



Key Map



Legend

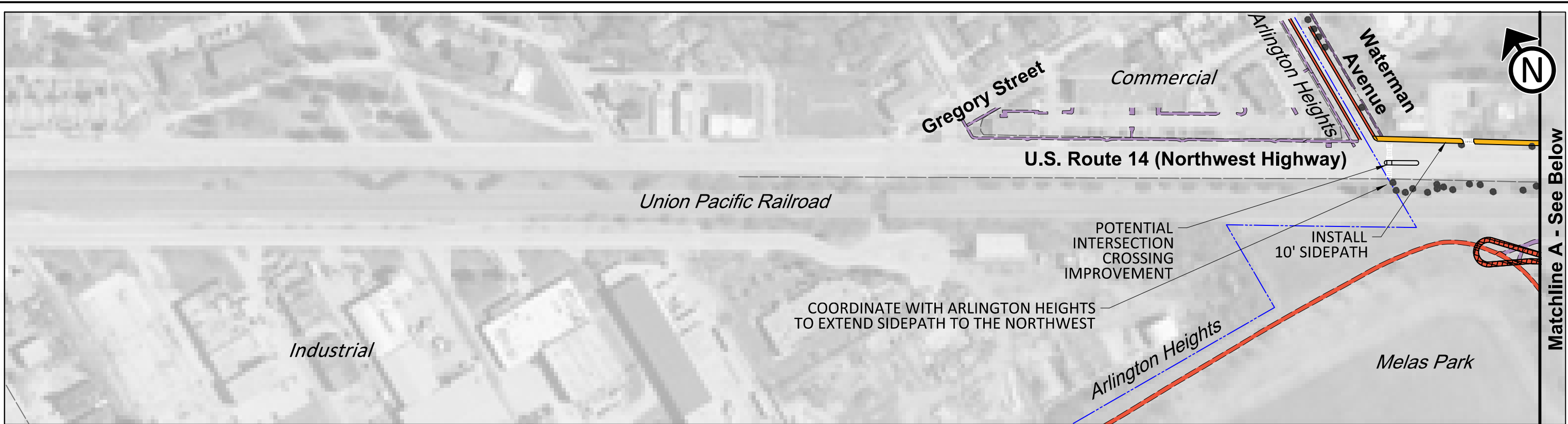
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|----------------------------------|----------------------------------|--------------------------------------|
| 100-Year Floodplain/Floodway | Municipal Boundary | Existing Tree/ Tree Removal |
| Existing Wetland | Existing Aerial Utility | Proposed Traffic Signal Modification |
| Existing Right-of-Way | Proposed Right-of-Way | Existing Traffic Signal |
| Existing Sidewalk | Proposed/Modified Structure | |
| Existing Path/Planned Path | Proposed Path | |
| Existing On-Street Bike Facility | Proposed On-Street Bike Facility | |

Arterial Bike Network Study
Village of Mount Prospect

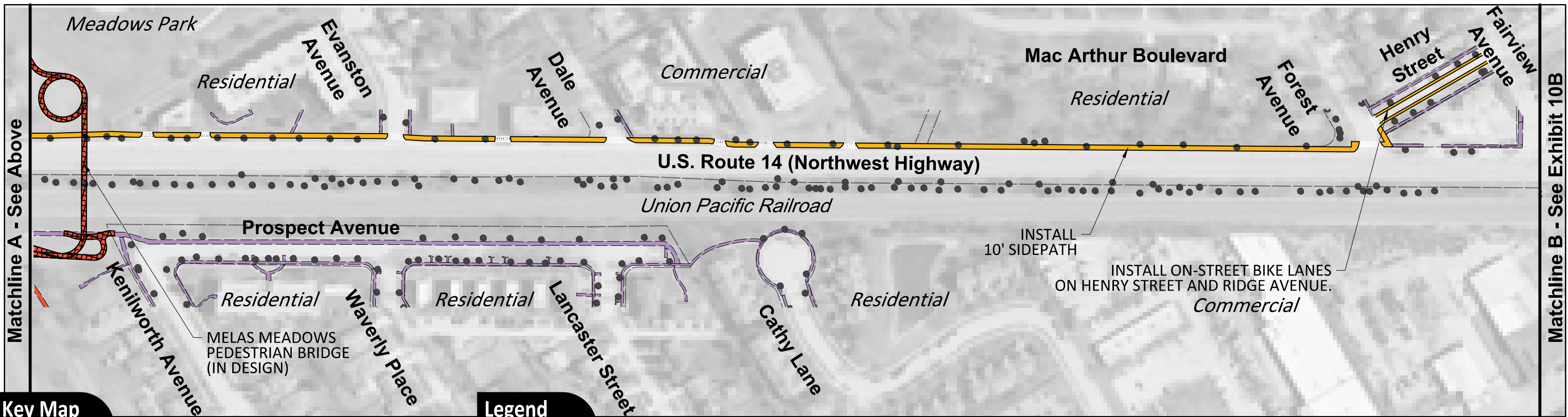
Central Road Potential Bike Facility Alignment

0' 100' 200'

September 2024



Matchline A - See Below



Matchline A - See Above

Matchline B - See Exhibit 10B

Key Map



Legend

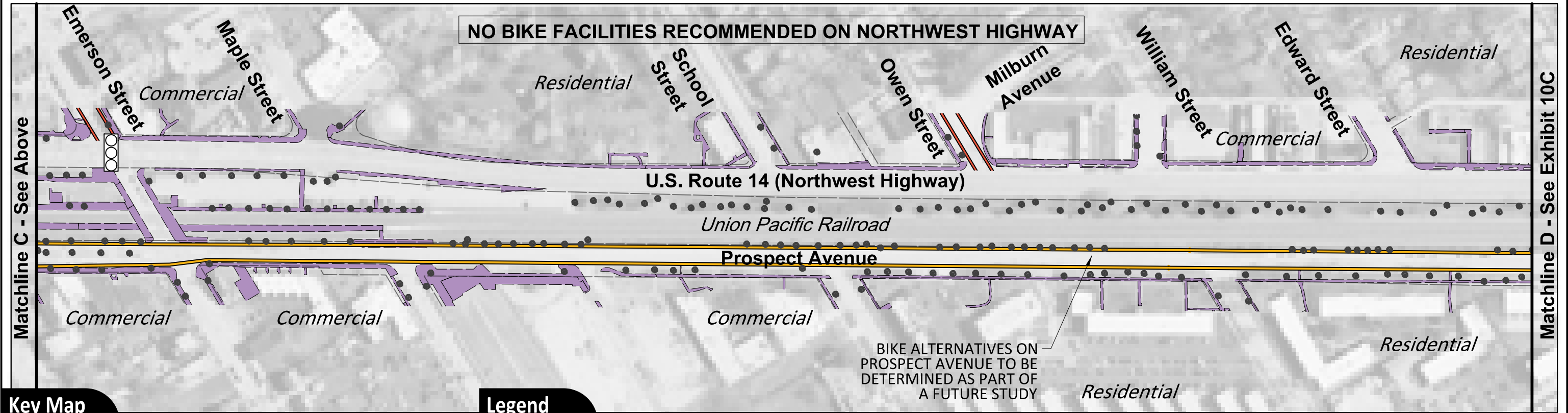
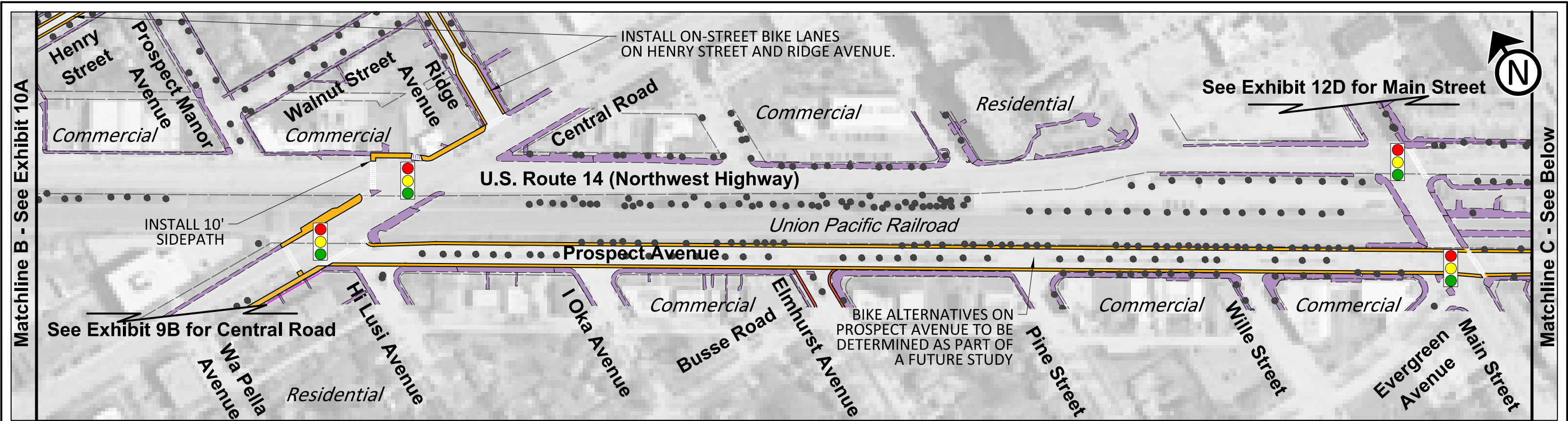
	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
	Existing Right-of-Way		Proposed Right-of-Way		Existing Traffic Signal
	Existing Sidewalk		Proposed/Modified Structure		
	Existing Path/Planned Path		Proposed Path		
	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

Arterial Bike Network Study
Village of Mount Prospect

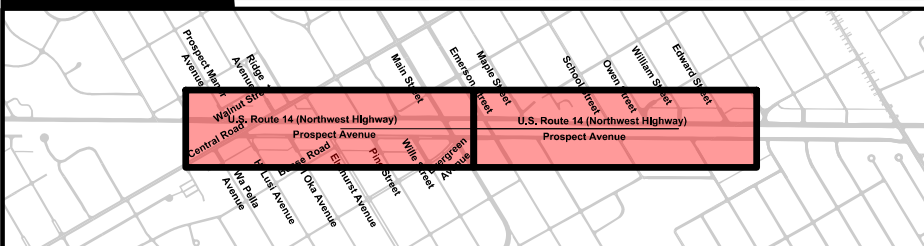
Northwest Highway/Prospect Avenue Potential Bike Facility Alignment

0' 100' 200'

September 2024



Key Map



Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
	Existing Right-of-Way		Proposed Right-of-Way		Existing Traffic Signal
	Existing Sidewalk		Proposed/Modified Structure		
	Existing Path/Planned Path		Proposed Path		
	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

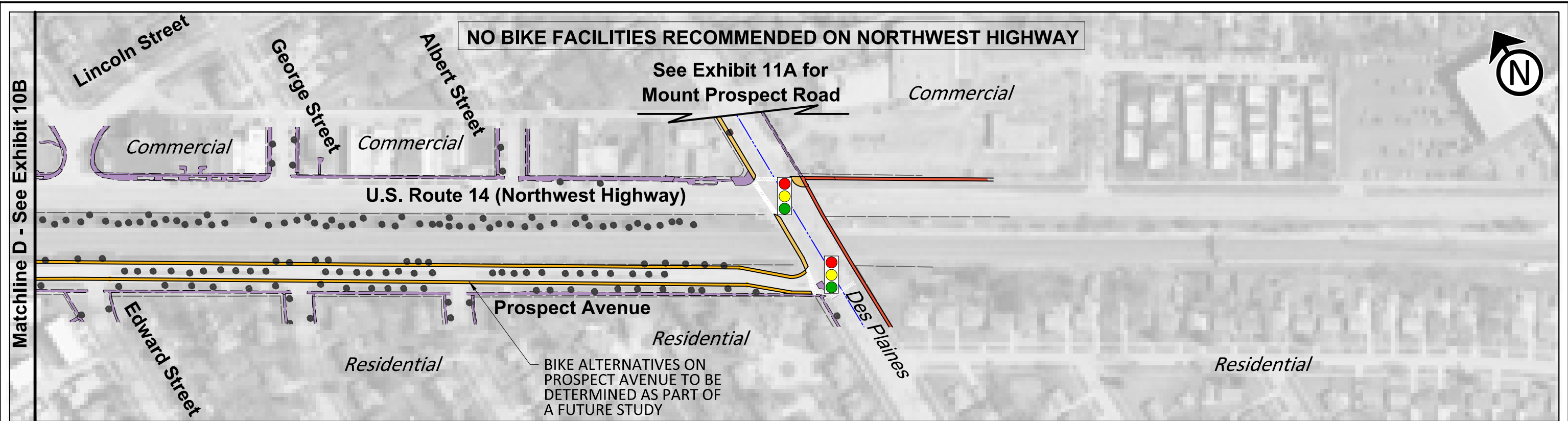
Arterial Bike Network Study
Village of Mount Prospect

Northwest Highway/Prospect Avenue

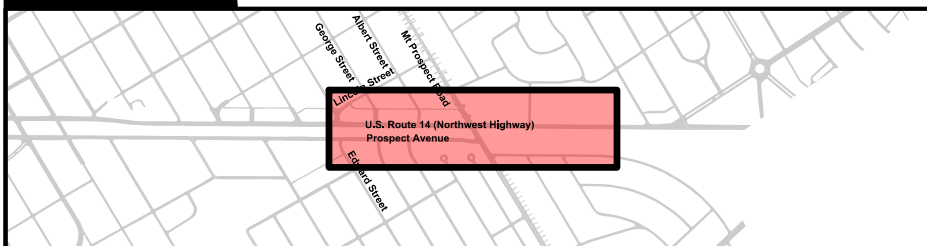
Potential Bike Facility Alignment

0' 100' 200'

September 2024



Key Map



Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
	Existing Right-of-Way		Proposed Right-of-Way		Existing Traffic Signal
	Existing Sidewalk		Proposed/Modified Structure		
	Existing Path/Planned Path		Proposed Path		
	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

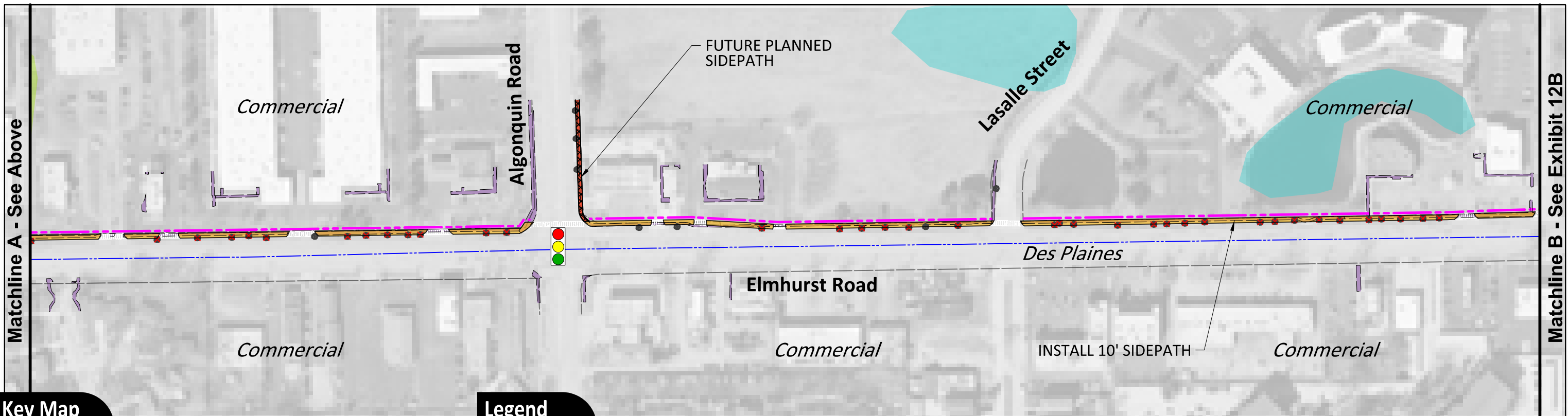
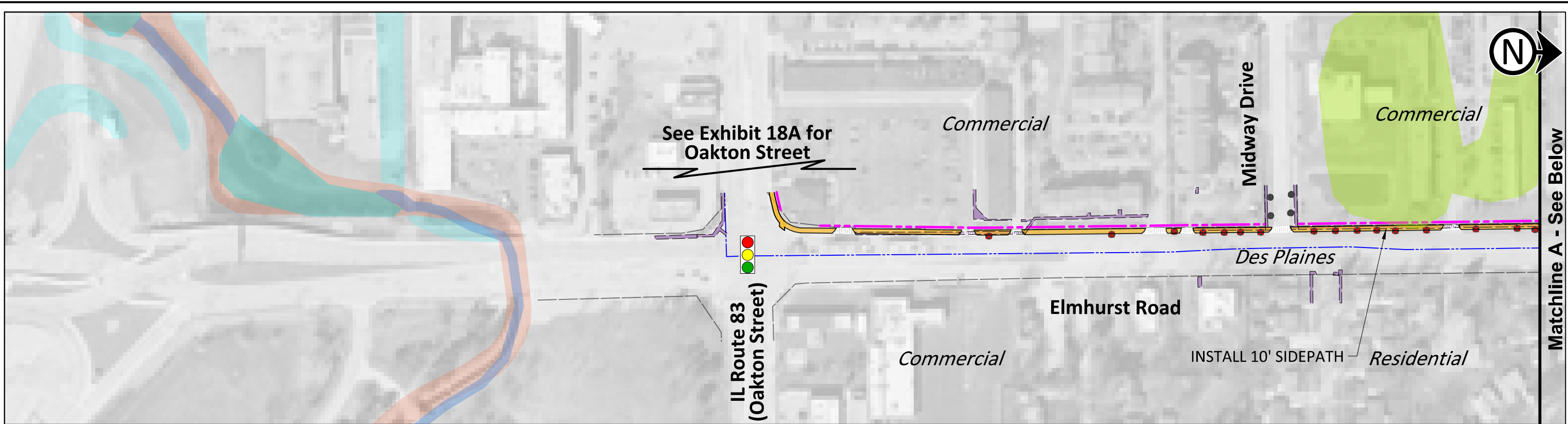
Arterial Bike Network Study
Village of Mount Prospect

Northwest Highway/Prospect Avenue

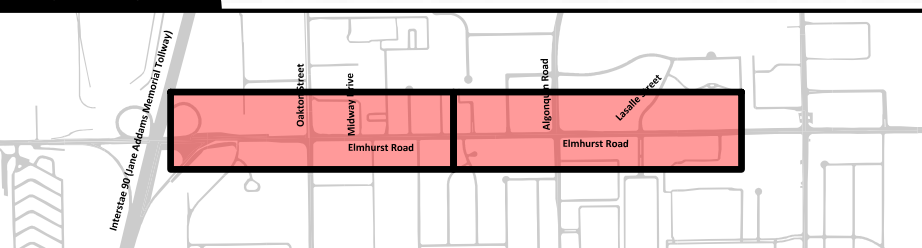
Potential Bike Facility Alignment

0' 100' 200'

September 2024



Key Map



Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
	Existing Right-of-Way		Proposed Right-of-Way		Existing Traffic Signal
	Existing Sidewalk		Proposed/Modified Structure		
	Existing Path/Planned Path		Proposed Path		
	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

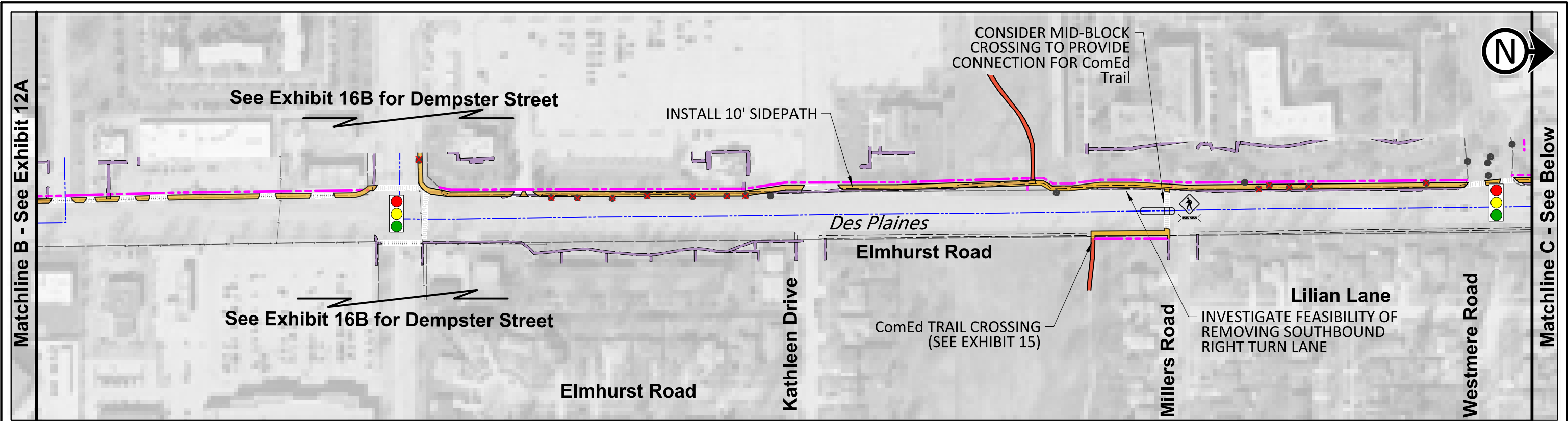
Arterial Bike Network Study
Village of Mount Prospect

Elmhurst Road

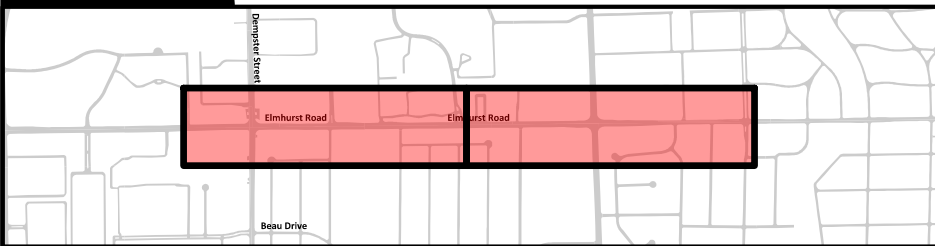
Potential Bike Facility Alignment

0' 100' 200'

September 2024



Key Map



Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
	Existing Right-of-Way		Proposed Right-of-Way		Existing Traffic Signal
	Existing Sidewalk		Proposed/Modified Structure		
	Existing Path/Planned Path		Proposed Path		
	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

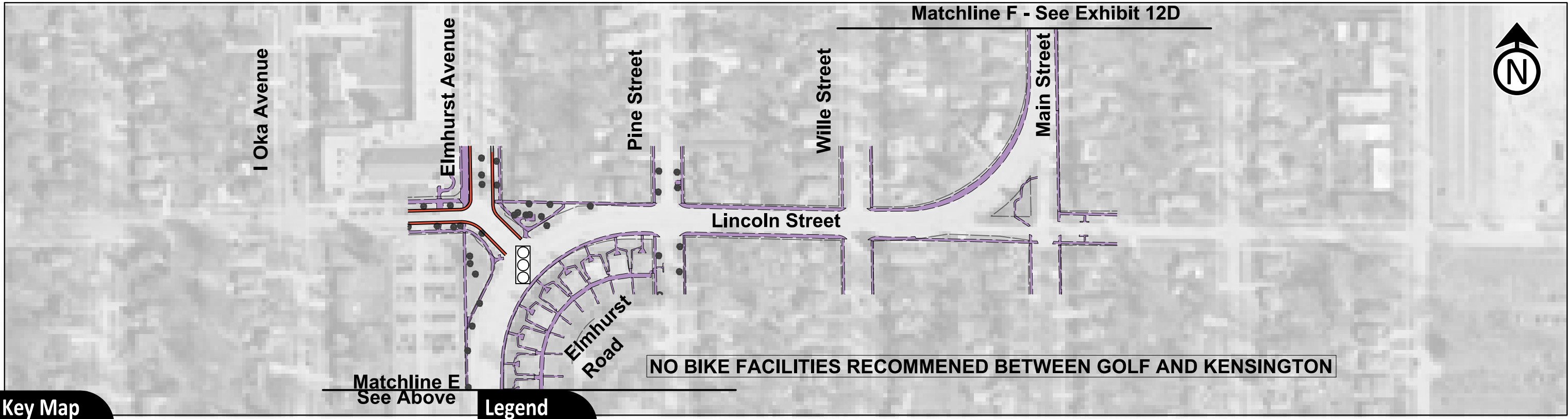
Arterial Bike Network Study
Village of Mount Prospect

Elmhurst Road

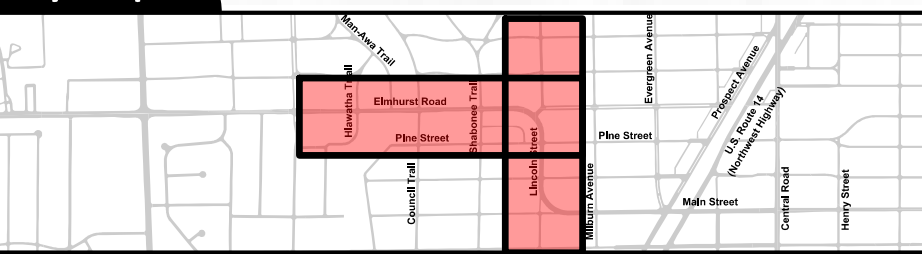
Potential Bike Facility Alignment

0' 100' 200'

September 2024



Key Map



Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
	Existing Right-of-Way		Proposed Right-of-Way		Existing Traffic Signal
	Existing Sidewalk		Proposed/Modified Structure		
	Existing Path/Planned Path		Proposed Path		
	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

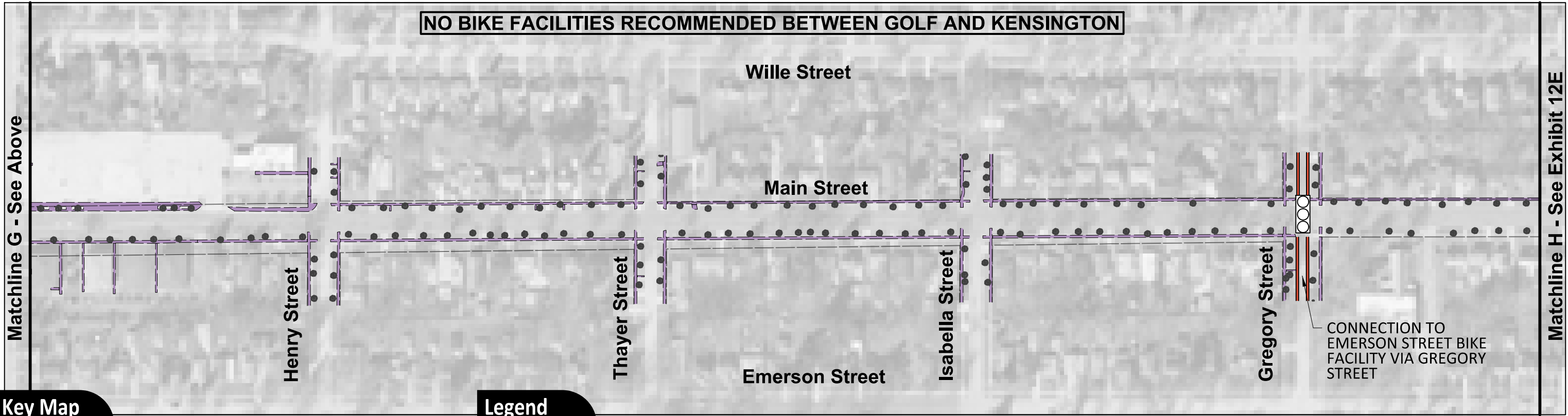
Arterial Bike Network Study
Village of Mount Prospect

Elmhurst Road

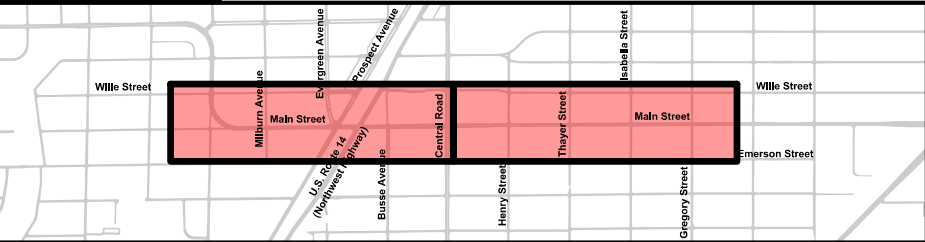
Potential Bike Facility Alignment

0' 100' 200'

September 2024



Key Map



Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
	Existing Right-of-Way		Proposed Right-of-Way		Existing Traffic Signal
	Existing Sidewalk		Proposed/Modified Structure		
	Existing Path/Planned Path		Proposed Path		
	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

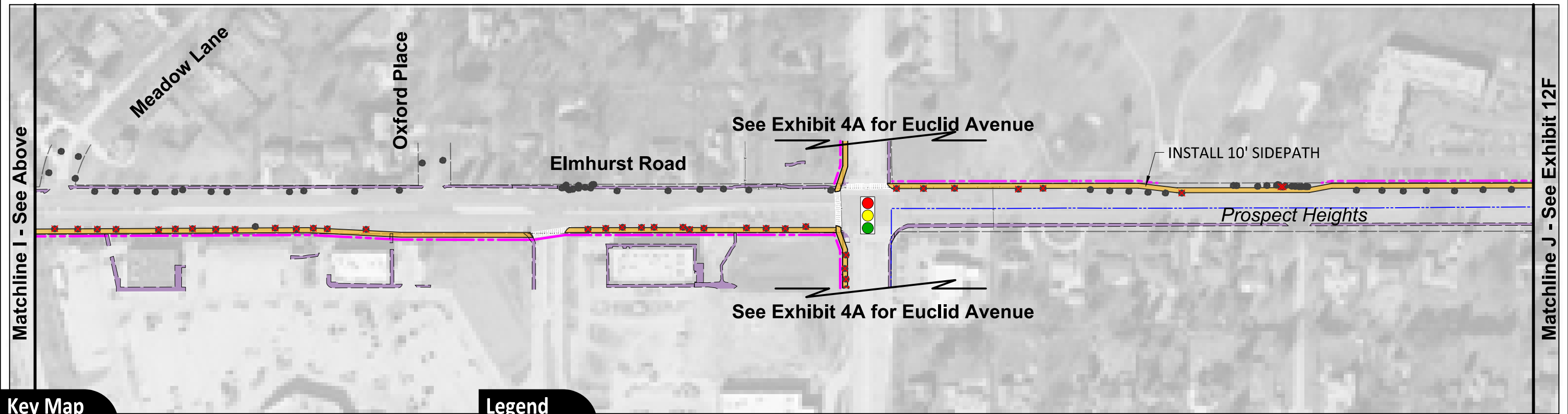
Arterial Bike Network Study
Village of Mount Prospect

Elmhurst Road

Potential Bike Facility Alignment

0' 100' 200'

September 2024



Key Map

The key map shows a grid of streets including Memory Lane, Highland Street, Wille Street, Main Street, Emerson Street, Oxford Place, U.S. Route 12 (Rand Road), Meadow Lane, and Elmhurst Avenue. A red shaded rectangle highlights the area covered by Exhibits 12D, 12E, and 12F.

Legend

100-Year Floodplain/Floodway	Municipal Boundary	Existing Tree/ Tree Removal
Existing Wetland	Existing Aerial Utility	Proposed Traffic Signal Modification
Existing Right-of-Way	Proposed Right-of-Way	Existing Traffic Signal
Existing Sidewalk	Proposed/Modified Structure	
Existing Path/Planned Path	Proposed Path	
Existing On-Street Bike Facility	Proposed On-Street Bike Facility	

Arterial Bike Network Study
Village of Mount Prospect

Elmhurst Road

Potential Bike Facility Alignment

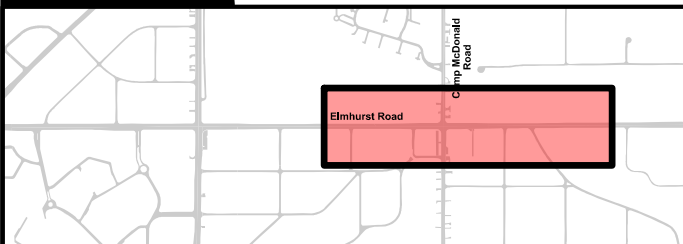
0' 100' 200'

September 2024

Matchline J - See Exhibit 12E



Key Map



Legend

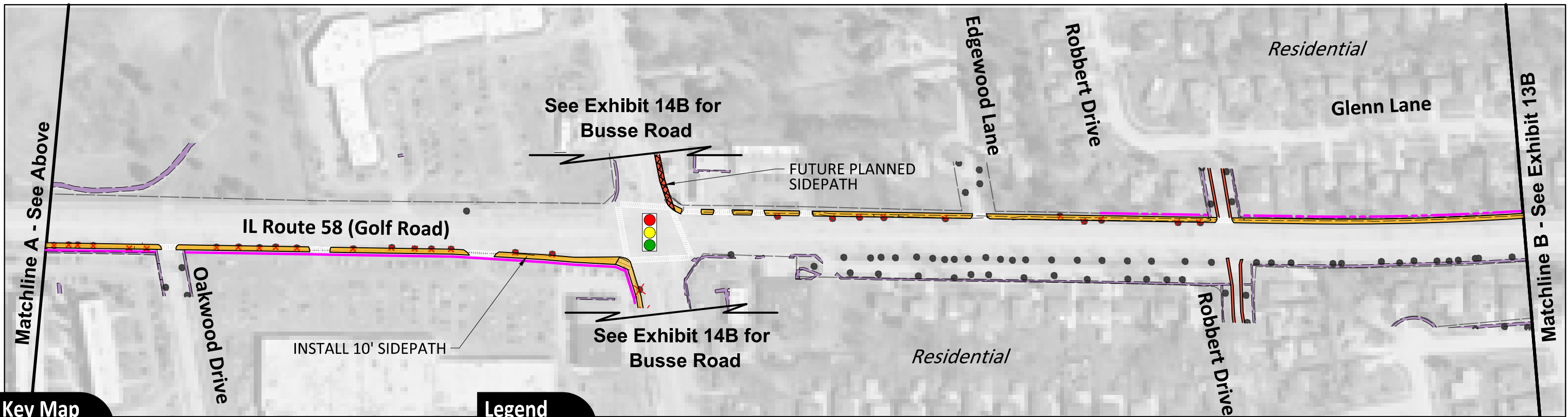
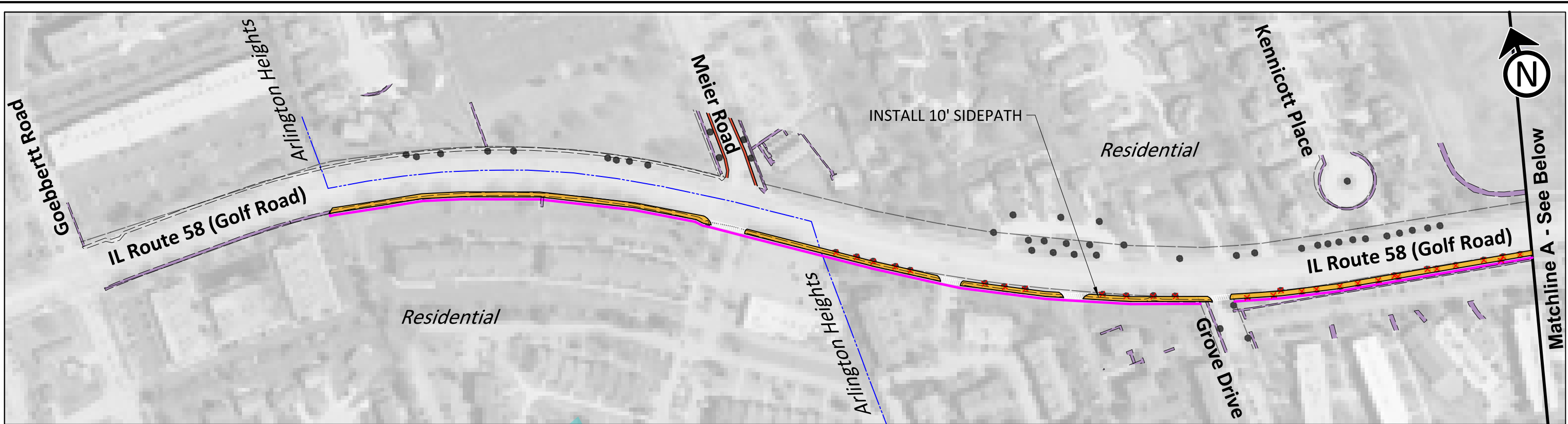
	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
	Existing Right-of-Way		Proposed Right-of-Way		Existing Traffic Signal
	Existing Sidewalk		Proposed/Modified Structure		
	Existing Path/Planned Path		Proposed Path		
	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

Arterial Bike Network Study
Village of Mount Prospect

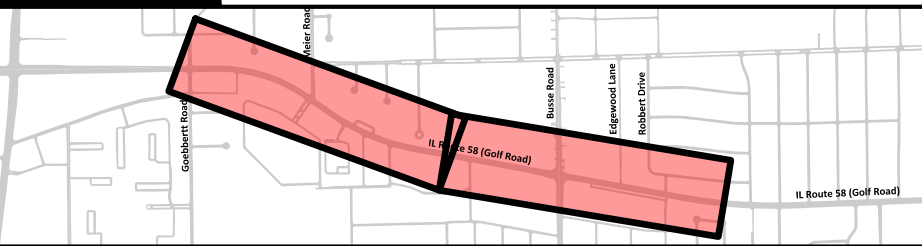
Elmhurst Road Potential Bike Facility Alignment

0' 100' 200'

September 2024



Key Map



Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
	Existing Right-of-Way		Proposed Right-of-Way		Existing Traffic Signal
	Existing Sidewalk		Proposed/Modified Structure		
	Existing Path/Planned Path		Proposed Path		
	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

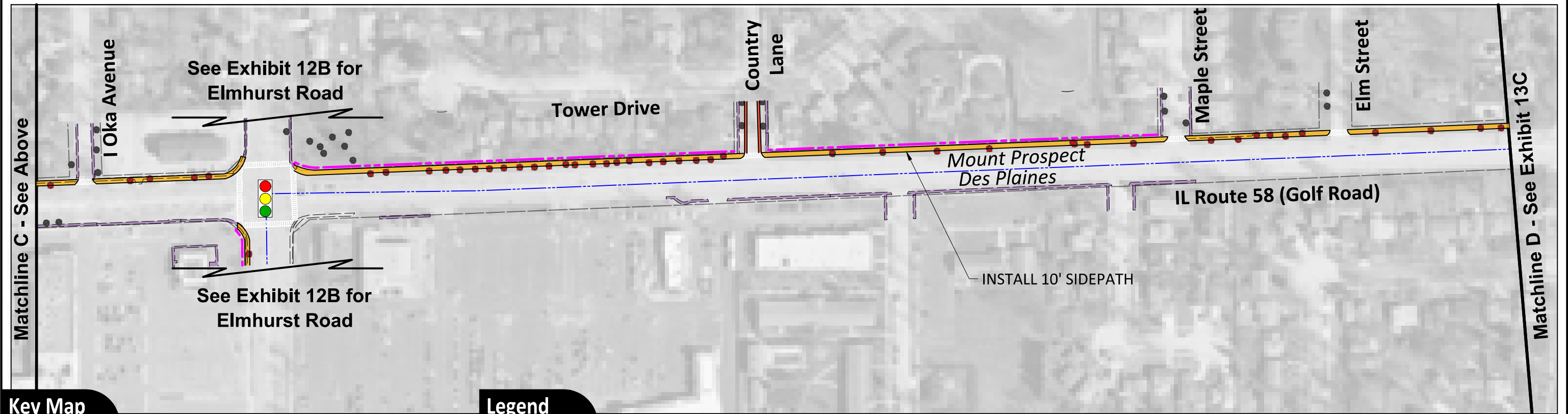
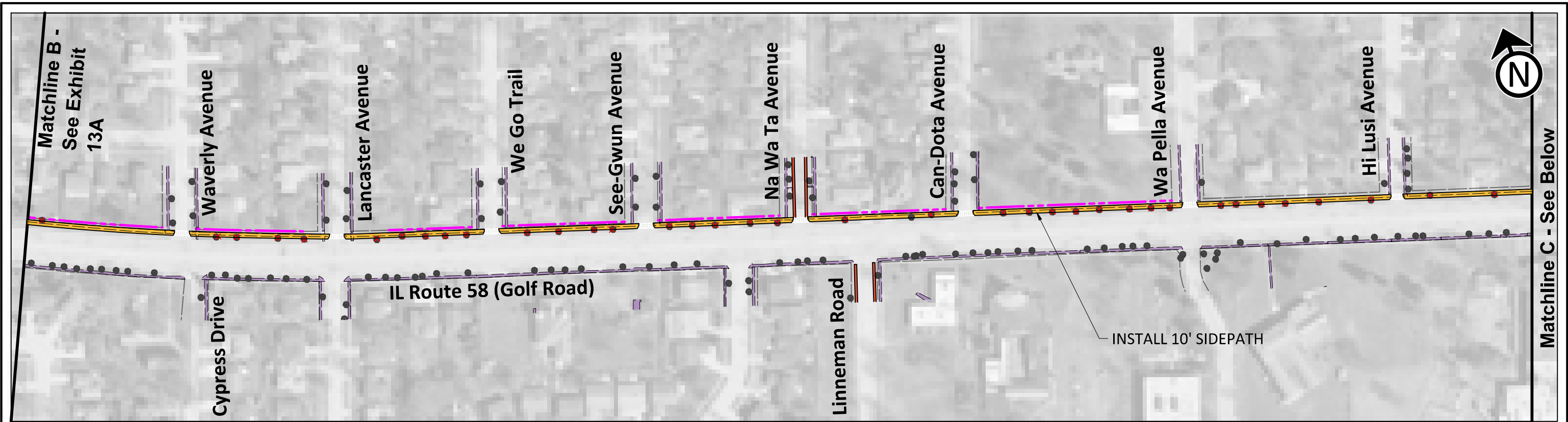
Arterial Bike Network Study
Village of Mount Prospect

Golf Road

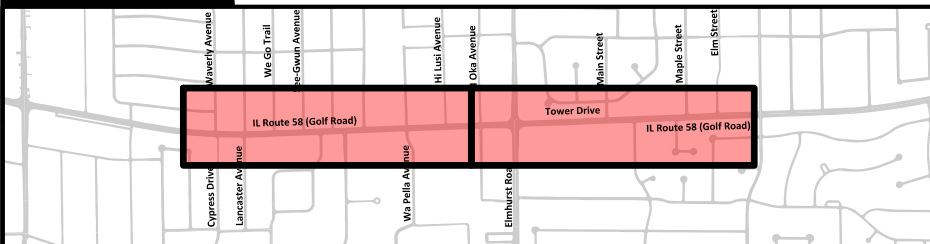
Potential Bike Facility Alignment

0' 100' 200'

September 2024



Key Map



Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
	Existing Right-of-Way		Proposed Right-of-Way		Existing Traffic Signal
	Existing Sidewalk		Proposed/Modified Structure		
	Existing Path/Planned Path		Proposed Path		
	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

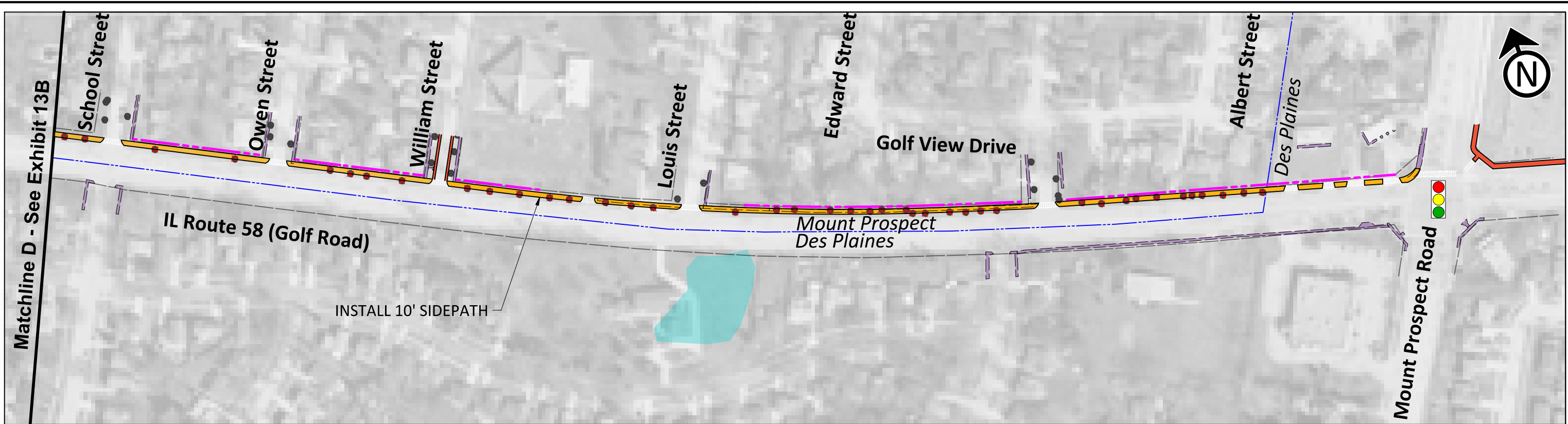
Arterial Bike Network Study
Village of Mount Prospect

Golf Road

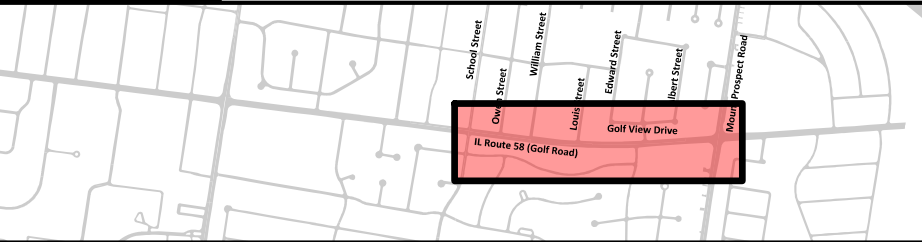
Potential Bike Facility Alignment

0' 100' 200'

September 2024



Key Map



Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
	Existing Right-of-Way		Proposed Right-of-Way		Existing Traffic Signal
	Existing Sidewalk		Proposed/Modified Structure		
	Existing Path/Planned Path		Proposed Path		
	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

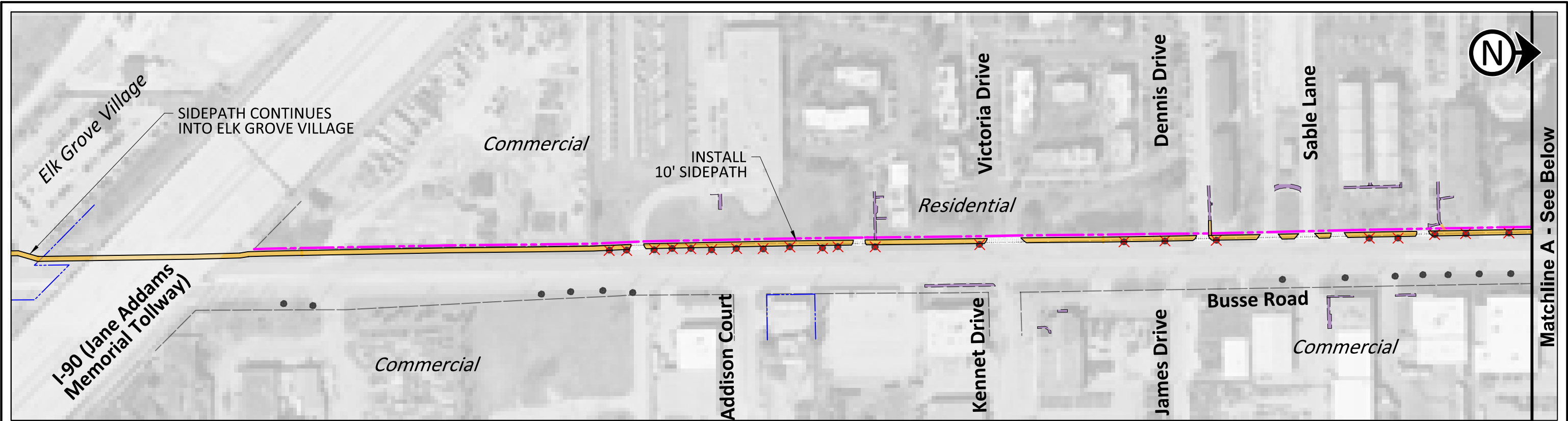
Arterial Bike Network Study
Village of Mount Prospect

Golf Road

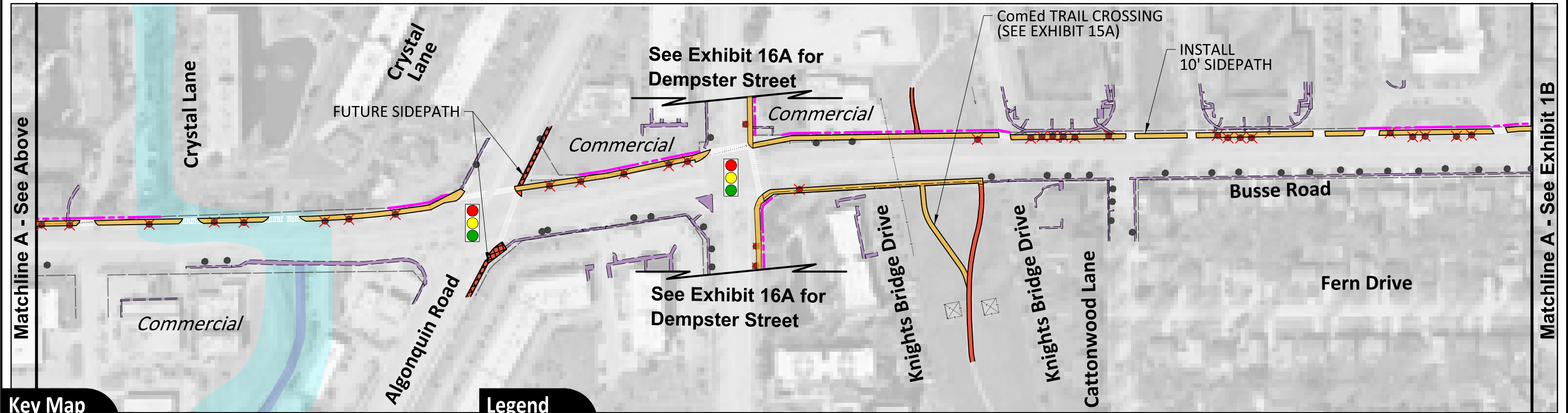
Potential Bike Facility Alignment

0' 100' 200'

September 2024

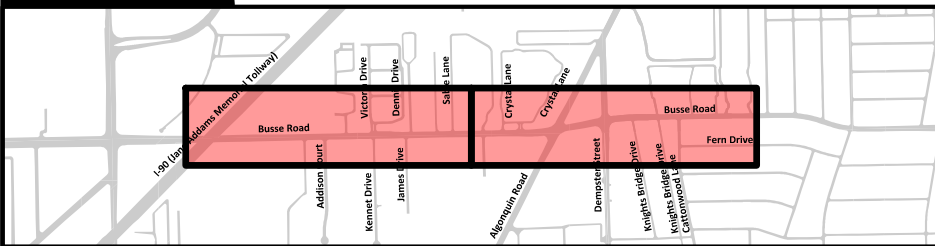


Matchline A - See Below



Matchline A - See Exhibit 1B

Key Map



Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
	Existing Right-of-Way		Proposed Right-of-Way		Existing Traffic Signal
	Existing Sidewalk		Proposed/Modified Structure		
	Existing Path/Planned Path		Proposed Path		
	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

Arterial Bike Network Study
Village of Mount Prospect

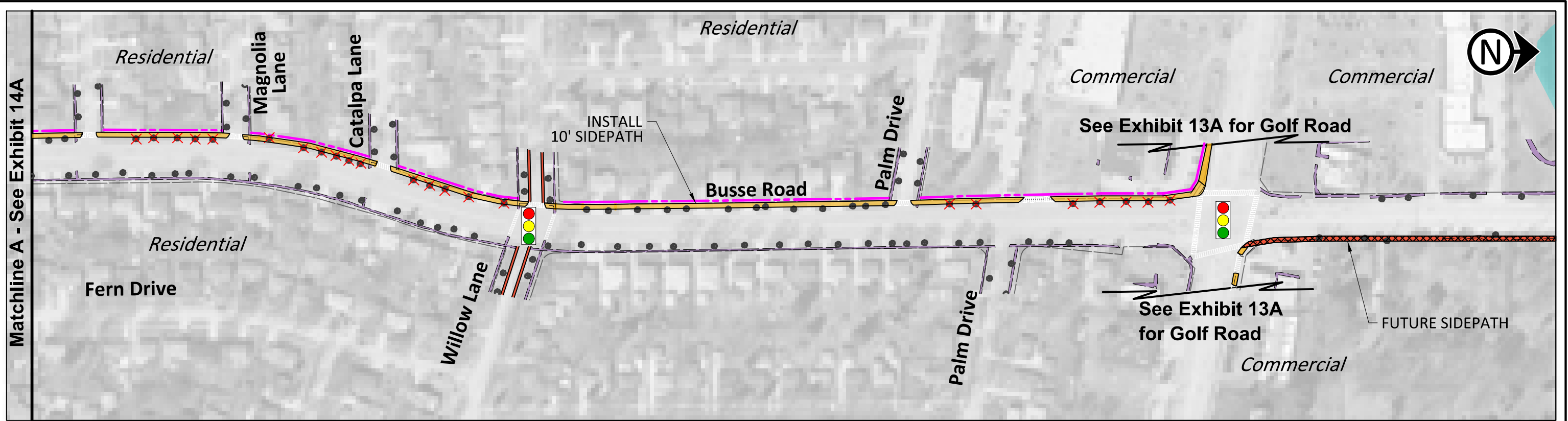
Busse Road

Potential Bike Facility Alignment

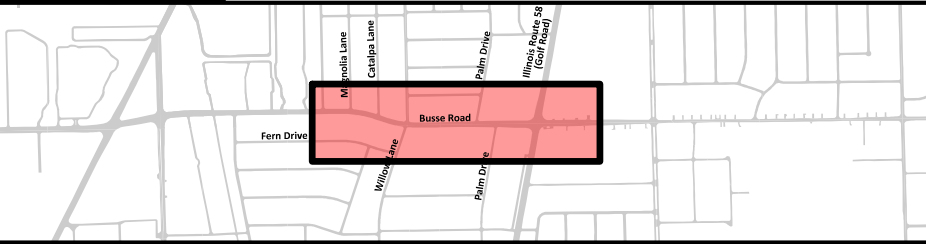
0' 100' 200'

September 2024

Matchline A - See Exhibit 14A



Key Map



Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
	Existing Right-of-Way		Proposed Right-of-Way		Existing Traffic Signal
	Existing Sidewalk		Proposed/Modified Structure		
	Existing Path/Planned Path		Proposed Path		
	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

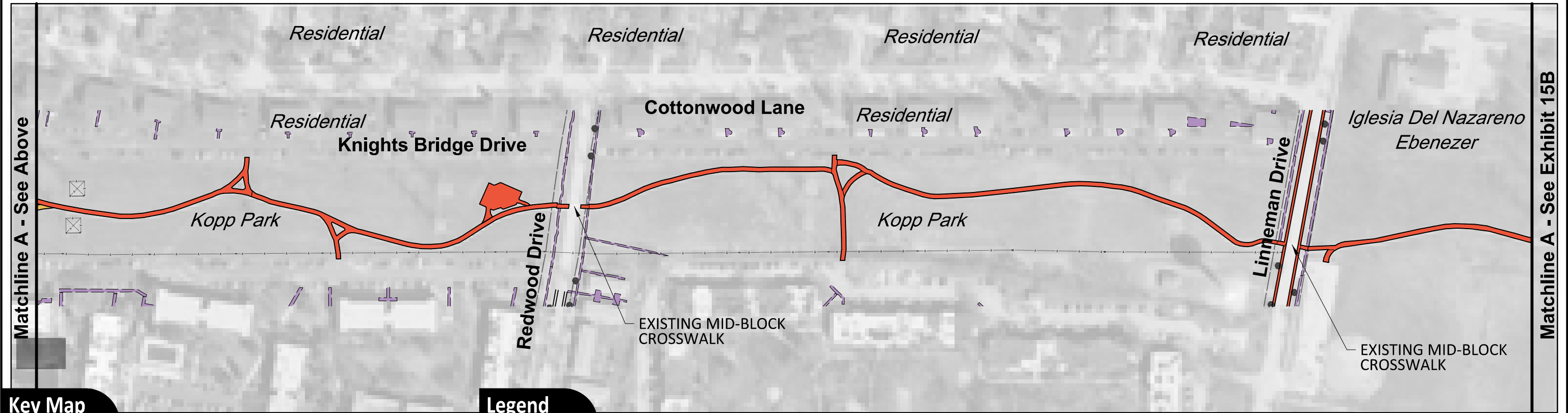
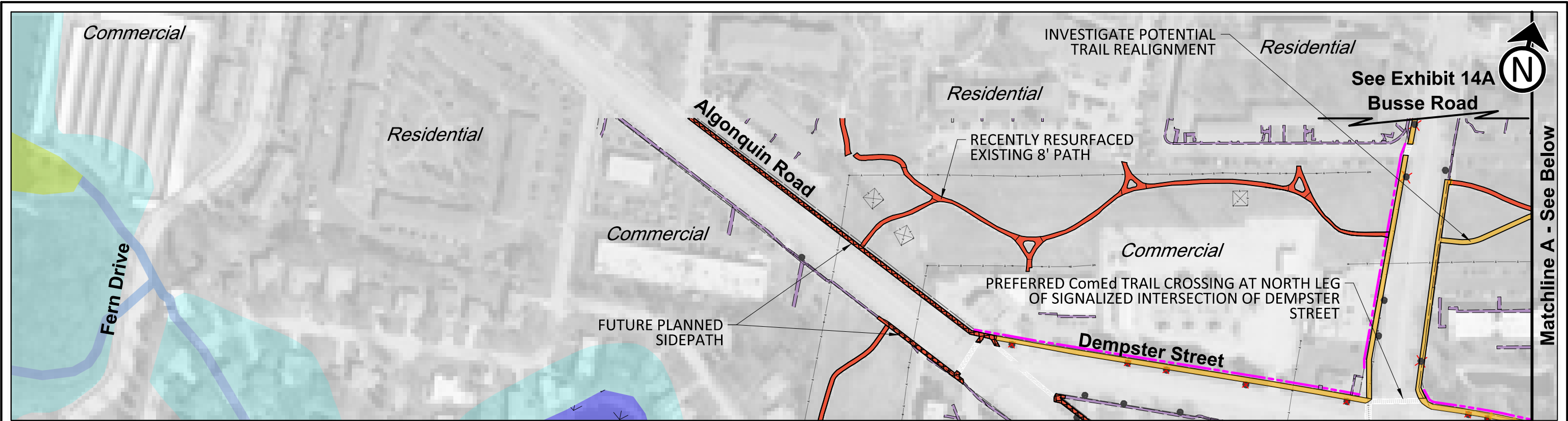
Arterial Bike Network Study
Village of Mount Prospect

Busse Road

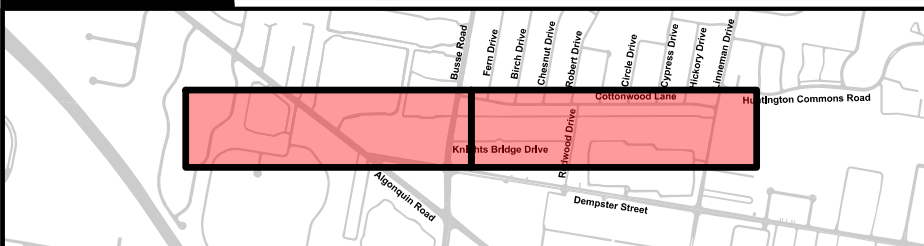
Potential Bike Facility Alignment

0' 100' 200'

September 2024



Key Map



Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
	Existing Right-of-Way		Proposed Right-of-Way		Existing Traffic Signal
	Existing Sidewalk		Proposed/Modified Structure		
	Existing Path/Planned Path		Proposed Path		
	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

Arterial Bike Network Study
Village of Mount Prospect

ComEd Trail

Potential Bike Facility Alignment

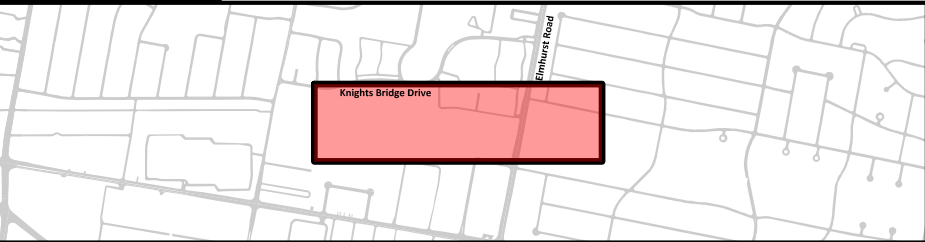
0' 100' 200'

September 2024



Key Map

Legend



	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
	Existing Right-of-Way		Proposed Right-of-Way		Existing Traffic Signal
	Existing Sidewalk		Proposed/Modified Structure		
	Existing Path/Planned Path		Proposed Path		
	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

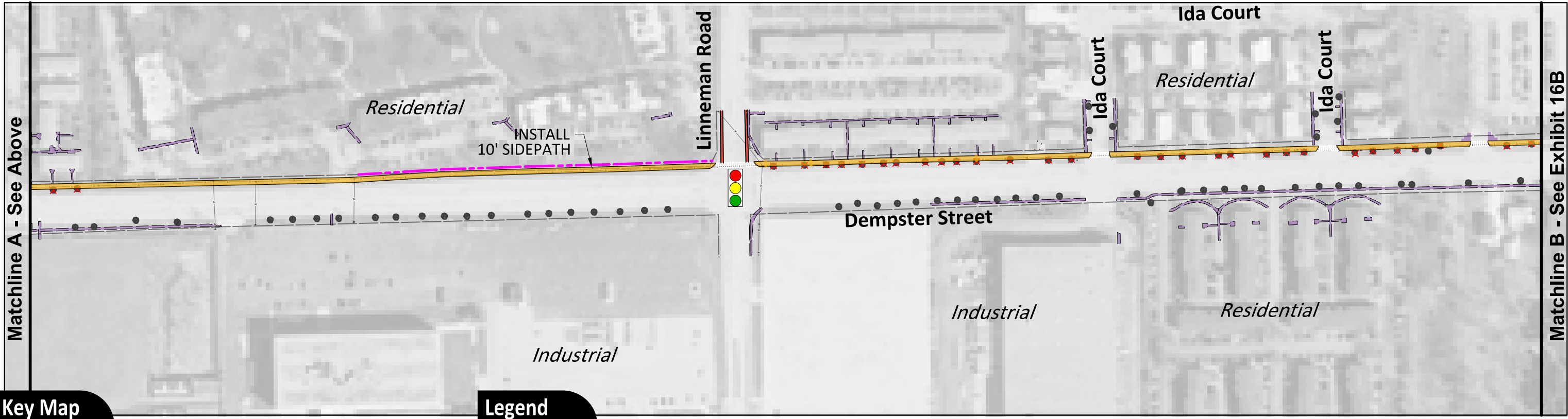
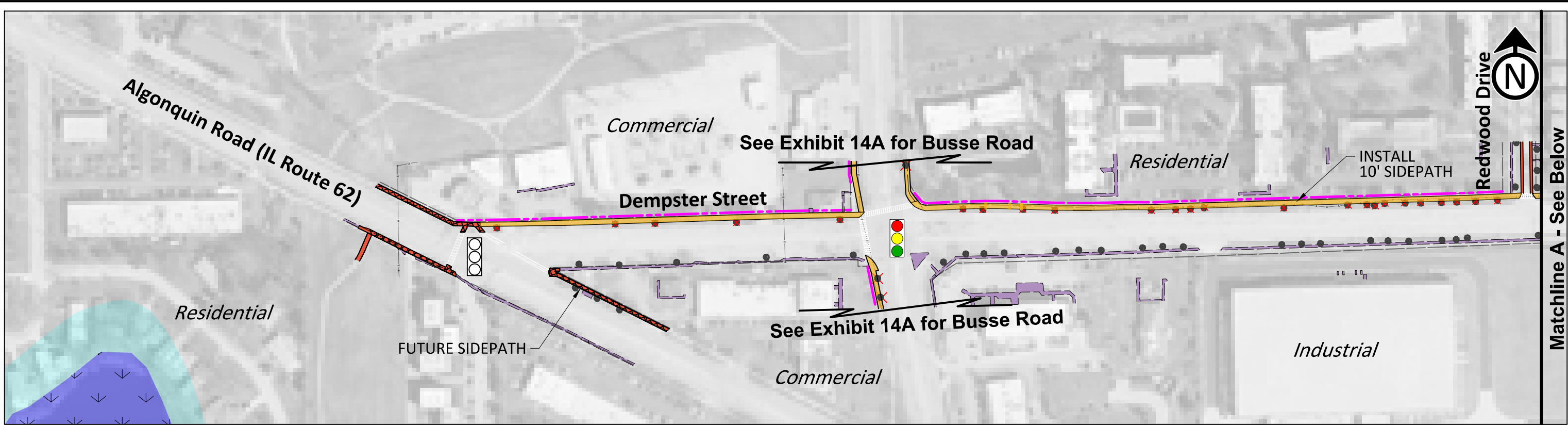
Arterial Bike Network Study
Village of Mount Prospect

ComEd Trail

Potential Bike Facility Alignment

0' 100' 200'

September 2024



Key Map

Legend

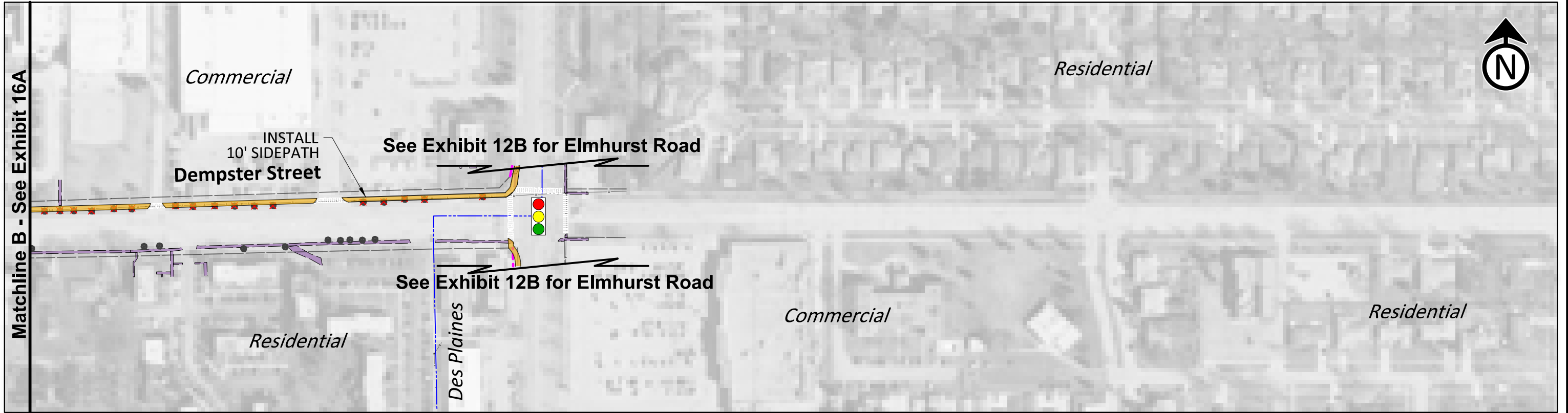
100-Year Floodplain/Floodway	Municipal Boundary	Existing Tree/ Tree Removal
Existing Wetland	Existing Aerial Utility	Proposed Traffic Signal Modification
Existing Right-of-Way	Proposed Right-of-Way	Existing Traffic Signal
Existing Sidewalk	Proposed/Modified Structure	
Existing Path/Planned Path	Proposed Path	
Existing On-Street Bike Facility	Proposed On-Street Bike Facility	

Arterial Bike Network Study
Village of Mount Prospect

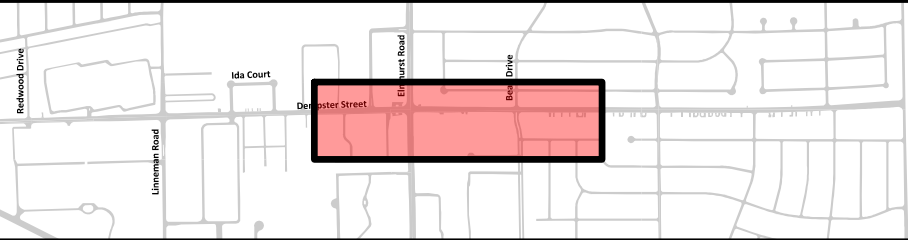
Dempster Street

Potential Bike Facility Alignment

September 2024



Key Map



Legend

	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
	Existing Right-of-Way		Proposed Right-of-Way		Existing Traffic Signal
	Existing Sidewalk		Proposed/Modified Structure		
	Existing Path/Planned Path		Proposed Path		
	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

Arterial Bike Network Study
Village of Mount Prospect

Dempster Street

Potential Bike Facility Alignment

0' 100' 200'

September 2024

NO BIKE FACILITIES FEASIBLE WITHIN TOLLWAY RIGHT-OF-WAY



See Exhibit 18A for
Oakton Street

I-90 (Jane Addams Memorial Tollway)

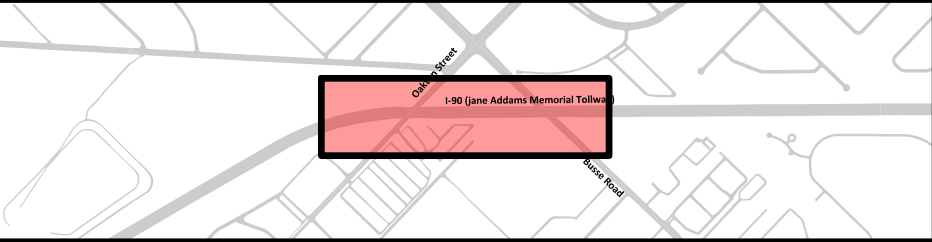
See Exhibit 14A for
Busse Road

See Exhibit 18A for
Oakton Street

See Exhibit 14A for
Busse Road

Key Map

Legend



	100-Year Floodplain/Floodway		Municipal Boundary		Existing Tree/ Tree Removal
	Existing Wetland		Existing Aerial Utility		Proposed Traffic Signal Modification
	Existing Right-of-Way		Proposed Right-of-Way		Existing Traffic Signal
	Existing Sidewalk		Proposed/Modified Structure		
	Existing Path/Planned Path		Proposed Path		
	Existing On-Street Bike Facility		Proposed On-Street Bike Facility		

Arterial Bike Network Study
Village of Mount Prospect

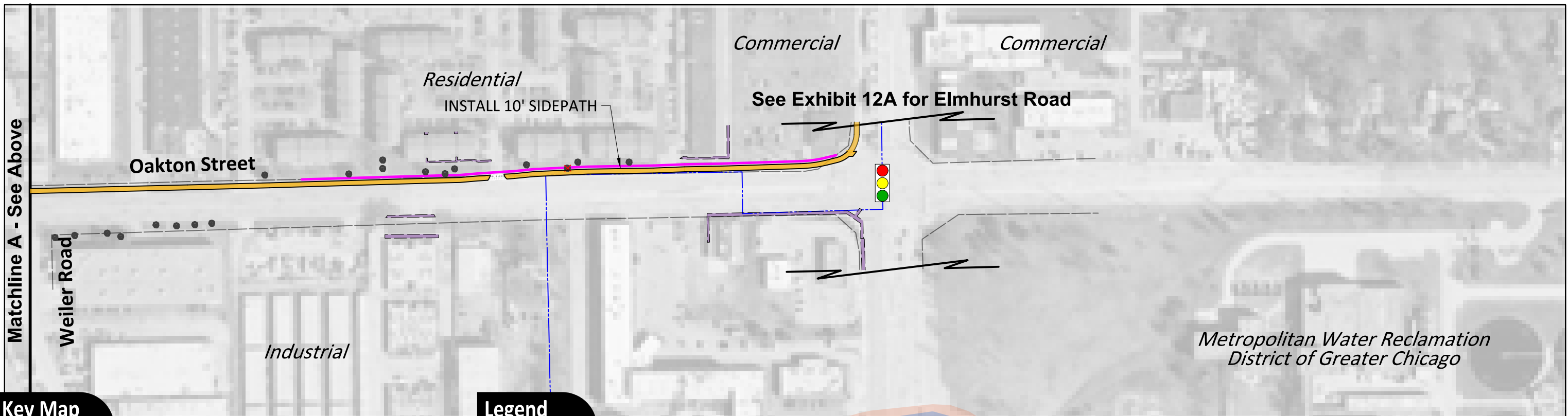
Busse to Oakton Connector
Potential Bike Facility Alignment

0' 100' 200'

September 2024



Matchline A - See Below



Key Map

Legend

100-Year Floodplain/Floodway Existing Wetland Existing Right-of-Way Existing Sidewalk Existing Path/Planned Path Existing On-Street Bike Facility	Municipal Boundary Existing Aerial Utility Proposed Right-of-Way Proposed/Modified Structure Proposed Path Proposed On-Street Bike Facility	Existing Tree/ Tree Removal Proposed Traffic Signal Modification Existing Traffic Signal	Arterial Bike Network Study Village of Mount Prospect Oakton Street Potential Bike Facility Alignment 0' 100' 200' September 2024
--	--	--	---



VILLAGE OF
MOUNT
PROSPECT

ARTERIAL BIKE NETWORK STUDY



VILLAGE OF MOUNT PROSPECT ARTERIAL BIKE NETWORK STUDY

EXISTING CONDITIONS REPORT

May 2024



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Overview

In 2012, the Village adopted a Bicycle Plan to “create a safe, comfortable and bicycle-friendly environment in Mount Prospect, which encourages people of all ages to use bicycles for everyday transportation and enjoyment”. The Bicycle Plan identifies three infrastructure phases.

- **Phase I** includes on-street bike routes along low volume, residential streets that connect to key destinations such as parks, schools, shopping, restaurants, and adjacent communities. Since 2012, the Village has installed 28 miles of on-street bike routes completing Phase I of the Bicycle Plan.
- **Phases II & III** includes bike routes along arterial roads, often under the jurisdiction of other agencies that will provide connections to Phase I routes and adjacent communities. The Arterial Bike Network Study will develop a strategy to construct bike facilities along arterial and other high traffic streets in the Village, completing the planning for Phases II and III of the Bicycle Plan.

The corridors selected for the arterial bike network utilize roadways that provide important connectivity across the Village. Completing the network along these routes is crucial to enhancing residents’ access to key destinations while improving safety for cyclists and pedestrians of all ages and abilities. The 18 corridors of the arterial bike network, which include two potential trail connections between arterial roadways, are shown on the next page.

This **Existing Conditions Report** provides an in-depth review of each corridor in the Village of Mount Prospect’s arterial bike network, and was based on a compilation of various dataset and plan reviews, discussions with Village staff, and insights from community members. Key takeaways from this process are outlined on the following pages as well as a series of maps, cross sections, and other graphics to support the various findings.

Project Goals & Benefits

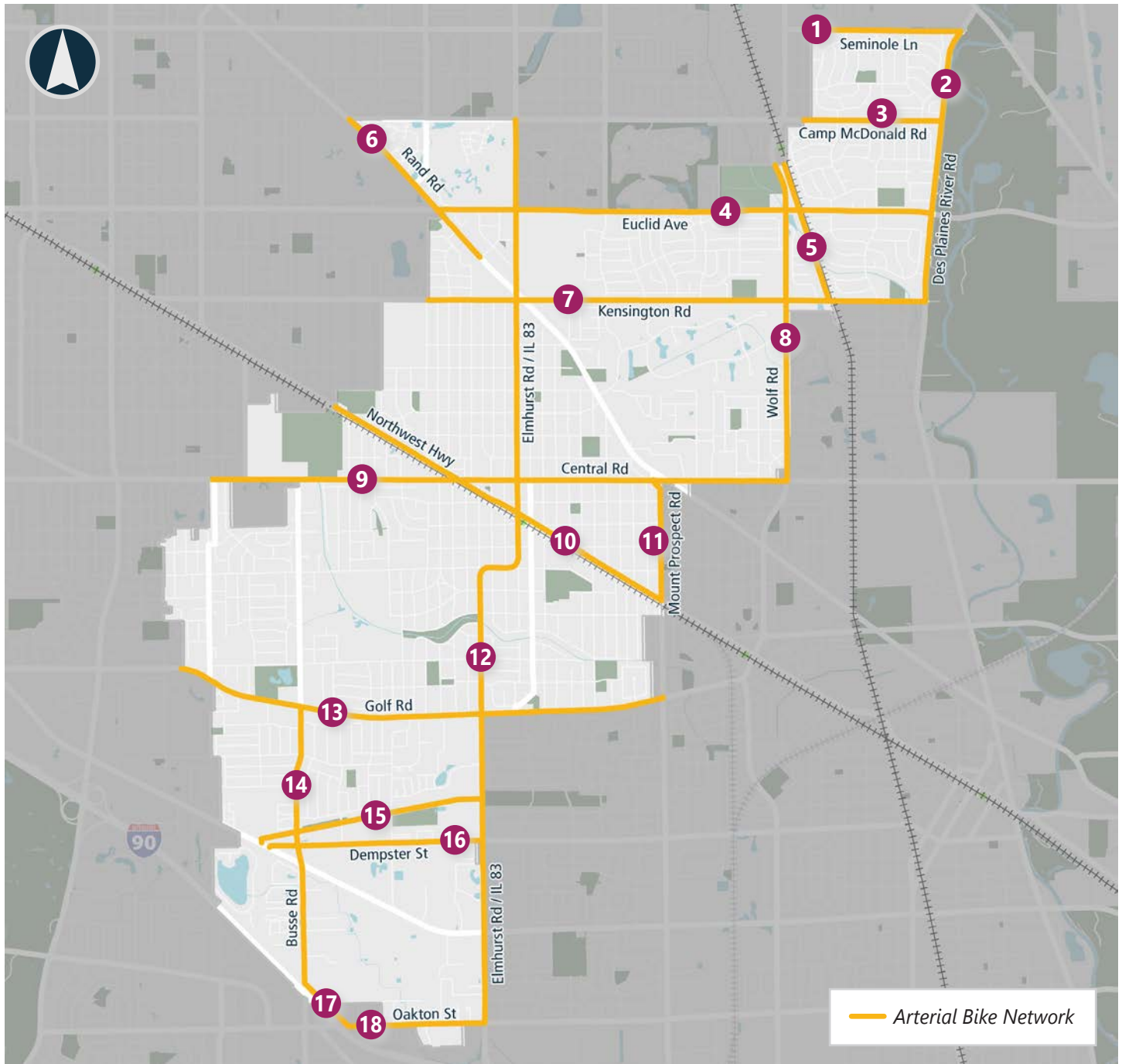
- Assess bike facility options that improve safety for cyclists and pedestrians of all ages and abilities
- Ensure the recommended strategy enhances resident access to key community destinations
- Incorporate community priorities and feedback

Datasets Reviewed

The maps include datasets pertaining to the following information:

- Bike routes
- Transit
- Sidewalk gaps
- Roadway jurisdiction
- Traffic volumes
- Speed limits
- Crash hot spots and crashes involving people walking or biking (2018-2022)
- Available right-of-way
- Community-oriented land uses
- Existing Class I and II truck routes
- Truck traffic (as a % of total traffic)
- Major and local roadway projects
- Trees in right-of-way
- ComEd utilities

Arterial Bike Network Corridor Locator Map



- | | | |
|----------------------------|---|---------------------------------------|
| 1. Seminole Lane | 7. Kensington Road | 13. Golf Road |
| 2. Des Plaines River Road | 8. Wolf Road | 14. Busse Road |
| 3. Camp McDonald Road | 9. Central Road | 15. Algonquin to Elmhurst/IL-83 Trail |
| 4. Euclid Avenue | 10. Northwest Highway / Prospect Avenue | 16. Dempster Street |
| 5. Metra Rail Tracks Trail | 11. Mount Prospect Road | 17. Busse to Oakton Connector |
| 6. Rand Road | 12. IL-83 / Elmhurst Road | 18. Oakton Street |



Planning Studies

Village of Mount Prospect Studies

Connect South MP (2020)

This study covers the area south of Golf Street and north of Oakton Street. The bike commuting mode share in this area is low (~3%). However, community feedback indicated interest in constructing bike facilities along the following corridors, with an emphasis on considering multi-use paths:

- Dempster Street
- Busse Road
- Elmhurst Road
- Algonquin Road

Downtown Transportation Study (2018)

The study evaluated alternatives to improve downtown multimodal transportation conditions, which included investigating the feasibility of:

- Moving the Metra station and loading platform to reduce the time Metra trains block the IL-83 crossing
- Adding another at-grade crossing to accommodate existing and new traffic generated by development

Envision Mount Prospect (2017)

This plan noted, in 2017, that there was an opportunity to expand the Village's path network to encourage more biking or walking. The plan mentions prioritizing all the Northwest Municipal Conference (NWMC) corridors within the Village, and recommends working with IDOT to ensure recommendations in the Bike Plan are carried out along IDOT roadways. Community members were in support of implementing the bike network.

Rail Crossing Feasibility Study (2020)

This study recommends alternatives to identify the feasibility of at-grade and grade-separated rail crossing to improve safety and mobility for all transportation modes. The study area encompasses the space between Busse Road (west), Mount Prospect Road (east), Kensington Road (north), and Golf Road (south), with a main focus on the Main Street at-grade crossing and the Emerson Street at-grade crossing.

Rand Road Corridor Plan (2017)

This plan recommended opportunities to improve all modes of transportation, land use, zoning, urban design, and market characteristics of the corridor. The plan acknowledges that the corridor was primarily built for cars, but notes that a current concern is the safety of people biking or walking. Some of the key recommendations include:

- Filling in sidewalk gaps
- Building a 10' sidepath along southwest side of Rand Road from Camp MacDonald to Central (on-street bike paths "not feasible" along Rand)

Downtown Implementation Plan Vol 1 (2013)

This plan focuses on the downtown near Northwest Highway, Central Road, and Main Street. The study references the following planned bike routes:

- Busse Avenue (signed route)
- Central Road (NWMC corridor)
- Northwest Highway (NWMC corridor)

Community members showed support for improving conditions for people walking and biking.

Downtown Implementation Plan Vol 2 (2013)

This plan is primarily a land use planning document, but does provide concepts to improve the experience for people walking or biking in the downtown zone. A key recommendation was improving conditions on Prospect Avenue which included: bike lanes, brick pavers, curb bump-outs, and “district” signage. The plan reiterates the desire for a bike corridor along the Northwest Highway per NWMC’s planning work and presents the Prospect Avenue bike lanes as an alternative to Northwest Highway.

Northwest Highway Corridor (2011)

This corridor plan does not include any recommendations for improving bike facilities or infrastructure, however it does mention the potential to use the Union Pacific ROW as a bike trail.

Multi-Jurisdictional Studies

Northwest Municipal Conference (NWMC) Multimodal Transportation Plan (2020)

This plan highlights various priority bicycle corridors throughout the northwest region. Any corridors that use the Mount Prospect bike network include:

- Elk Grove – Evanston Bikeway
- Northwest Bikeway (only 4% complete as of 2020)

The total cost of constructing the bikeway system is estimated to be ~\$33.4 million, which is equivalent to about eight miles of roadway construction.

Public Transportation System Plan (2009)

This plan recommends an expanded bikeway network to increase the amount of on-street facilities, however at the time, no funding was secured. The plan identified “primary bikeways” where bike lanes or sidepaths are recommended:

- Camp McDonald Road
- Euclid Avenue
- Kensington Road
- Central Road
- Golf Road
- Dempster Street
- Oakton Street
- Busse Road
- Elmhurst Road / IL-83
- Mount Prospect Road
- Wolf Road

There were also recommendations for “secondary bikeways” that would be signed but not marked on pavement along Seminole Lane.

Central Road Corridor Study (1996)

This corridor plan does not include any recommendations for improving bike facilities or infrastructure, but also did not identify any existing bike deficiencies.

Northwest Highway Bike Plan (2012)

This plan is a multi-jurisdictional study that was completed for the Northwest Municipal Conference (NWMC). Implementing this 20-mile bike route along Northwest Highway is noted as an important regional planning goal and would link together Barrington, Palatine, Rolling Meadows, Arlington Heights, Mount Prospect, Des Plaines, and Park Ridge.

A sidepath is recommended along the Mount Prospect section, however several barriers were identified:

- Limited space between railway and road for a path
- May need to relocate landscaping
- Path may conflict with railroad crossing gates



Roadway Projects

Algonquin Road 1

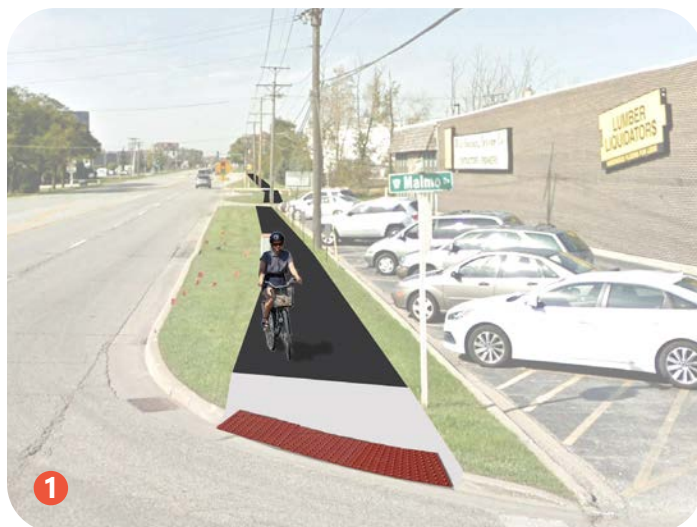
While this roadway is not part of the Arterial Bike Network Study, the project proposes an off-road bike path on the north side of Algonquin Road from Dearborn Court to Elmhurst Road, which fills in sidewalk gaps on south side. The plan is to remove an existing 5' sidewalk (where applicable) and replace with an 8' sidepath.

Business Center Drive

The project will buffer existing bike lanes on Business Center Drive and Wheeling Road. This roadway is not part of the Arterial Bike Network Study.

Melas-Meadows Bicycle & Pedestrian Bridge 2

This project proposes a bicycle and pedestrian bridge between Melas and Meadows Parks across Northwest Highway and is currently in the Phase II Engineering stage. It provides an opportunity to connect two corridors included in this Arterial Bike Network Study, Northwest Highway and Central Road.



Busse Road

This project will provide an 8' sidepath on the east side of Busse Road from Golf Road to Central Road. This new sidepath will connect to the Arterial Bike Network recommended in this study.

Kensington Road

This project proposes a sidepath between the ComEd trail and Burning Bush Lane (~1400') on the north side of road. The sidepath would result from widening the existing sidewalk on the north side and complete part of the Kensington corridor included in this study's Arterial Bike Network.

Wolf Road Preliminary Road Diet Design

The Village created a roadway redesign concept along Wolf Road. The concept proposes a two-way cycle track on the west side from Euclid to Central, which would also require a road diet. It would provide direct access to the Prospect Heights bike path.



Northwest Highway Bikeway Concept

The Village created several design concepts along Northwest and include:

- Two-way cycle track (Meadows Park to Prospect Manor)
- Sidepath (Prospect Manor to Maple)
- Two-way cycle track (Maple St and Albert St)
- Sidepath (Albert St to Mount Prospect Rd)

A road diet is proposed in several locations to help make these concepts fit in the available right-of-way.

Several alternatives are also under consideration:

- Multi-use path along the railroad tracks south of Northwest Highway
- Three concepts for a bike facility on Prospect Avenue between Mount Prospect Road and Central Road. This stretch of Mount Prospect Avenue would be used in lieu of Northwest Highway since it runs parallel.

Rand – IL-83 / Elmhurst – Kensington ③

This project concerns the 6-point Rand-Kensington-Elmhurst Road intersection, which adds a lane to northwest-bound Rand Road and an 8' wide sidepath along the southwest side of Rand Road between Isabella Street and Wedgewood Lane (~1-mi). A sidepath will also be constructed around Randhurst Village on the south and east sides of Elmhurst Road, Rand Road, and Kensington Road (between Randhurst Village Dr and Perimeter Dr).

Rand-Central ④

This recently constructed project provides an 8' sidepath south of Central Road in Des Plaines (on the southwest side of the road). It will eventually connect to the Rand Road corridor included in this Arterial Bike Network Study, as well as the Mount Prospect Avenue corridor.



Engagement Summary

During the Existing Conditions phase of this study, the Village hosted several opportunities to hear the community's input on opportunities and challenges to walking and biking throughout Mount Prospect, with special emphasis on the arterial bike network corridors. These engagement activities included an open house, interactive input map, and corridor prioritization survey.

Open House

The first open house for this project was held on February 21, 2024 at Mount Prospect's Village Hall from 5 p.m. to 8 p.m. Community members had the opportunity to look at exhibit boards, participate in input activities, and converse with project team members. The exhibit boards included:

- Study Overview and Goals
- Study Timeline
- Existing Conditions
- Level of Comfort & Bike Facility Options
- Arterial Bike Network Corridor Locator Map
- Corridor Prioritization Activity

Additional input activities included a survey station with multiple laptops, a corridor prioritization activity with colored dots (to receive feedback on 1st, 2nd, 3rd priority corridors), and post-it notes which could be added to an aerial map of the Village.

Interactive Input Map and Corridor Prioritization Survey

A brief online survey was deployed in conjunction with the interactive input map. The survey allowed community members to select their top three corridors within the arterial bike network that should be prioritized. The interactive input map helped gather site-specific input from the community on where bicycle facilities should be located, and what improvements should be made to ensure safe access and connectivity for people biking and walking.

What We Heard

High Priority Corridors

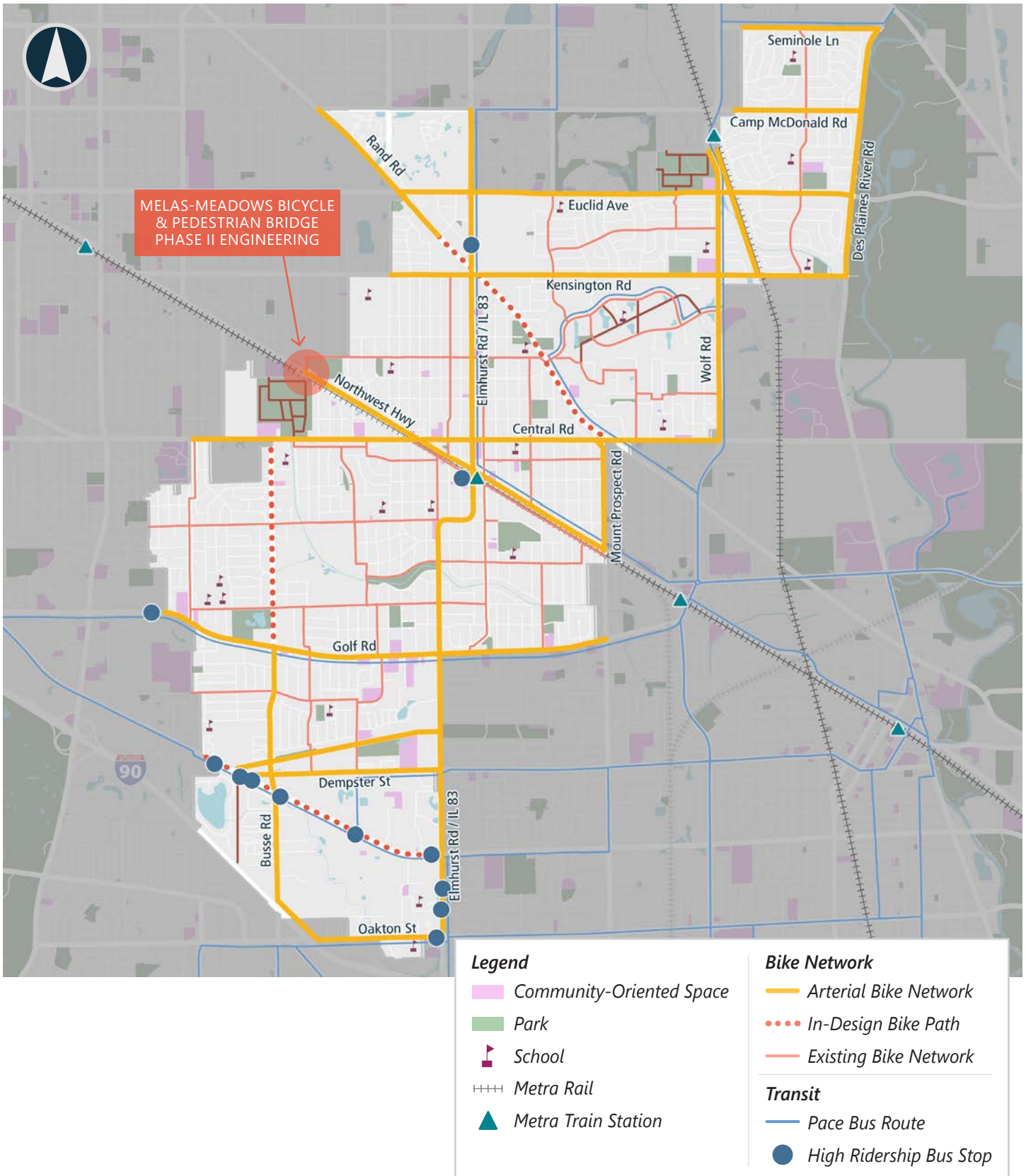
- Central Road
- Northwest Highway
- IL-83/Elmhurst Road
- Euclid Avenue

Top Desires / Concerns

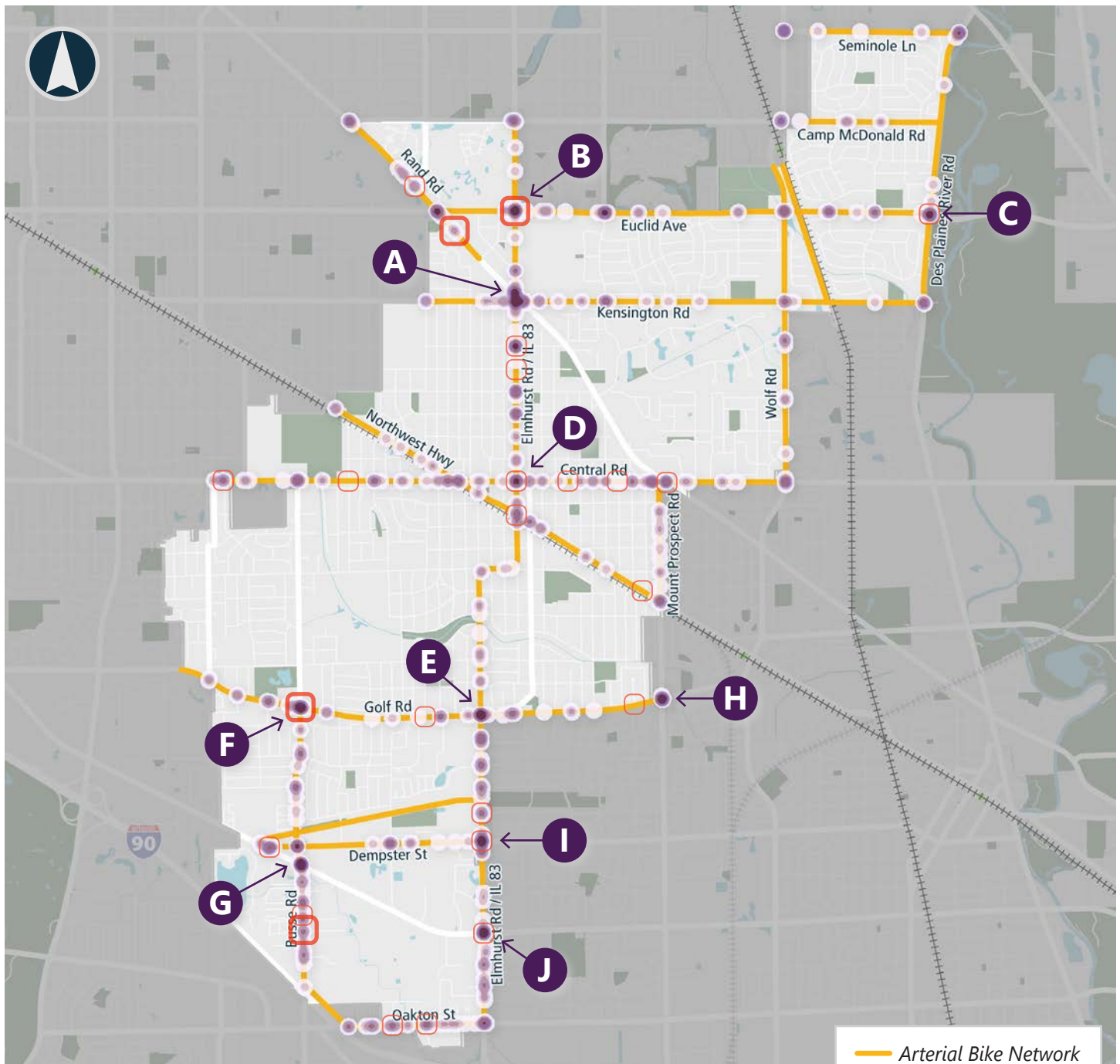
- Desire to improve the biking experience and implement traffic calming improvements on the arterial roadways
- Improve crossing experiences
- Create off-road bike facilities (sidepaths) where possible
- Interest in how the arterial network can better connect to existing parks, trails, and other community destinations



Transportation Network



Injury Crash Hot Spots (All Modes) | 2018-2022



Crash Hot Spots

Top Locations with Safety Concerns

- | | |
|--------------------------------------|-------------------------------------|
| A. Rand Rd & Kensington Rd | H. Mount Prospect Rd & Golf Rd |
| B. IL-83/Elmhurst Rd & Euclid Ave | I. IL-83/Elmhurst Rd & Dempster St |
| C. Des Plaines River Rd & Euclid Ave | J. IL-83/Elmhurst Rd & Algonquin Rd |
| D. IL-83/Elmhurst Rd & Central Rd | |
| E. IL-83/Elmhurst Rd & Golf Rd | |
| F. Busse Rd & Golf Rd | |
| G. Busse Rd & Algonquin Rd | |

— Arterial Bike Network
 IDOT Safety Tier (2020-23)

□ Critical □ High

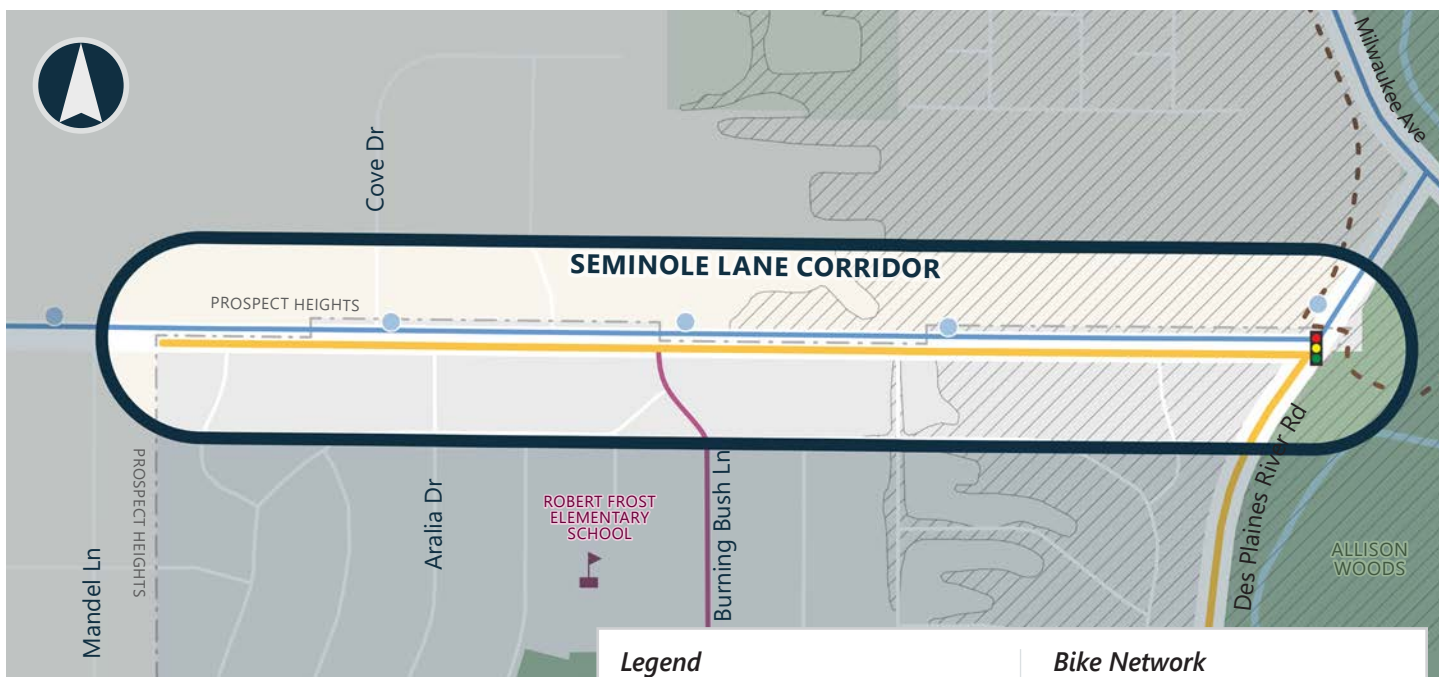
Density of Injury Crashes

Low
 High

*The arterial bike network corridors account for **63%** of all serious injury crashes and **58%** of all bicycle and pedestrian crashes throughout the Village.*



1 Seminole Lane



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 0.8 miles
- Jurisdiction: Mount Prospect, Prospect Heights
- Posted Speed Limit: 25 mph
- Average Daily Traffic: 4,350 vpd (2022)
- Right-of-Way: 78' to 82'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.5%
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 125 total
 - » North - 45 | South - 80
- ComEd in Right-of-Way:
 - » North - Occasional | South - Frequent
- Sidewalk Gaps: None

Safety Conditions

- Crashes (2018-22): Bicycle - None | Pedestrian - None
- Potential Conflict Points
 - » Cross Streets: North - 2 | South - 5
 - » Commercial Driveways: North - 12 | South - 0
 - » Residential Driveways: North - 0 | South - 46

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path In Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders

Community Context / Future Improvements

- Key Destinations: Aspen Trails Park, Robert Frost Elementary School
- Relevant Insights from Previous Plans/Studies:
 - » *Public Transportation System Plan (2009)*: Recommended as a secondary bike route (signage-only)
- Community Feedback
 - » Desire for more traffic-calming efforts (e.g., pedestrian refuge islands, curb extensions)
 - » Crossing improvement desired at Burning Bush

Seminole Lane 1



Looking east on Seminole at Andoa



Looking east from south side of Seminole



Looking west from south side of Seminole

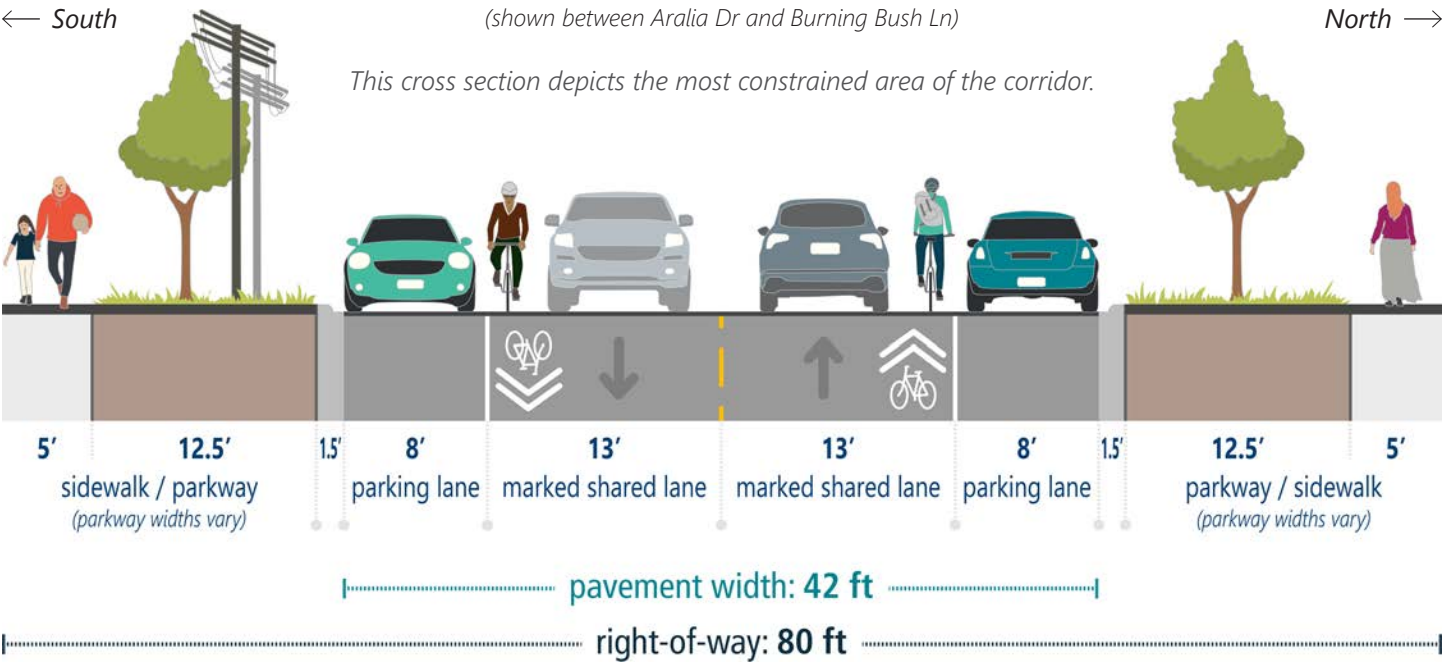


Looking west on Seminole at Burning Bush

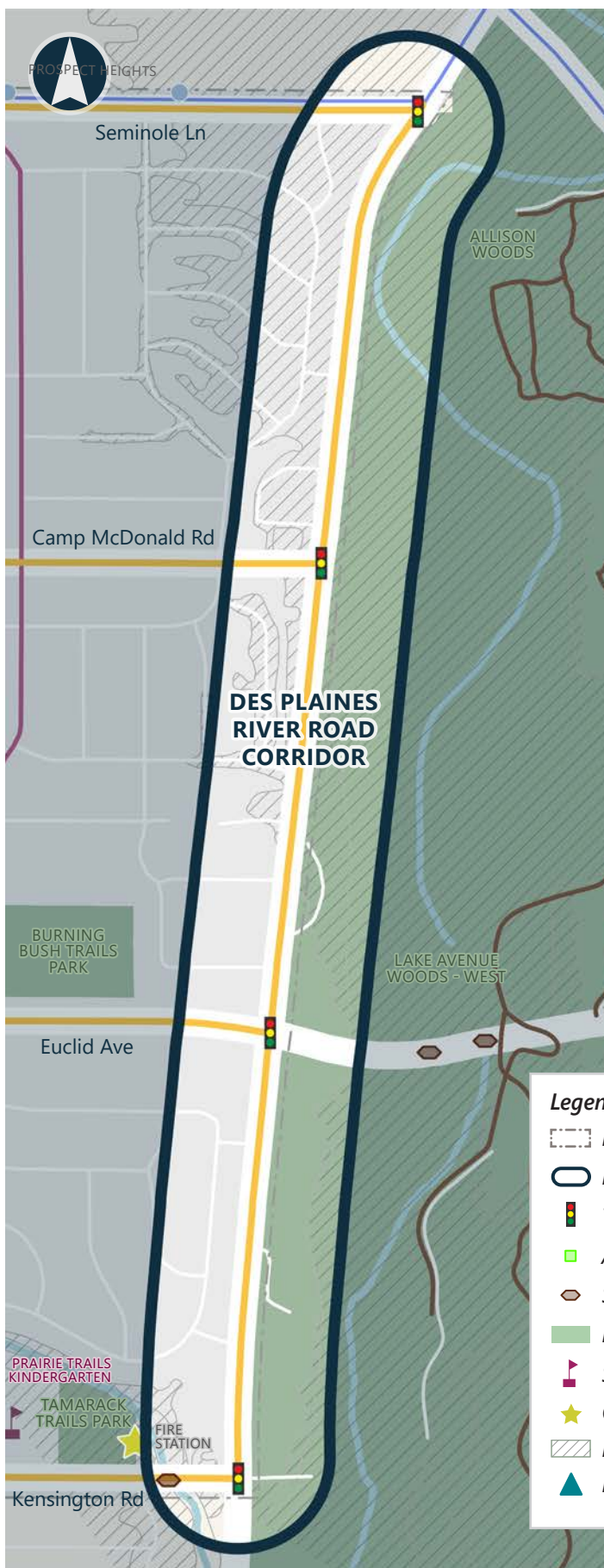
Typical Mid-Block Cross Section

Looking West

(shown between Aralia Dr and Burning Bush Ln)



2 Des Plaines River Road



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 1.5 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 45 mph
- Average Daily Traffic: 13,400-16,500 vpd (2022)
- Right-of-Way: 86' to 100'
- Truck Route: Class II
- Truck Traffic (% of Total Traffic): 3-4.5%
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 108 total
 - » West - 108 | East - None
- ComEd in Right-of-Way:
 - » West - Frequent | East - None



Looking south on west side of Des Plaines River Rd toward Euclid

Des Plaines River Road 2

- Sidewalk Gaps:
 - » West - Seminole Ln to Tano Ln (0.75 mi)
 - » West - just south of Euclid Ave to just north of Kensington Rd (~2,000')
 - » East - No sidewalk entire length

Safety Conditions

- Crashes (2018-22): Bicycle - None | Pedestrian - 1
- Potential Conflict Points
 - » Cross Streets: West - 1 | East - 12
 - » Commercial Driveways: West - 10 | East - 3
 - » Residential Driveways: West - 2 | East - None

Community Context / Future Improvements

- Key Destinations: Prairie Trails Kindergarten, Burning Bush Trails Park, Tamarack Trails Park, Des Plaines River Trail, Fire Station
- Relevant Insights from Previous Plans/Studies:
 - » None
- Community Feedback
 - » Desire for bike path on west side of roadway



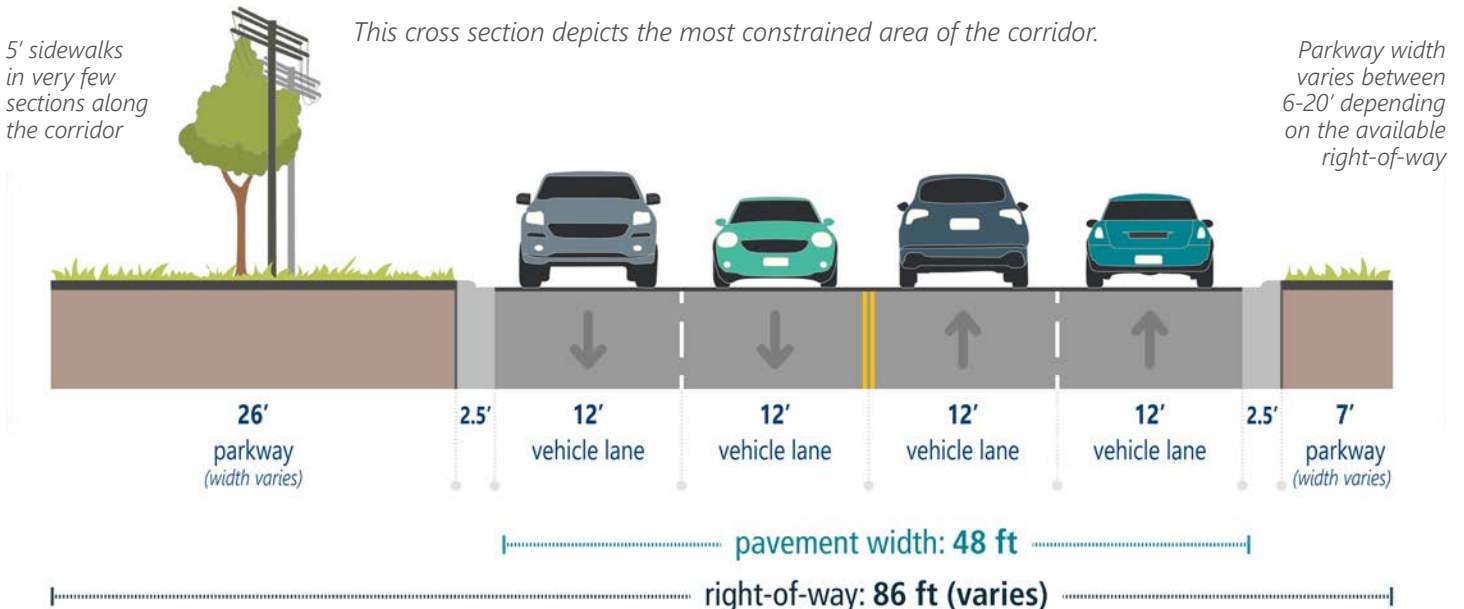
Typical Mid-Block Cross Section

Looking West

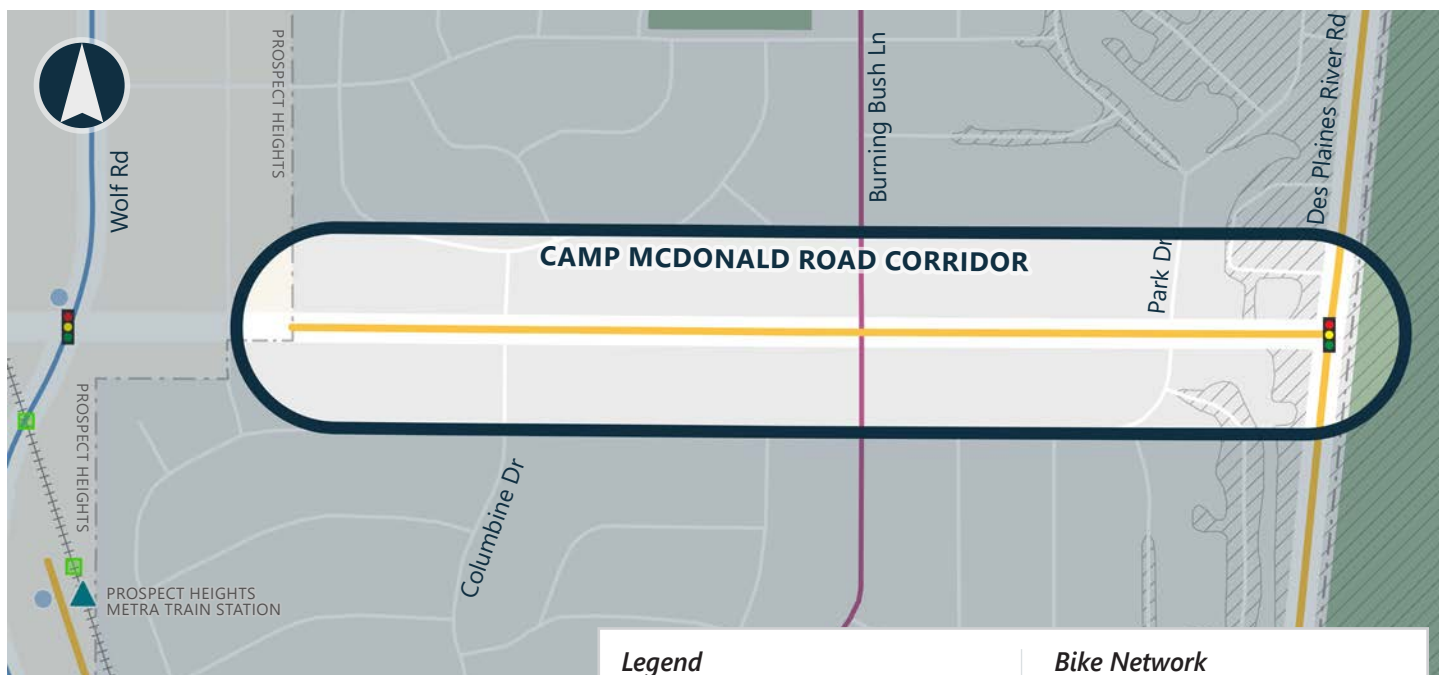
(shown just north of River Ct)

← West

East →



3 Camp McDonald Road



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 0.7 miles
- Jurisdiction: Cook County
- Posted Speed Limit: 35 mph
- Average Daily Traffic: 6,050 vpd (2022)
- Right-of-Way: 100'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.5%
- Programmed Improvement: Potential Cook County resurfacing project (~5 yrs)

Parkway Conditions

- Trees in Right-of-Way: 133 total
 - » North - 69 | South - 64
- ComEd in Right-of-Way:
 - » North - Frequent | South - Occasional
- Sidewalk Gaps:
 - » North - River Rd to Burning Bush Ln (~1,600')
 - » North - 1754 Camp McDonald Rd to Village Boundary (~100')

Safety Conditions

- Potential Conflict Points
 - » Cross Streets: North - 3 | South - 3
 - » Commercial Driveways: North - 3 | South - 0
 - » Residential Driveways: North - 42 | South - 40

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path In Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders

- Crashes (2018-22): Bicycle - None | Pedestrian - None

Community Context / Future Improvements

- Key Destinations: Robert Frost Elementary School, Aspen Trails Park
- Relevant Insights from Previous Plans/Studies:
 - » *Cook County Bike Plan (2023)*: Recommended crossing improvement for the Prospect Heights Bike Path
 - » *Public Transportation System Plan (2009)*: Recommended as a primary bike route (bike lane or sidepath)
- Community Feedback
 - » Crossing improvement desired at Burning Bush
 - » Desire for connection to the Prospect Heights Bike Trail

Camp McDonald Road 3



Looking west on Camp McDonald at Mandel



Looking west from north side of Camp McDonald



Looking west from south side of Camp McDonald



Looking west on Camp McDonald at Burning Bush

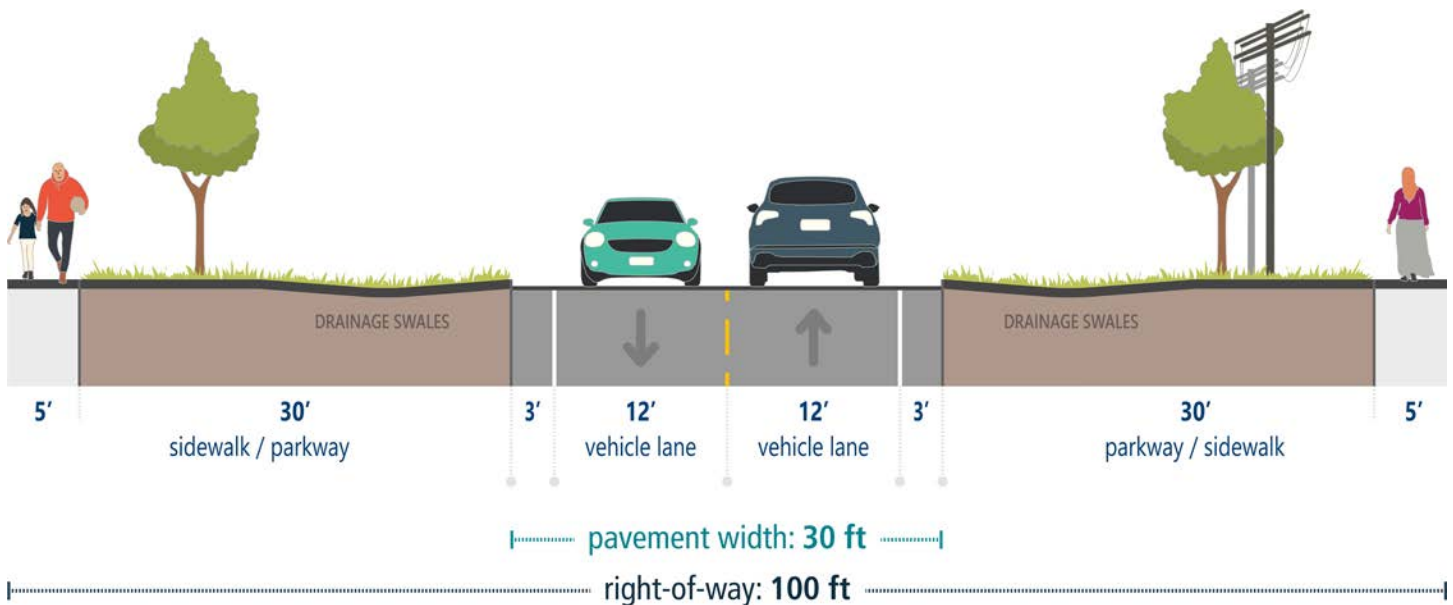
Typical Mid-Block Cross Section

Looking West

(shown between Burning Bush Ln and Columbine Dr)

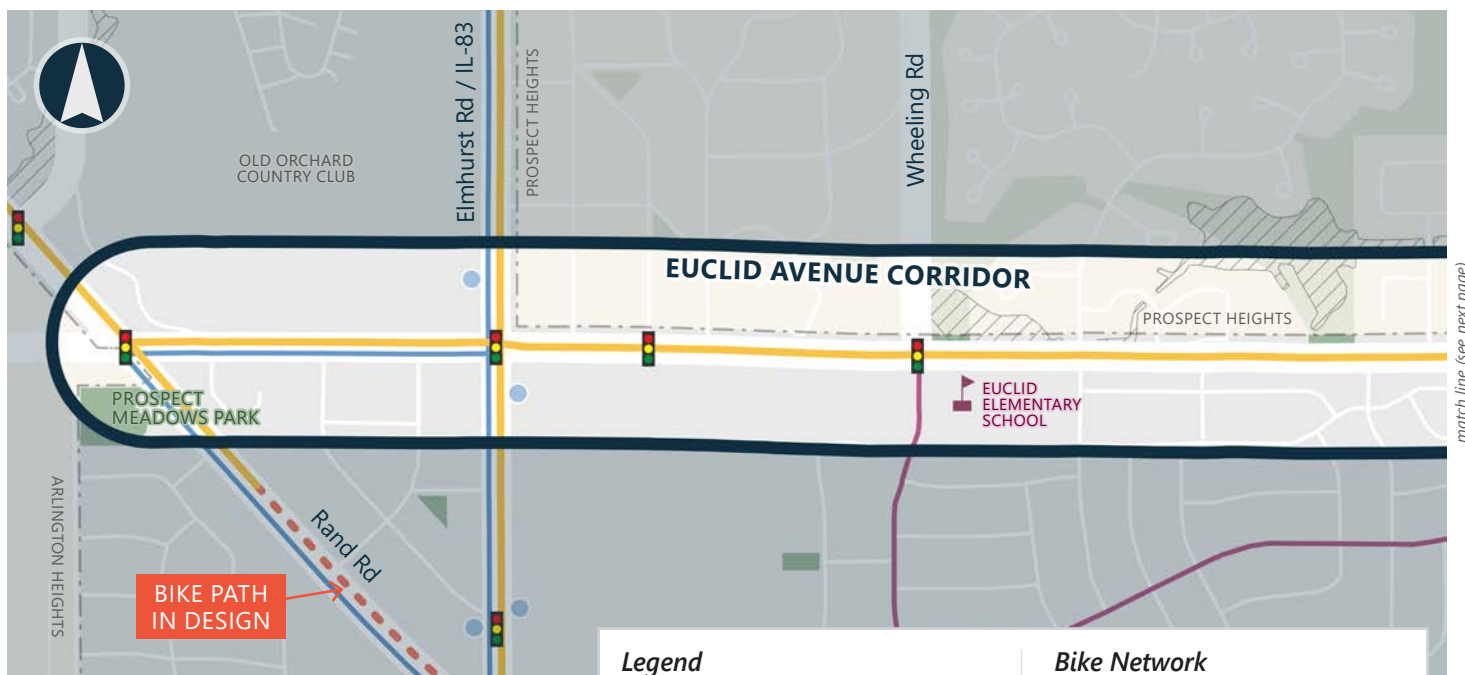
← South

North →



4 Euclid Avenue

West Corridor: **Rand Road to Westgate Rd**



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 2.8 miles
- Jurisdiction: Cook County
- Posted Speed Limit: 35-40 mph
- Average Daily Traffic: 13,400-15,900 vpd (2022)
- Right-of-Way: 100' to 110'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.5-3.5%
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 374 total
 - » North - 166 | South - 208
- ComEd in Right-of-Way:
 - » North - Frequent (east of Wolf) / Occasional (Wolf to Elmhurst) / None (west of Elmhurst)
 - » South - Occasional (east of Wolf) / Frequent (Wolf to Elmhurst) / None (west of Elmhurst)

Corridor Characteristics (continued)

- Sidewalk Gaps:
 - » North - Wimbolton Dr to Rand Rd (~2,000')
 - » South - Jewel driveway to River Rd (~2 mi)

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

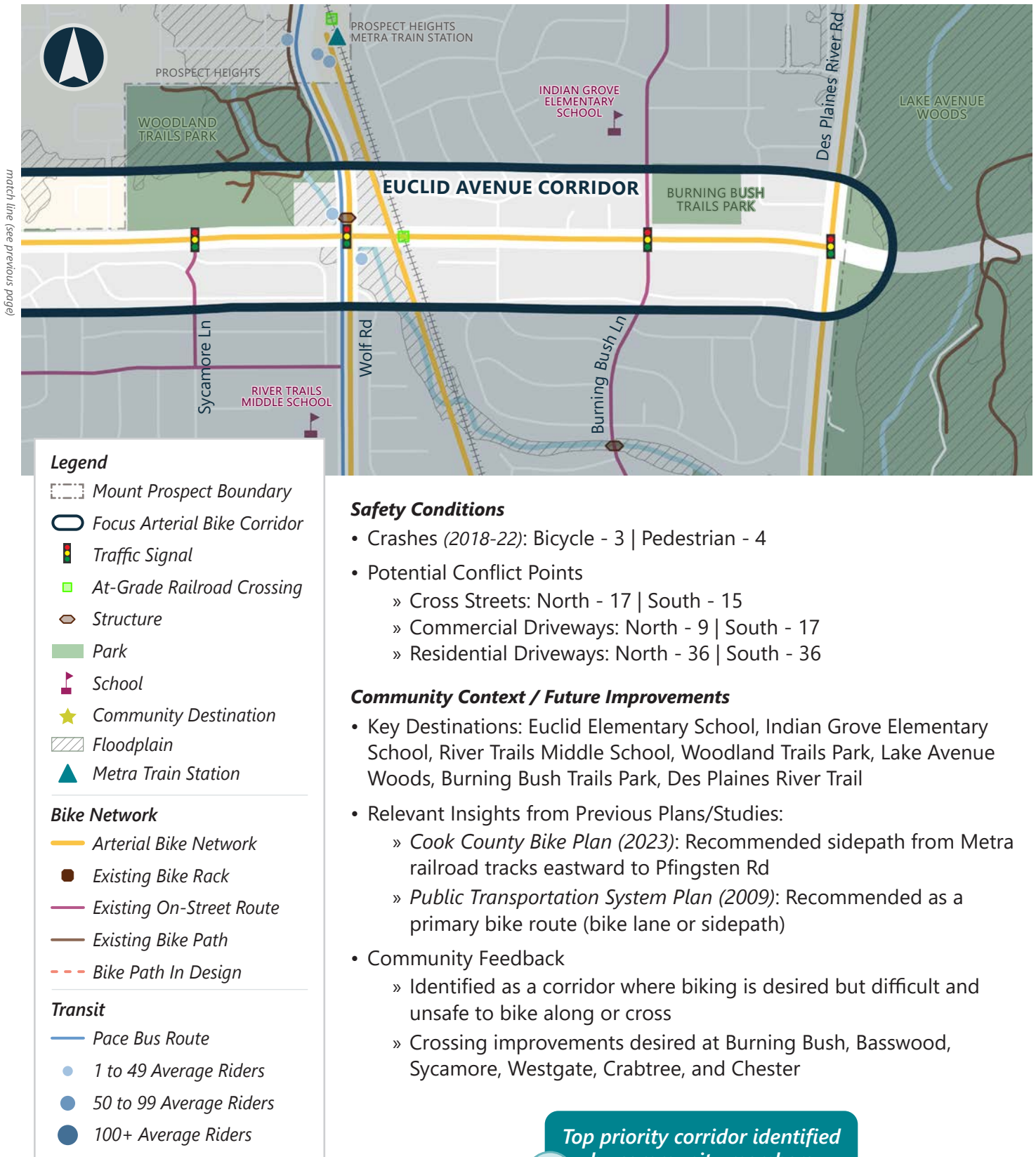
- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path In Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders



(continued on the following page)



4 Euclid Avenue

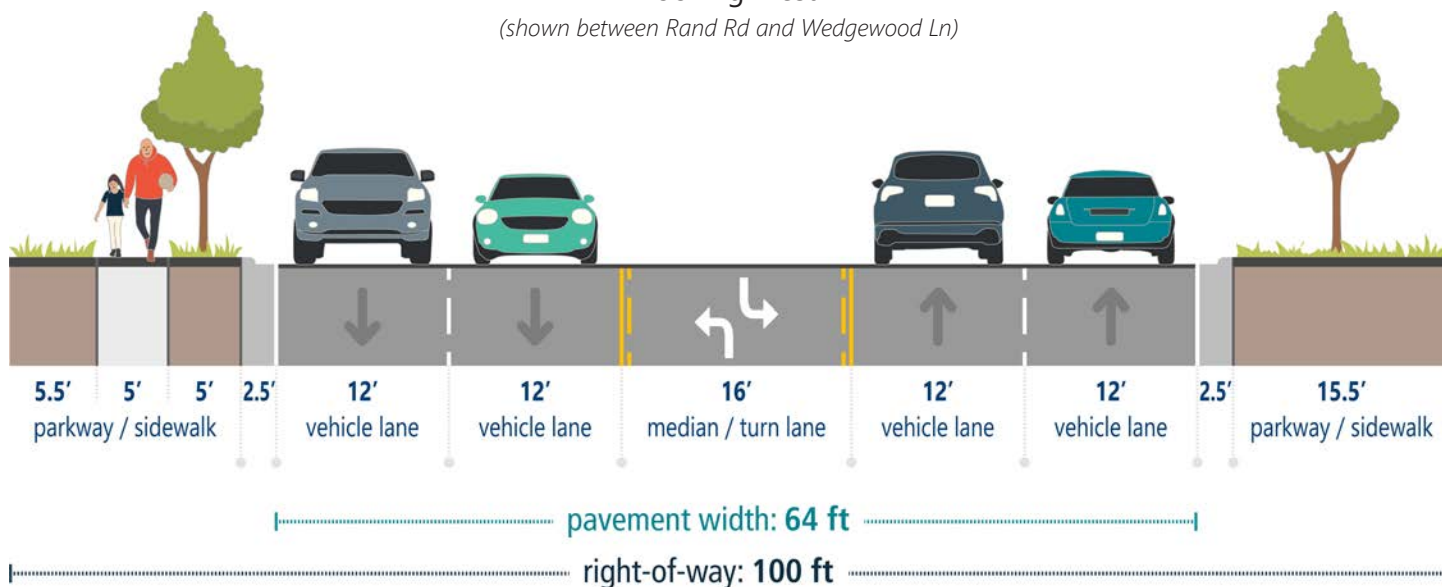
Typical Mid-Block Cross Section West of Elmhurst Rd / IL-83

Looking West

(shown between Rand Rd and Wedgewood Ln)

← South

North →



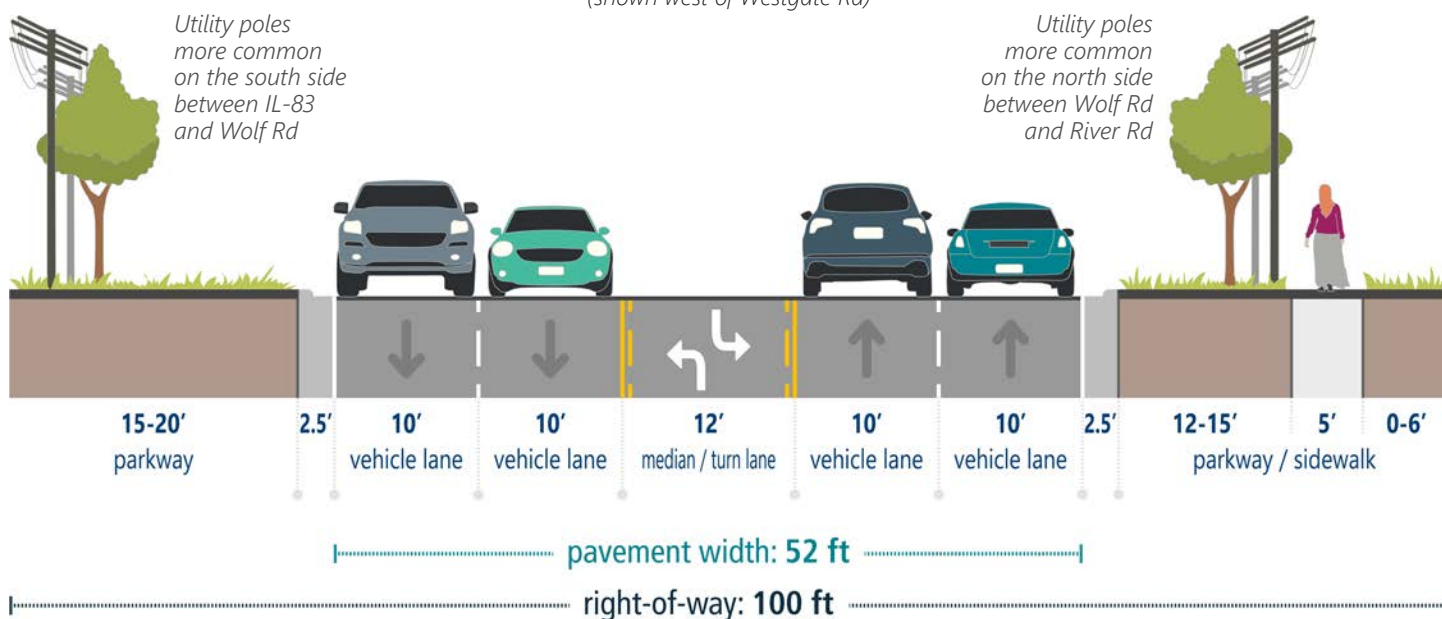
Typical Mid-Block Cross Section West of Elmhurst Rd / IL-83

Looking West

(shown west of Westgate Rd)

← South

North →



Euclid Avenue 4



Looking east on Euclid at Wheeling



Looking east from north side of Euclid at Sycamore



Looking west from south side of Euclid at Sycamore



Looking west on Euclid toward Pima

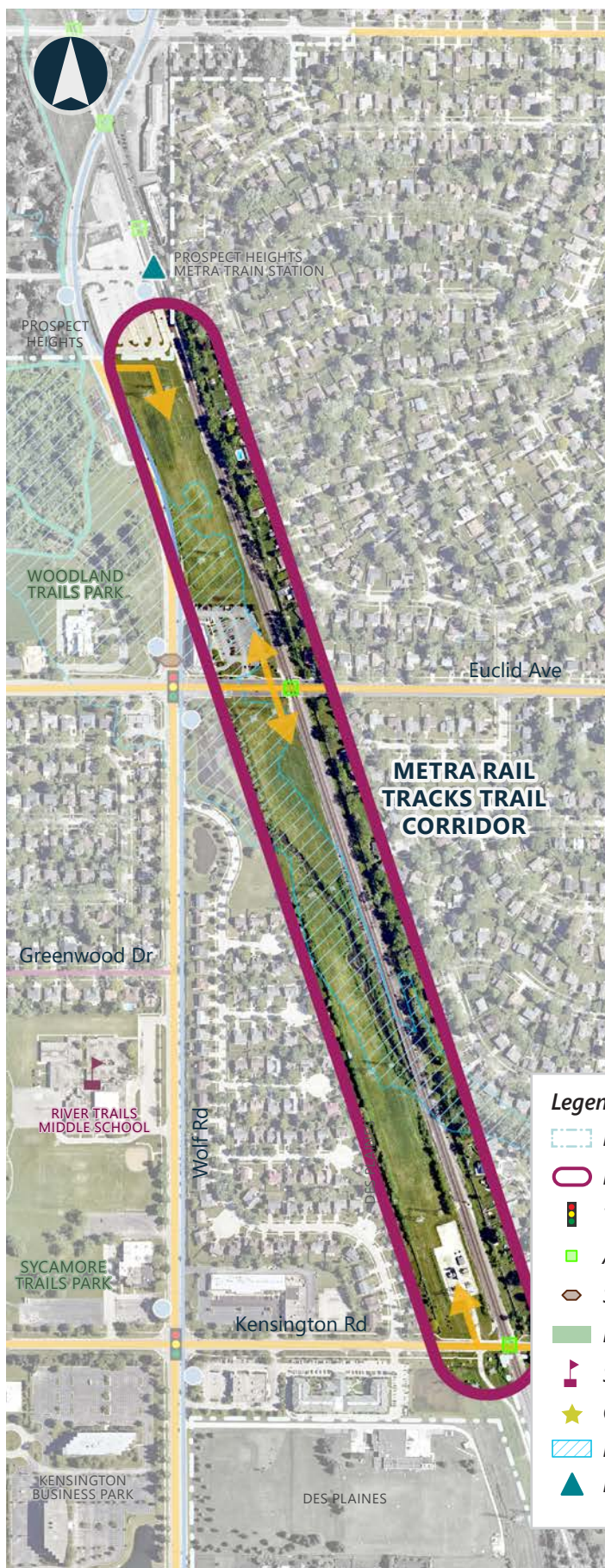


Euclid sidewalk crossing railroad tracks on north side



Residential driveways along Euclid west of Wheeling

5 Metra Rail Tracks Trail



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 0.9 miles
- Jurisdiction: ComEd
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 201 total
 - » West - 100 | East - 101
- ComEd in Right-of-Way: Two sets of high tension electric towers 60' apart

Community Context / Future Improvements

- Key Destinations: Prospect Heights Metra Train Station, River Trails Middle School, Woodland Trails Park, Sycamore Trails Park



Looking north from Euclid at the ComEd right-of-way

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path In Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders

Metra Rail Tracks Trail 5



Looking south at the ComEd right-of-way from the Metra parking lot near Wolf



ComEd right-of-way between Euclid and Kensington



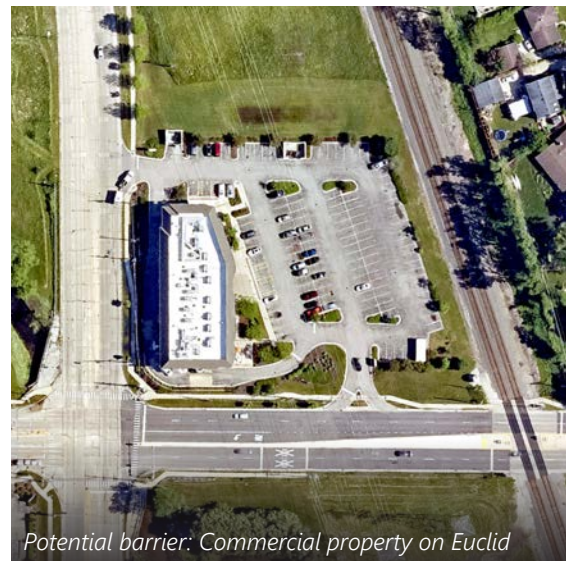
Creek crossing between Euclid and Kensington



Looking north from Kensington at the ComEd right-of-way

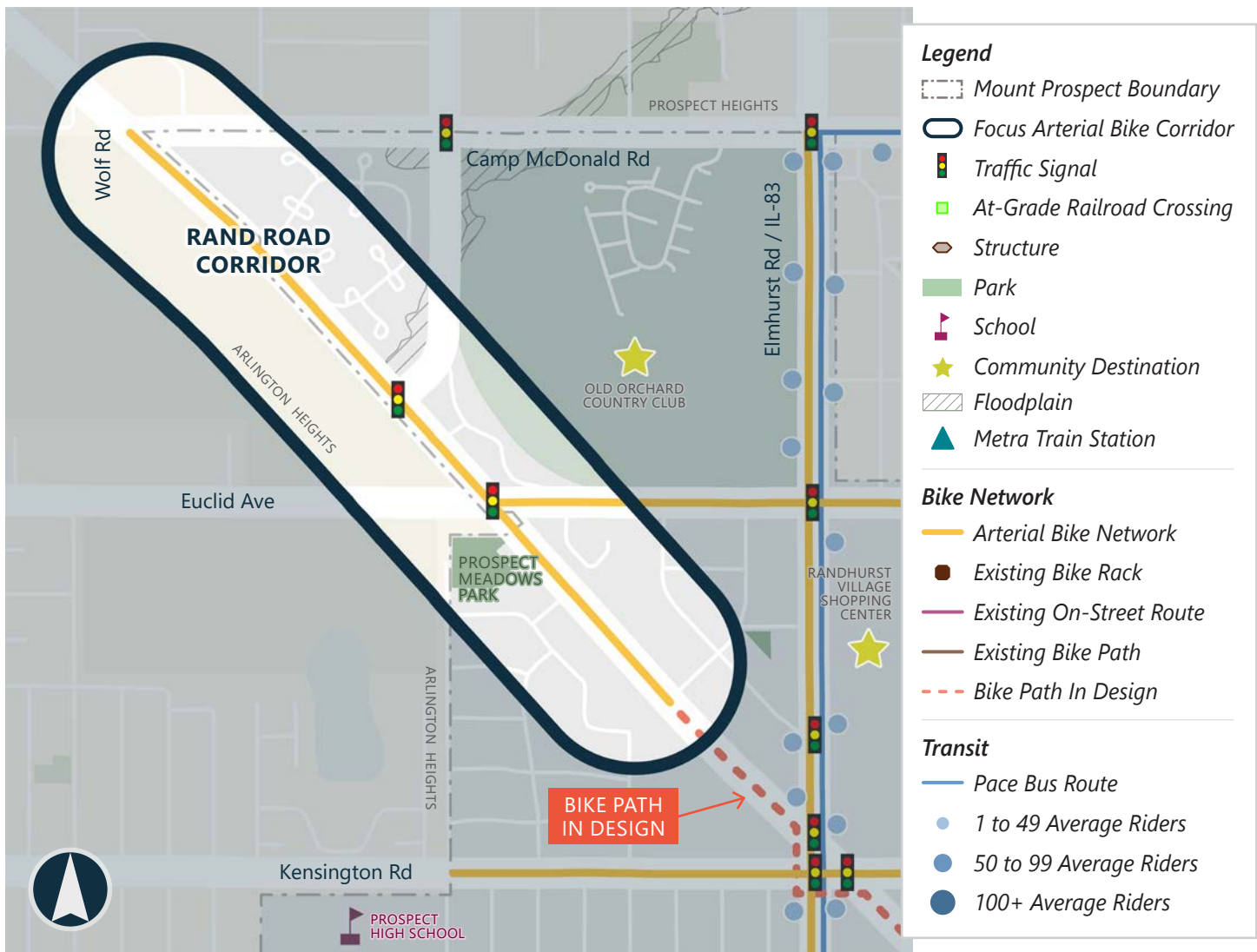


Potential barrier: Prospect Heights Metra train station



Potential barrier: Commercial property on Euclid

6 Rand Road



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 1.1 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 40-45 mph
- Average Daily Traffic: 23,000-24,300 vpd (2022)
- Right-of-Way: 100'
- Truck Route: Class II
- Truck Traffic (% of Total Traffic): 3-13%
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 130 total
 - West - 32 | East - 98
- ComEd in Right-of-Way:
 - West - Frequent | East - Occasional

Sidewalk Gaps:

- East - Camp McDonald to Village Boundary (~1,200')
- West - Camp McDonald to Euclid (~3,600')
- West - Euclid to 441 W Rand Rd (~1,200')

Safety Conditions

- Potential Conflict Points
 - Cross Streets: West - 3 | East - 3
 - Commercial Driveways: West - 3 | East - 11
 - Residential Driveways: West - 8 | East - 1
- Crashes (2018-22): Bicycle - 1 | Pedestrian - None

Community Context / Future Improvements

- Key Destinations: Prospect High School, Prospect Meadows Park, Old Orchard Country Club, Randhurst Village Shopping Center

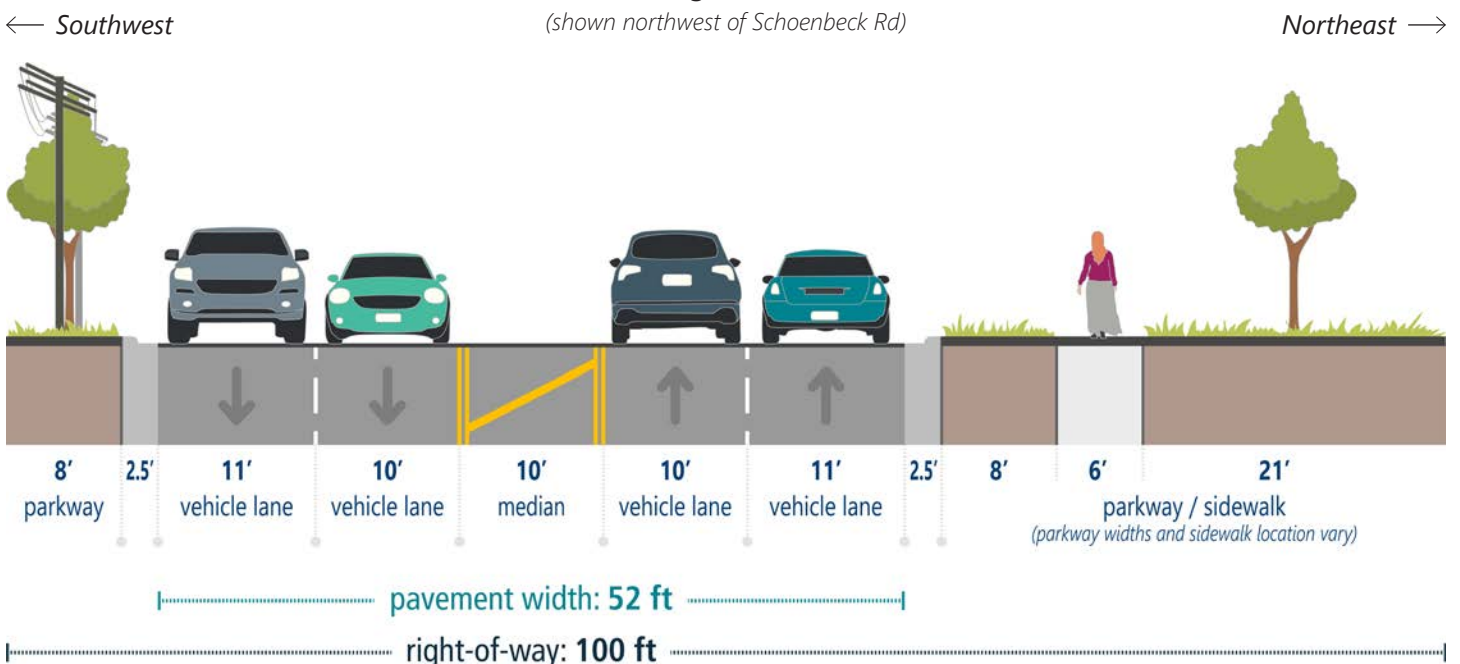
- Relevant Insights from Previous Plans/Studies:
 - » *Active Project in Mount Prospect*: Construct a 1-mile sidepath on southwest side of Rand between Isabella and Wedgewood
 - » *Rand Road Corridor Plan (2017)*: Recommended sidepath along Rand from Camp McDonald to Central
 - » *Des Plaines*: Potential future connectivity to a planned sidepath in Des Plaines connecting at Central
- Community Feedback
 - » Sidepath suggested along Rand
 - » Crossing improvements desired at Camp McDonald



Typical Mid-Block Cross Section

Looking Northwest

(shown northwest of Schoenbeck Rd)



7 Kensington Road

West Corridor: **Village Boundary to Hemlock Ln**



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 2.8 miles
- Jurisdiction: Mount Prospect (west of IL-83) and IDOT (east of IL-83)
- Posted Speed Limit: 30-45 mph
- Average Daily Traffic: 5,650-7,150 vpd (2022)
- Right-of-Way: 78' to 100'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.5-3.5%
- Programmed Improvement:
 - » Install sidewalk along south side between Rand Rd and Wheeling Rd (CMAP TIP, 2026)
 - » Active sidepath project between ComEd trail and Burning Bush Ln

Parkway Conditions

- Trees in Right-of-Way: 380 total
 - » North - 222 | South - 158
- ComEd in Right-of-Way:
 - » North - Frequent (west of IL-83) / Occasional (east of IL-83)
 - » South - Occasional (west of IL-83) / Frequent (Elmhurst to RR tracks) / Frequent (east of IL-83)

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path In Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders



Looking west from north side of Kensington (near IL-83)

(continued on the following page)

**Legend**

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path In Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders

Corridor Characteristics (continued)

- Sidewalk Gaps:
 - » North - Fire Station to River Rd (~500')
 - » South - Metra RR tracks to River Rd (~2,700')
 - » South - Wheeling Rd to Wolf Rd (~1 mi)
 - » South - Driveway to Wilshire Dr (~1,200')
- Drainage Swales: Frequent (east of Wheeling Rd)

Safety Conditions

- Crashes (2018-22): Bicycle - 4 | Pedestrian - 5
- Potential Conflict Points
 - » Cross Streets: North - 15 | South - 14
 - » Commercial Driveways: North - 18 | South - 15
 - » Residential Driveways: North - 15 | South - 24

Community Context / Future Improvements

- Key Destinations: Prospect High School, High Road School of Mount Prospect, River Trails Middle School, Prairie Trails Kindergarten, Sycamore Trails Park, Kensington Business Park, Police Station, Fire Stations (2)
- Relevant Insights from Previous Plans/Studies:
 - » *Public Transportation System Plan (2009)*: Recommended as a primary bike route (bike lane or sidepath)
- Community Feedback
 - » Identified as a corridor where biking is desired but difficult and unsafe to bike along or cross
 - » Crossing improvements desired at Elmhurst Ave, Wilshire, Police Station, and Burning Bush
 - » Additional connection to Kensington Business Park / trails desired

7 Kensington Road

Typical Mid-Block Cross Section Near Elmhurst Rd / IL-83

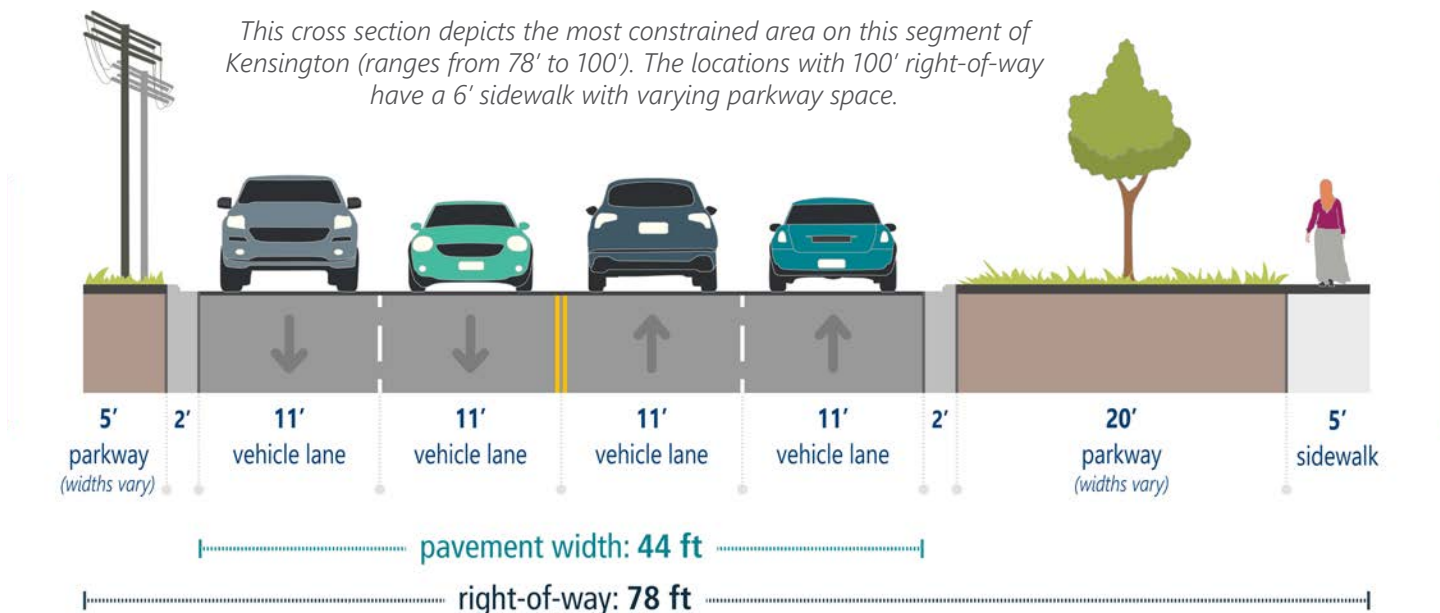
← South

North →

Looking West

(shown just east of Rand Rd)

This cross section depicts the most constrained area on this segment of Kensington (ranges from 78' to 100'). The locations with 100' right-of-way have a 6' sidewalk with varying parkway space.



Typical Mid-Block Cross Section West of Wolf Rd

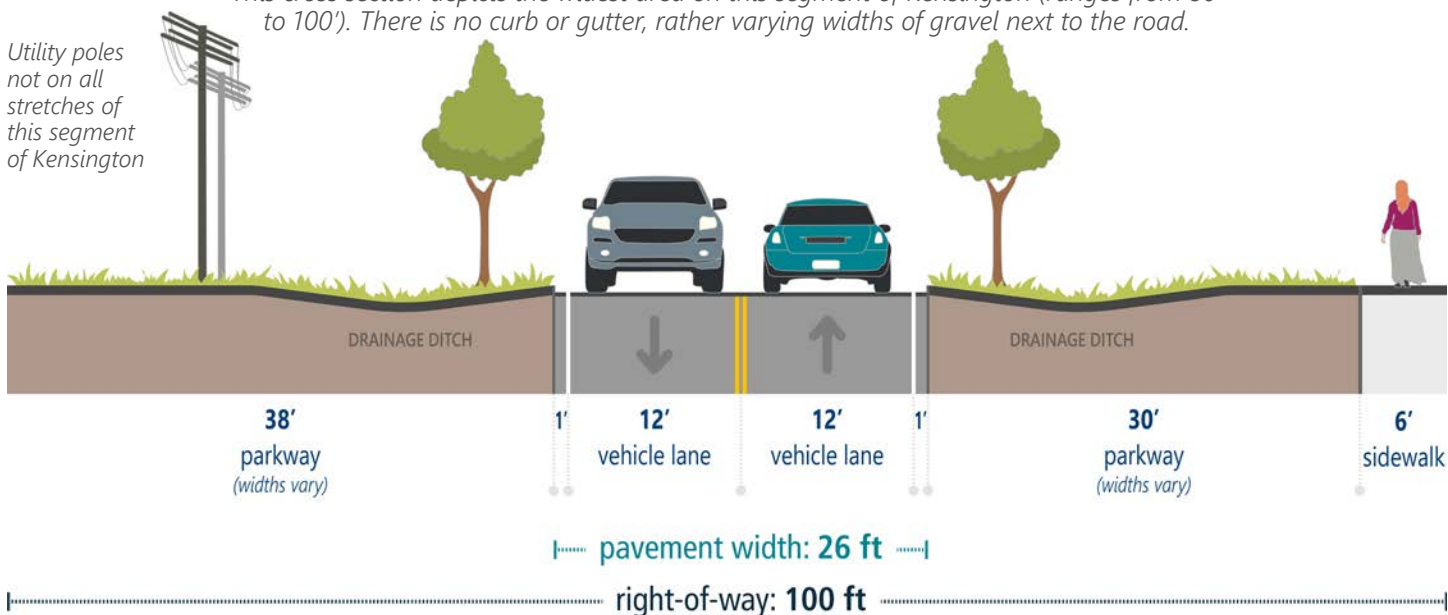
← South

North →

Looking West

(shown near Sycamore Trails Park)

This cross section depicts the widest area on this segment of Kensington (ranges from 80' to 100'). There is no curb or gutter, rather varying widths of gravel next to the road.



Kensington Road 7



Looking east on Kensington near Sycamore Trails Park



Westbound Pace bus stop west of IL 83



Looking west from south side of Kensington at IL-83



Residential cross-section looking west on Kensington near Tamarack Trail Park



Typical sidewalk conditions along eastern section of Kensington



Looking west toward school crossing at Lee Street

8 Wolf Road



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 1.8 miles
- Jurisdiction: Mount Prospect (south of Euclid) and IDOT (north of Euclid)
- Posted Speed Limit: 40 mph
- Average Daily Traffic: 9,600-12,000 vpd (2022)
- Right-of-Way: 100'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 4.5%
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 201 total
 - » West - 100 | East - 101
- ComEd in Right-of-Way:
 - » West - Occasional | East - Frequent



Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path In Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders

- Sidewalk Gaps:
 - » East and West - Euclid Ave to Village Boundary (1,200')
 - » East - Heritage Dr to Kensington Rd (2,000')

Safety Conditions

- Crashes (2018-22): Bicycle - 2 | Pedestrian - 2
- Potential Conflict Points
 - » Cross Streets: West - 8 | East - 7
 - » Commercial Driveways: West - 11 | East - 5
 - » Residential Driveways: West - None | East - None

Community Context / Future Improvements

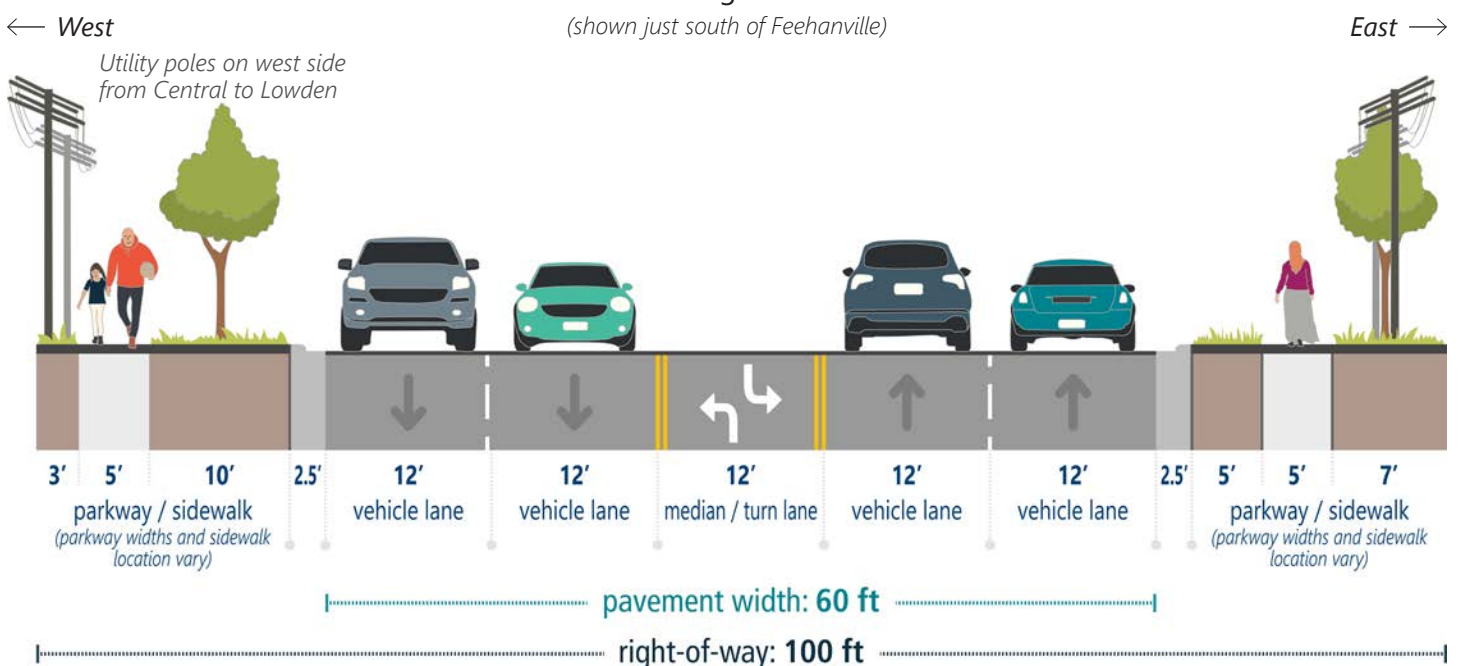
- Key Destinations: Prospect Heights Metra Train Station, River Trails Middle School, Saint Emily Catholic School, Woodland Trails Park, Sycamore Trails Park, Bluett Park, Kensington Business Park
- Relevant Insights from Previous Plans/Studies:
 - » *Concept for a two-way cycle track design is under consideration*
- Community Feedback
 - » Traffic calming improvements near schools



Typical Mid-Block Cross Section

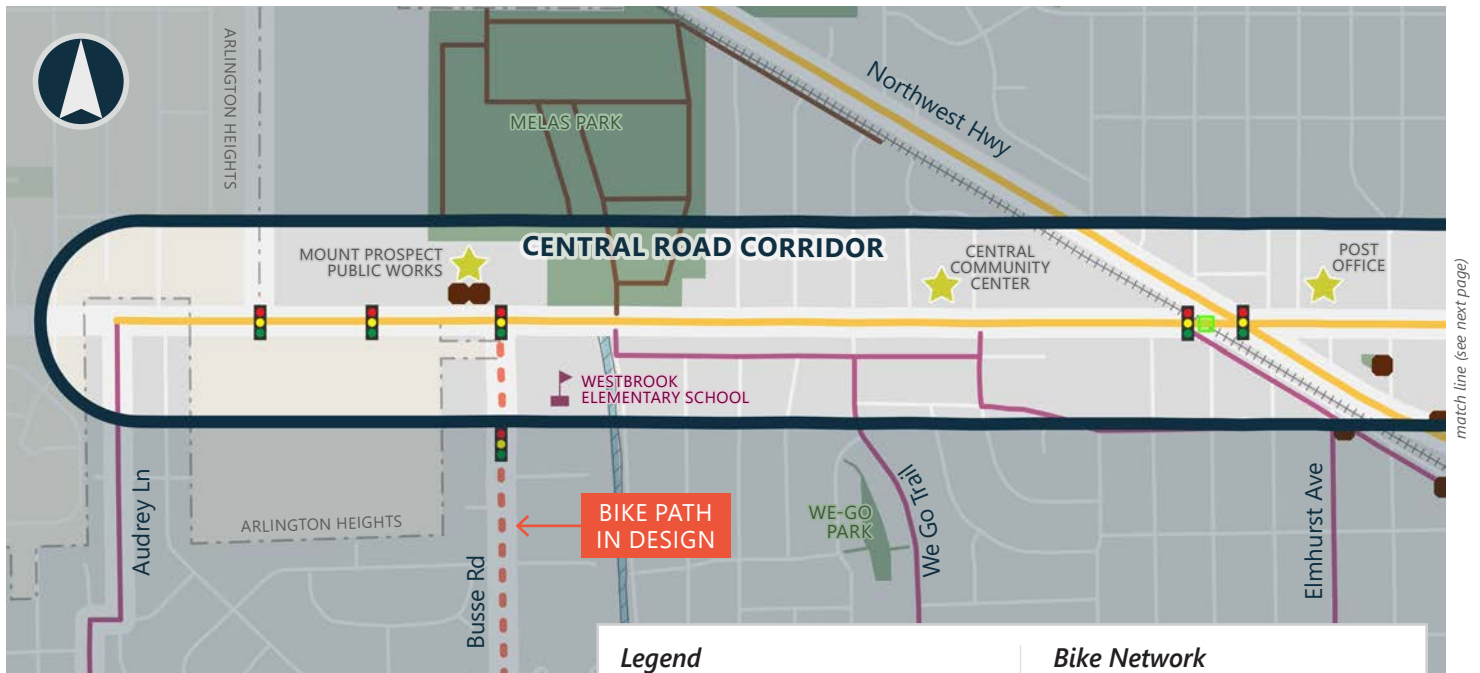
Looking North

(shown just south of Feehanville)



9 Central Road

West Corridor: **Audrey Ln to Pine St**



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 3.2 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 35-40 mph
- Average Daily Traffic: 13,300-18,900 vpd (2022)
- Right-of-Way: 68' to 112'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2-6.5%
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 259 total
 - » North - 124 | South - 135
- ComEd in Right-of-Way:
 - » North - Occasional (Dryen to Pine, Owen to Albert, Westgate to Wolf) / Frequent (Pine to Owen, Albert to Westgate)
 - » South - Frequent (Dryden to Pine, Westgate to Wolf) / Occasional (Pine to Westgate)

Corridor Characteristics (continued)

- Sidewalk Gaps: None

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path In Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders



Looking east from north side of Central (near Emerson)

(continued on the following page)

**Legend**

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path In Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders

Safety Conditions

- Crashes (2018-22): Bicycle - 10 | Pedestrian - 2
- Potential Conflict Points
 - » Cross Streets: North - 32 | South - 32
 - » Commercial Driveways: North - 29 | South - 17
 - » Residential Driveways: North - 28 | South - 20

Community Context / Future Improvements

- Key Destinations: Westbrook Elementary School, St Paul Lutheran School, Saint Emily Catholic School, Melas Park, Central Community Center, Post Office, Library, Village Hall, Downtown Mount Prospect
- Relevant Insights from Previous Plans/Studies:
 - » *Public Transportation System Plan (2009)*: Recommended a sidepath
- Community Feedback
 - » Identified as a corridor where biking is desired but difficult and unsafe to bike along or cross
 - » Corridor allows for connections to many assets within or outside Mount Prospect
 - » Desire for more traffic-calming efforts (e.g., slow traffic speeds)

*Top priority corridor identified
by community members*



9 Central Road

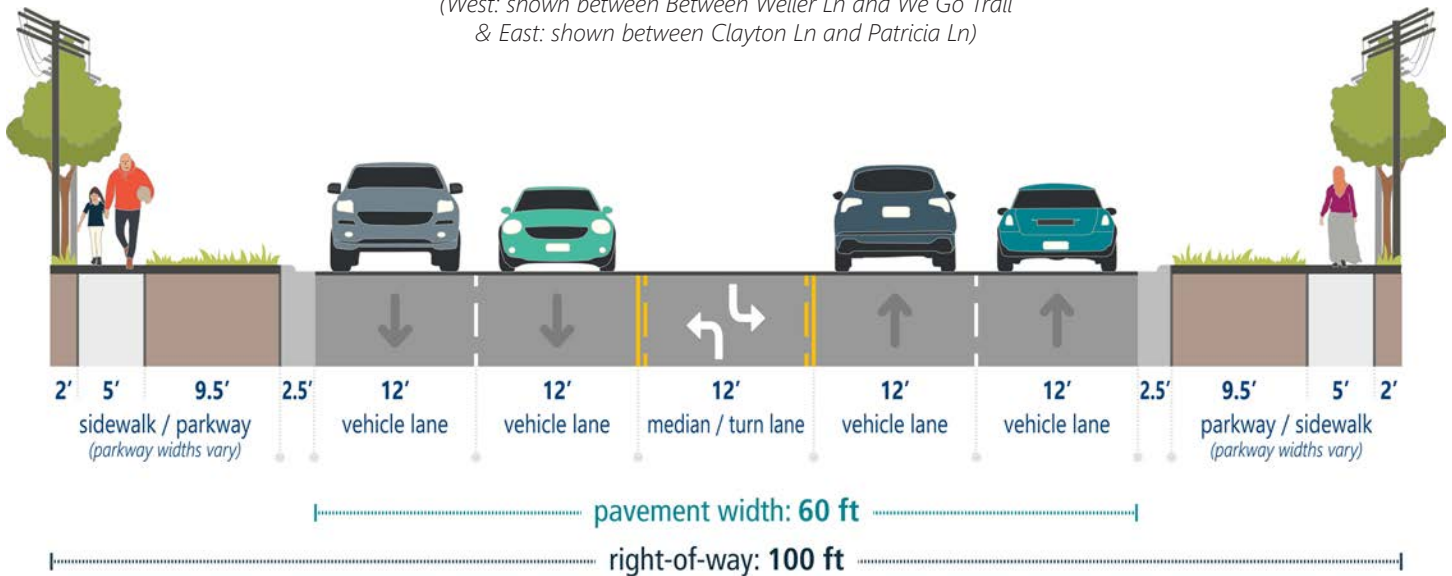
Typical Mid-Block Cross Section West (Village Boundary to Weller) & East (Rand to Wolf)

← South

Looking West

North →

(West: shown between Weller Ln and We Go Trail
& East: shown between Clayton Ln and Patricia Ln)



Typical Mid-Block Cross Section Central (Weller to Rand)

Looking West

(shown near Maple St)

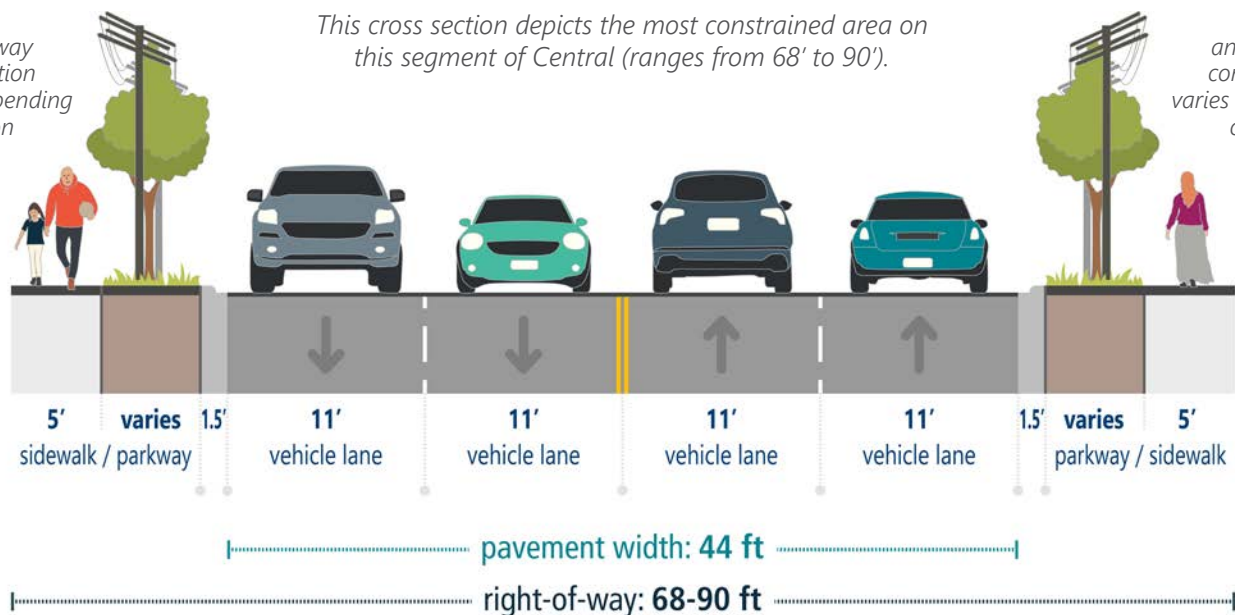
← South

North →

Sidewalk and parkway configuration varies depending on location

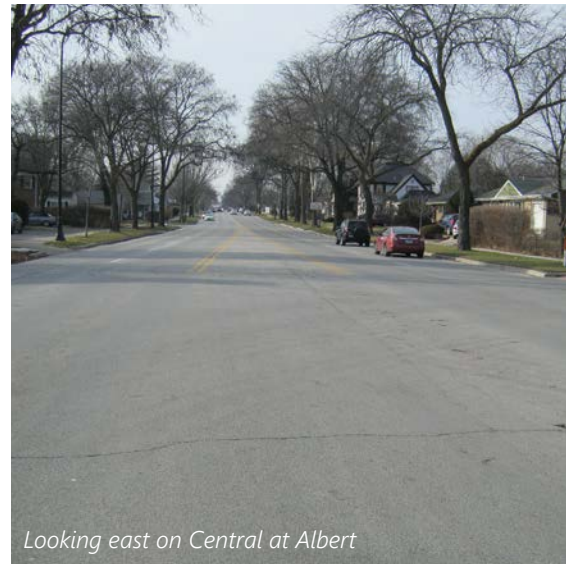
This cross section depicts the most constrained area on this segment of Central (ranges from 68' to 90').

Sidewalk and parkway configuration varies depending on location





Looking west on Central at pedestrian crossing near Melas Park



Looking east on Central at Albert



Sidewalk / crosswalk on north side of Central



Looking east on Central towards Emerson



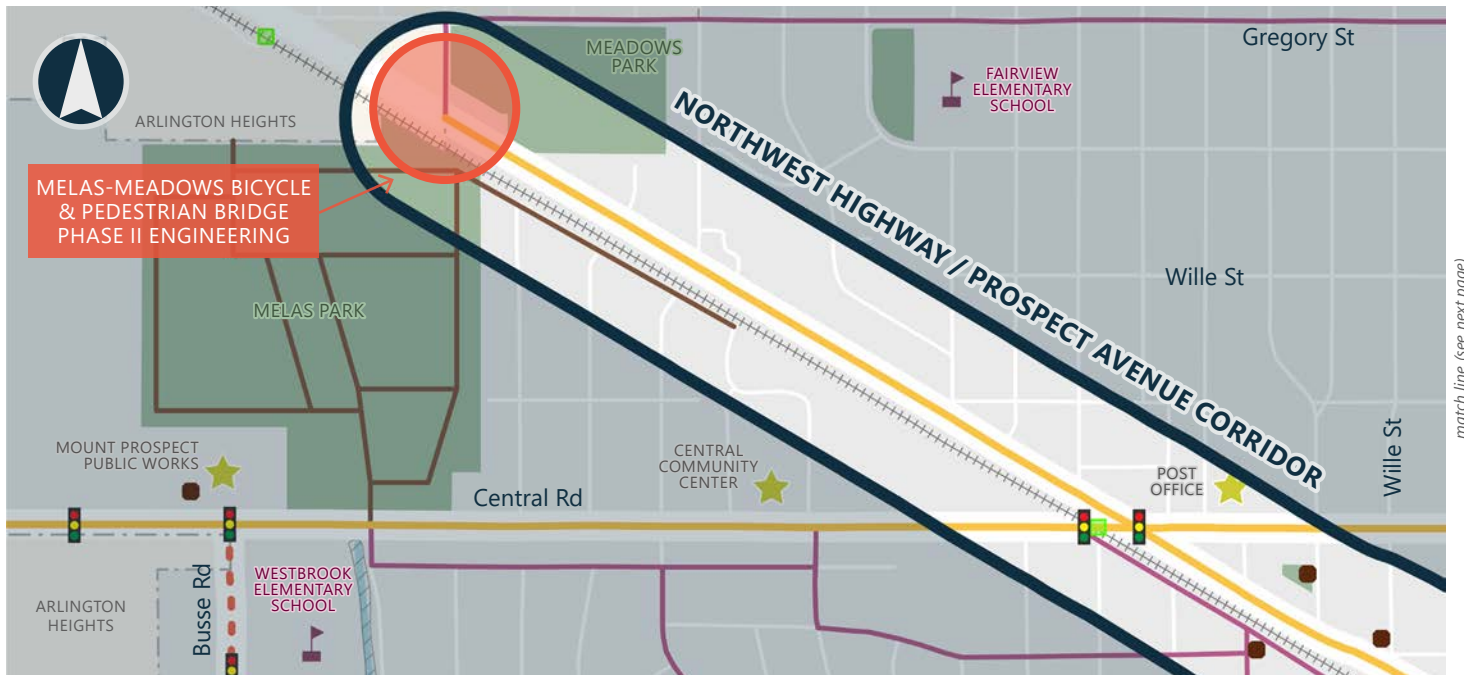
Signed bike route on Emerson just south of Central



Looking west toward residential area near Albert

10 Northwest Hwy / Prospect Ave

West Corridor: **Waterman Ave to Wille St**



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 2 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 30-40 mph
- Average Daily Traffic: 7,700-10,500 vpd (2022)
- Right-of-Way: 64' to 88'
- Truck Route: Class II
- Truck Traffic (% of Total Traffic): 3-5%
- Programmed Improvement:
 - » Bicycle and Pedestrian Bridge over Northwest Hwy connecting Melas Park and Meadows Park (CMAP TIP, 2026)

Parkway Conditions

- Trees in Right-of-Way: 63 total
 - » North - 58 | South - 5
- ComEd in Right-of-Way:
 - » North - Frequent (Waterman to Central, Elm to Mount Prospect) / None (Central to Elm)
 - » South - None (Waterman to Elm) / Occasional (Elm to Mount Prospect)
- Sidewalk Gaps:
 - » South - Village Boundary to Pine St (1-mi)
 - » South - Emerson St to Village Boundary (~4,000')

(continued on the following page)

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

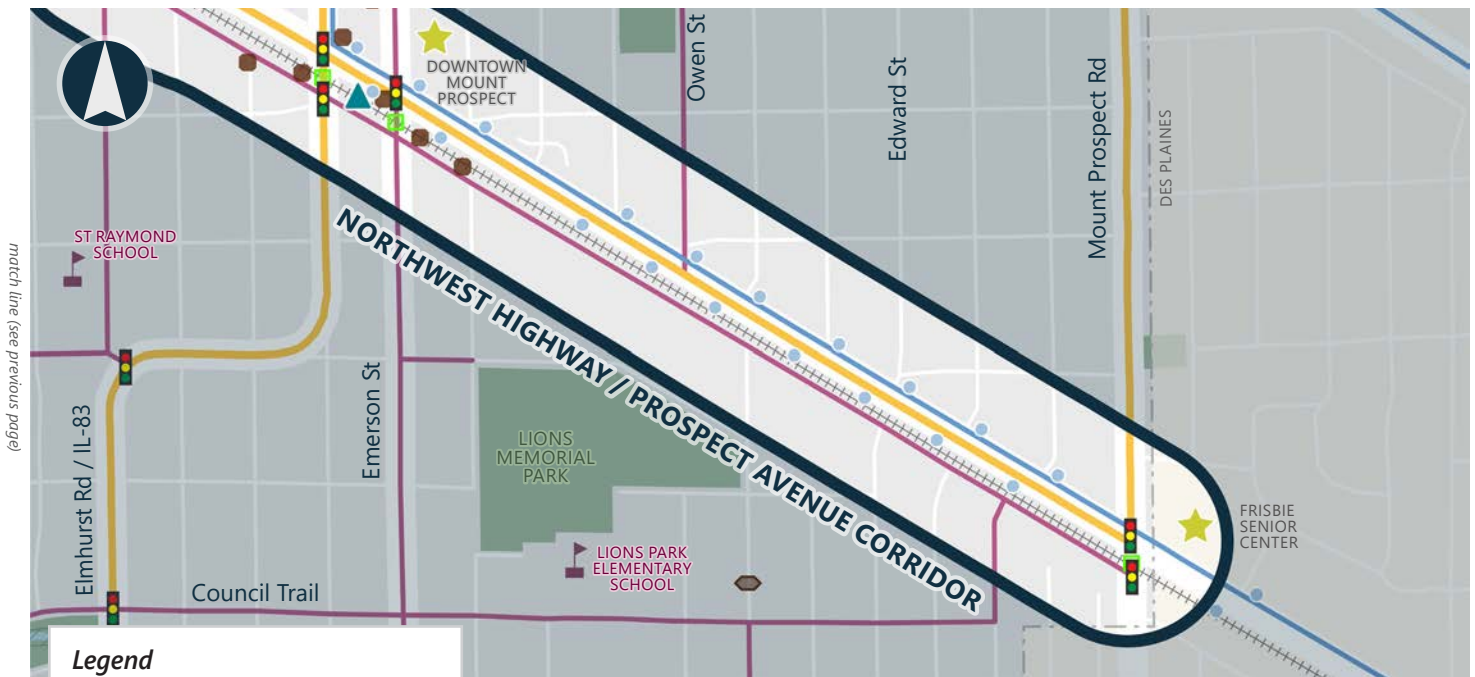
- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path In Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders



Looking southeast on Northwest Hwy towards the Downtown



Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- ★ Community Destination
- Floodplain
- ▲ Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path In Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders

Safety Conditions

- Crashes (2018-22): Bicycle - 4 | Pedestrian - 3
- Potential Conflict Points
 - » Cross Streets: North - 20 | South - 4
 - » Commercial Driveways: North - 31 | South - 4
 - » Residential Driveways: North - None | South - None

Community Context / Future Improvements

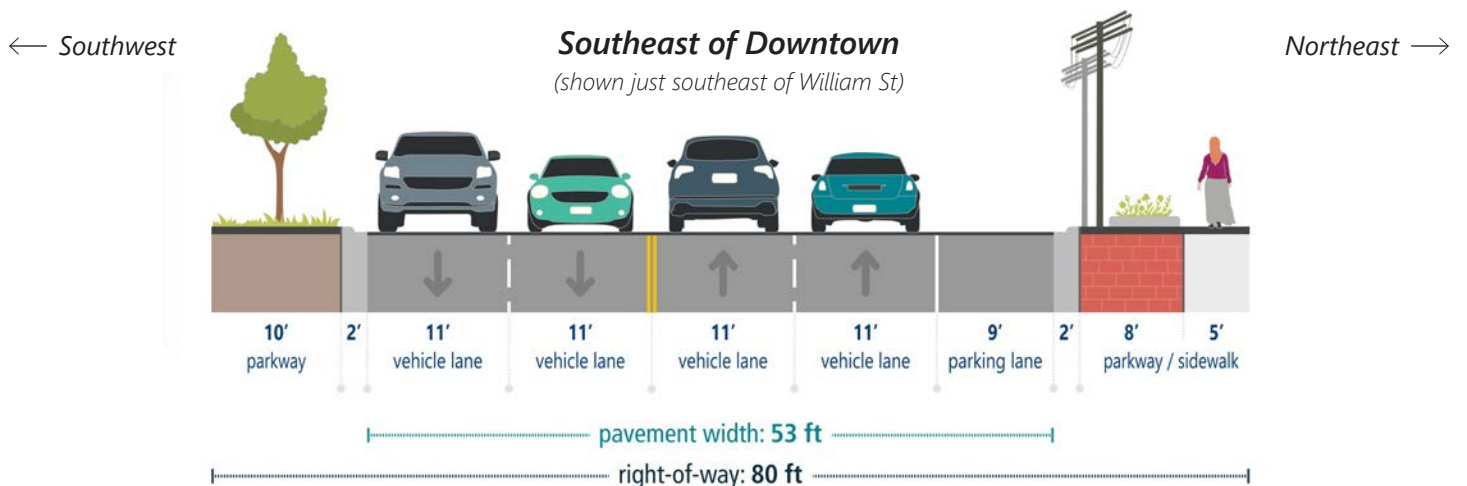
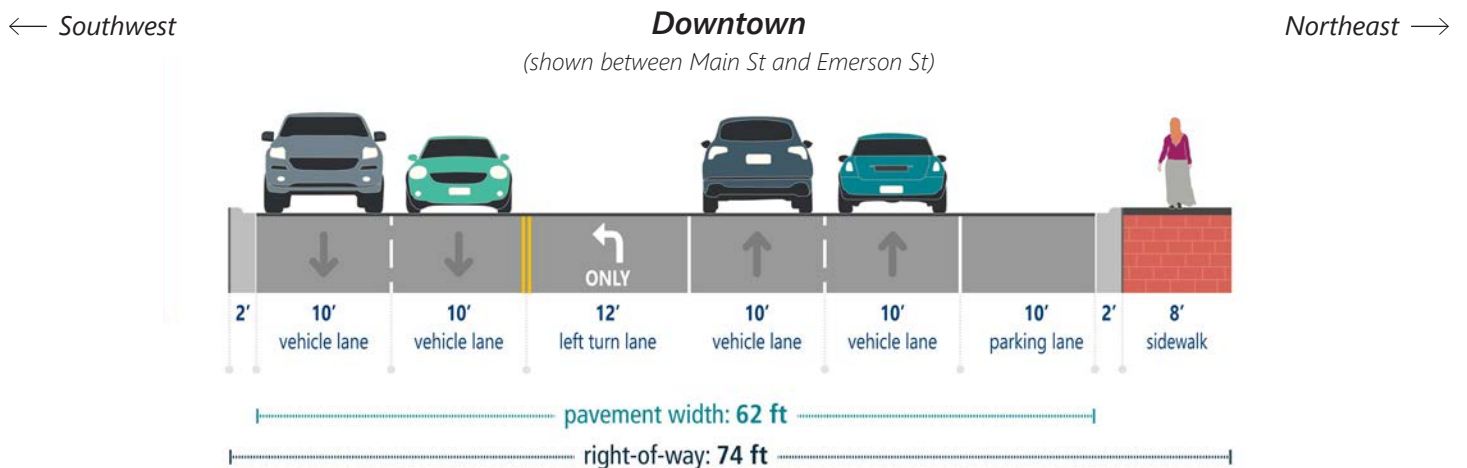
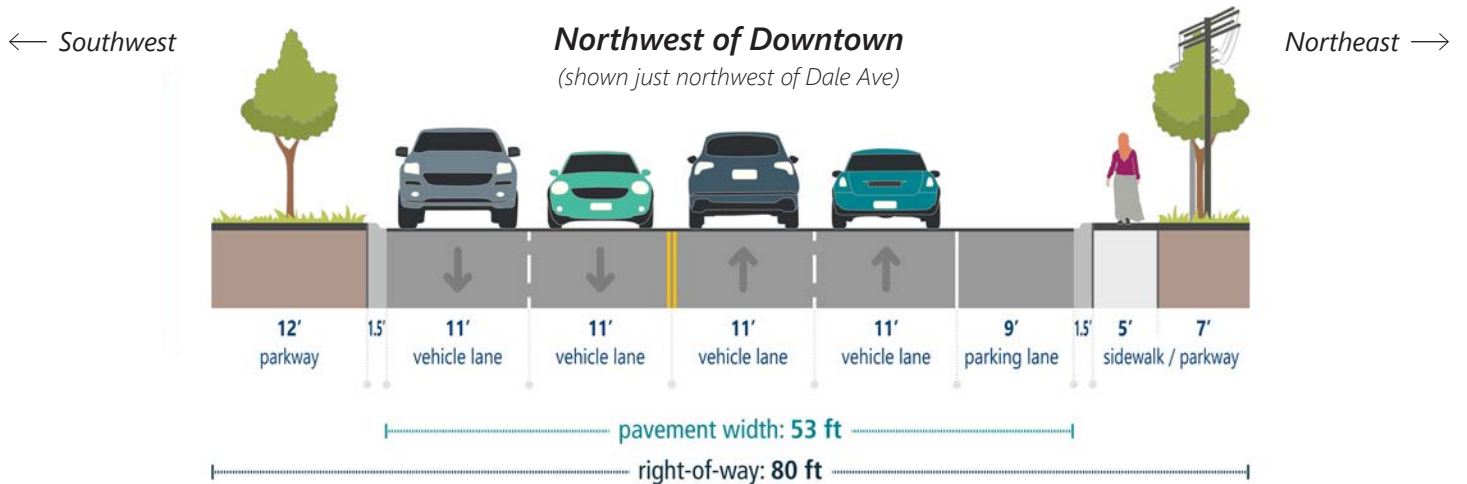
- Key Destinations: Westbrook Elementary School, Fairview Elementary School, St Raymond School, Melas Park, Meadows Park, Fairview Park, Owens Park, Lions Memorial Park, Central Community Center, Post Office, Library, Village Hall, Downtown Mount Prospect, Frisbie Senior Center
- Relevant Insights from Previous Plans/Studies:
 - » *Northwest Municipal Conference Multimodal Transportation Plan (2020)*: Priority corridor stretching across seven communities, including Mount Prospect. Recommended a combination of a sidepath, cycle track, bike lane (on Prospect Avenue)
 - » *Rail Crossing Feasibility Study (2020)*: Five alternatives to improve safety and mobility recommended to be evaluated
- Community Feedback
 - » Identified as a corridor where biking is desired but difficult and unsafe to bike along or cross (including downtown)

Top priority corridor identified by community members



10 Northwest Hwy / Prospect Ave

Typical Mid-Block Cross Sections (on Northwest Hwy)



Northwest Hwy / Prospect Ave 10



Looking southeast on Northwest Hwy at Mount Prospect Metra Station driveway



Looking northwest on Northwest Hwy at Central



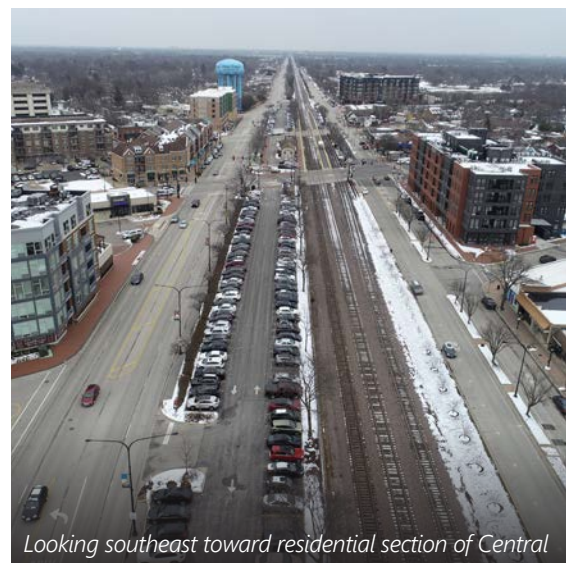
Street parking on Northwest Hwy in the Downtown



Looking northwest from Metra station parking at Northwest Hwy / Main St



Looking southwest on Northwest Hwy near Meadows Park



Looking southeast toward residential section of Central

11 Mount Prospect Road



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 0.7 miles
- Jurisdiction: Mount Prospect (north of Busse) and Cook County (south of Busse)
- Posted Speed Limit: 30-40 mph
- Average Daily Traffic: 9,150 vpd (2022)
- Right-of-Way: 88-100'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 4.5%
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 63 total
 - » West - 63 | East - None (in Des Plaines)
- ComEd in Right-of-Way:
 - » West - Occasional | East - Occasional
- Sidewalk Gaps: None



Looking south on Mount Prospect Rd at Lincoln

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path In Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders

Mount Prospect Road 11

Safety Conditions

- Crashes (2018-22): Bicycle - 1 | Pedestrian - None
- Potential Conflict Points
 - » Cross Streets: West - 5 | East - 4
 - » Commercial Driveways: West - 3 | East - 4
 - » Residential Driveways: West - 35 | East - 21

Community Context / Future Improvements

- Key Destinations: Dimucci-Lowenberg Park (in Des Plaines), Frisbie Senior Center (in Des Plaines)

- Relevant Insights from Previous Plans/Studies:
 - » None
- Community Feedback
 - » Suggest separated bike lanes
 - » Crossing improvements desired at Busse Ave



Looking south on Mount Prospect Rd at Central



East side of Mount Prospect Rd at Dimucci-Lowenberg Park

Typical Mid-Block Cross Section

Looking North

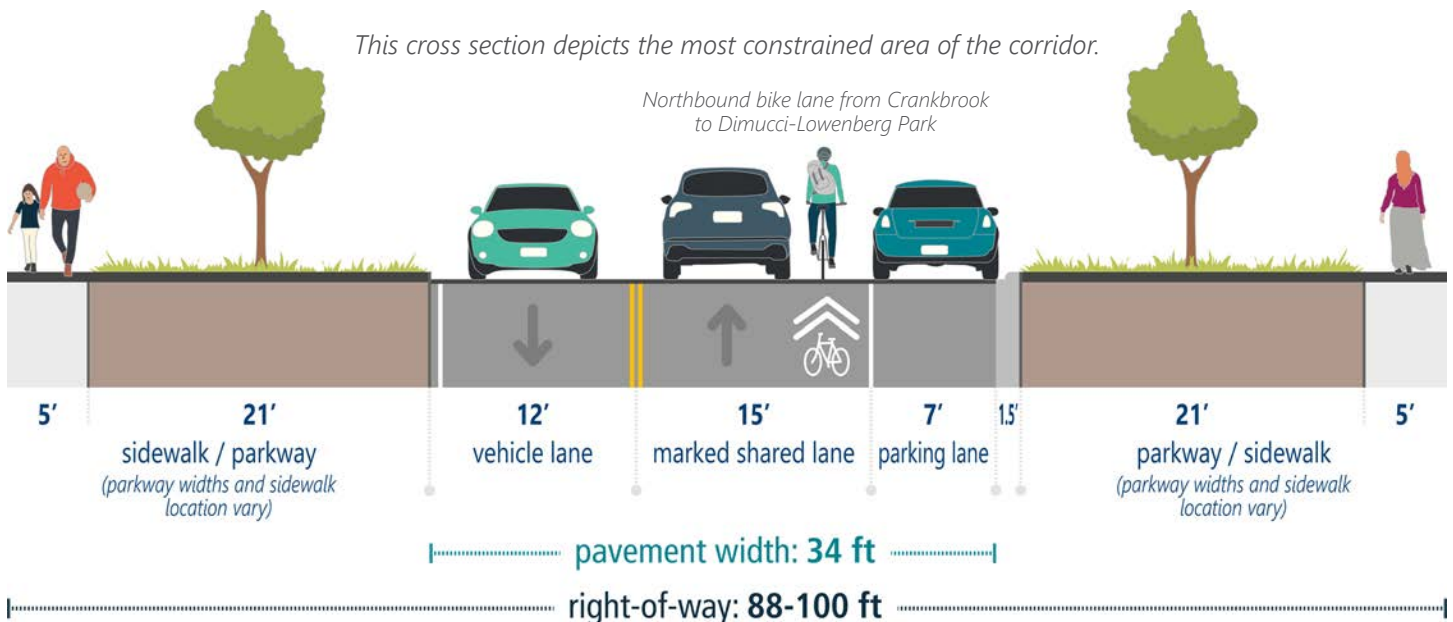
(shown near Dimucci-Lowenberg Park)

← West

East →

This cross section depicts the most constrained area of the corridor.

Northbound bike lane from Crankbrook to Dimucci-Lowenberg Park



12 IL-83 / Elmhurst Road



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 5.2 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 30-40 mph
- Average Daily Traffic: 14,800-25,200 vpd (2022)
- Right-of-Way: 64-104'
- Truck Route: Class II (Rand to Oakton)
- Truck Traffic (% of Total Traffic): 3-8%
- Programmed Improvement: None



Legend

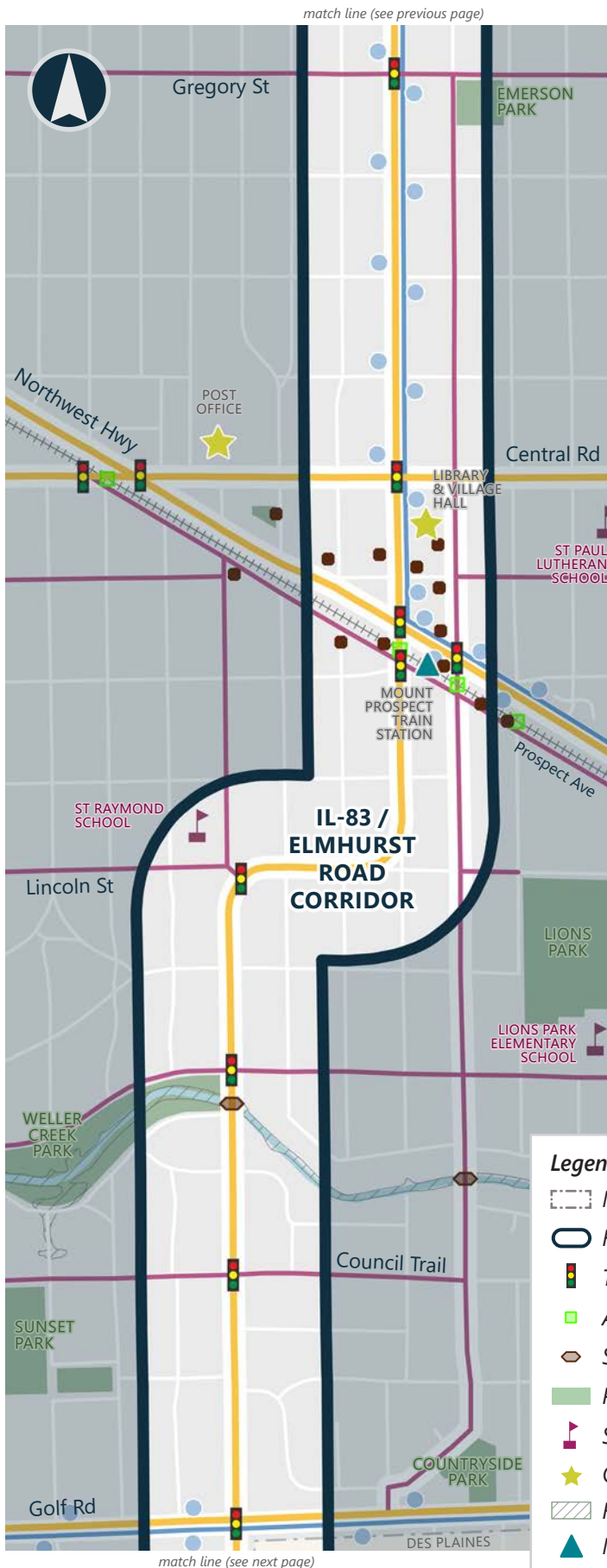
- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path in Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders



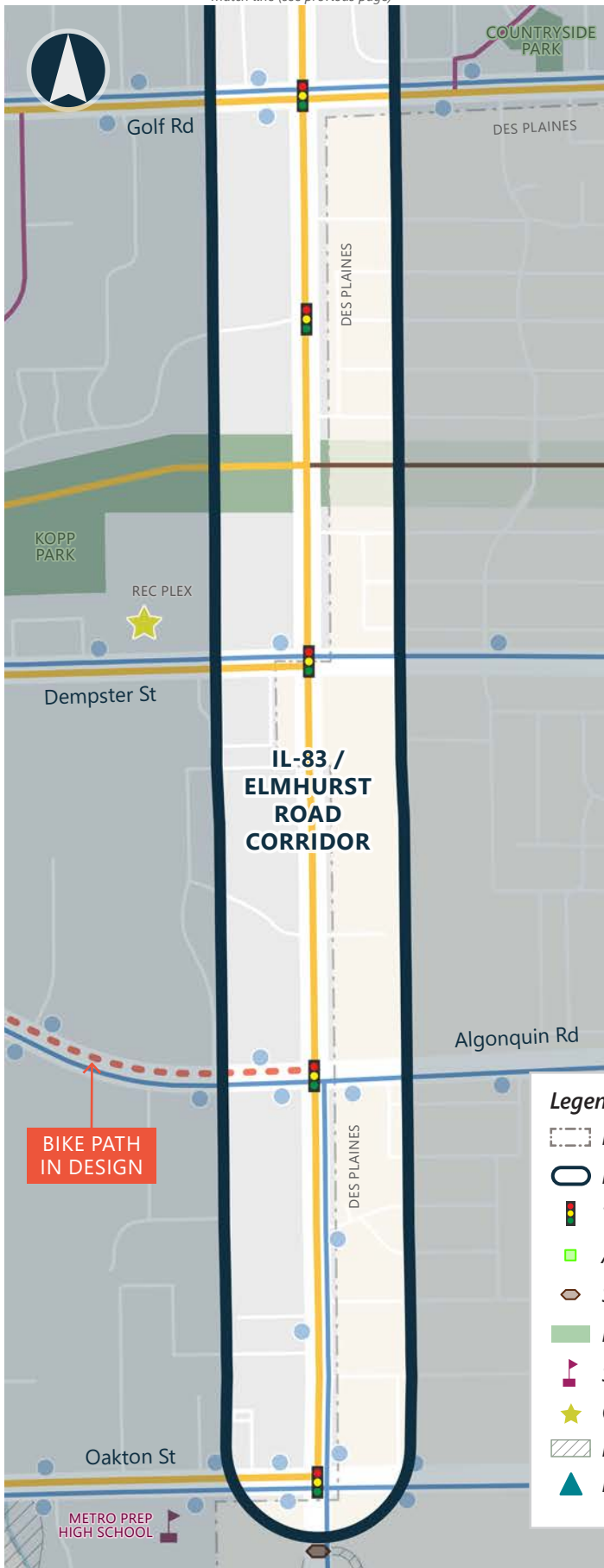
Parkway Conditions

- Trees in Right-of-Way: 489 total
 - » West - 302 | East - 187
- Sidewalk Gaps:
 - » None
- ComEd in Right-of-Way:
 - » West - None (Camp McDonald to Euclid) / Frequent (Euclid intersection & Algonquin to Oakton) / Occasional (Euclid to Algonquin)
 - » East - Occasional (Camp McDonald to Golf & Algonquin to Oakton) / Frequent (Golf to Algonquin)



12 IL-83 / Elmhurst Road

match line (see previous page)



Safety Conditions

- Crashes (2018-22): Bicycle - 13 | Pedestrian - 18
- Potential Conflict Points
 - » Cross Streets: West - 32 | East - 38
 - » Commercial Driveways: West - 32 | East - 19
 - » Residential Driveways: West - 111 | East - 96

Community Context / Future Improvements

- Key Destinations: Old Orchard Country Club, Randhurst Shopping Center, Fire Station, Post Office, Library, Village Hall, Mount Prospect Train Station, Downtown Mount Prospect, Rec Plex, St Paul Lutheran School, St Raymond School, Lions Park Elementary School, Metro Prep High School, Emerson Park, Weller Creek Park, Kopp Park, Lions Memorial Park
- Relevant Insights from Previous Plans/Studies:
 - » *Comprehensive Plan (2017)*: Desire for a bike route identified through community feedback
 - » *Public Transportation System Plan (2009)*: Recommended as a primary bike route (bike lane or sidepath)
- Community Feedback
 - » Identified as a corridor where biking and walking is desired but difficult and unsafe to bike/walk along or cross (including downtown and near railroad tracks)
 - » Suggest sidepath where feasible
 - » Crossing improvements desired near Highland

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path in Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders

IL-83 / Elmhurst Road 12



Looking north on IL-83 at Golf



Looking south on IL-83 just south of Gregory



Looking south on west side of IL-83 at Golf



Looking north on IL-83 near Community Presbyterian Church



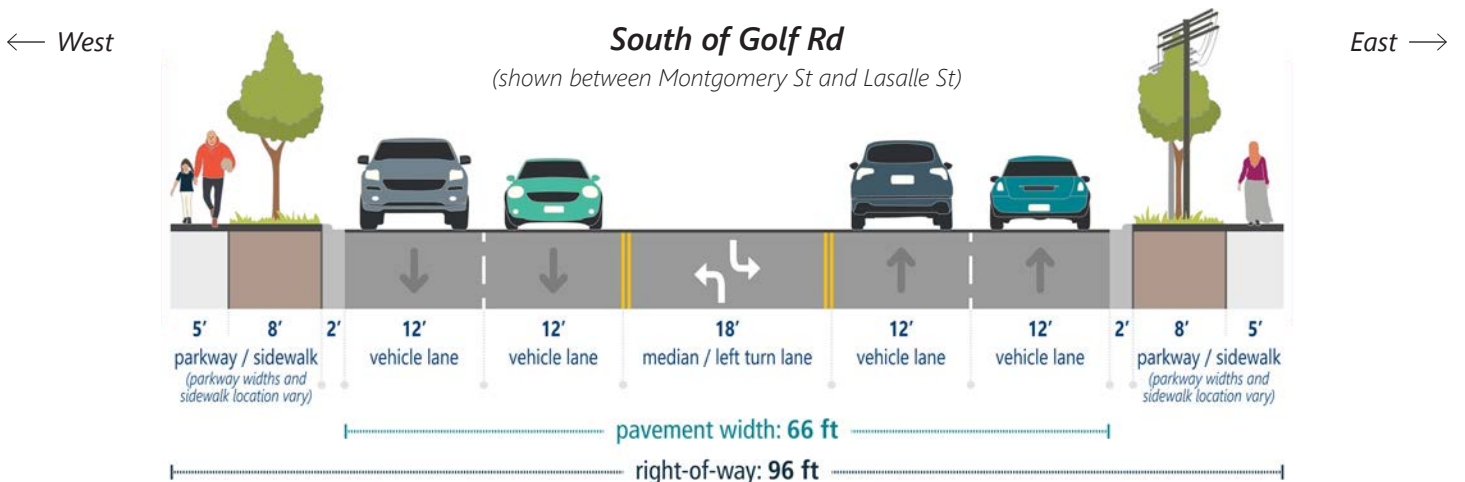
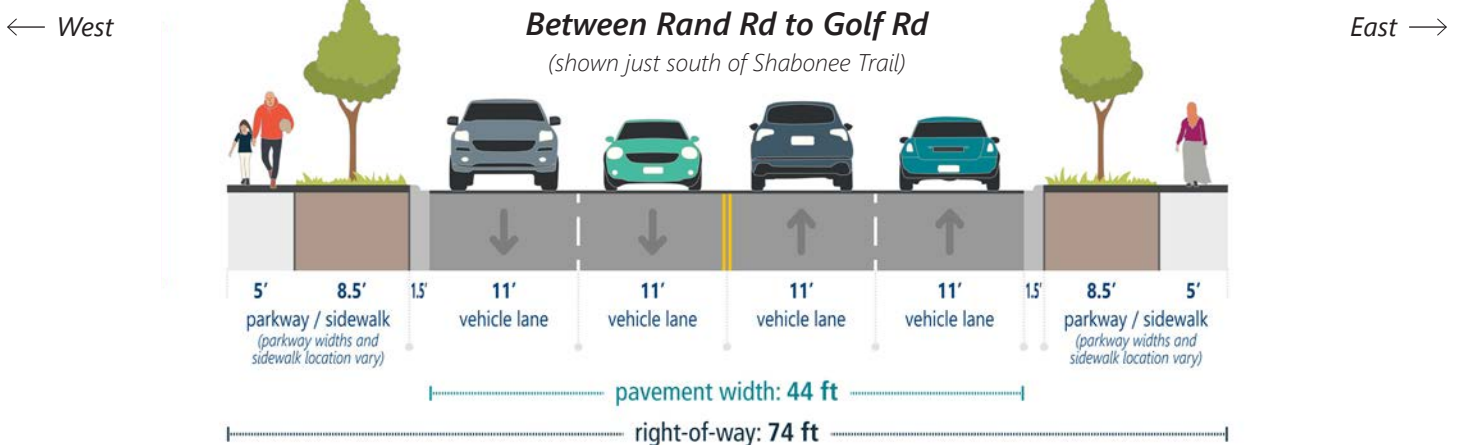
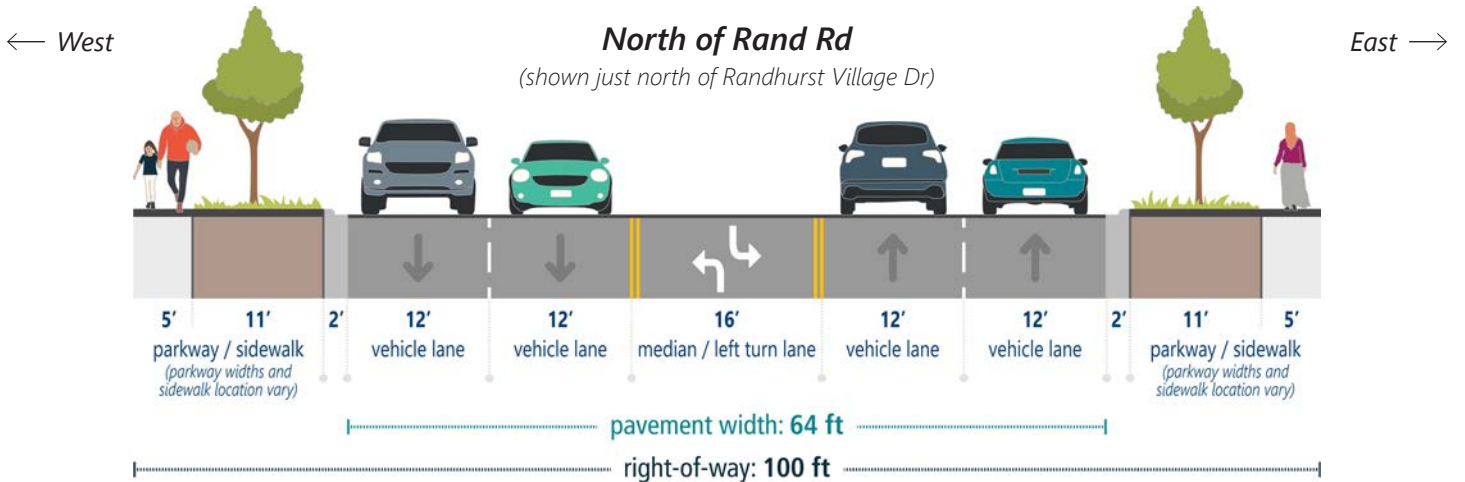
Looking north on IL-83 at Northwest Highway



Looking south on west side of IL-83 at Kensington

12 IL-83 / Elmhurst Road

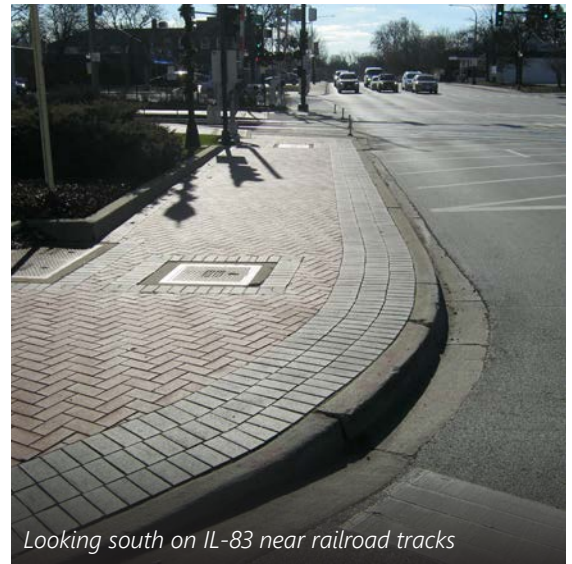
Typical Mid-Block Cross Sections



IL-83 / Elmhurst Road 12



Looking south on IL-83 from west side at Gregory



Looking south on IL-83 near railroad tracks



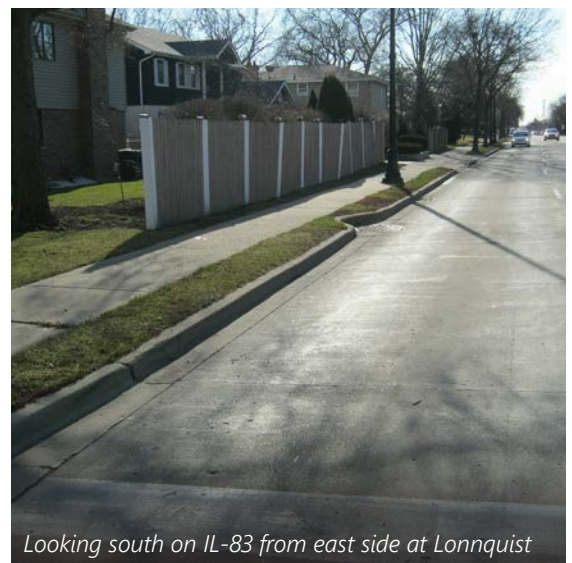
Looking north on IL-83 at Northwest Highway



Looking north on IL-83 from west side at Lonnquist

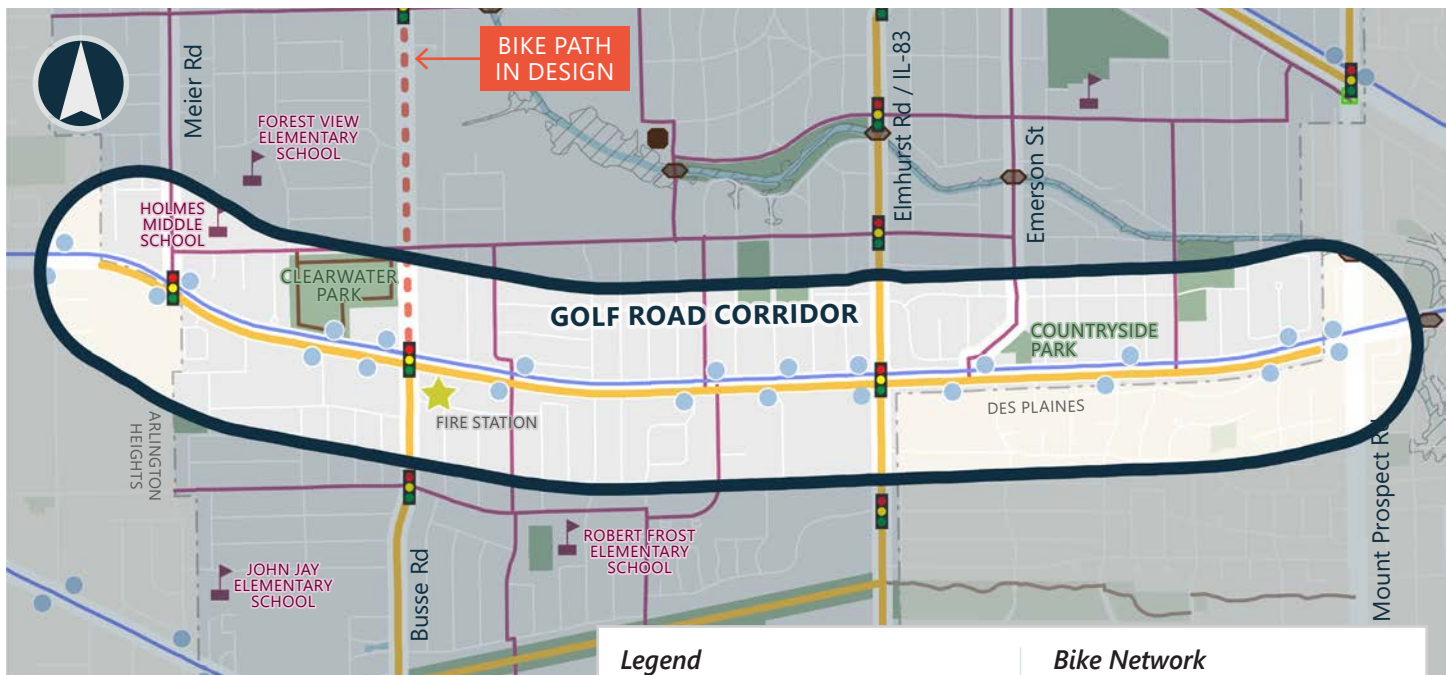


Looking south on IL-83 from east side at Golf



Looking south on IL-83 from east side at Lonnquist

13 Golf Road



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 2.7 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 40 mph
- Average Daily Traffic: 24,600-28,200 vpd (2022)
- Right-of-Way: 96' to 140'
- Truck Route: Class II
- Truck Traffic (% of Total Traffic): 3.5-5%
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 292 total
 - » North - 163 | South - 129
- ComEd in Right-of-Way:
 - » North - Frequent (west of Busse) / Occasional (east of Busse)
 - » South - Occasional (west of Busse) / Frequent (east of Busse)
- Sidewalk Gaps:
 - » South - west of Elmhurst Rd to bus stop (~800')
 - » South - Maple St to Wilkins Dr (~2,500')

Safety Conditions

- Crashes (2018-22): Bicycle - 4 | Pedestrian - 6

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path In Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders

Potential Conflict Points

- » Cross Streets: North - 22 | South - 14
- » Commercial Driveways: North - 9 | South - 24
- » Residential Driveways: North - 23 | South - 8

Community Context / Future Improvements

- Key Destinations: Holmes Middle School, Forest View Elementary School, Clearwater Park, Countryside Park, Fire Station
- Relevant Insights from Previous Plans/Studies:
 - » *Public Transportation System Plan (2009)*: Recommended a sidepath
- Community Feedback
 - » Identified as a corridor where biking is desired but difficult and unsafe to bike along or cross



Looking west at eastbound Pace bus stop on south side of Golf at IL-83



Looking east on Golf near Clearwater Park



Looking west on south side of Golf toward Meier



Looking east on the west leg of Golf at the IL-83 intersection

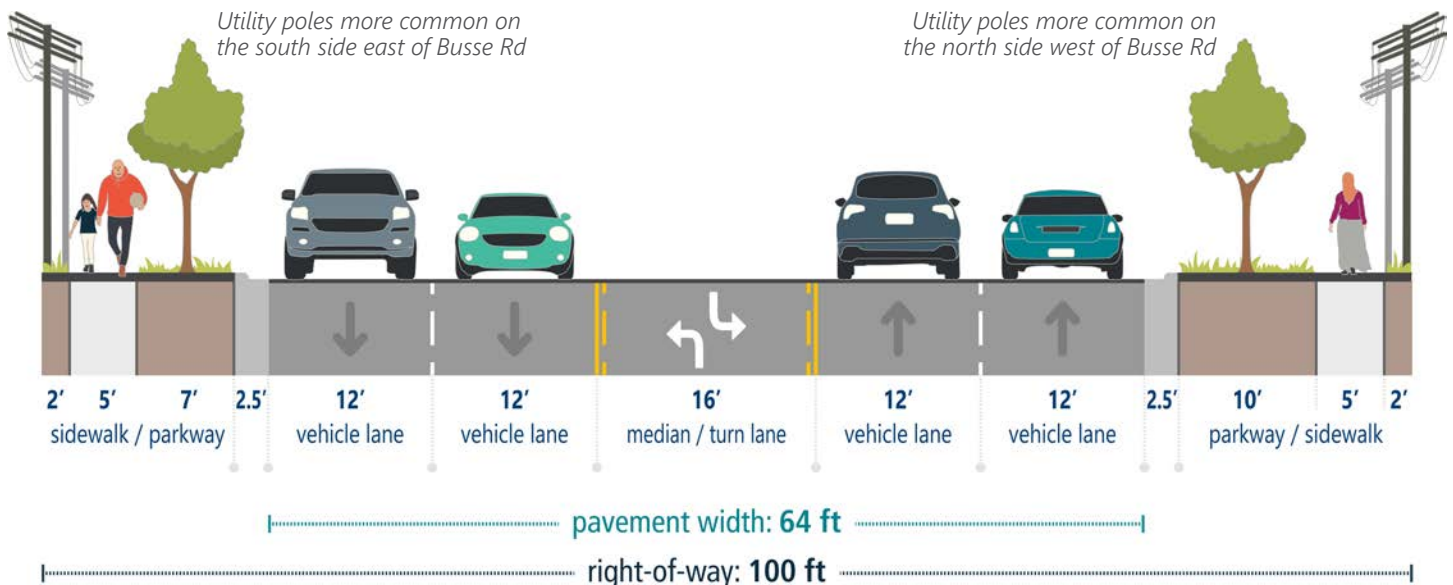
Typical Mid-Block Cross Section

Looking West

(shown near Wa Pella Ave)

← South

North →



14 Busse Road



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 1.5 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 35-40 mph
- Average Daily Traffic: 13,800-25,800 vpd (2022)
- Right-of-Way: 94-116'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 5-7.5%
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 172 total
 - » West - 96 | East - 76
- Sidewalk Gaps:
 - » East - Crystal Ln to I-90 Overpass (3,000')
- ComEd in Right-of-Way:
 - » West - Frequent (north of Algonquin) / Occasional (south of Algonquin)
 - » East - Occasional (north of Algonquin) / Frequent (south of Algonquin)



Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path in Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders

Safety Conditions

- Crashes (2018-22): Bicycle - 10 | Pedestrian - 7
- Potential Conflict Points
 - » Cross Streets: West - 5 | East - 4
 - » Commercial Driveways: West - 3 | East - 4
 - » Residential Driveways: West - 35 | East - 21

Redwood Park, Frost Park, Community Connection Center, Fire Station

- Relevant Insights from Previous Plans/Studies:
 - » *Sidepaths in development on Busse north of Golf (east side) and on Algonquin (north side)*

Community Context / Future Improvements

- Key Destinations: Robert Frost Elementary School, John Jay Elementary School, Clearwater Park,



Looking south on Busse from ComEd Right-of-Way



Looking south on Busse at Willow intersection

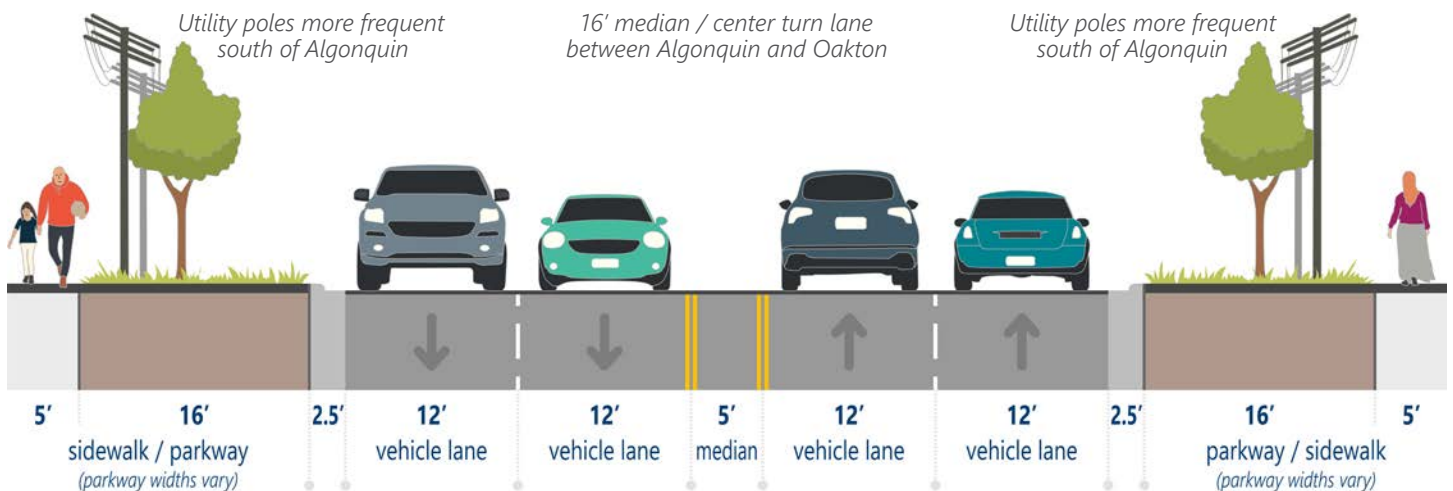
Typical Mid-Block Cross Section

Looking North

(shown north of Pheasant Trail)

← West

East →



pavement width: 53 ft

right-of-way: 94-116 ft



15 Algonquin Road to Elmhurst Road / IL-83 Trail



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 1.2 miles
- Jurisdiction: ComEd
- Right-of-Way: 210-220'
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 151 total
 - » North - 71 | South - 80
- ComEd in Right-of-Way: Two sets of high tension electric towers 45' apart

Community Context / Future Improvements

- Key Destinations: Robert Frost Elementary School, Rec Plex Center, Kopp Park, Redwood Park, Community Connection Center
- Community Feedback
 - » Crossing improvements desired where trail intersects with the roadway

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path In Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders



Looking east from Busse into ComEd right-of-way trails

Algonquin Road to Elmhurst Road / IL-83 Trail 15



Looking west from Redwood into ComEd right-of-way trail



ComEd right-of-way trail crossing at Redwood



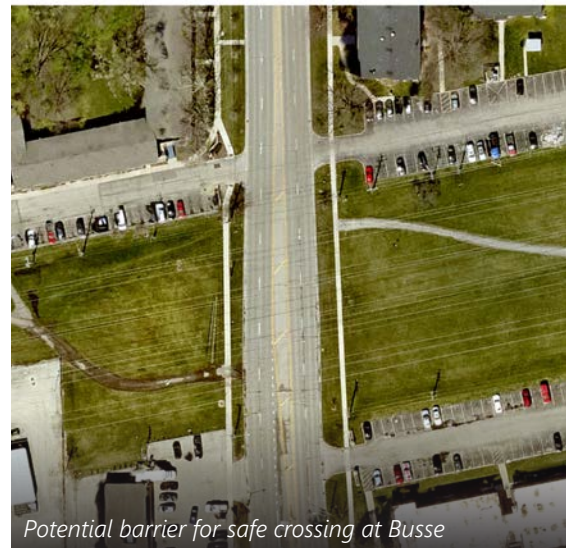
Looking east from IL-83 into trails in Des Plaines



Looking west from IL-83 into Kopp Park trails (ComEd right-of-way)

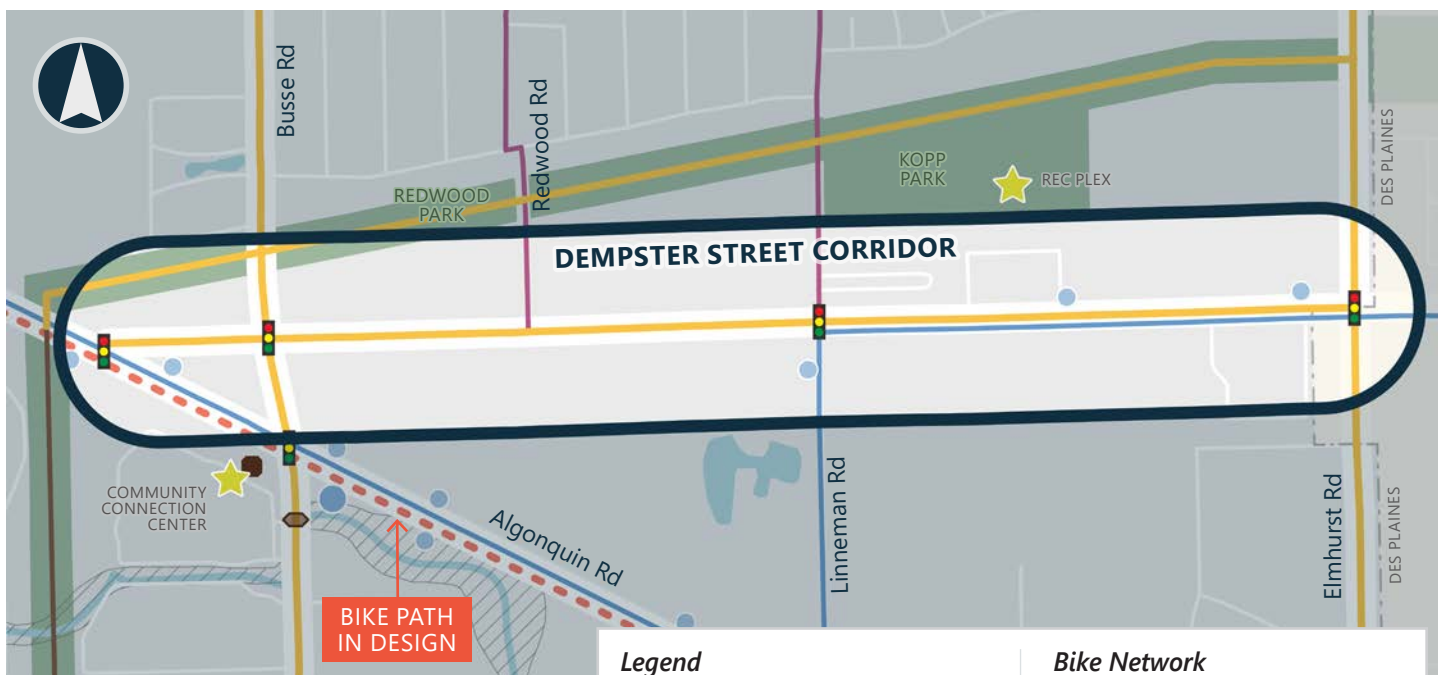


ComEd right-of-way trail crossing at Linneman



Potential barrier for safe crossing at Busse

16 Dempster Street



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 1.3 miles
- Jurisdiction: Cook County
- Posted Speed Limit: 40 mph
- Average Daily Traffic: 9,950-10,800 vpd (2022)
- Right-of-Way: 96' to 118'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.5%
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 151 total
 - » North - 71 | South - 80
- ComEd in Right-of-Way:
 - » North - Frequent | South - Occasional
- Sidewalk Gaps:
 - » South - Linneman Rd to 1,000 feet west of Linneman and 350 feet east of Linneman

Safety Conditions

- Crashes (2018-22): Bicycle - 4 | Pedestrian - 2
- Potential Conflict Points
 - » Cross Streets: North - 5 | South - 2
 - » Commercial Driveways: North - 9 | South - 12
 - » Residential Driveways: North - 6 | South - 6

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path In Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders

Community Context / Future Improvements

- Key Destinations: Rec Plex Center, Kopp Park, Redwood Park, Community Connection Center
- Relevant Insights from Previous Plans/Studies:
 - » *Comprehensive Plan (2017)*: Intersection improvements requested at Dempster and Busse through community feedback

Dempster Street 16



Looking east from south side of Dempster



Looking north from Linneman & Dempster (SE)



Looking east from north side of Dempster



Looking west from north side of Dempster

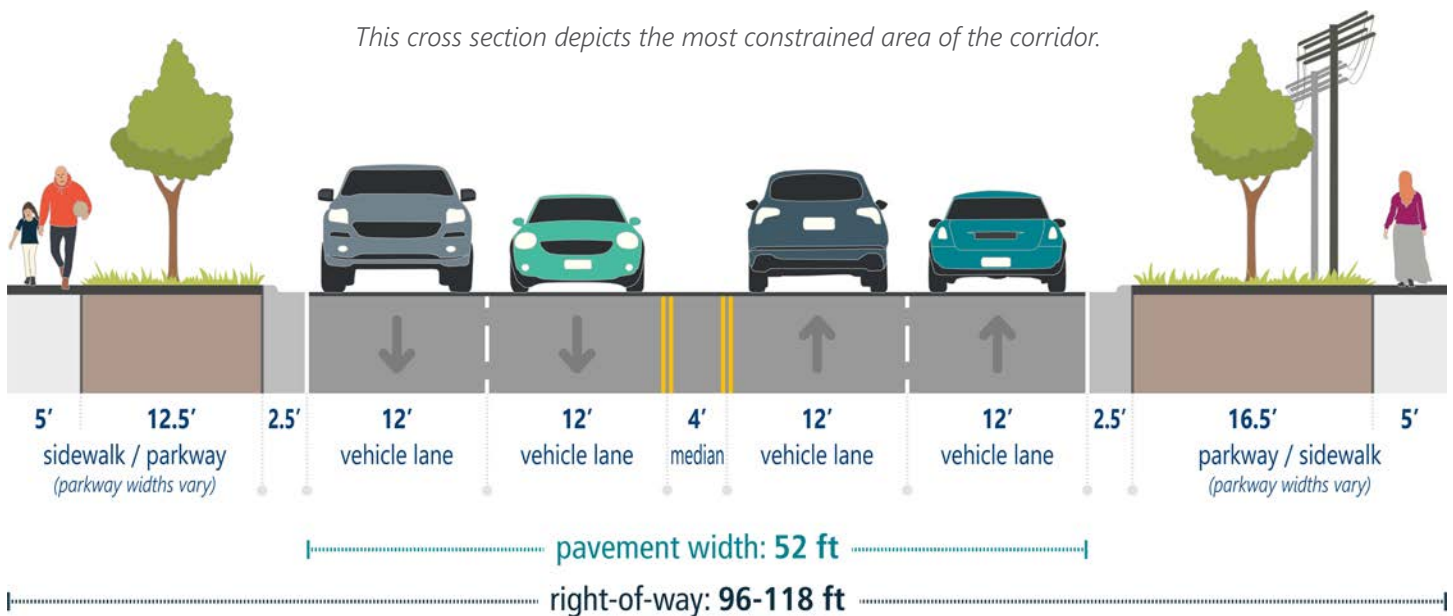
Typical Mid-Block Cross Section

Looking West
(shown near Ida Ct)

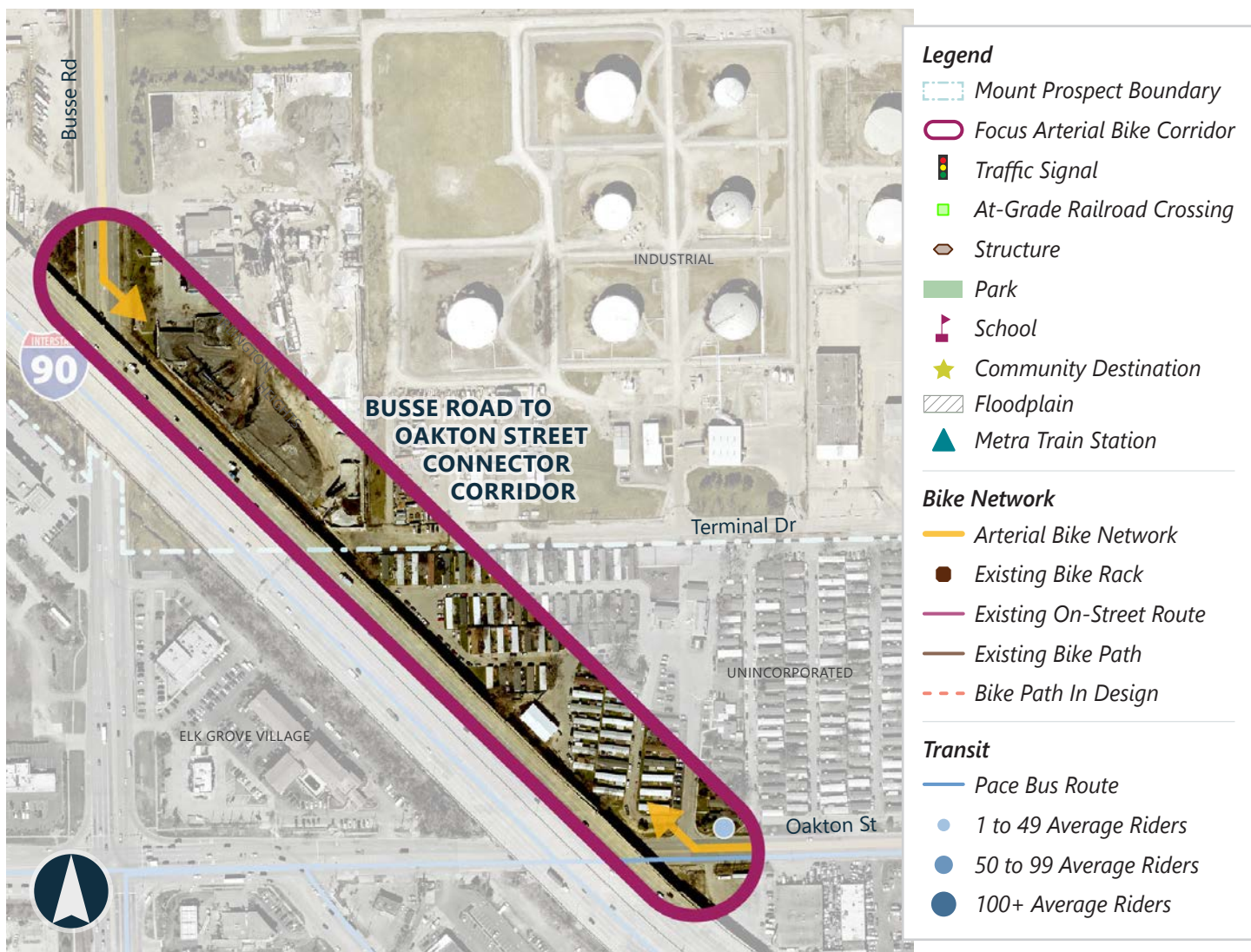
← South

North →

This cross section depicts the most constrained area of the corridor.



17 Busse Road to Oakton Street Connector



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 1.2 miles
- Jurisdiction: Illinois Tollway
- Right-of-Way: 30'
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 151 total
 - » North - 71 | South - 80
- ComEd in Right-of-Way: None

Community Context / Future Improvements

- Key Destinations: Rec Plex Center, Kopp Park, Redwood Park, Community Connection Center



Busse Road to Oakton Street Connector 17



Looking northwest between I-90 and residential area at Oakton



Looking southeast from east side of Busse at I-90

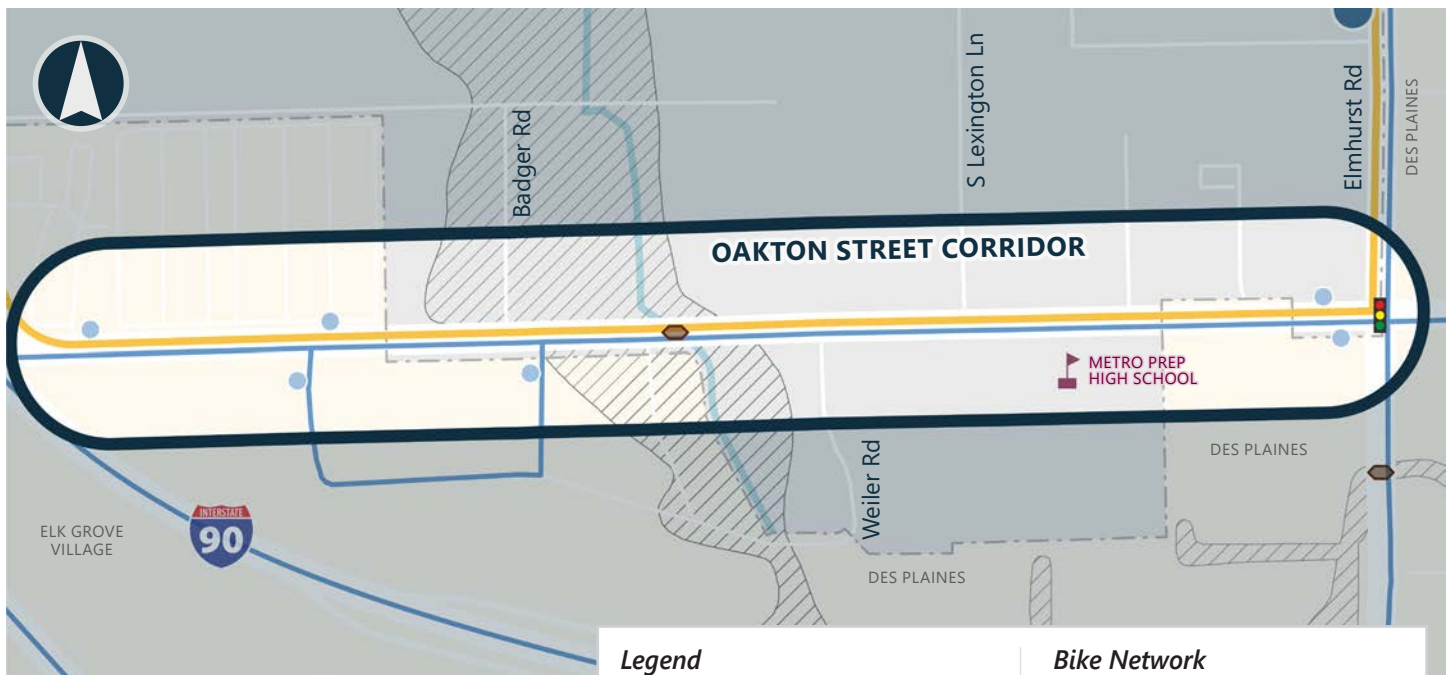


Looking northwest between I-90 and residential area at Oakton



Looking southeast from east side of Busse at I-90

18 Oakton Street



Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 0.8 miles
- Jurisdiction: IDOT
- Posted Speed Limit: 40 mph
- Average Daily Traffic: 20,500 vpd (2022)
- Right-of-Way: 98' to 112'
- Truck Route: Class II
- Truck Traffic (% of Total Traffic): 13%
- Programmed Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 4 total
 - » North - 0 | South - 4
- ComEd in Right-of-Way:
 - » North - Frequent | South - Frequent
- Sidewalk Gaps:
 - » North - S Lexington Dr to Overpass (~3,000')
 - » South - Service drive to Overpass (~3,500')

Safety Conditions

- Crashes (2018-22): Bicycle - None | Pedestrian - 1
- Potential Conflict Points
 - » Cross Streets: North - 7 | South - 5
 - » Commercial Driveways: North - 6 | South - 20
 - » Residential Driveways: North - 0 | South - 0

Legend

- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station

Bike Network

- Arterial Bike Network
- Existing Bike Rack
- Existing On-Street Route
- Existing Bike Path
- Bike Path In Design

Transit

- Pace Bus Route
- 1 to 49 Average Riders
- 50 to 99 Average Riders
- 100+ Average Riders

Community Context / Future Improvements

- Key Destinations: Metro Prep High School
- Relevant Insights from Previous Plans/Studies:
 - » None



Looking west from north side of Oakton near I-90 bridge



Looking west on south side of Oakton at Elizabeth



Desire pathway on north side of Oakton near Elizabeth



Looking east on north side of Oakton at 1st Ave

Typical Mid-Block Cross Section

Looking West

(shown just west of the Higgins Creek Bridge)

