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

March 10, 2025 | **Emergency Operations Center** | **7:00 PM**

1. **Call to Order**
2. **Roll Call**
3. **Approval of Minutes**
   - 3.1. February 10, 2025
4. **Citizens To Be Heard**
5. **Old Business**
6. **New Business**
   - 6.1. Hatlen Heights - Friendly Neighborhood Streets Program
   - 6.2. William Street - Friendly Neighborhood Streets Program
   - 6.3. Arterial Bike Network Study - Final Report
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

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Village of Mount Prospect
Public Works

1700 W. Central Road, Mount Prospect, Illinois 60056

DRAFT

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, February 10, 2025.

ROLL CALL

Present upon roll call:	Justin Kuehlthau	Chairman	
	Christopher Prosperi	Vice Chairman	
	Tina DeAragon	Commissioner	
	Jeffrey Nejdl	Commissioner	
	B-L Pellicore	Commissioner	
	Charlie Lowry	Commissioner	
	Nicholas Mavraganis	Police Department Representative	
	Scott Moe	Public Works Department Representative	
	Luke Foresman	Project Engineer – Staff Liaison	
Absent:	Todd Novak	Fire Department Representative	
Others in Attendance:	Mark & Trish Haban	Residents	421 S. Main Street
	Stewart Smith	Resident	1304 W. Lonnquist
	Ken Brey	Resident	13 N. Pine

APPROVAL OF MINUTES

Commissioner DeAragon, seconded by Commissioner Nejdl, moved to approve the minutes of the regular meeting of the Transportation Safety Commission held on November 11, 2024. The minutes were approved by a vote of 6-0.

CITIZENS TO BE HEARD

None.

OLD BUSINESS

None.

NEW BUSINESS

A: Arterial Bike Network Study

Staff Liaison Foresman presented the following on the Draft Final Report of the Arterial Bike Network Study:

Background: The Village's existing Bike Plan was adopted in 2012. Since then, the Village has installed 28 miles of on-street bike routes, completing Phase I of the Bike Plan. Phases II and III are to install bike facilities along arterial roads, however more study was needed to determine how those could be built

The Village applied for and was awarded a planning grant from the State of Illinois in 2022 and was able to retain a consultant to develop the Arterial Bike Network Study in 2023 and 2024. The draft final report of the Arterial Bike Network Study is now complete and ready to be presented to the Commission for comment. The study will then go before the Village Board at the Committee of the Whole Meeting on February 18th.

Section 1 Study Overview: Section one provides an overview of the study, giving some background, identifying corridors to be studied and describing desired bicycle facility types.

As part of the request for proposals for the study, the Village identified 18 corridors to be investigated for potential dedicated bike facilities. The corridors consisted of all the arterial roads in town that did not already have bike facilities built or in design along with utility corridors.

The study aims to layout a bike network that is comfortable for all ages and abilities. Studies have shown only 5%-9% of the population is comfortable using tradition bike lanes on high traffic roads. Over 50% of the population is comfortable on separated bike facilities, either shared-use paths or protected bike lanes. This study primarily proposes shared-use paths as they are the most comfortable and safer for all users.

The study timeline is as follows:

- 11/2023 – Internal Kickoff Meeting
- 2/2024 – Public Meeting 1 and Public Survey
- 6/2024 – Stakeholder Meetings
- 7/2024 – Pop-Up Meetings
- 10/2024 – Public Meeting 2
- 2/2025 – Draft Report Prepared

Section 2 Existing Conditions and Outreach Recap:

Section two summarizes the public outreach activities and existing conditions research for all corridors.

Summary of Engagement Activities:

- Public Survey – 80 Survey Responses
- Interactive Map – 140 Map Comments
- 2 Public Open Houses – Over 70 Attendees
- Pop-Up Meeting – Downtown Block Party
- Pop-Up Meeting – Celebration of Cultures
- 11 Stakeholder Meetings
- 25 Email Comments

Summary of Comments Received:

- Desire for increased connections to existing trails, parks and schools
- Desire for increased connections to Randhurst Village and Downtown Mount Prospect
- Interest from school districts to have improved connectivity to schools
- Support for high impact crossing treatments
- Improvements in the downtown area to increase visibility for bicyclists
- Desire for improved crossings across arterial roads
- Coordination with other communities so bike routes do not stop at Village borders
- Support for off-street facilities (shared-use paths) on arterial roads instead of bike lanes

Priority Corridors – as identified as part of the public outreach campaign:

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

An existing conditions report was developed to investigate each of the corridors and document the existing conditions that could impact bike facility construction. The following items were identified for each corridor:

- Typical Section
- Traffic Information
- Programmed Improvements
- Trees in ROW
- Potential Utility Conflicts
- Sidewalk Gaps
- Safety Conditions (Crashes and Potential Conflict Points)
- Key Destinations
- Other Plans and Studies
- Community Feedback

Section 3 Arterial Network Recommendations:

Section 3 presents the recommendations of the study. This includes the proposed bicycle facilities (bike lanes, buffered bike lanes and sidepaths), intersection design strategies and a corridor-by-corridor breakdown of the proposed facilities.

The report includes 200 scale plans sheets and summary sheets for each of the corridors. Overall, sidepaths are the preferred recommendation for most of the corridors. Camp McDonald Road and Seminole Lane were selected for bike lane installations due to their lower speeds and traffic volumes compared to other corridors. Prospect Avenue and Wolf Road were identified as needing more study as there were multiple options available for those corridors.

Improvements were not proposed for Elmhurst Road (IL 83) between Golf Road and Kensington Road and Central Road between Northwest Highway and Mount Prospect Road. This was due to a lack of available right-of-way and other obstructions. Instead, the study proposes routing bikes to adjacent neighborhood bike routes.

The presentation did not cover the individual corridors, but all information was available for the Commission and the public to review.

Section 4 Arterial Network Implementation:

Section 4 presents implementation strategies. This categorized all the proposed projects into short-term, medium-term and long-term. The short-term corridors include the following:

- Busse Road from Golf Road to Interstate 90
- Prospect Avenue from Central Road to Mount Prospect Road
- Mount Prospect Road from Prospect Avenue to Rand Road
- Kensington Road from the west Village Limits to River Road
- Euclid Avenue from Burning Bush Lane to Des Plaines River Trail

These routes were prioritized based on public feedback, connections to existing or in-design bike facilities, connections to desired destinations and for the development of a continuous bike route from the southwest corner of the Village to the northeast corner of the Village.

The study also provided cost estimates for each of the corridors and potential grant opportunities for funding the projects.

Discussion:

This report was presented to the Commission for comments to be incorporated into the final report. There wasn't a vote from the Commission on this report at this time. The final report will come before the Commission at a future meeting for approval.

Fire Department Representative Novak arrived to the meeting at 8:00 PM during the discussion.

Below is a summary of discussion on the report during the meeting:

- Commissioner Nejdl asked about maintenance responsibility for the proposed paths. Liaison Foresman indicated that while the paths would mostly be in IDOT or Cook County right-of-way, those agencies would require Mount Prospect to sign a maintenance agreement stating the Village would maintain the facilities.
- Commissioner Pellicore asked how the report was going to be shared with the public, specifically those who participated in previous public engagement opportunities. Liaison Foresman indicated the consultant would be sending out a link to the final report to everyone who participated in the public outreach. Additionally, the full report would be available on the project website.
- There was general discussion about sidepaths being a safe and comfortable option, but since they would only be installed on one side of the arterial road, special consideration should be given to getting bicyclists and pedestrians across the arterial road to access the new shared use path. Liaison Foresman indicated the project scope did not include looking into potential new mid-block crossings (crossings at non-signalized intersections) of arterial roads, but they would be considered as part of any future project. The primary concern was along Golf Road.
- As part of the discussion on crossing arterial roads, Representative Mavraganis discussed the state law regarding when vehicles are required to stop for pedestrians in crosswalks.
- Commissioner Pellicore asked about future funding uncertainty, especially with federal funds. Liaison Foresman indicated IDOT recently sent out a circular letter saying there are no changes to existing funding or grant programs at this time but that they were monitoring the situation. Liaison Foresman further explained that most of the available funding sources come from federal funds but are managed by state or other regional organizations instead of USDOT directly.
- A member of the public pointed out an error in the Kensington Road corridor routing. Liaison Foresman indicated it would be corrected in the final report.
- Commissioner Nejdl asked about connectivity to the Melas-Meadows bridge. Liaison Foresman indicated Busse Road and Kensington Road were partially selected for short term projects as they would indirectly connect to the Melas-Meadows bridge. The bridge itself is between two parks and over the arterial road of Northwest Highway, it does not connect directly to any of the proposed corridors. The paths through Melas Park connect the Melas-Meadows Bridge to the Northwest Bikeway heading to Arlington Heights, the Central Road Corridor and the Busse Road Corridor. On the Meadows Park side, existing neighborhood bike routes connect the bridge to the Kensington Road Corridor and the Rand Road Corridor.
- There was general consensus that as new bike facilities are built, there will be new riders using them and ongoing education campaigns should supplement construction projects to increase safety for all users.

- A resident asked why the Central Road (east) corridor from Mount Prospect Road to Wolf Road being a medium-term priority instead of short-term priority since it connects to the Des Plaines River Trail. Liaison Foresman indicated that the Euclid Avenue connection to the Des Plaines River Trail was the higher priority as it is a more direct connection to the trail and would provide an all ages and abilities connection to the trail. A sidepath on Euclid Avenue is proposed from the neighborhood bike route on Burning Bush Lane to the Des Plaines River Trail. A priority of the study is to make bike facilities that everyone is comfortable using. The segment of Central Road between Mount Prospect Road and Wolf Road would connect to the Northwest Municipal Conferences regional bike route on Central Road east of Wolf Road, but this bike route consists of paved shoulders adjacent to higher speed vehicles. This is not a comfortable route for all users. Therefore, it was a lower priority connection to the Des Plaines River Trail.

B. Complete Streets Annual Summary

The Village of Mount Prospect adopted a Complete Streets Policy on February 4, 2020. As part of the policy, the Engineering Division will annually present to the Commission the results of eight performance measures as outlined in the policy. These performance measures were compared to past years as presented in the table below:

Complete Streets Annual Summary Numbers					
Performance Measure	**Unit**	**2021**	**2022**	**2023**	**2024**
Miles of On Street Bike Routes	Miles	15	29	29	29
Number of New Bike Parking Spaces	Each	0	0	0	12
Linear Feet of New or Reconstructed Sidewalk	Feet	38,731	48,405	50,836	50,844
Number of New or Reconstructed Curb Ramps	Each	178	176	231	287
Number of New, Improved or Repainted Crosswalks	Each	627	216	379	276
Number of New Parkway Trees	Each	505	631	580	555
Number of New or Rehabilitated Transit Stops	Each	0	0	4	1
ADA Complaint Upgrades	Sidewalk Squares	1,775	1,126	914	906

Liaison Foresman provided a brief presentation on the issues. He summarized efforts of the Public Works Department in 2024 as it relates to the Complete Streets Policy. No formal action was necessary or taken.

COMMISSION ISSUES

None.

ADJOURNMENT

With no further business to discuss, the Transportation Safety Commission voted 9-0 to adjourn at 8:40 p.m. upon the motion of Commissioner Pellicore. Commissioner DeAragon seconded the motion.

Respectfully submitted,

Luke Foresman, P.E.
Project Engineer

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Resident Information Bulletin #2
Hatlen Heights Neighborhood Traffic Calming Study

Village of Mount Prospect
Public Works Department
FEBRUARY 2025

INTRODUCTION:

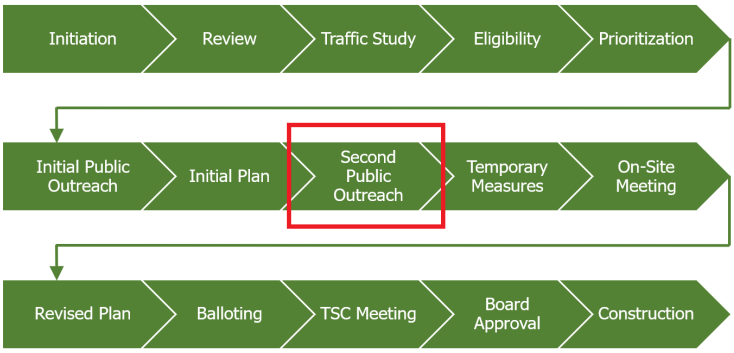
The Village is conducting a traffic calming study within the Hatlen Heights Neighborhood on Audrey Lane, Hatlen Avenue, Connie Lane and Bonita Avenue and is seeking your input on the preliminary preferred alternative that the Engineering Division developed based on resident surveys that were sent out late last year. Last year, the Village initiated a traffic calming study for the neighborhood based on a petition submitted by residents. Traffic calming is infrastructure designed to slow vehicle speeds or reduce the number of vehicles on a neighborhood street to increase safety for all users.

PRELIMINARY PREFERRED ALTERNATIVE:

The Engineering Division evaluated options and developed a preferred alternative for traffic calming measures within the neighborhood. The preferred alternative includes median islands and mini-traffic circles to slow drivers and increase safety for all users. A memo describing the preferred alternative and plans for the preferred alternative are available on the project website, see below. If you would like a hard copy of the memo and plans, please reach out to Public Works via phone at 847-870-5640 or via email at publicworksdept@mountprospect.org and we will be happy to provide the documents.

TRAFFIC CALMING PROCESS:

We are currently at step 8, Second Public Outreach, of the traffic calming process. See timeline to the right.



PUBLIC INPUT

A comment form is available on the study website to provide input on the initial preferred alternative. Please use the QR code below or search "Hatlen Heights" on the Village website to find the study website.

Additionally, public comments can be submitted to Public Works by using the enclosed comment form and mailing it to or dropping off at Public Works, Attn: Luke Foresman, 1700 West Central Road, Mount Prospect, IL 60056. Residents can also submit comments by phone at (847) 870-5640 or by email at publicworksdept@mountprospect.org. Please put "Hatlen Heights Traffic Calming" in the subject line of your email. **Comments need to be submitted by Friday March 14th for inclusion in this part of the study.**

The study will be presented to the Transportation Safety Commission at their meeting at 7:00 PM on March 10th, 2025 at the Emergency Operations Center at Public Works, 1720 W. Central Road. You are invited to attend and participate in the meeting. This will act as the "on-site" meeting as described in the timeline above.

The Village may also trial some of the traffic calming measures using cones and temporary curbs to demonstrate potential improvements to the neighborhood. These will be installed for a few days sometime prior to the Transportation Safety Commission Meeting, weather permitting.

VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT

1700 W. Central Road
Mount Prospect, IL 60056
www.mountprospect.org

Phone: 847-870-5640
TDD: 847-392-1235

Comment Form
Hatlen Heights Neighborhood Traffic Calming Study

Village of Mount Prospect
Public Works Department
FEBRUARY 2025

Please answer the follow questions to help us as we work to develop a preferred alternative for traffic calming in the Hatlen Heights Neighborhood. Comments can also be submitted on the study website, see QR code below or search "Hatlen Heights" on the Village website.

Please view the preferred alternative and memo on the study website prior to answering these questions. A hard copy of the preferred alternative can be requested by contacting Public Works, info below.

Address: _____

Provide any comments regarding the preferred alternative as proposed:

_____

_____

Provide any suggestions for changes to the preferred alternative, or other ideas for traffic calming:

_____

_____

Provide any additional comments regarding the study:

_____

_____

Submit form to Public Works, Attn: Luke Foresman, 1700 West Central Road, Mount Prospect, IL 60056.

Or email the form to publicworksdept@mountprospect.org. Please put "Hatlen Heights Traffic Calming" in the subject line of your email. **Please submit by Friday, March 14th, 2025 for inclusion in the study.**

VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT

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Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO:	DIRECTOR OF PUBLIC WORKS
FROM:	PROJECT ENGINEER
DATE:	JANUARY 30, 2025
SUBJECT:	FNSP – HATLEN HEIGHTS – INITIAL DESIGN

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

- Reducing vehicle speeds
- Reducing "cut-through" traffic
- Increasing pedestrian safety at intersections
- Increasing stop sign compliance

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

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

Multiple traffic calming measures need to be installed throughout the study area to create the desired effect. This will also change the look and feel of the neighborhood for drivers, reinforcing that drivers need to pay attention and slow down while in the neighborhood.

Specific bike accommodations are not included in these alternatives, except on Meier Road where a wider street width allows for dedicated space for bicycles. Slowing down vehicles on the

1700 West Central Road, Mount Prospect, IL 60056 847-870-5640 publicworksdept@mountprospect.org

street will provide increased safety for bikes. However, both median islands and choke points prohibit vehicles from passing bikes, creating possible conflict points.

The two main traffic calming measures included in the preferred alternative and as options are choke points and median islands. Choke points have less of an impact on parking, but have a large impact on roadway maintenance, including snow and leaf removal and could introduce drainage concerns. Median islands have a greater impact on residential parking but preserve maintenance operations by keeping the curb line of the streets intact. While Public Works will work to maintain our high standards for street maintenance, it will become more difficult if choke points are installed.

Traffic Calming Measures That Were Reviewed but not Included in the Design Alternatives:

- Changing Traffic Control at Intersections
    - Staff reviewed traffic counts and determined that the existing traffic control, as updated in 2008 as part of the Neighborhood Traffic Control Study, is appropriate for existing traffic on the neighborhood streets.
    - Staff reviewed crash data and noted one crash within the study area within the last 10 years. Changes to traffic control based on crash history is not warranted.
- Bump Outs at Intersections
    - Due to the narrow width of the streets in the neighborhood (approximately 24' edge-to-edge of pavement) bump outs at intersections would need to be small to maintain two-way traffic.
    - These small bump outs would have minimal traffic calming and safety effects, especially on a cost-benefit basis, therefore intersection bump outs were not included in the proposed alternative.
- Road Closures at Connie Lane, Bonita Avenue, Beverly Lane and Crestwood Drive.
    - Public comments received suggested closing off some access points to the neighborhood to reduce perceived cut-through traffic.
    - Closing only Connie Lane at Meier Road and closing all the above streets were suggested by residents.
    - Staff reviewed these suggestions and determined the following with closing Connie Lane at Meier Road as well as Bonita Avenue, Beverly Lane and Crestwood Drive at Lincoln Street:
        - Cut-through traffic would be greatly reduced.
        - Vehicle speeds and volumes would likely decrease on dead-ended streets.
        - Pedestrian and bicycle access could be maintained through dead-ended streets.
        - Road closures would likely have little effect on speeds on Hatlen Avenue and Audrey Lane between Connie Lane and Central Road.

        - Traffic volumes would increase on Bonita Avenue at Busse Road and on Hatlen Avenue at Lincoln Street.
        - Emergency vehicle response times would be increased slightly.
        - Residents would have longer travel times when heading to the south or west out of the neighborhood.
        - For example, a resident on the 2000 block of Bonita Avenue would have to travel almost an extra mile to head south on Meier Road compared to existing conditions.
    - Based on the above findings, Staff determined road closures, as suggested, would not have the desired traffic calming effect.
        - While traffic volumes would be reduced on Audrey Lane and Hatlen Avenue by Central Road, traffic volumes would increase on Hatlen Avenue near Lincoln Street and Bonita Avenue near Busse Road.
        - Vehicle speeds would not be addressed by closing streets and could increase since vehicles could have to travel further in the neighborhood to get to their destination.
        - The biggest negative impact would be to residents who would have their everyday trip lengths increased, requiring more time spent on neighborhood streets instead of collector streets like Meier Road and Lincoln Street.
    - An extensive study was undertaken in the 1990's that looked into, and trialed, closing Connie Lane at Meier Road. This study showed that traffic was transferred to different streets in the neighborhood and speed and vehicle volume issues were still present. Staff expects a similar outcome if this closure were pursued again.
    - A comprehensive traffic calming project will better address speeding issues in the neighborhood and will maintain access for residents while making the neighborhood a less desirable route for cut-through traffic.
    - Staff reached out to the Police Department, Fire Department and Public Works Department for input on potential road closures, below are their responses:
        - The Police Department is not in favor of any road closures as they would lead to longer response times. The Police typically do not respond to calls from the headquarters building, any responding units coming from the southwest of the neighborhood would have a greater response time getting to residents.
        - The Fire Department is not in favor of any road closures as they would lead to longer response times. Additionally, being able to access properties from two directions is greatly beneficial on the 24' wide streets in the neighborhood. If streets were closed, then all emergency vehicles would be required to enter from one direction, potentially creating operational issues during emergency responses.

        - The Public Works Department is not in favor of road closures as they lead to increased maintenance issues. Dead ended streets are more difficult and time consuming for leaf collection, clearing snow, and street sweeping.
- Turn Restrictions off Central Road
    - Turn restrictions off Central Road were investigated as a way to reduce traffic in the neighborhood during rush hour.
    - Staff reviewed past proposals for turn restrictions and came to the same conclusion. Turn restrictions would greatly affect people living in the neighborhood by preventing residents coming from Arthur Avenue or westbound on Central Road from directly entering the neighborhood. Instead, forcing them to use Busse Road to Bonita Avenue to enter the neighborhood, potentially increasing traffic on Bonita Avenue. This may create new traffic issues on other streets in the neighborhood.
    - Traffic data review showed that if left turn prohibitions from Central Road onto Audrey Lane and Hatlen Avenue were implemented from 7 – 10 AM and 3 – 7 PM, it could lead to a 15% drop in traffic or about 100 vehicles per day on Hatlen Avenue and 150 vehicles per day on Audrey Lane. This assumes half the vehicles entering Audrey Lane and Hatlen Avenue from Central Road are turning left.

Audrey Lane and Hatlen Avenue parallel each other, and both have access to Central Road. Audrey Lane carriers more traffic than Hatlen Avenue as it has a closer connection to Meier Road. Both streets will be discussed together from Central Road to Connie Lane as implementing traffic calming measures on one street would directly affect the other.

Intersections of Audrey Lane and Hatlen Avenue with Central Road

Existing Conditions: T intersections with stop control on the minor streets only. Central Road is an unmarked IDOT route with an average traffic volume of 17,000 vehicles per day. Central Road has a 4-lane cross section at Hatlen Avenue and a 4-lane cross section with a striped median at Audrey Lane. Offset from the intersection of Hatlen Avenue and Central Road is the intersection of Cleaveland Avenue and Central Road. A crosswalk is striped across Audrey Lane and Hatlen Avenue.

Crash History: The intersection of Audrey Lane and Central Road had 3 crashes in the last 5 years relating to vehicles entering or leaving Audrey Lane. The intersection of Hatlen Avenue and Central Road had 8 crashes in the last 5 years relating to vehicles entering or leaving Hatlen Avenue. The higher number of crashes at this intersection can be attributed to Cleaveland Avenue being across from Hatlen Avenue leading to vehicles trying to cross all four lanes of traffic on Central Road at once. A total of 3 of the 8 crashes were related to drivers on Cleaveland Avenue as well as Hatlen Avenue. The total crashes at these intersections is consistent with other

minor streets intersecting arterial roads in the Village. Reducing the number of vehicles using Audrey Lane and/or Hatlen Avenue will have a positive impact on intersection safety.

Improvements:

- No Build (Existing Conditions) – Maintain existing roadway width at both intersections. Stop control maintained on the minor legs and the striped crosswalk is maintained.
- Preferred Alternative (Median Island) – The Preferred Alternative proposes to install median islands south of the intersection with Central Road on both Audrey Lane and Hatlen Avenue. These islands will not impact turning movements at the intersection, but will force drivers to navigate around an obstruction in the street at the entrance to the neighborhood, slowing drivers and alerting them that they are no longer on a higher speed arterial roadway and their driving behavior should be adjusted accordingly.
- Option (Median Island with Widening) – An option would install median islands at the intersections of Central Road with Hatlen Avenue and Audrey Lane by widening the side streets to construct median islands to slow drivers entering the neighborhood from Central Road. Islands could be installed on both Audrey Lane and Hatlen Avenue (only shown on Audrey Lane in the attached plans). Would require an IDOT permit and IDOT may not allow the changes. Would be designed similar to the intersection of Lancaster Street and Central Road except parking would not be preserved adjacent to the median island. Would require mature tree removal.

Audrey Lane and Hatlen Avenue from Central Road to Connie Lane (Excluding the intersections with Grindel Drive)

Existing Conditions: Audrey Lane and Hatlen Avenue are 24’ wide streets edge-to-edge of pavement with on-street parking allowed on both sides of the street. Parking is generally underutilized, and the street is straight, leading to wide travel lanes with long sight lines that can encourage speeding.

Improvements:

- No Build (Existing Conditions) - Maintains existing underutilized on-street parking. When there are few vehicles parked on the street, speeding is encouraged due to the perceived wide width of the street.
- Preferred Alternative (Median Islands) – The Preferred Alternative proposes to install mid-block median islands to force drivers to slow down as they navigate the islands. The islands also force drivers out of the center of the road, where they typically drive when other vehicles are not present, and breaks up sight lines, further slowing drivers. Due to existing residential driveways, locations where median islands can be installed is limited. On-street parking adjacent to and leading up to the median islands will be prohibited to ensure drivers can safely navigate the islands. The island on Hatlen Avenue between

Grindel Drive and Connie Lane will be installed at the curve in the road to further force drivers to slow down in the neighborhood.

- Option (Choke Points) – An option would be to install multiple choke points. Up to three choke points would be installed approximately evenly spaced between adjacent intersections. Choke points are designed to mimic parked cars on both sides of the street to physically narrow the street to one lane, forcing drives to take turns as they pass through the choke point. This greatly increases the need to drivers to pay attention while driving and can slow drives as they pass through the choke point. Choke points would be new to the Village, but they functional similarly to vehicles being parked on both sides of the street. Parking would only need to be prohibited directly at the choke point. Choke points have the effect of narrowing the street at all times, thereby reducing vehicle speeds. On-street parking can also have a traffic calming effect, but only when cars are parked, which tends to be underutilized in the Village's residential neighborhoods.

Intersections of Audrey Lane and Hatlen Avenue with Grindel Drive

Existing Conditions: The intersections are 4-way intersections with stop control on Grindel Drive only. Grindel Drive gets very little traffic as only 8 residential homes access the street. Speed feedback signs were installed on Audrey Lane adjacent to the intersection with Grindel Drive in 2024.

Improvements:

- No Build (Existing Conditions) – Maintain the existing speed feedback signs on Audrey Lane and install speed feedback signs on Hatlen Avenue. The speed feedback signs have reduced the average speed of traffic on Audrey Lane by 1.6 MPH and the 85th percentile speed by 1.8 MPH. If other traffic calming measures are installed, then the existing speed feedback signs could potentially be removed.
- Preferred Alternative (Mini-Traffic Circles) – The Preferred Alternative proposes to install mini-traffic circles at the intersections with Grindel Drive. The mini-traffic circles will force drivers to navigate around them through the intersection, slowing drivers and forcing them to pay attention. If mini-traffic circles are the preferred alternative, detailed design will determine what they look like. They could be designed to be mountable, un-mountable with concrete, or un-mountable with a landscaped median. Mini-traffic circles can make turns difficult for large vehicles, however staff determined impacts from mini-traffic circles will be limited due to the low number of turning vehicles on Grindel Drive and because all houses on Grindel Drive also front Audrey Lane or Hatlen Avenue. Straight movements through the intersections can also be more difficult for larger vehicles, discouraging them from using Audrey Lane or Hatlen Avenue as a cut-through route. The mini-traffic circles will be designed for school buses and fire trucks to be able to navigate the intersections.

- Option (Median Islands) – An option would install median islands on Audrey Lane and Hatlen Avenue on approach to the intersections with Grindel Drive. These islands would force drivers out of the middle of the road and to slow down as they navigate the intersection. They also would provide some protection for pedestrians crossing Audrey Lane or Hatlen Avenue. The islands could make right turns from Grindel Drive onto Audery Lane or Hatlen Avenue for large vehicles more difficult, but left turn movements would be preserved limiting the impact of the traffic calming measures for residents on Grindel Drive.

Intersections of Connie Lane with Audrey Lane and Meier Road

Existing Conditions: Connie Lane is a 24' wide street edge-to-edge of pavement that is about 150' long connecting Meier Road to Audrey Lane. The intersection of Connie Lane and Meier Road is a T-intersection and is stop controlled on Connie Lane only. The intersection of Connie Lane and Audrey Lane is a 4-way intersection that is stop controlled for Connie Lane only. The majority of traffic travels southbound on Audrey Lane to westbound Connie Lane to southbound Meier Road or the reverse. This produces a high number of turning vehicles at the intersections. Resident complaints at the intersections include lack of stop sign compliance, high speeds, and pedestrian safety issues.

Improvements:

- No Build (Existing Conditions) – Maintains existing configuration at the intersections. Due to a lack of parking utilization on Connie Lane, right turning vehicles can make wide turns, preserving speed as they do not need to stop when turning off Audrey Lane or Meier Road. Left turning vehicles from Connie Lane onto Meier Road or Audrey Lane have stop signs. There was only one reported crash at these in intersections in the past 10 years, showing the existing configuration has not resulted in major safety issues.
- Preferred Alternative (Median Islands) – The Preferred Alternative proposes to install median islands on Connie Lane and Audrey Lane (on the south leg of the intersection). Parking will be prohibited on both sides of Connie Lane between Meier Road and Audrey Lane. The 2 houses that front Connie Lane also adjoin Audrey Lane and Meier Road, providing ample on-street parking locations for these properties, limiting impacts from removing parking. A 6' wide median will be installed on this section of Connie Lane. Near the intersections with Meier Road and Audrey Lane the median will be striped to maintain large vehicle turning movements (fire trucks) and to maintain access to existing residential driveways. A raised curbed median will be installed in the center of the segment. This median will slow drivers marking turns and will increase stop sign compliance on Connie Lane. 9' wide through lanes edge-to-edge of pavement (11' wide face-to-face of curb) will remain on Connie Lane, the narrow lanes slowing vehicles on the street. A median island will also be installed on the south leg of the intersection of Audrey

Lane north of Connie Lane. This will slow drivers continuing straight through the intersection on Audrey Lane.

- Option (Choke Point and Median Island) – An option would install a choke point on Connie Lane halfway between Meier Road and Audrey Lane. See previous pages for description of choke points. Due to the high number of vehicles and turning movements at these intersections, the choke point could cause minor congestion on Connie Lane as vehicles are required to take turns to go through the choke point. This will slow vehicles on Connie Lane, but could frustrate drivers, leading to more aggressive behavior at the intersections. This alternative also proposes to install a median island on the south leg of the intersection of Connie Lane and Audrey Lane to slow vehicles continuing straight through the intersection on Audrey Lane. This island will prohibit right turns from Connie Lane onto SB Audrey Lane for large vehicles, but alternative routes will limit impacts from this restriction. The choke point will not have the same affect on increasing stop sign compliance as the median will, but it will slow vehicles on Connie Lane with less impacts to residents as parking could be maintained on Connie Lane.

Meier Road from Connie Lane to Lincoln Street

Existing Conditions: Meier Road is a 36’ wide street edge-to-edge of pavement with on-street parking allowed on both sides of the street. A striped double yellow centerline is present for the first 100’ north of Lincoln Street. The rest of the street is unstriped. Parking is generally underutilized, leading to wide travel lanes that can encourage speeding. Meier Road narrows to 27’ through the intersection with Connie Lane, with no stop control on Meier Road at the intersection. Meier Road dead ends approximately 300’ north of Connie Lane.

Improvements:

- No Build (Existing Conditions) - Maintains existing underutilized on-street parking without striping. When there are few vehicles parked on the street, speeding is encouraged due to the perceived wide width of the street.
- Preferred Alternative – (Stripe Parking Lanes) – The Preferred Alternative proposes to add pavement markings to Meier Road to stripe parking lanes on both sides of the street, to match Meier Road south of Lincoln Street. The proposed typical section will include 7’ parking lanes on both sides of Meier Road and 11’ through lanes. While there will not be dedicate space for bicyclists, due to the underutilized on-street parking, bikes will use the striped parking lanes when vehicles are not present. This can introduce a swerving movement when bikes enter the through lane to navigate around a parked car, a potential conflict point with vehicles. The pavement markings will have the effect of visually narrowing the roadway which can discourage speeding on the street.
- Option (Stripe Bike Lanes and Parking Lane) – An option would add pavement markings to Meier Road to delineate a parking lane on the west side and bike lanes. There would be no parking on the east side of Meier Road. Houses do not front Meier Road on the

east side, impacts from repurposing this space to bike lanes would be minimal. The proposed typical section includes a 7' parking lane on the west side, 4.5' bike lanes and 10' through lanes. Meier Road is a designated bike route for the Village of Mount Prospect. The width of the street and lack of access points on the east side provides the opportunity to create dedicated bicycle infrastructure in the area. The pavement markings would have the effect of visually narrowing the roadway which can discourage speeding on the street.

Audrey Lane from Connie Lane to Bonita Avenue

Existing Conditions: Audrey Lane is a 24' wide street edge-to-edge of pavement with on-street parking allowed on both sides of the street. Parking is generally underutilized, leading to wide travel lanes that can encourage speeding. The intersection of Audrey Lane and Audrey Court is uncontrolled.

Improvements:

- No Build (Existing Conditions) - Maintains existing underutilized on-street parking. When there are few vehicles parked on the street, speeding is encouraged due to the perceived wide width of the street.
- Preferred Alternative (Median Island) – The Preferred Alternative proposes to install a mid-block median island on the curve of Audrey Lane just north of the intersection with Audrey Court to force drivers to slow down as they navigate the island. The island also forces drivers out of the center of the road, where they typically drive when other vehicles are not present, and breaks up sight lines, further slowing drivers. The island will also provide protection for an existing unmarked crosswalk across Audrey Lane just north of the intersection with Audrey Court. Due to existing residential driveways, locations where median islands can be installed is limited. On-street parking adjacent to and leading up to the median island will be prohibited to ensure drivers can safely navigate the island.
- Option (Choke Points) – An option would install multiple choke points. Up to three 3 choke points would be installed approximately evenly spaced between Connie Lane and Bonita Avenue. Choke points are designed to mimic parked cars on both sides of the street to physically narrow the street to one lane, forcing drives to take turns as they pass through the choke point. This greatly increases the need to drivers to pay attention while driving and can slow drives as they pass through the choke point. These can be placed near median islands at intersections to have the greatest traffic calming effect.

Hatlen Avenue from Connie Lane to Bonita Avenue

Existing Conditions: Hatlen Avenue is a 24' wide street edge-to-edge of pavement with on-street parking allowed on both sides of the street. Parking is generally underutilized, leading to wide travel lanes that can encourage speeding.

Improvements:

- No Build (Existing Conditions) - Maintains existing underutilized on-street parking. When there are few vehicles parked on the street, speeding is encouraged due to the perceived wide width of the street.
- Preferred Alternative (No Improvements) – The Preferred Alternative includes no improvements for this segment.
- Option (Choke Points) – An option would install a choke point between Connie Lane and Bonita Avenue. Choke points are designed to mimic parked cars on both sides of the street to physically narrow the street to one lane, forcing drives to take turns as they pass through the choke point. This greatly increases the need to drivers to pay attention while driving and can slow drives as they pass through the choke point.

Intersection of Hatlen Avenue and Bonita Avenue

Existing Conditions: The intersection is a 4-way intersection with all-way stop control. Crosswalks are not striped. Existing traffic control is warranted based on traffic counts.

Improvements:

- No Build (Existing Conditions) – The existing intersection is adequately signed. Complaints at intersections within the study include vehicles ignoring or rolling through stop signs that are not being addressed by the existing conditions.
- Preferred Alternative (No Improvements) – The Preferred Alternative includes no improvements for this intersection.
- Option (Median Islands) – An option would install physical median islands on all legs of the intersection to force drivers to pay attention as they approach the intersection and to provide a protected refuge space for pedestrians. Due to the narrow street widths at this intersection, raised medians will prohibit some turn movements for larger vehicles, particularly right turns. These impacts should be considered before selecting this option. The median islands would improve stop sign compliance and increase pedestrian safety at the intersection.

Bonita Avenue from Hatlen Avenue to Lincoln Street

Existing Conditions: Bonita Avenue is a 24’ wide street edge-to-edge of pavement with on-street parking allowed on both sides of the street. Parking is generally underutilized, leading to a wide travel lane that can encourage speeding.

Improvements:

- No Build (Existing Conditions) - Maintains existing underutilized on-street parking. When there are few vehicles parked on the street, speeding is encouraged due to the perceived wide width of the street.

- Preferred Alternative (Median Island) – The Preferred Alternative proposes to install a mid-block median island on the curve of Bonita Avenue to force drivers to slow down as they navigate the island. The island also forces drivers out of the center of the road, where they typically drive when other vehicles are not present, and breaks up sight lines, further slowing drivers. Due to existing residential driveways, locations where median islands can be installed is limited. On-street parking adjacent to and leading up to the median island will be prohibited to ensure drivers can safely navigate around the island.
- Option (Choke Points) – An option would install multiple choke points. Up to three choke points would be installed approximately evenly spaced between Hatlen Avenue and Lincoln Street. Choke points are designed to mimic parked cars on both sides of the street to physically narrow the street to one lane, forcing drives to take turns as they pass through the choke point. This greatly increases the need to drivers to pay attention while driving and can slow drives as they pass through the choke point.

Intersection of Bonita Avenue and Audrey Lane

The intersection of Bonita Avenue and Audrey Lane is a T-intersection with stop control for Audrey Lane only. Existing traffic control is warranted based on traffic counts. A private residential driveway has access to the intersection on the east side. Staff has not identified any proposed improvements for this intersection.

Intersection of Bonita Avenue and Lincoln Street

The intersection of Bonita Avenue and Lincon-street is a T-intersection with stop control for Bonita Avenue only. Existing traffic control is warranted based on traffic counts. Lincoln Street is a collector street with a much higher traffic count than Bonita Avenue. A median island was investigated for the Bonita Avenue leg of the intersection, but this will prevent busses from turning from Lincoln Street onto Bonita Avenue and therefore was not developed as an alternative. Staff has not identified any proposed improvements for this intersection.

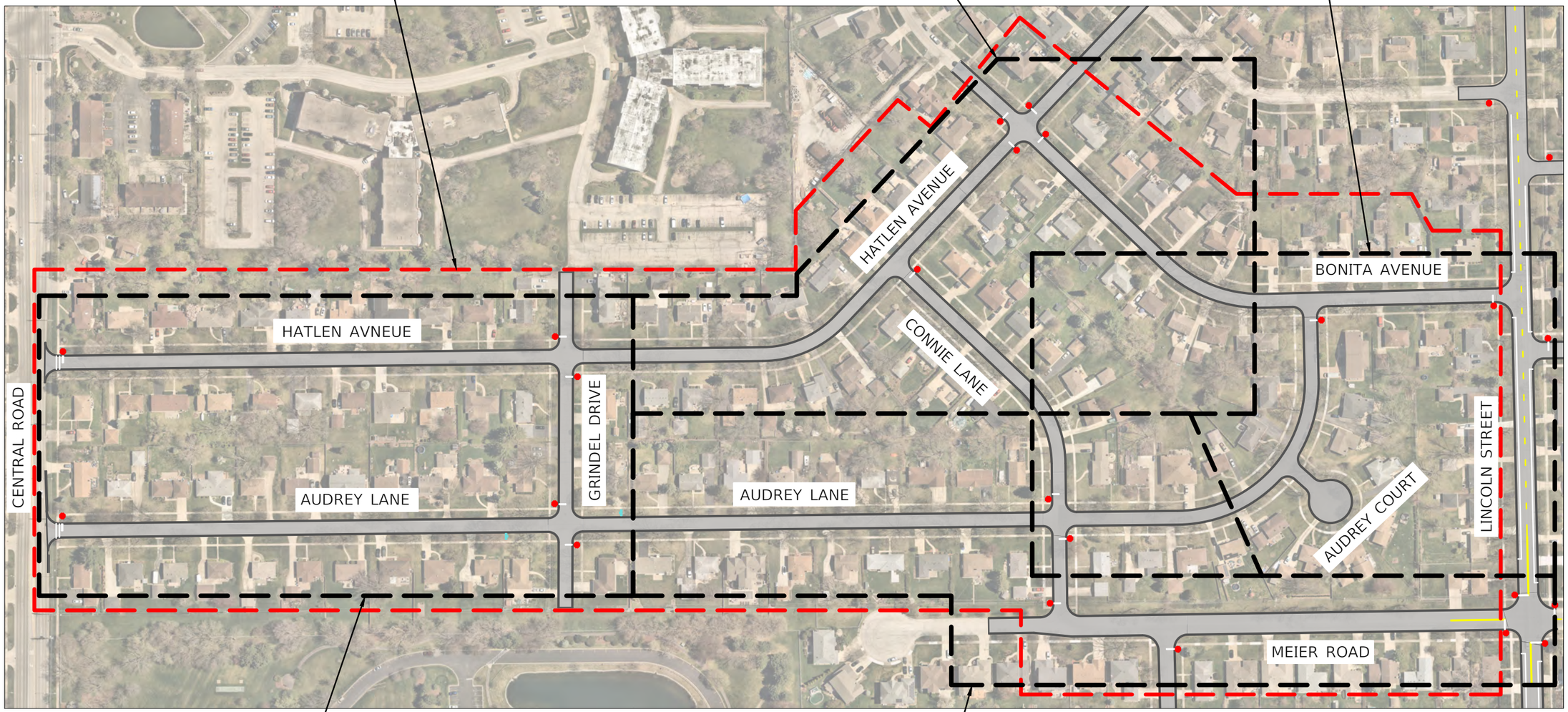
The next step of the process is to solicit feedback on the proposed traffic calming measures to finalize the Preferred Alternative. This will include mailings, a public meeting and possible trials of traffic calming measures.

Luke Foresman, PE

Project Engineer

Attachments:

- Existing Conditions Plans
- Preferred Alternative Plans



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	PLOT DATE = 1/22/2025	DATE - 1/22/2025	REVISED -		

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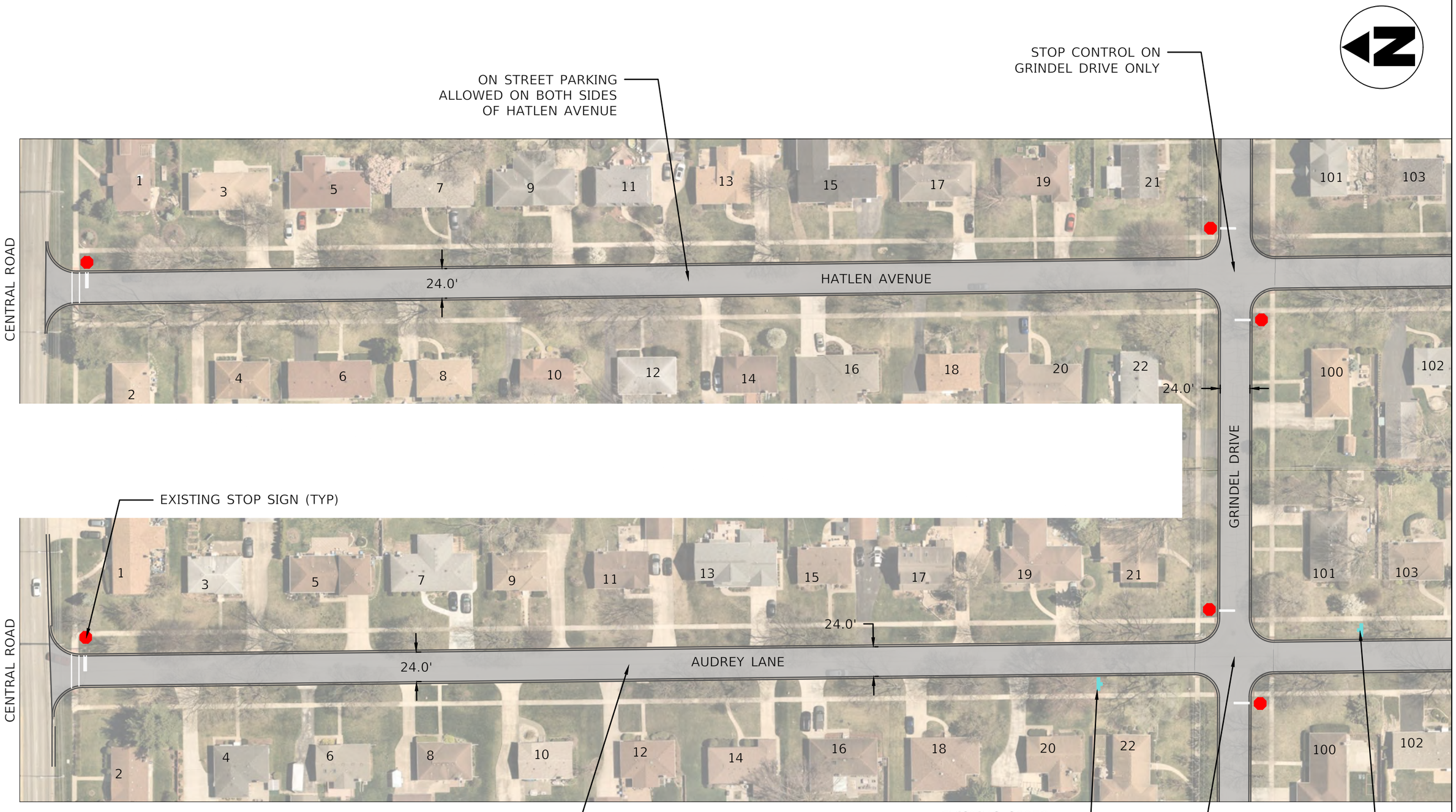
	ILLINOIS			



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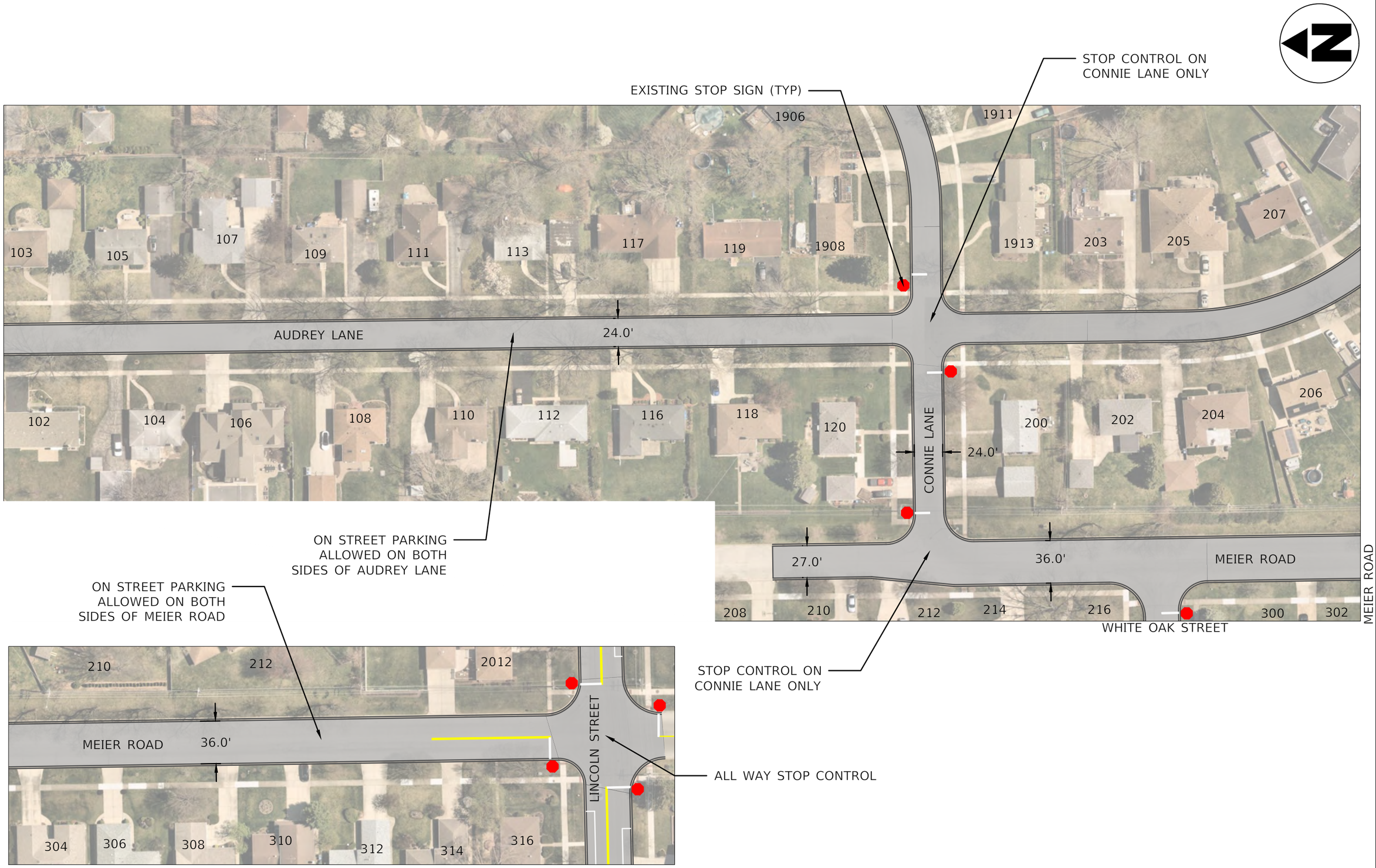

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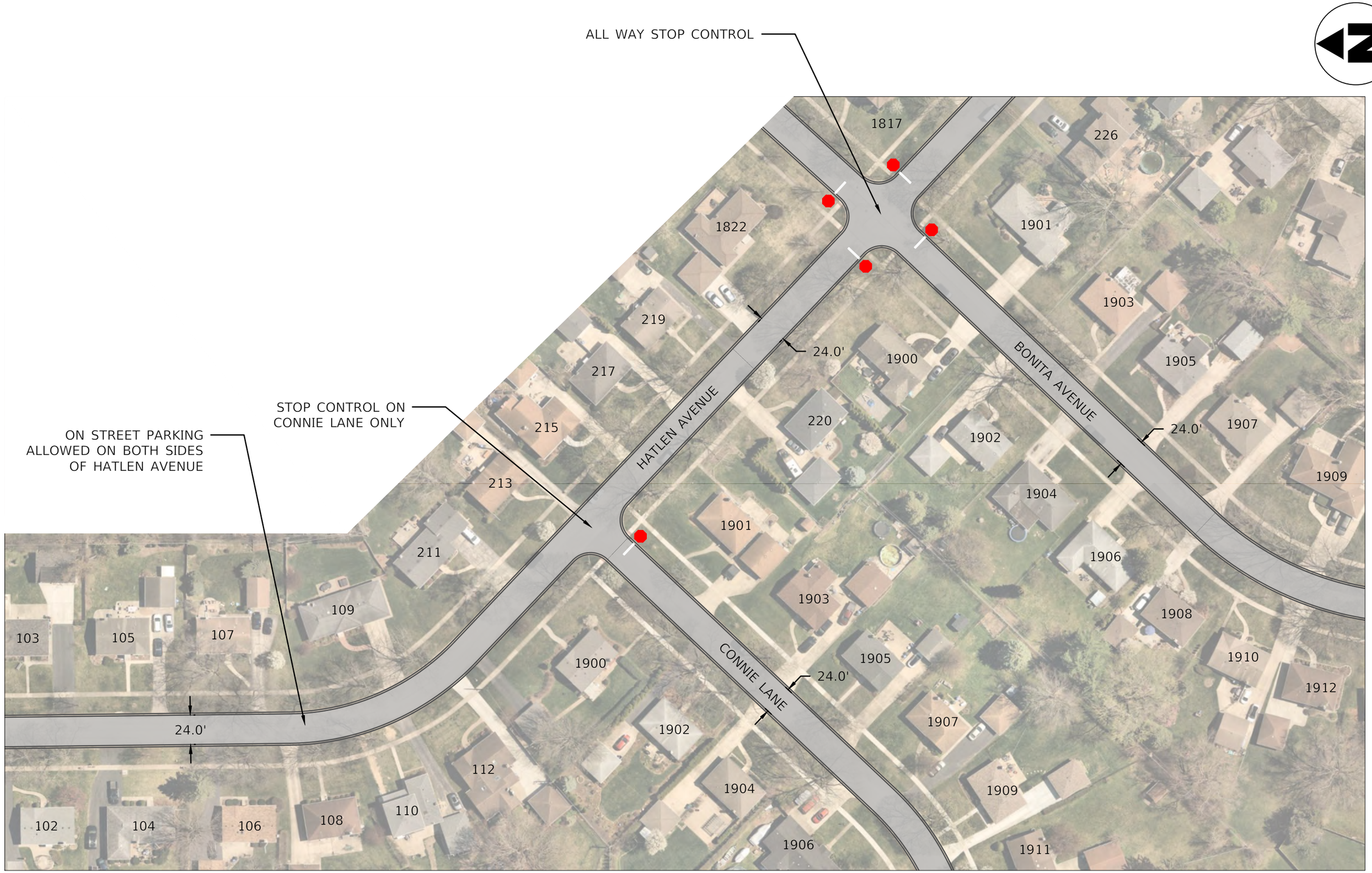

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FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - EXISTING CONDITIONS

SCALE: 1:75 | SHEET 3 OF 4 SHEETS | GRINDEL DR - BONITA AVE

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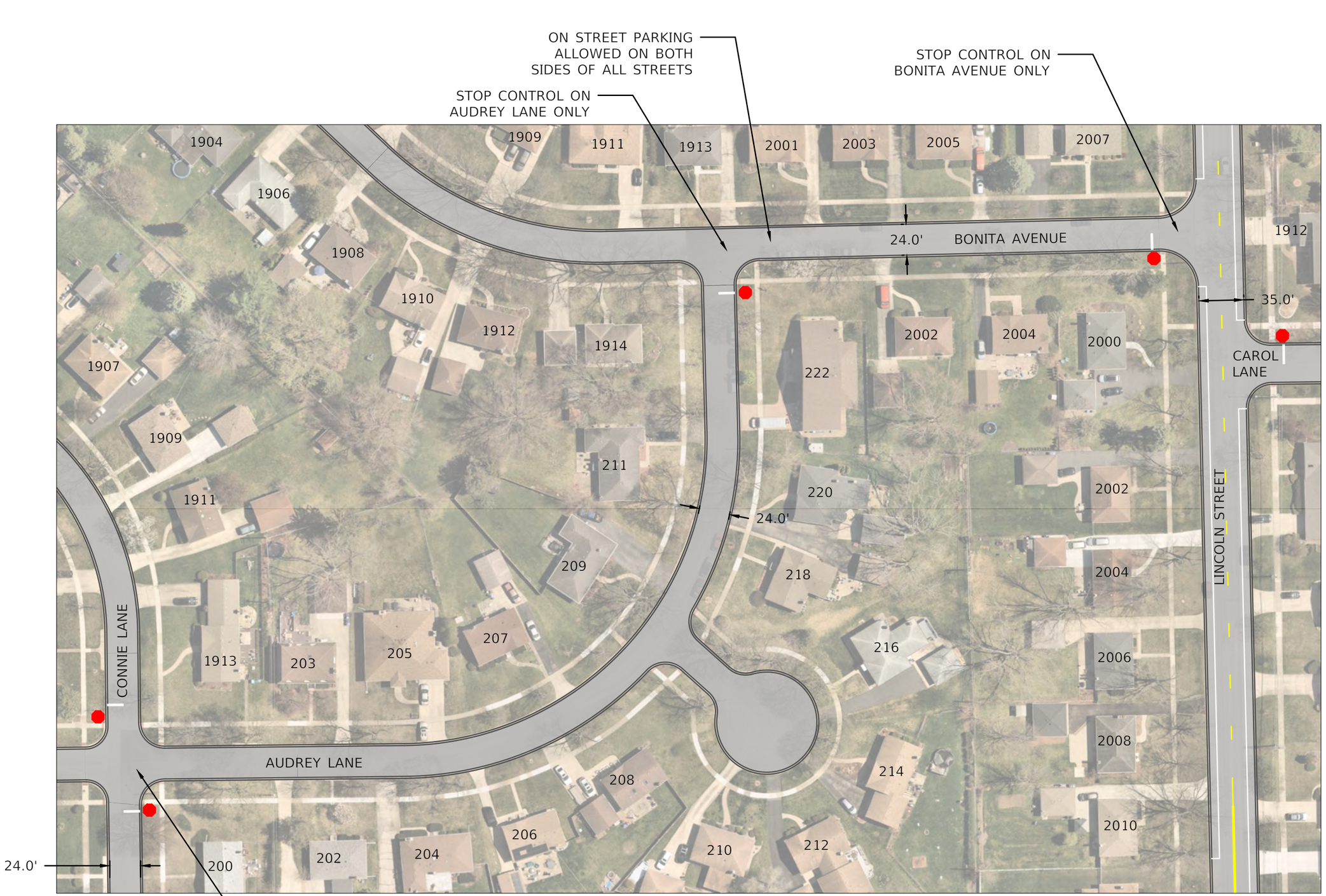
	ILLINOIS			



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	PLOT DATE = 1/22/2025	DATE - 1/22/2025	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	4	4
		CONTRACT NO. N/A		
	ILLINOIS			

MEDIAN ISLAND AT NEIGHBORHOOD ENTRANCE TO FORCE DRIVERS TO NAVIGATE AROUND IT, SLOWING THEM DOWN. NO PARKING ON APPROACH TO THE ISLAND (TYP)

ON STREET PARKING MAINTAINED ON BOTH SIDES OF HATLEN AVENUE

MEDIAN ISLAND TO FORCE DRIVERS TO NAVIGATE AROUND IT, SLOWING THEM DOWN. NO PARKING ON APPROACH TO THE ISLAND (TYP)

OPTION FOR NEW SPEED FEEDBACK SIGN, MOST LIKELY NOT INCLUDED IF OTHER TRAFFIC CALMING MEASURES ARE INSTALLED AT THE INTERSECTION

OPTION FOR NEW SPEED FEEDBACK SIGN

MINI-TRAFFIC CIRCLE TO SLOW VEHICLES THROUGH INTERSECTION

N

CENTRAL ROAD

HATLEN AVENUE

9.0'

24.0'

9.0'

6.0'

24.0'

1 3 5 7 9 11 13 15 17 19 21 101 103

2 4 6 8 10 12 14 16 18 20 22 100 102

GRINDEL DRIVE

EXISTING STOP SIGN (TYP)

MEDIAN ISLAND AT NEIGHBORHOOD ENTRANCE TO FORCE DRIVERS TO NAVIGATE AROUND IT, SLOWING THEM DOWN. NO PARKING ON APPROACH TO THE ISLAND (TYP)

MEDIAN ISLAND TO FORCE DRIVERS TO NAVIGATE AROUND IT, SLOWING THEM DOWN. NO PARKING ON APPROACH TO THE ISLAND (TYP)

MINI-TRAFFIC CIRCLE TO SLOW VEHICLES THROUGH INTERSECTION

CENTRAL ROAD

AUDREY LANE

9.0'

24.0'

24.0'

9.0'

6.0'

1 3 5 7 9 11 13 15 17 19 21 101 103

2 4 6 8 10 12 14 16 18 20 22 100 102

GRINDEL DRIVE

ON STREET PARKING MAINTAINED ON BOTH SIDES OF AUDREY LANE

EXISTING SPEED FEEDBACK SIGN COULD BE REMOVED IF TRAFFIC CALMING MEASURES ARE INSTALLED AT THE INTERSECTION

EXISTING SPEED FEEDBACK SIGN

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FRIENDLY NEIGHBORHOOD STREETS PROGRAM
HATLEN HEIGHTS - INITIAL DESIGN PREFERRED ALTERNATIVE

SCALE: 1:75 | SHEET 1 OF 4 SHEETS | CENTRAL RD - GRINDEL DR

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

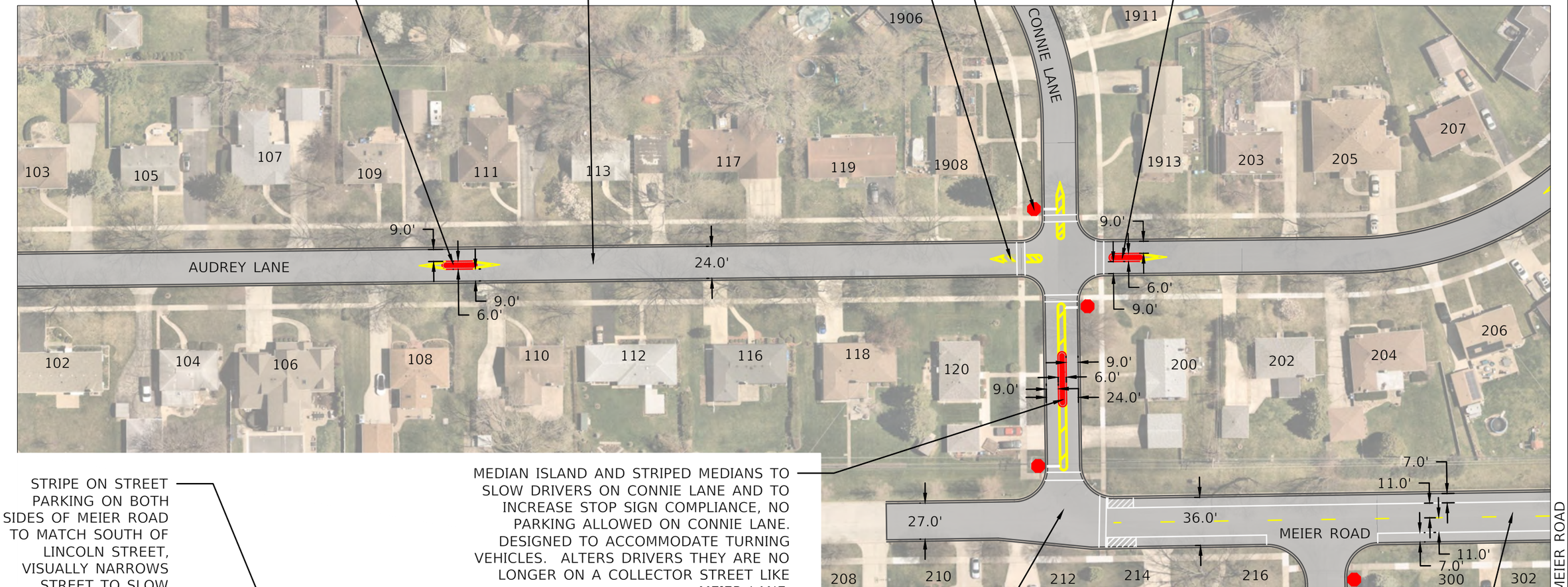
MEDIAN ISLAND TO FORCE DRIVERS TO NAVIGATE AROUND IT, SLOWING THEM DOWN. NO PARKING ON APPROACH TO THE ISLAND (TYP)

ON STREET PARKING ALLOWED ON BOTH SIDES OF AUDREY LANE

EXISTING STOP SIGN (TYP)

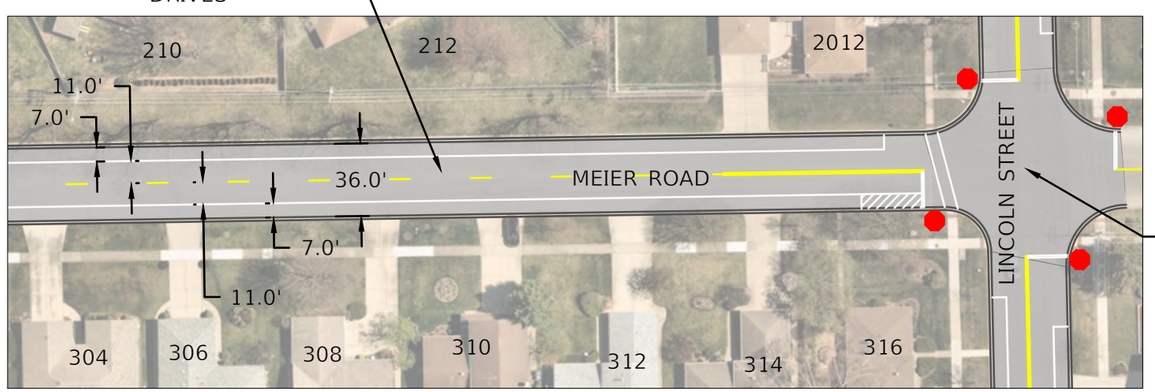
STRIPED MEDIAN TO ALIGN VEHICLES ON APPROACH TO THE INTERSECTION (TYP)

MEDIAN ISLAND TO SLOW DRIVERS TURNING OR TRAVELING THROUGH THE INTERSECTION WITH CONNIE LANE



STRIPE ON STREET PARKING ON BOTH SIDES OF MEIER ROAD TO MATCH SOUTH OF LINCOLN STREET, VISUALLY NARROWS STREET TO SLOW DRIVES

MEDIAN ISLAND AND STRIPED MEDIANS TO SLOW DRIVERS ON CONNIE LANE AND TO INCREASE STOP SIGN COMPLIANCE, NO PARKING ALLOWED ON CONNIE LANE. DESIGNED TO ACCOMMODATE TURNING VEHICLES. ALTERS DRIVERS THEY ARE NO LONGER ON A COLLECTOR STREET LIKE MEIER LANE.



STOP CONTROL ON CONNIE LANE ONLY

ALL WAY STOP CONTROL

STRIPE ON STREET PARKING ON BOTH SIDES OF MEIER ROAD TO MATCH SOUTH OF LINCOLN STREET, VISUALLY NARROWS STREET TO SLOW DRIVES

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	PLOT DATE = 1/22/2025	DATE - 1/22/2025	REVISED -		

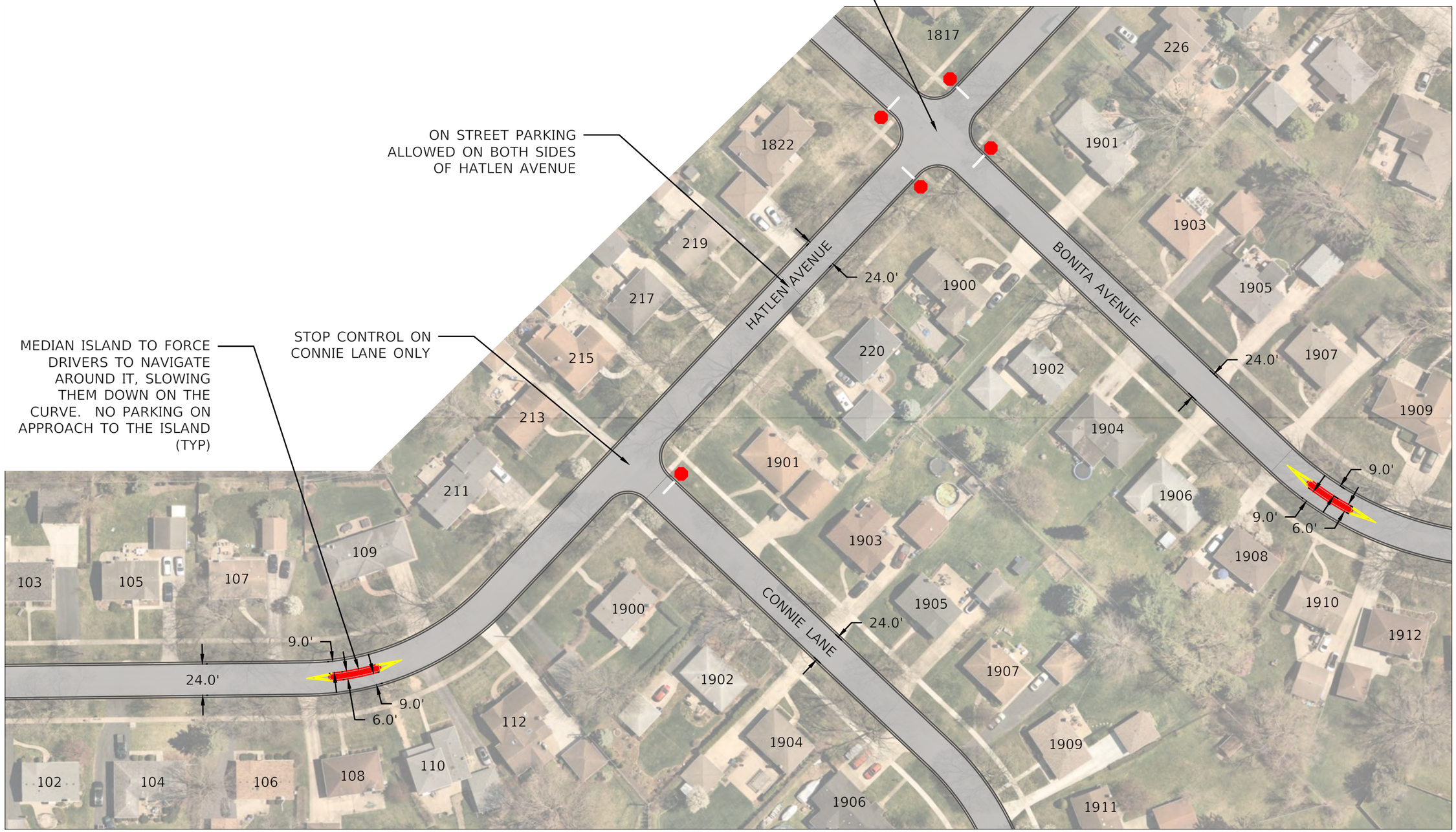
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	4	2
		CONTRACT NO. N/A		
	ILLINOIS			

ALL WAY STOP CONTROL

ON STREET PARKING ALLOWED ON BOTH SIDES OF HATLEN AVENUE

STOP CONTROL ON CONNIE LANE ONLY

MEDIAN ISLAND TO FORCE DRIVERS TO NAVIGATE AROUND IT, SLOWING THEM DOWN ON THE CURVE. NO PARKING ON APPROACH TO THE ISLAND (TYP)



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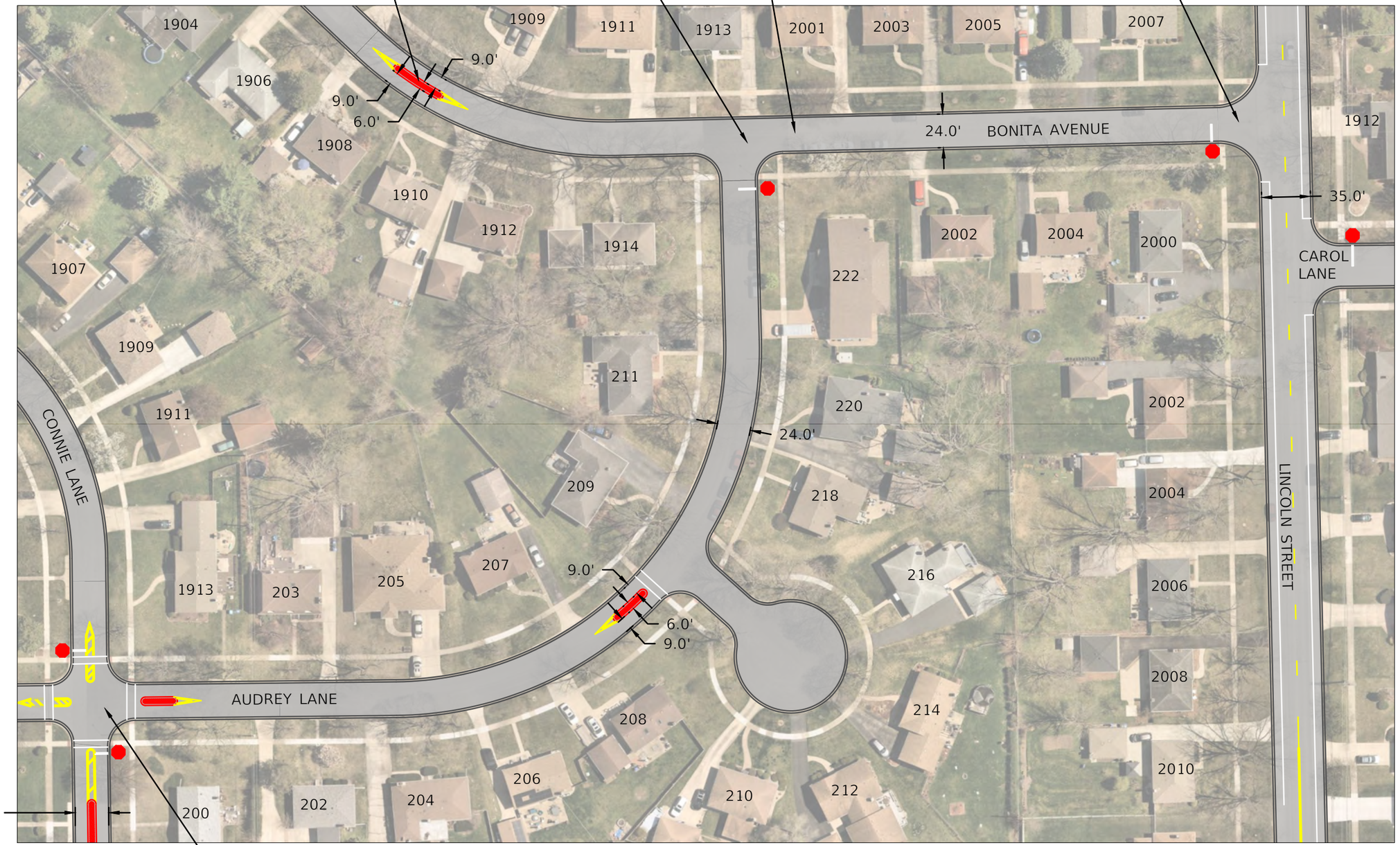
MEDIAN ISLAND TO FORCE DRIVERS TO NAVIGATE AROUND IT, SLOWING THEM DOWN ON THE CURVE. NO PARKING ON APPROACH TO THE ISLAND (TYP)

ON STREET PARKING ALLOWED ON BOTH SIDES OF ALL STREETS

STOP CONTROL ON AUDREY LANE ONLY

STOP CONTROL ON BONITA AVENUE ONLY



SEE SHEET 2 FOR INTERSECTION INFORMATION

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	4	4
		CONTRACT NO. N/A		
	ILLINOIS			

Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO:	DIRECTOR OF PUBLIC WORKS
FROM:	PROJECT ENGINEER
DATE:	DECEMBER 20, 2024
SUBJECT:	FNSP – HATLEN HEIGHTS – INITIAL PUBLIC OUTREACH SUMMARY

The Village sent out the attached resident information bulletin to all properties within the Hatlen Heights study area. This bulletin introduced the study to the neighborhood and solicited input, through a survey, on existing traffic issues and potential traffic calming measures.

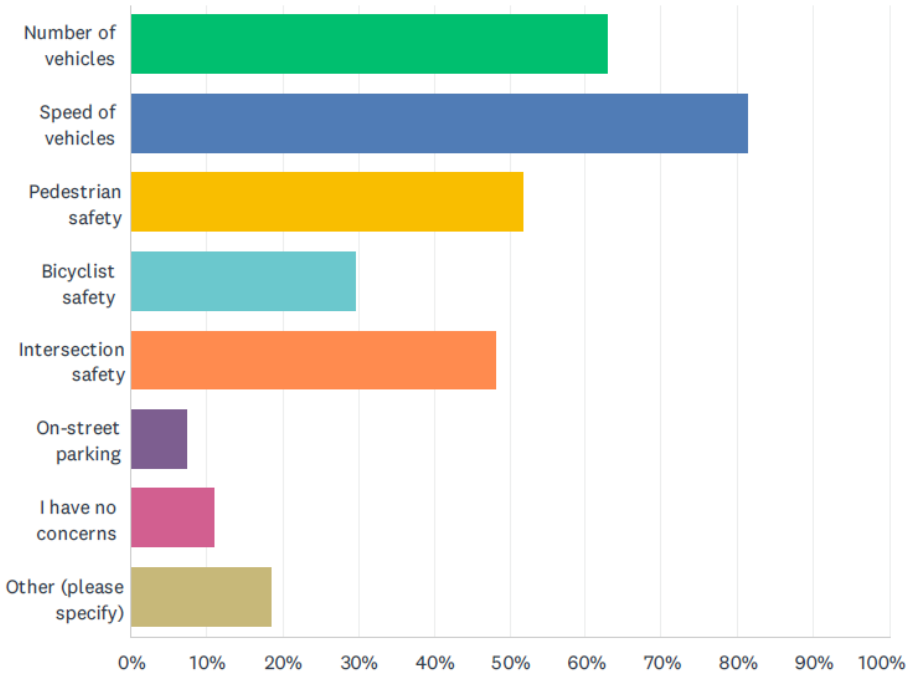
The bulletin was sent out via mail on November 20th, 2024. The survey was open until Friday December 13th, 2024. The letter was sent to 134 addresses. 27 surveys were submitted for a 20% return rate.

The first question was to submit an address so Staff could verify the respondent is from within the study limits. All responses were from the Hatlen Heights Study area.

The second question asked, "What are your concerns regarding traffic on your street? (select all that apply)". All 27 surveys responded to this question. The below chart and table show the percentage of residents that indicated an issue was a concern.

ANSWER CHOICES	RESPONSES	
Number of vehicles	62.96%	17
Speed of vehicles	81.48%	22
Pedestrian safety	51.85%	14
Bicyclist safety	29.63%	8
Intersection safety	48.15%	13
On-street parking	7.41%	2
I have no concerns	11.11%	3
Other (please specify)	18.52%	5
Total Respondents: 27		

1700 West Central Road, Mount Prospect, IL 60056 847-870-5640 publicworksdept@mountprospect.org

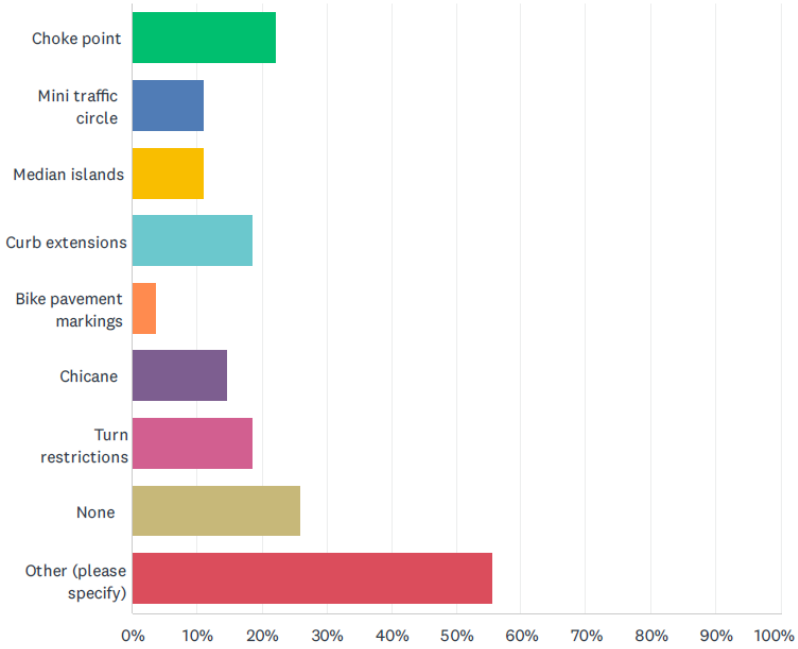


The following are traffic issues submitted under the "Other" option:

- 2 residents mentioned ignoring stop signs
- 1 resident requested a stop sign at Audrey Lane and Grindle Drive
- 1 resident mentioned the safety of small children
- 1 resident mentioned speeding and littering on Meier Road

The third question asked, "Which traffic calming measures would you like to see implemented?". All 27 surveys responded to this question. The below chart and table show the percentage of residents that indicated they were in favor of that traffic calming measure.

ANSWER CHOICES	RESPONSES	
Choke point	22.22%	6
Mini traffic circle	11.11%	3
Median islands	11.11%	3
Curb extensions	18.52%	5
Bike pavement markings	3.70%	1
Chicane	14.81%	4
Turn restrictions	18.52%	5
None	25.93%	7
Other (please specify)	55.56%	15
Total Respondents: 27		



The following are traffic calming measures submitted under the "Other" option:

- 4 residents mentioned speed feedback signs
- 3 residents mentioned full or partial road closures/restricting access
- 3 residents mentioned stop signs
- 2 residents were not sure what improvements would be effective
- 1 resident mentioned speed bumps
- 1 resident mentioned textured pavement
- 1 resident mentioned photo enforcement for stop signs
- 1 resident mentioned lowering the speed limit

The fourth question of the survey asked for any additional comments. Below is a summary of comments received:

- Four requests for adding stop signs to the intersections with Grindle Drive and/or Connie Lane
- Three comments on school bus stop concerns at Grindle Drive
- One comment on their being no traffic issues and the study is a waste of resources
- One comment on not wanting any traffic calming
- Five comments on stop signs being ignored
- Four comments specifically about speeding
- One comment on trucks using the street
- One request for speed bumps

- Two comments to make sure any measures don't create new issues on other streets in the neighborhood
- One request to reduce the speed limits
- One comment on the speeds of vehicles around the curve on Bonita Avenue, including vehicles leaving the roadway due to speed
- One comment on vehicles speeding, parking and littering on Meier Road
- One request for timed turn restrictions at the intersections with Central Road
- One comment to greatly reduce access to the neighborhood by closing the following locations:
    - Connie Lane at Meier Road
    - Bonita Avenue at Lincoln Street
    - Beverly Lane at Lincoln Street
    - Crestwood Lane at Lincoln Street

While Staff will consider all survey responses as alternative designs are developed, below are themes that were mentioned in multiple comments that we will focus on:

- Reducing vehicle speeds
- Reducing "cut-through" traffic
- Increasing pedestrian safety at intersections
- Increasing stop sign compliance

The next step of the process is to develop alternatives to address the above issues.

Luke Foresman, PE

Luke Foresman

Project Engineer

Attachments:

- Resident Information Bulletin
- Survey Response Data (without addresses listed)

Resident Information Bulletin
Hatlen Heights Neighborhood Traffic Calming Study

Village of Mount Prospect
Public Works Department
NOVEMBER 2024

INTRODUCTION:

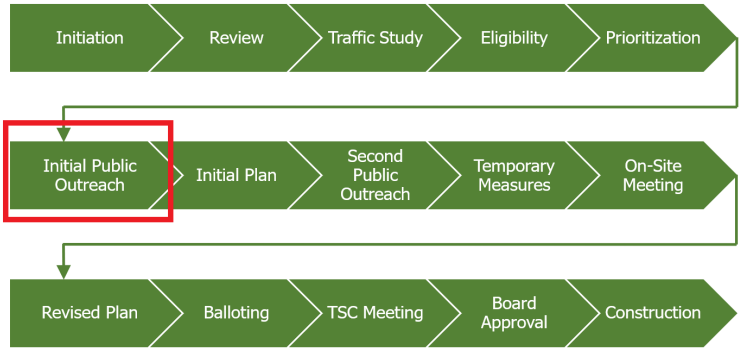
The Village is conducting a traffic calming study within the Hatlen Heights Neighborhood on Audrey Lane, Hatlen Avenue, Connie Lane and Bonita Avenue (see included study area map) and is seeking your input on existing traffic issues. In May of 2024, the Village Board adopted the Friendly Neighborhood Streets Program, a program that allows residents to submit a petition to request traffic calming measures be installed on their street to address traffic issues. Traffic calming is infrastructure designed to slow vehicle speeds or reduce the number of vehicles on a neighborhood street to increase safety for all users.

AUDREY LANE:

A petition from the 0 – 100 blocks of South Audrey Lane was submitted to Public Works in October of 2024. Traffic counts from 2023 were used and found the street to be eligible for the Friendly Neighborhood Streets Program. Once the street was found to be eligible, Staff reviewed and expanded to study area to include more streets in the Hatlen Heights Neighborhood, as changes on Audrey Lane could impact additional streets.

TRAFFIC CALMING PROCESS:

The traffic calming process can be found in the Friendly Neighborhood Streets Program on the Village website by searching "Traffic Calming". We are currently at step 6, Initial Public Outreach. See timeline to the right. We are collecting public input on existing traffic issues in the neighborhood to make sure any proposed improvements address resident concerns.



PUBLIC INPUT

A comment form is available on the study website. Please use the QR code below or search "Hatlen Heights" on the Village website to find the study website. Additionally, public comments can be submitted to Public Works by using the enclosed comment form and mailing it to, or dropping of at Public Works, Attn: Luke Foresman, 1700 West Central Road, Mount Prospect, IL 60056. Residents can also submit comments by phone at (847) 870-5640 or by email at publicworksdept@mountprospect.org. Please put "Hatlen Heights Traffic Calming" in the subject line of your email.

Comments need to be submitted by Friday, December 13th.

Be on the lookout for additional public outreach as this study progresses.

Attached to this letter is the study area and the comment form.

VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT

1700 W. Central Road
Mount Prospect, IL 60056
www.mountprospect.org

Phone: 847-870-5640
TDD: 847-392-1235

Comment Form
Hatlen Heights Neighborhood Traffic Calming Study

Village of Mount Prospect
Public Works Department
NOVEMBER 2024

Please answer the follow questions to help us as we work to develop a possible traffic calming plan for the Hatlen Heights Neighborhood. Comments can also be submitted on the study website, see QR code below or search "Hatlen Heights" on the Village website:

Address: _____

What are your concerns regarding traffic on your street or in your neighborhood? (select all that apply)

☐ Number of Vehicles ☐ Speed of Vehicles ☐ Pedestrian Safety

☐ Bicyclist Safety ☐ Intersection Safety ☐ On-Street Parking

☐ No Concerns ☐ Other: _____

Select traffic calming measures you would be interested in for this street or neighborhood, if any. See the Traffic Calming Toolbox at the end of the Friendly Neighborhood Streets Program for more information:

☐ Choke Point ☐ Mini Traffic Circle ☐ Median Islands

☐ Curb Extensions ☐ Bike Pavement Markings ☐ Chicane ☐ None

☐ Turn Restrictions ☐ Speed Feedback Signs ☐ Other: _____

Provide any additional comments regarding traffic on your street:

_____

_____

_____

Submit form to Public Works, Attn: Luke Foresman, 1700 West Central Road, Mount Prospect, IL 60056.

Or email the form to publicworksdept@mountprospect.org. Please put "Hatlen Heights Traffic Calming" in the subject line of your email. Please submit by Friday, December 13th, 2024.

VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT

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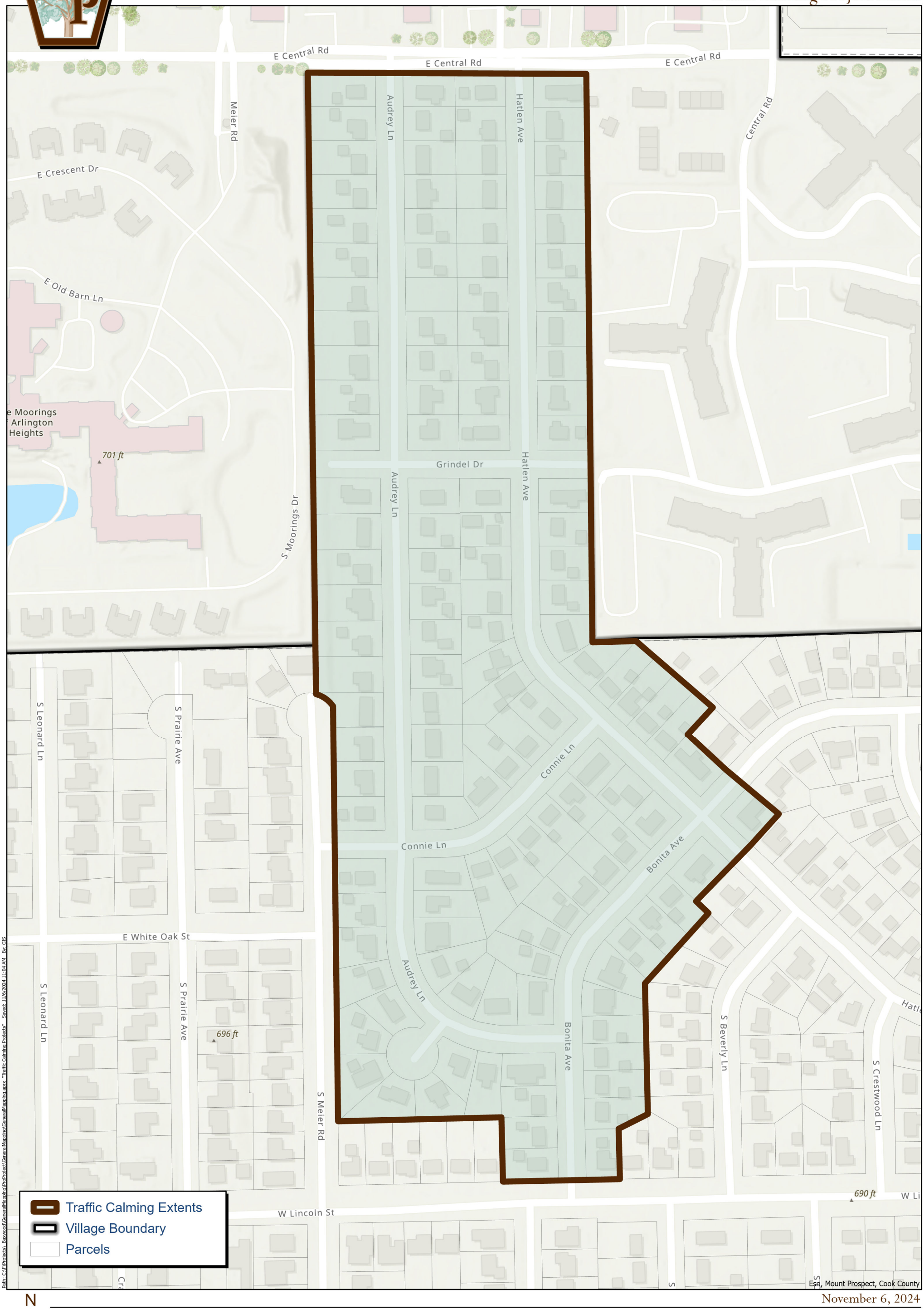
Hatlen Heights

Traffic Calming Project Limits



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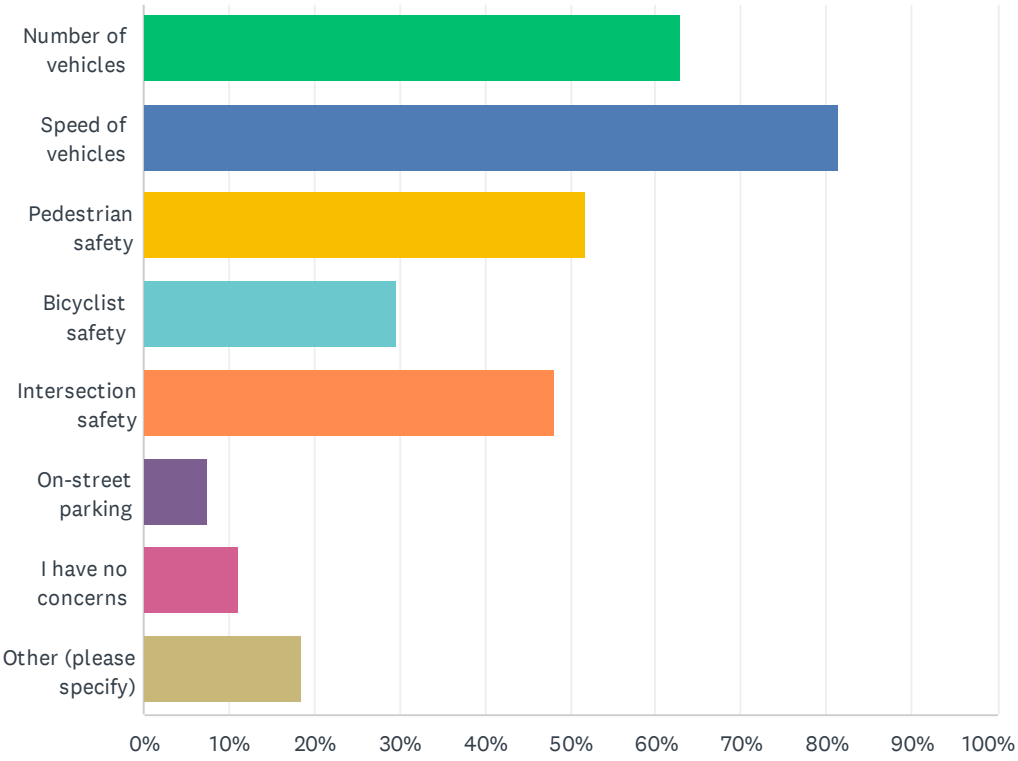
November 6, 2024

Village of Mount Prospect, IL

Q2 What are your concerns regarding traffic on your street (select all that apply)

Answered: 27 Skipped: 0



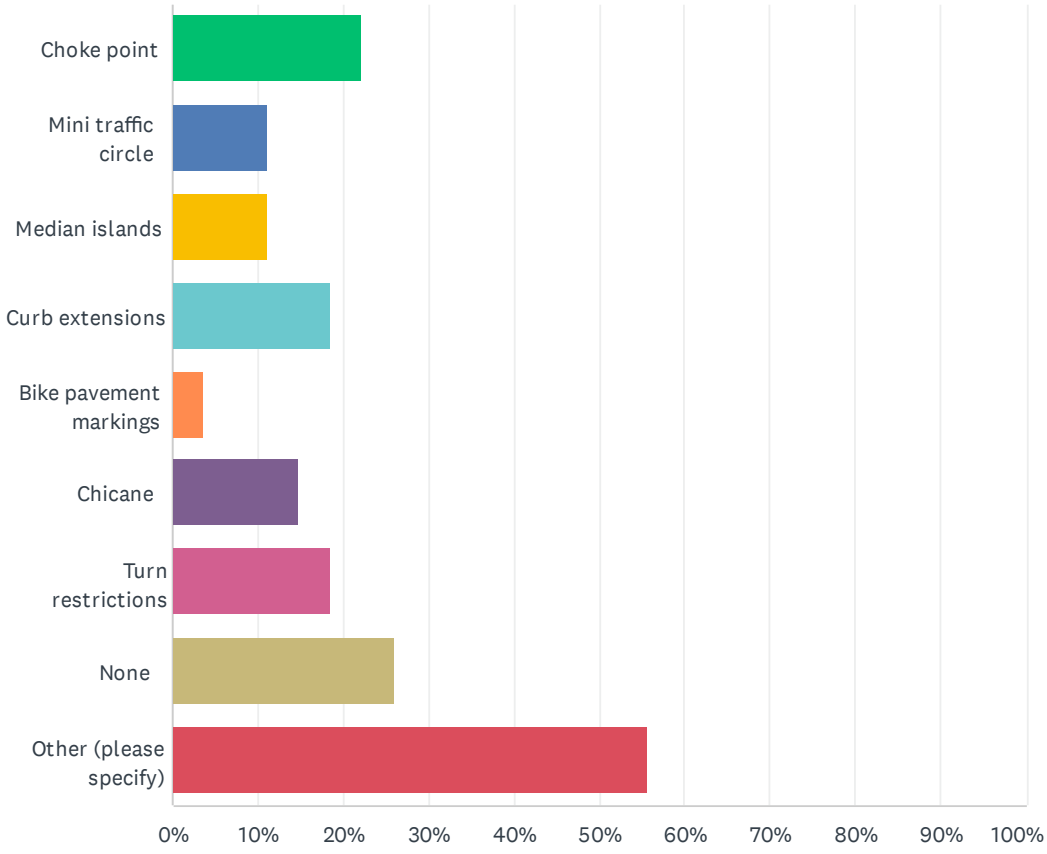
ANSWER CHOICES	RESPONSES	
Number of vehicles	62.96%	17
Speed of vehicles	81.48%	22
Pedestrian safety	51.85%	14
Bicyclist safety	29.63%	8
Intersection safety	48.15%	13
On-street parking	7.41%	2
I have no concerns	11.11%	3
Other (please specify)	18.52%	5
Total Respondents: 27		

#	OTHER (PLEASE SPECIFY)	DATE
1	SPEEDING ON MEIER ROAD NORTH OF CONNIE; PARKING IN THE SAME PLACE DRINKING THROWING BOTTLES ON MY PROPERTY	12/11/2024 1:43 PM
2	PEOPLE DO NOT STOP AT CONNIE AND AUDREY.	12/11/2024 1:31 PM

3	Ignoring stop signs	11/25/2024 7:19 PM
4	Stop sign at Audrey Lane & Grindel	11/23/2024 4:11 PM
5	Safety of the many small children in the 0-22 block.	11/23/2024 3:35 PM

Q3 Which traffic calming measures would you like implemented (See the Traffic Calming Toolbox starting on page 72 of the Friendly Neighborhood Streets Program.)

Answered: 27 Skipped: 0



ANSWER CHOICES	RESPONSES	
Choke point	22.22%	6
Mini traffic circle	11.11%	3
Median islands	11.11%	3
Curb extensions	18.52%	5
Bike pavement markings	3.70%	1
Chicane	14.81%	4
Turn restrictions	18.52%	5
None	25.93%	7
Other (please specify)	55.56%	15
Total Respondents: 27		

#	OTHER (PLEASE SPECIFY)	DATE
1	SPEED HUMPS	12/16/2024 10:43 AM
2	SPEED FEEDBACK SIGNS	12/16/2024 10:31 AM
3	RESTRICTING ACCESS	12/13/2024 2:13 PM
4	STOP SIGN AT BONITA AND AUDREY	12/12/2024 8:08 AM
5	SPEED FEEDBACK SIGNS	12/11/2024 1:43 PM
6	SPEED FEEDBACK SIGN	12/11/2024 1:39 PM
7	STOP SIGNS	12/11/2024 11:58 AM
8	After reading the descriptions of the above preventions, I don't know what will work	12/9/2024 4:56 PM
9	Speed feedback signs and enforcement	11/26/2024 5:10 PM
10	Make Connie a dead end so people can’t access meier	11/25/2024 8:20 PM
11	Not sure	11/25/2024 7:19 PM
12	Stop sign on Hatlen & Grindel Dr	11/24/2024 8:29 AM
13	Besides Left turn restrictions onto Central from Audrey and Hatlen, Textured pavement may be the only solution for this neighborhood as the streets aren't wide enough for other solutions	11/23/2024 8:29 PM
14	Post Cameras to monitor stop sign	11/23/2024 4:11 PM
15	Slower speed limit. It’s been increases by 5mph in the past 20 years. Needs to go back to 25	11/23/2024 3:35 PM

Q4 Provide any additional comments regarding traffic on your street

Answered: 23 Skipped: 4

#	RESPONSES	DATE
1	THE SPEED/AMOUNT OF CARS GOING DOWN HATLEN (& AUDREY) HAS SEEMED TO INCREASE AS YOUR STUDY SHOWS. PERSONALLY MY SON WAS ABOUT 5' AWAY FROM GETTING KILLED FROM A CAR SPEEDING AND NOT PAYING ATTENTION DOWN HATLEN JUST A FEW MONTHS AGO. ALSO, I WANT TO POINT OUT THAT HATLEN/GRINDEL IS A BUS STOP WITH PROBABLY 20-30 STUDENTS LINING UP AT ABOUT 7:40AM EVERY DAY AND THEN GETTING DROPPED BACK OFF AT THAT CORNER. I'VE SEEN CARS SPEEDING AROUND THE BUS AND NOT PAYING ATTENTION WITH ALL THE KIDS AT THAT CORNER. REALLY SEEMS LIKE PUTTING A STOP SIGN AT GRINDEL ON BOTH AUDREY AND HATLEN WOULD SOLVE ALL THE ISSUES BEING BROUGHT UP.	12/16/2024 10:55 AM
2	I HAVE LIVED ON AUDREY LANE FOR MORE THAN 20 YEARS AND HAVE COMPLAINED ABOUT SPEEDING VEHICLES IN THE PAST, BUT NOTHING SERIOUS HAS EVER BEEN DONE ABOUT IT (OTHER THAN AN OCCASIONAL POLICE CAR AND/OR TEMPORARY DIGITAL SPEED "SLOW DOWN" SIGN.) WE NEED "TRAFFIC CALMING" DEVICES IN OUR NEIGHBORHOOD THAT GO BEYOND SIGNS AND FLASHING LIGHTS. DESPITE RECENT EFFORTS (I.E. SPEED FEEDBACK SIGNS), SPEEDING IN OUR NEIGHBORHOOD HAS NOT DIMINISHED. IN FACT, IT HAS GOTTEN WORSE. THE POSTED SIGN ON AUDREY LANE SAYS 25 MPH, BUT VEHICLES ROUTINELY TRAVEL MUCH FASTER (AS I JUST WROTE THIS, SOMEONE ZIPPED BY GOING AT LEAST 40 MPH). IT'S ESPECIALLY BAD IN THE MORNING AND LATE AFTERNOON. SEVERAL TIMES, I HAVE ALMOST BEEN REAR-ENDED JUST SLOWING DOWN TO PULL INTO MY DRIVEWAY. WHILE WORKING IN MY FRONT YARD, I HAVE REPEATEDLY OBSERVED THAT THE MAJORITY OF THESE SPEEDING VEHICLES ARE NOT LOCAL RESIDENTS. THEY ARE MERELY USING AUDREY LANE AS A RACETRACK TO CUT THROUGH WHILE GOING TO OR FROM CENTRAL RD. SOMETHING NEEDS TO BE DONE ABOUT THIS PROBLEM. ALL OF MY NEIGHBORS, WHO I HAVE SPOKEN TO WOULD ALSO LIKE TO SEE SOMETHING DONE ABOUT SPEEDING. IDEALLY, WE'D LIKE TO SEE SPEED HUMPS INSTALLED ON THE 100 BLOCK OF AUDREY LANE.	12/16/2024 10:44 AM
3	EVERY MORNING 20-30 CHILDREN STAND AT THE CORNER OF HATLEN AND GRINDEL. CARS SPEED DOWN HATLEN.	12/16/2024 10:31 AM
4	THERE ARE NO TRAFFIC ISSUES. STUDY IS A WASTE OF TAXPAYER'S MONEY.	12/16/2024 10:23 AM
5	INTERSECTION OF BONITA AND HATLEN- STOP SIGNS ARE FREQUENTLY NOT OBSERVED.	12/16/2024 10:17 AM
6	EFFECTIVE CALMING MEASURES WOULD INCLUDE BLOCKING OFF ACCESS AT CONNIE LANE AND MEIER ROAD, BONITA AVE AND LINCOLN STREET, BEVERLY LANE AND LINCOLN ST, AND AT CRESTWOOD LANE AND LINCOLN ST. THESE MEASURES WILL ELIMINATE TRAFFIC FROM GOLF ROAD CUTTING THROUGH TO CENTRAL ROAD AND VICE VERSA. BY DOING THIS, YOU REDUCE THE NUMBER OF VEHICLES WHICH WILL REDUCE THE NUMBER OF VEHICLES THAT ARE SPEEDING. BUT YOU ALSO REDUCE NOISE POLLUTION IN THE NEIGHBORHOOD, WEAR AND TEAR ON LOCAL NEIGHBORHOOD ROADS AND PROVIDE A SAFER ENVIRONMENT FOR THOSE WHO USE BICYCLES AND PEDESTRIAN TRAFFIC. THIS MEASURE ALSO DOES NOT AFFECT SNOWPLOWING SERVICES OR EMERGENCY SERVICES RESPONDING FROM THE FIRE STATION LOCATED ON GOLF ROAD. THESE DEAD-END STREETS SHOULD ALSO BE DESIGNATED TO ALLOW WALKING PATHS SO THAT BICYCLE AND PEDESTRIAN TRAFFIC CAN UTILIZE THOSE AREAS.	12/13/2024 2:13 PM
7	Meijer and Audrey Lane are used by some as a cut through from Golf to Central and this has always been the case; however traffic volume has definitely increased since we moved here in 1994. Many people do not adhere to the speed limit but we feel that's similar to many other	12/13/2024 11:07 AM

	neighborhood streets in Mount Prospect and Arlington Heights. We do not want any of the above traffic calming measures implemented.	
8	CONCERNS ABOUT SPEED OF VEHICLES AROUND THE "BEND" ON BONITA AVENUE-SOME HAVE LEFT THE ROAD AND HIT TREES.	12/12/2024 8:08 AM
9	MY COMMENTS ON MEIER RD ARE A BIG PROBLEM WITH PEOPLE PARKING PARKING THERE ALL NIGHT LONG AND LEAVE THEIR GARBAGE THERE. LET THE PEOPLE WHO PARK THERE PARK ON THEIR OWN SIDE OF THE STREET.	12/11/2024 1:43 PM
10	MANY CARS MAKE ROLLING STOPS ON AUDREY LANE AT CONNIE AND GRINDEL ROADS WITH PEDESTRIANS PRESENT. I WAS HALFWAY ACROSS THE STREET AND 2 CARS JOTTED PAST ME. THE SECOND CAR WAS SO CLOSE I COULD TOUCH HER SIDE VIEW MIRROR.	12/11/2024 1:39 PM
11	REDUCE SPEED LIMIT TO 20 MPH. GREATER POLICE PRESENCE.	12/11/2024 1:36 PM
12	4 WAY STOP AT CONNIE. 4 WAY STOP AT GRINDEL. PHOTO ENFORCEMENT/FAST SCHOOL BUSES.	12/11/2024 1:31 PM
13	STOP SIGNS ARE NEEDED ON 4 WAY INTERSECTIONS. THE INTERSECTION OF AUDREY AND CONNIE LN NEEDS 4 WAY STOPS.	12/11/2024 11:58 AM
14	TRUCK USAGE OF RESIDENTIAL STREETS VIOLATING WEIGHT RESTRICTIONS TO AVOID TRAFFIC ON GOLF, ARLINGTON HEIGHTS RD, AND CENTRAL AVE.	12/11/2024 11:55 AM
15	Hi. Thanks for looking into this. A big issue is the lack of people stopping at the intersection of Connie and Audrey. I'm not sure speed bumps would stop the amount of cars that blow the stop sign there. If anything is done on the 0 thru 100 block of Audrey to slow cars.. given how it's a cut through to Meier etc... the traffic will most likely move to Hatlen. Sorry not helpful other than saying some proposed solutions may have little effect to stop thr problem.	12/9/2024 3:44 PM
16	We live at the intersection of Bonita and Hatlen and witness countless drivers roll or speed through the intersection without stopping at the 4 way stop sign. Drivers also use Hatlen and Audrey lanes to cut through from Central to Golf usually at a high speed.	11/26/2024 5:10 PM
17	217 Hatlen	11/25/2024 7:19 PM
18	I see mostly people blowing through the stop sign at the intersection of Bonita and Hatlen. And since we are the only stop sign on hatlen, people usually roll to about 20mph to roll through the stop sign. I can only imagine they are driving faster through other parts of the street where they can essentially cruise without needing to slow down.	11/25/2024 2:39 PM
19	Choke point installation would need to be done on both Hatlen and Audrey in order to not divert traffic to a street without a choke point.	11/24/2024 4:19 PM
20	Hi! Many times, when I am waiting for a school bus with my kids on Hatlen and Grindel Dr, lots of cars are speeding and I think stop sign would help a lot with that problem.	11/24/2024 8:29 AM
21	Traffic seems to speed on Audrey and Hatlen going north until coming to Central Road intersections. Limiting Left Turns during rush hour would be useful but it doesn't impact speeding. Textured pavement and perhaps an Electronic Speed Limit / Speed Measurement (radar) sign on Hatlen could help speeding on that street. Audrey has a sign already. Not really sure what else could help as its a convenient shortcut to get from Golf to Central	11/23/2024 8:29 PM
22	Speeding on Audrey is a frequent problem	11/23/2024 4:11 PM
23	Traffic moves much too quickly. Many small children now.	11/23/2024 3:35 PM

Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO: TRANSPORTATION SAFETY COMMISSION

FROM: PROJECT ENGINEER

DATE: MARCH 5, 2025

SUBJECT: FRIENDLY NEIGHBORHOOD STREETS PROGRAM PROJECTS

Overview: Staff will be presenting two projects to the Commission for comment as part of the Friendly Neighborhood Streets Program. These projects are Hatlen Heights and South William Street.

Safety Commission Request: Staff is seeking input from the Transportation Safety Commission and the public on the initial preferred alternative to develop a final preferred alternative. There will be no action taken at this meeting for these projects. The projects will come back to the Transportation Safety Commission at a future meeting for an approval vote.

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

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

Attachments: The below attachments are included for each project:

- Second Public Outreach RIB
- Alternatives Analysis Memo with Initial Preferred Design
- Initial Public Outreach Summary Memo

1700 West Central Road, Mount Prospect, IL 60056 847-870-5640 publicworksdept@mountprospect.org

Resident Information Bulletin #2
South William Street Traffic Calming Study

Village of Mount Prospect
Public Works Department
FEBRUARY 2025

INTRODUCTION:

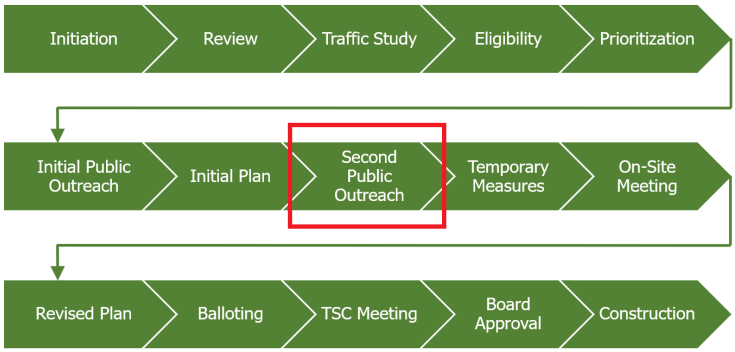
The Village is conducting a traffic calming study on South William Street between Prospect Avenue and Golf Road and is seeking your input on the preliminary preferred alternative that the Engineering Division developed based on resident surveys that were sent out late last year. Last year, the Village initiated a traffic calming study for South William Street based on a petition submitted by residents. Traffic calming is infrastructure designed to slow vehicle speeds or reduce the number of vehicles on a neighborhood street to increase safety for all users.

PRELIMINARY PREFERRED ALTERNATIVE:

The Engineering Division evaluated options and developed a preferred alternative for traffic calming measures on South William Street. The preferred alternative includes limited parking changes, median islands and curb bump outs to slow drivers and increase safety for all users on William Street. A memo describing the preferred alternative and plans for the preferred alternative are available on the project website, see below. If you would like a hard copy of the memo and plans, please reach out to Public Works via phone at 847-870-5640 or via email at publicworksdept@mountprospect.org and we will be happy to provide the documents.

TRAFFIC CALMING PROCESS:

We are currently at step 8, Second Public Outreach, of the traffic calming process. See timeline to the right.



PUBLIC INPUT

A comment form is available on the study website to provide input on the initial preferred alternative. Please use the QR code below or search "William Street" on the Village website to find the study website. Additionally, public comments can be submitted to Public Works by using the enclosed comment form and mailing it to or dropping off at Public Works, Attn: Luke Foresman, 1700 West Central Road, Mount Prospect, IL 60056. Residents can also submit comments by phone at (847) 870-5640 or by email at publicworksdept@mountprospect.org. Please put "William Street Traffic Calming" in the subject line of your email. **Comments need to be submitted by Friday March 14th for inclusion in this part of the study.**

The study will be presented to the Transportation Safety Commission at their meeting at 7:00 PM on March 10th, 2025 at the Emergency Operations Center at Public Works, 1720 W. Central Road. You are invited to attend and participate in the meeting. This will act as the "on-site" meeting as described in the timeline above.

The Village may also trial some of the traffic calming measures using cones and temporary curbs to demonstrate potential improvements to the neighborhood. These will be installed for a few days sometime prior to the Transportation Safety Commission Meeting, weather permitting.

VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT

1700 W. Central Road
Mount Prospect, IL 60056
www.mountprospect.org

Phone: 847-870-5640
TDD: 847-392-1235

Comment Form
South William Street Traffic Calming Study

Village of Mount Prospect
Public Works Department
FEBRUARY 2025

Please answer the follow questions to help us as we work to develop a preferred alternative for traffic calming on South William Street. Comments can also be submitted on the study website, see QR code below or search "William Street" on the Village website.

Please view the preferred alternative and memo on the study website prior to answering these questions. A hard copy of the preferred alternative can be requested by contacting Public Works, info below.

Address: _____

Provide any comments regarding the preferred alternative as proposed:

_____

_____

Provide any suggestions for changes to the preferred alternative, or other ideas for traffic calming:

_____

_____

Provide any additional comments regarding the study:

_____

_____

Submit form to Public Works, Attn: Luke Foresman, 1700 West Central Road, Mount Prospect, IL 60056.

Or email the form to publicworksdept@mountprospect.org. Please put "William Street Traffic Calming" in the subject line of your email. **Please submit by Friday, March 14th, 2025 for inclusion in the study.**

VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT

1700 W. Central Road
Mount Prospect, IL 60056
www.mountprospect.org

Phone: 847-870-5640
TDD: 847-392-1235

Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

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

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

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

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

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

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

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

Intersection of William Street and Prospect Avenue
Existing Conditions: T intersection with all-way stop control, no striped crosswalks.

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

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

Improvements:

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

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

William Street between Prospect Avenue and Sha Bonee Trail

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

Improvements:

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

Intersection of William Street and Sha Bonee Trail

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

Improvements:

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

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

William Street between Sha Bonee Trail and Council Trail

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

Improvements:

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

Intersection of William Street and Council Trail

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

Improvements:

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

William Street between Council Trail and Berkshire Lane

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

Improvements:

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

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

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

Intersection of William Street and Berkshire Lane

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

Improvements:

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

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

William Street Mid-Block Crossing South of Weller Creek

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

Improvements:

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

William Street between Berkshire Lane and Golf Road

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

Improvements:

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

Intersection of William Street and Sunset Road

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

Improvements:

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

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

Intersection of William Street and Golf Road

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

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

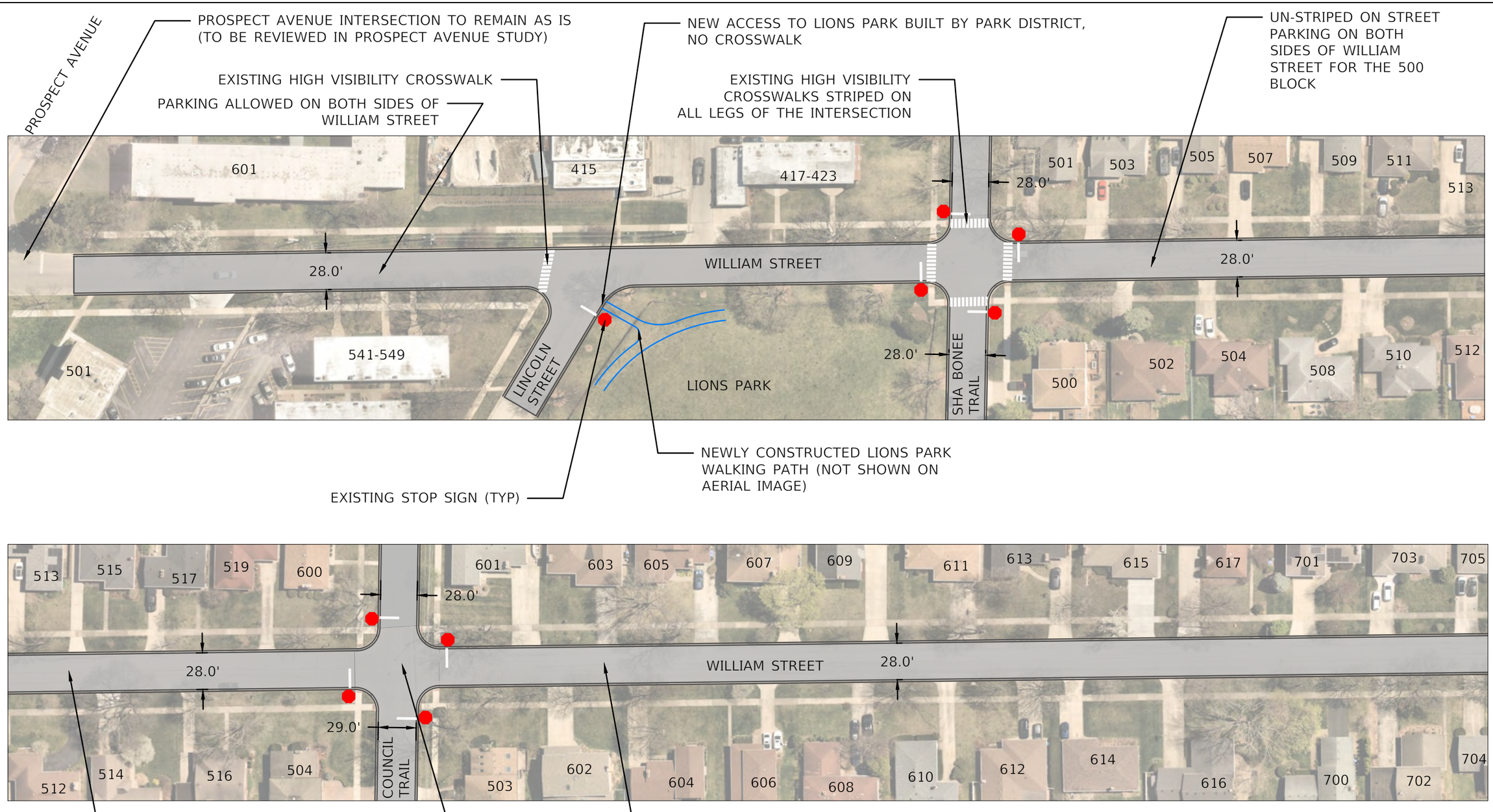
Luke Foresman, PE

Luke Foresman

Project Engineer

Attachments:

- Existing Conditions Plans
- Preferred Alternative Plans



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FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - EXISTING CONDITIONS

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

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

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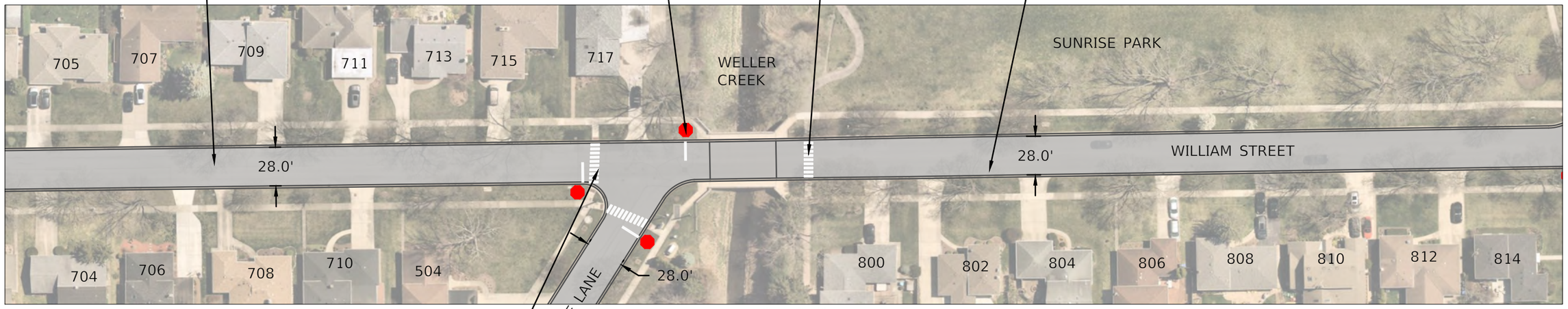
UN-STRIPED ON STREET PARKING ON BOTH SIDES OF WILLIAM STREET FOR 600 AND 700 BLOCKS

EXISTING STOP SIGN (TYP)

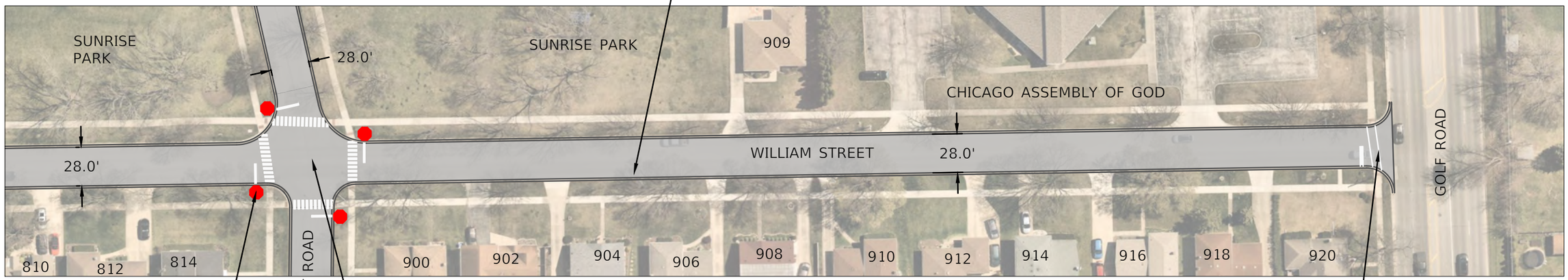
EXISTING HIGH VISIBILITY CROSSWALK AND CROSSWALK SIGNS

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



EXISTING HIGH VISIBILITY CROSSWALKS STRIPED ON ALL LEGS OF THE INTERSECTION

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



EXISTING STOP SIGN (TYP)

EXISTING HIGH VISIBILITY CROSSWALKS STRIPED ON ALL LEGS OF THE INTERSECTION

EXISTING CROSSWALK STRIPED

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FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - EXISTING CONDITIONS

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

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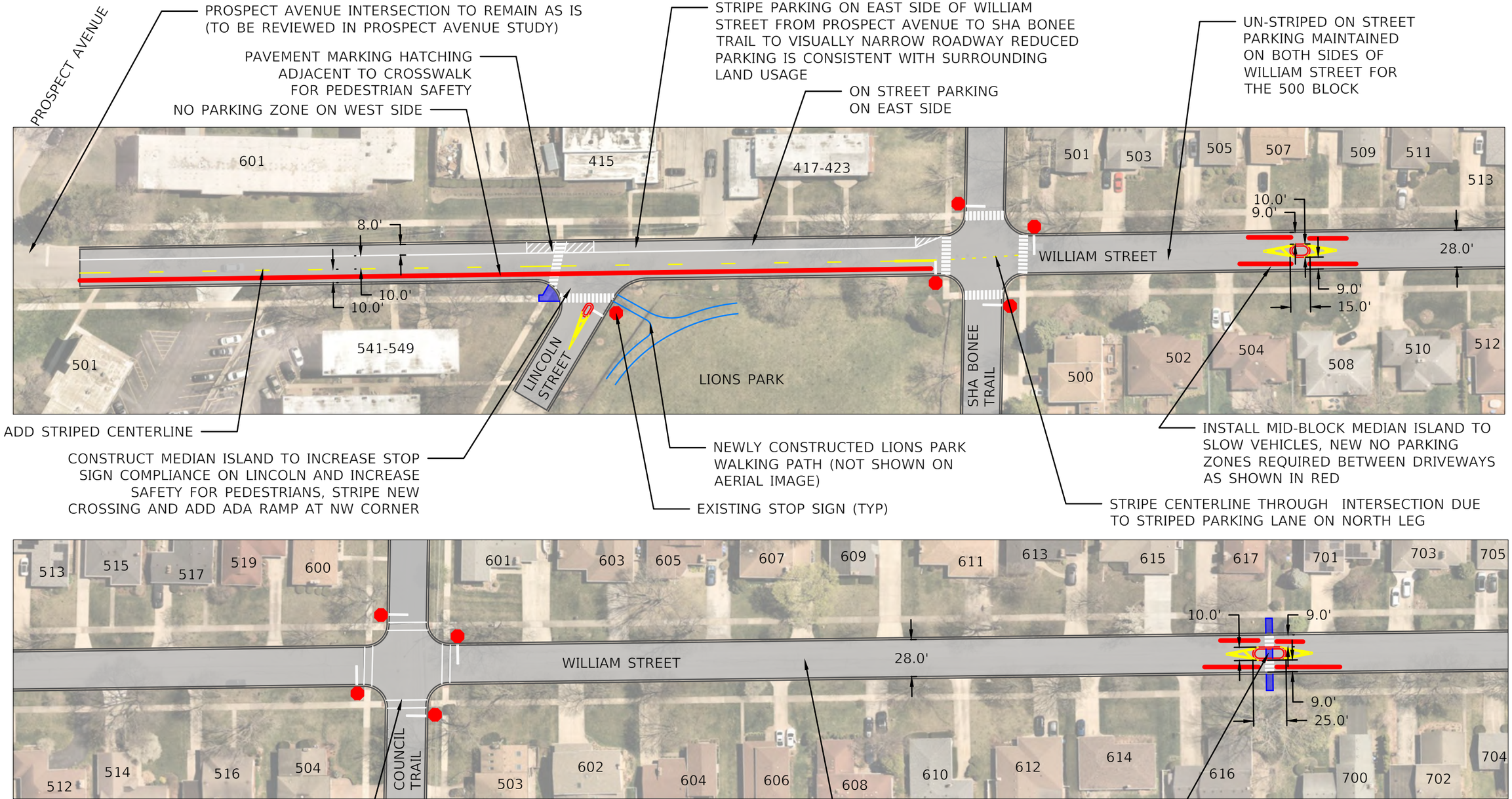
		CONTRACT NO. N/A		
	ILLINOIS			



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FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - INITIAL DESIGN PREFERRED ALTERNATIVE

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

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

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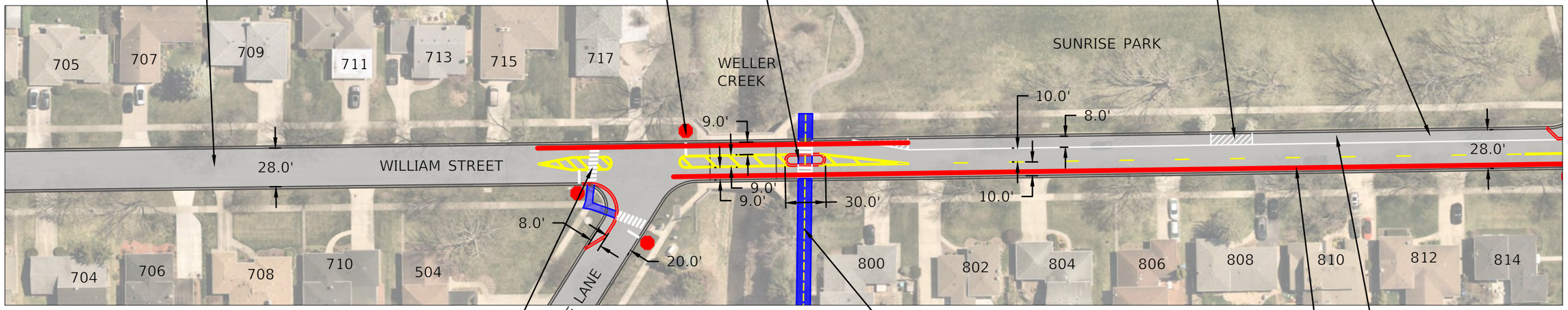
UN-STRIPED ON STREET PARKING MAINTAINED ON BOTH SIDES OF WILLIAM STREET FOR 600 AND 700 BLOCKS

NEW PEDESTRIAN REFUGE ISLAND TO CROSS WILLIAM STREET AT EXISTING CROSSWALK, ISLAND WILL INCREASE VISIBILITY FOR PEDESTRIANS AND SLOW VEHICLES BY FORCING THEM TO NAVIGATE THE ISLAND.

EXISTING STOP SIGN (TYP)

STRIPE PARKING ON EAST SIDE OF WILLIAM STREET FROM BERKSHIRE LANE TO GOLF ROAD TO ADDRESS PARKING CONCERNS RELATING TO EVENTS AT SUNRISE PARK. WILL MAINTAIN TWO-WAY TRAFFIC AT ALL TIMES AND WILL VISUALLY NARROW ROADWAY, SLOWING DRIVERS

NO PARKING NEAR FIRE HYDRANT



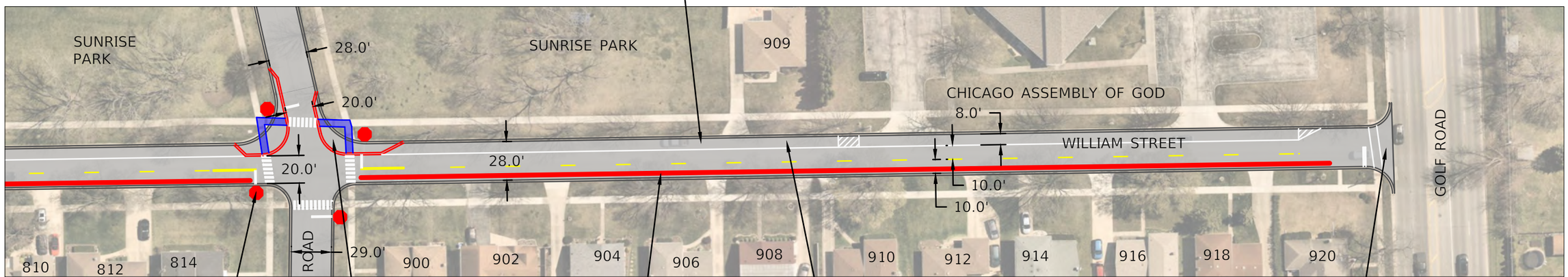
INSTALL CURB BUMP OUR AND STRIPED MEDIAN ISLANDS TO INCREASE STOP SIGN COMPLIANCE AND REDUCE PEDESTRIAN CROSSING DISTANCES. ALL TURN MOVEMENTS REMAIN

OPTION TO REPLACE EXISTING SIDEWALK WITH 10' SHARED USE PATH TO CONNECT LONNQUIST BOULEVARD TO SUNRISE PARK IN EXISTING EASEMENT, SOME TREE REMOVAL REQUIRED

ON STREET PARKING ON EAST SIDE

NO PARKING ZONE ON WEST SIDE

ON STREET PARKING ON EAST SIDE



EXISTING STOP SIGN (TYP)

NO PARKING ZONE ON WEST SIDE

INTERSECTION NARROWED WITH CURB BUMP OUTS TO REDUCE CROSSING DISTANCES AND TO INCREASE STOP SIGN COMPLIANCE. BUMPOUT LOCATIONS DESIGNED TO ALIGN WILLIAM STREET FOR STRIPED PARKING ON THE EAST SIDE.

STRIPE PARKING ON EAST SIDE OF WILLIAM STREET FROM BERKSHIRE LANE TO GOLF ROAD TO ADDRESS PARKING CONCERNS RELATING TO EVENTS AT SUNRISE PARK. WILL MAINTAIN TWO-WAY TRAFFIC AT ALL TIMES AND WILL VISUALLY NARROW ROADWAY, SLOWING DRIVERS

NO CHANGES TO WILLIAM STREET AND GOLF ROAD INTERSECTION

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FRIENDLY NEIGHBORHOOD STREETS PROGRAM
WILLIAM STREET - INITIAL DESIGN PREFERRED ALTERNATIVE

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

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

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Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO:	DIRECTOR OF PUBLIC WORKS
FROM:	PROJECT ENGINEER
DATE:	DECEMBER 20, 2024
SUBJECT:	FNSP – S. WILLIAM STREET – INITIAL PUBLIC OUTREACH SUMMARY

The Village sent out the attached resident information bulletin to all properties on South William Street between Prospect Avenue and Golf Road. This bulletin introduced the study to the neighborhood and solicited input, through a survey, on existing traffic issues and potential traffic calming measures.

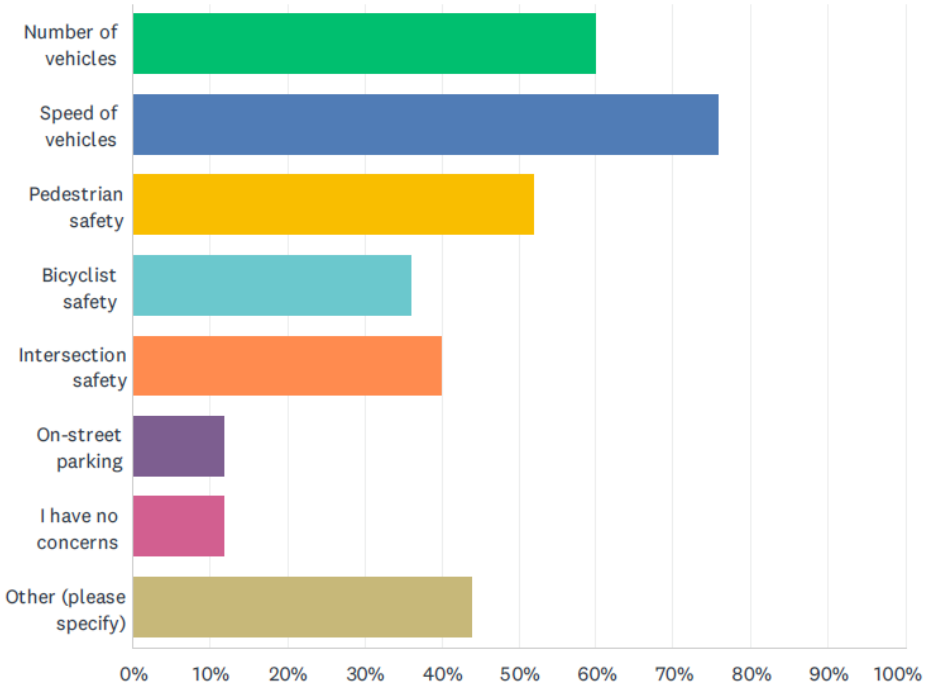
The bulletin was sent out via mail on November 20th, 2024. The survey was open until Friday December 13th, 2024. The letter was sent to 78 addresses. 25 surveys were submitted for a 32% return rate.

The first question was to submit an address so Staff could verify the respondent is from within the study limits. All responses were from South William Street.

The second question asked, "What are your concerns regarding traffic on your street? (select all that apply)". All 25 surveys responded to this question. The below chart and table show the percentage of residents that indicated an issue was a concern.

ANSWER CHOICES	RESPONSES	
Number of vehicles	60.00%	15
Speed of vehicles	76.00%	19
Pedestrian safety	52.00%	13
Bicyclist safety	36.00%	9
Intersection safety	40.00%	10
On-street parking	12.00%	3
I have no concerns	12.00%	3
Other (please specify)	44.00%	11
Total Respondents: 25		

1700 West Central Road, Mount Prospect, IL 60056 847-870-5640 publicworksdept@mountprospect.org

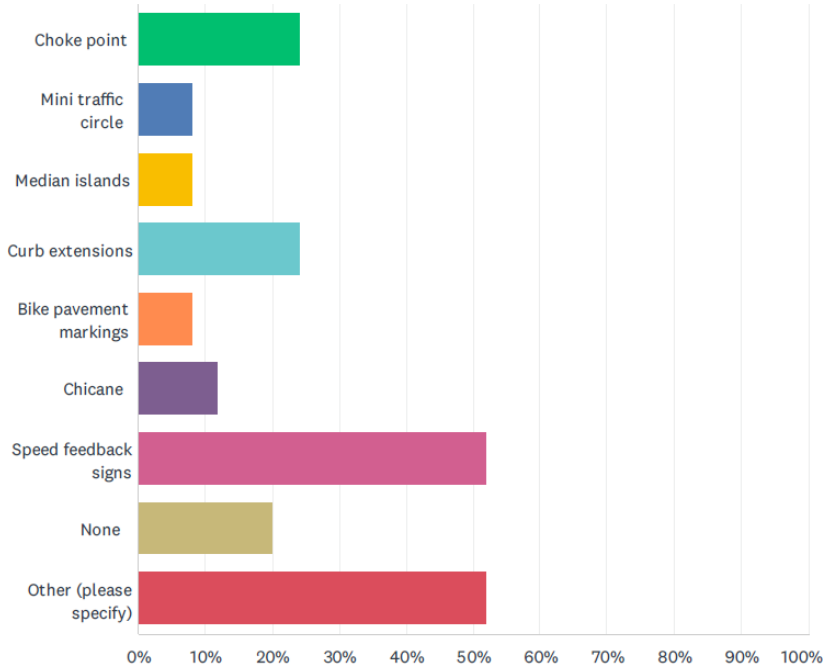


The following are traffic issues submitted under the "Other" option:

- 5 residents mentioned parking issues relating to events at Sunrise Park
- 4 residents mentioned vehicles ignoring stop signs on South William Street
- 1 resident mentioned loud exhausts on vehicles
- 1 resident mentioned pedestrians in the street as an issue

The third question asked, "Which traffic calming measures would you like to see implemented?". All 25 surveys responded to this question. The below chart and table show the percentage of residents that indicated they were in favor of that traffic calming measure.

ANSWER CHOICES	RESPONSES	
Choke point	24.00%	6
Mini traffic circle	8.00%	2
Median islands	8.00%	2
Curb extensions	24.00%	6
Bike pavement markings	8.00%	2
Chicane	12.00%	3
Speed feedback signs	52.00%	13
None	20.00%	5
Other (please specify)	52.00%	13
Total Respondents: 25		



The following are traffic calming measures submitted in under the "Other" option:

- 4 residents mentioned speed bumps
- 4 residents mentioned traffic enforcement
- 2 residents mentioned full or partial road closures of William Street near the bridge
- 1 resident mentioned flashing stop signs
- 1 resident mentioned parking changes
- 1 resident mentioned the pedestrian crossing south of the creek is dangerous

The fourth question of the survey asked for any additional comments. Below is a summary of comments received:

- Two comments on parking due to soccer at Sunrise Park making navigating William Street difficult. The problem is the worst on the weekends, but there are also problems on weeknights.
- One request for off-street parking for Sunrise Park due to soccer.
- Two comments mentioned there are no issues and traffic calming is a waste of Village resources
- Six comments on speeding vehicles and vehicles running stop signs
- One comment that the intersection of William Street and Council Trail is a high traffic area for children going to school
- One comment stating the pedestrian crossing just south of the bridge can be dangerous
- One comment on commercial vehicles using William Street to get to Caputo's
- One comment that there are many new families on the street

- One request for additional speed limit signs and enforcement
- Two requests for speed bumps
- One comment concerned about impact traffic calming measures would have on snow and leaf removal
- One suggestion of enforcement as a solution

While Staff will consider all survey responses as alternative designs are developed, below are themes that were mentioned in multiple comments that we will focus on:

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

The next step of the process is to develop alternatives to address the above issues.

Luke Foresman, PE



Project Engineer

Attachments:

- Resident Information Bulletin
- Survey Response Data (without addresses listed)

Resident Information Bulletin
South William Street Traffic Calming Study

Village of Mount Prospect
Public Works Department
NOVEMBER 2024

INTRODUCTION:

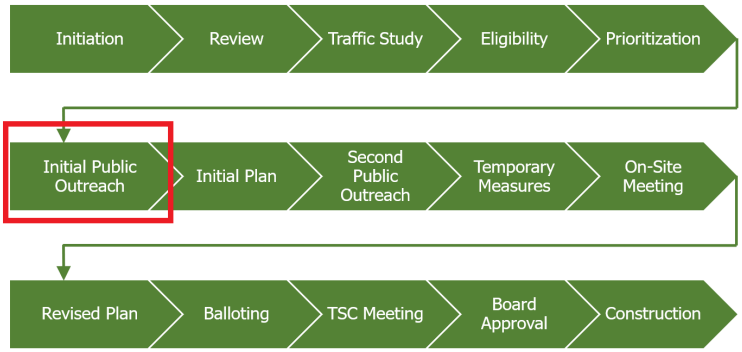
The Village is conducting a traffic calming study on South William Street between Prospect Avenue and Golf Road and is seeking your input on existing traffic issues. In May of 2024, the Village Board adopted the Friendly Neighborhood Streets Program, a program that allows residents to submit a petition to request traffic calming measures be installed on their street to address traffic issues. Traffic calming is infrastructure designed to slow vehicle speeds or reduce the number of vehicles on a neighborhood street to increase safety for all users.

SOUTH WILLIAM STREET:

A petition from the 600 – 700 blocks of South William Street was submitted to Public Works in late September of 2024. Traffic counts were completed in October and found the street to be eligible for the Friendly Neighborhood Streets Program. Once the street was found to be eligible, Staff reviewed and expanded to study area to include all of South William Street from Prospect Avenue to Golf Road due to similar roadway characteristics and surrounding land use.

TRAFFIC CALMING PROCESS:

The traffic calming process can be found in the Friendly Neighborhood Streets Program on the Village website by searching "Traffic Calming". We are currently at step 6, Initial Public Outreach. See timeline to the right. We are collecting public input on existing traffic issues on the street to make sure any proposed improvements address resident concerns.



PUBLIC INPUT

A comment form is available on the study website. Please use the QR code below or search "William Street" on the Village website to find the study website. Additionally, public comments can be submitted to Public Works by using the enclosed comment form and mailing it to or dropping of at Public Works, Attn: Luke Foresman, 1700 West Central Road, Mount Prospect, IL 60056. Residents can also submit comments by phone at (847) 870-5640 or by email at publicworksdept@mountprospect.org. Please put "William Street Traffic Calming" in the subject line of your email.

Comments need to be submitted by Friday, December 13th.

Be on the lookout for additional public outreach as this study progresses.

Attached to this letter is the study area and the comment form.

VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT

1700 W. Central Road
Mount Prospect, IL 60056
www.mountprospect.org

Phone: 847-870-5640
TDD: 847-392-1235

Comment Form
South William Street Traffic Calming Study

Village of Mount Prospect
Public Works Department
NOVEMBER 2024

Please answer the follow questions to help us as we work to develop a possible traffic calming plan on South William Street. Comments can also be submitted on the study website, see QR code below or search "William Street" on the Village website:

Address: _____

What are your concerns regarding traffic on your street? (select all that apply)

☐ Number of Vehicles ☐ Speed of Vehicles ☐ Pedestrian Safety

☐ Bicyclist Safety ☐ Intersection Safety ☐ On-Street Parking

☐ No Concerns ☐ Other: _____

Select traffic calming measures you would be interested in for this street, if any. See the Traffic Calming Toolbox at the end of the Friendly Neighborhood Streets Program for more information on these:

☐ Choke Point ☐ Mini Traffic Circle ☐ Median Islands

☐ Curb Extensions ☐ Bike Pavement Markings ☐ Chicane

☐ Speed Feedback Signs ☐ None ☐ Other: _____

Provide any additional comments regarding traffic on your street:

_____

_____

_____

Submit form to Public Works, Attn: Luke Foresman, 1700 West Central Road, Mount Prospect, IL 60056.

Or email the form to publicworksdept@mountprospect.org. Please put "William Street Traffic Calming" in the subject line of your email. Please submit by Friday, December 13th, 2024.

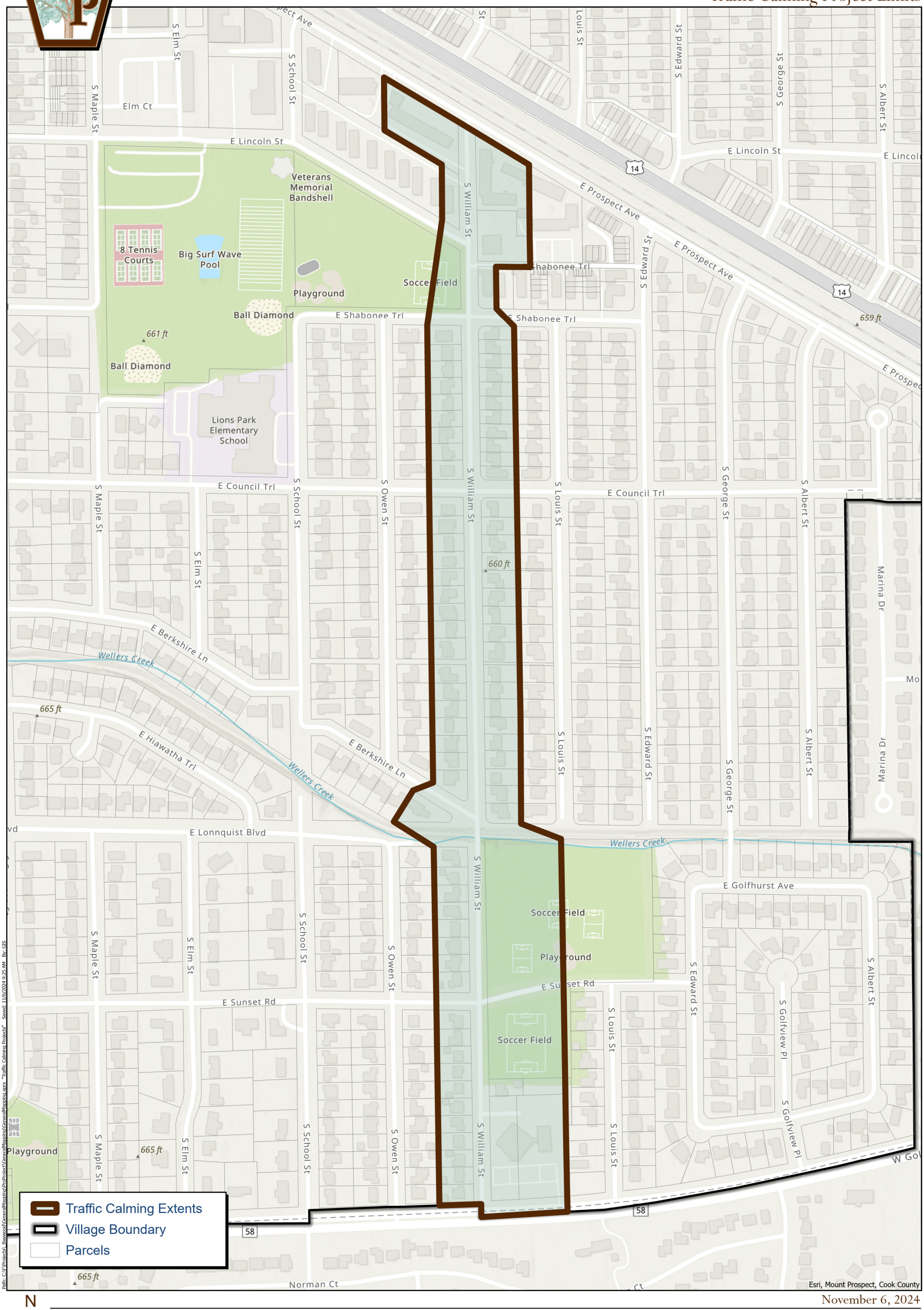
VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT

1700 W. Central Road
Mount Prospect, IL 60056
www.mountprospect.org

Phone: 847-870-5640
TDD: 847-392-1235

William Street

Traffic Calming Project Limits



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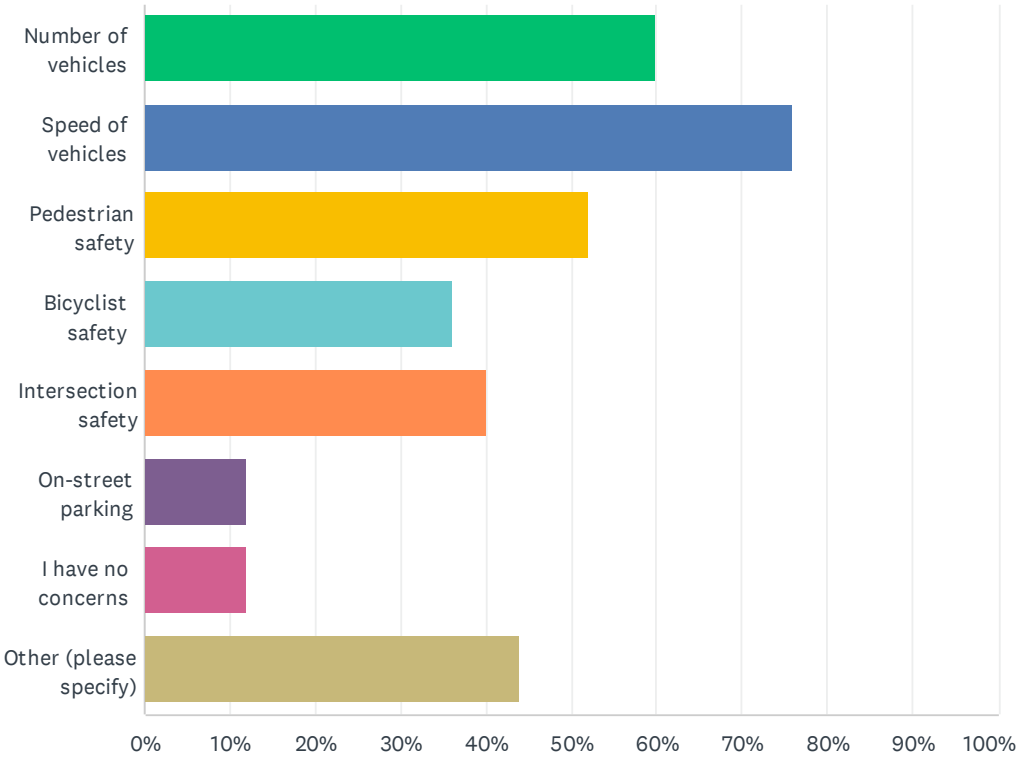
November 6, 2024

Village of Mount Prospect, IL

Q2 What are your concerns regarding traffic on your street (select all that apply)

Answered: 25 Skipped: 0



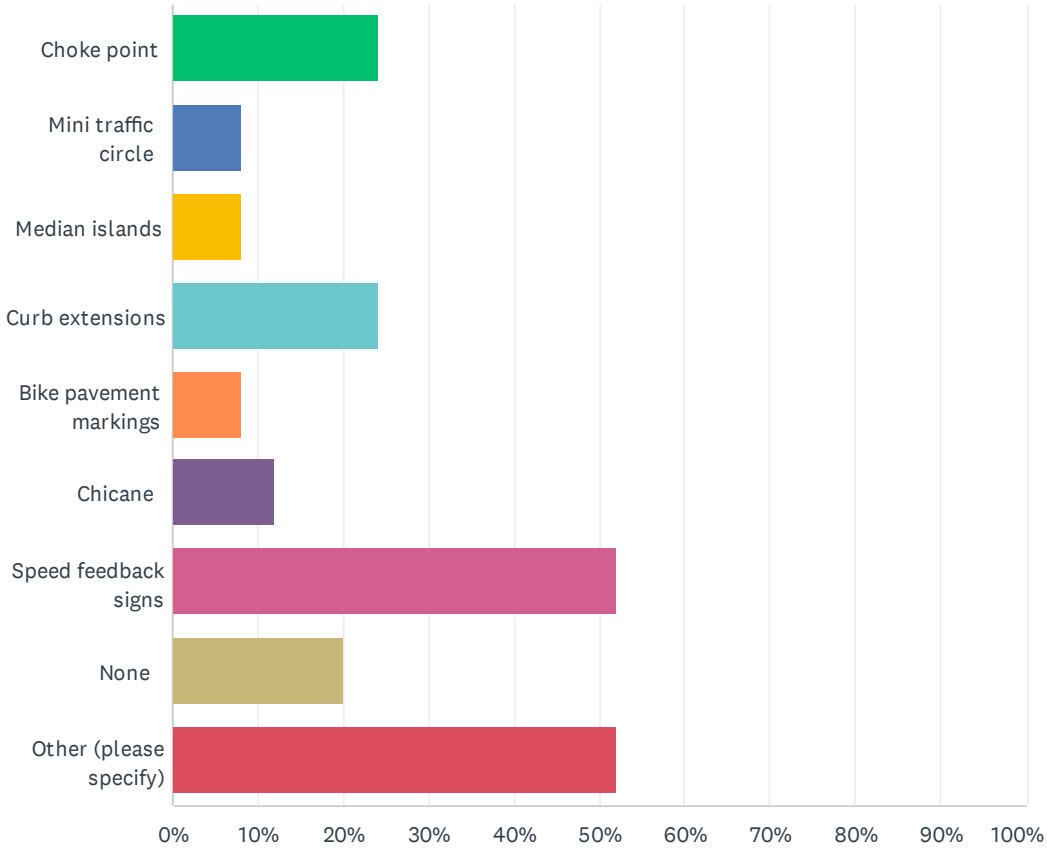
ANSWER CHOICES	RESPONSES	
Number of vehicles	60.00%	15
Speed of vehicles	76.00%	19
Pedestrian safety	52.00%	13
Bicyclist safety	36.00%	9
Intersection safety	40.00%	10
On-street parking	12.00%	3
I have no concerns	12.00%	3
Other (please specify)	44.00%	11
Total Respondents: 25		

#	OTHER (PLEASE SPECIFY)	DATE
1	SOCCER PRACTICE + GAME PARKING & CONGESTION	12/16/2024 10:37 AM
2	ROLLING STOP SIGNS AT BERKSHIRE AND WILLIAM	12/16/2024 10:19 AM
3	STOP SIGN ENFORCEMENT	12/11/2024 11:36 AM

4	WHEN THERE ARE EVENTS AT LIONS PARK ALOT OF CARS PARK ON THE 500 BLOCK.	12/11/2024 11:34 AM
5	LOUD EXHAUSTS AFTER 11PM EVERY NIGHT	12/11/2024 11:31 AM
6	# vehicles issue during soccer games	12/1/2024 9:39 PM
7	Soccer parking congestion and increase in pedestrian traffic.	12/1/2024 8:08 AM
8	Heavy traffic/parking during peak usage at sunset Park	11/30/2024 9:51 AM
9	People don’t stop at the stop sign on the bridge	11/29/2024 12:24 PM
10	Pedestrians in the street (running, with dogs, strollers)	11/24/2024 8:28 PM
11	Cars blowing the stop sign at William and Bershire	11/23/2024 2:21 PM

Q3 Which traffic calming measures would you like implemented (See the Traffic Calming Toolbox starting on page 72 of the Friendly Neighborhood Streets Program.)

Answered: 25 Skipped: 0



ANSWER CHOICES	RESPONSES	
Choke point	24.00%	6
Mini traffic circle	8.00%	2
Median islands	8.00%	2
Curb extensions	24.00%	6
Bike pavement markings	8.00%	2
Chicane	12.00%	3
Speed feedback signs	52.00%	13
None	20.00%	5
Other (please specify)	52.00%	13
Total Respondents: 25		

#	OTHER (PLEASE SPECIFY)	DATE
1	LIMIT PARKING TO PARK SIDE OF STREET	12/16/2024 10:37 AM
2	PATROL CARS ON OCCASION	12/16/2024 10:19 AM
3	CLOSURE (S WILLIAM JUST NORTH OF BERKSHIRE	12/12/2024 2:14 PM
4	SPEED BUMPS	12/11/2024 11:25 AM
5	I don’t think there is a speed limit sign on the 600 and 700 blocks. You can put a speed limit sigh in my parkway at south william. I think the best deterrent is enforcement of speed and full stops at the signs. Photo enforcement would also be welcomed. Traffic enforcement by police, speed and stop signs. rough surface at middle of 600/700 block	12/9/2024 2:38 PM
6	Bridge Over Weller Creek closed to non emergency traffic.	12/3/2024 4:20 PM
7	I think the current pedestrian crossing near the creek is confusing and dangerous.	12/1/2024 9:39 PM
8	At minimum, a digital warning speed sign. Maybe a stop sign LED flashing lights.	12/1/2024 8:08 AM
9	Try starting with basic LAW ENFORCEMENT of current signage and regulations??	11/30/2024 9:51 AM
10	Speed bumps	11/29/2024 12:24 PM
11	Tickets - it's residents who blow the stop signs hurrying home/to work. Hammer them, let the neighborhood Facebook groups promote their effects.	11/24/2024 8:28 PM
12	Speed Bumps	11/24/2024 4:54 PM
13	Low speed bumps	11/23/2024 2:21 PM

Q4 Provide any additional comments regarding traffic on your street

Answered: 20 Skipped: 5

#	RESPONSES	DATE
1	WILLIAM ST BECOMES VERY CONGESTED DURING SOCCER GAMES AND PRACTICES. CURRENTLY PARKING IS LIMITED TO THE PARK SIDE OF THE STREET ONLY ON WEEKENDS. ON WEEKDAY AFTERNOONS WHEN THERE IS SOCCER PRACTICE AND PEOPLE PARKING ON BOTH SIDES OF THE STREET, WILLIAM ESSENTIALLY BECOMES A ONE LANE STREET AND TRAFFIC BACKS UP AND DRIVERS BECOME IMPATIENT. IT IS ALSO DIFFICULT TO SEE KIDS AND PARENTS CROSSING THE STREET BETWEEN CARS. IN ADDITION, PARENTS ARE TAKING THEIR KIDS OUT OF THE CAR ON THE STREET SIDE. IF PARKING COULD BE LIMITED TO ONLY THE PARK SIDE OF THE STREET DURING PRACTICE AND GAMES IT WOULD BE APPRECIATED. ONE OPTION, IF ONLY FOR THE WEEKDAYS, IS FOR THE PARK DISTRICT TO MAKE ARRANGMENTS WITH CHURCH TO ALLOW PARKING FOR THE SOCCER PRACTICES/GAMES.	12/16/2024 10:37 AM
2	BASICALLY THERE NEEDS TO BE PARKING FOR THE SOUTH SOCCER FIELDS OFF THE STREET EITHER ON SUNSET DRIVE OR WILLIAM ST AS THE SOCCER GAMES CAUSE A TON OF ISSUES FOR BLOCKED ROADS.	12/16/2024 10:36 AM
3	TO ALL CONCERNED, I LIVE AT S WILLIAM ST RIGHT ACROSS FROM SUNSET PARK. I'VE LIVED HERE FOR OVER 25 YEARS. THE TRAFFIC IS NO DIFFERENT NOW THAN IT WAS THEN. IT'S THE PEOPLE THAT OBVIOUSLY LIVE HERE! TRAFFIC CALMING IS JUST ANOTHER WASTE OF OUR TAX PAYER MONEY! SERIOUSLY IT WON'T STOP TRAFFIC. THERE ARE ONLY 2 STREETS THAT GO THROUGH FROM GOLF TO PROSPECT. ONE BEING WILLIAM AND THE OTHER EMERSON. SOMETHING THE VILLAGE SHOULD ALREADY KNOW. THAT'S WHY THERE'S MORE TRAFFIC ON THOSE STREETS COMPARED TO OTHERS. YOUR OPTIONS ARE ABSOLUTELY RIDICULOUS! YOU WANT TO SPEND MONEY TO FIX THE WHINNY INDIVIDUALS. MAKE ANOTHER STREET A THROUGH STREET. PUT A BRIDGE OVER THE CREEK. I'M SURE THOSE PEOPLE AREN'T COMPLAINING ABOUT TRAFFIC ON THOSE STREETS. FEEL FREE TO REACH OUT TO ME. I CAN TELL YOU ALSO HOW TO FIX THE PARKING ISSUE THAT THE SOCCER BEING PLAYED AT THE PARK CREATES ON SATURDAY AND SUNDAY! YET I DON'T COMPLAIN. REGARDS,	12/16/2024 10:24 AM
4	I'M HOME ALL DAY AND WORK IN THE YARD DOING MY OWN LAWN MOWING, ETC. I CONSIDER THE TRAFFIC TO BE NORMAL AND FINE.	12/16/2024 10:21 AM
5	OUR BIGGEST CONCERN IS THE SPEED AT WHICH CARS FLY DOWN OUR STREET. ALSO, A LOT OF PEOPLE EITHER ROLL STOP SIGN OR COMPLETELY IGNORE THEM AT BERKSHIRE & WILLIAM AS WELL AS COUNCIL & WILLIAM.	12/16/2024 10:19 AM
6	STOP SIGNS ON COUNCIL CROSSING WILLIAM AND WILLIAM AND BERKSHIRE ARE FREQUENTLY IGNORED. OVERFLOW PARKING FROM SOCCER GAMES AT SUNRISE PARK CAUSE ADDITIONAL PROBLEMS AND MAKE BIKING UNSAFE. WILLIAM AND COUNCIL IS A HIGH TRAFFIC AREA FOR CHILDREN WALKING TO SCHOOL AND DESERVES SPECIAL CONSIDERATION FOR PEDESTRIANS.	12/12/2024 2:14 PM
7	CARS NOT STOPPING AT BERKSHIRE. CARS MAKING RIGHT HAND TURN FROM BERKSHIRE GOING OVER WELLER CREEK DO NOT STOP GOING FAST AS LITTLE KIDS CROSSING TO GO TO PARK. POSSIBLE BLIND SPOT FROM CONCRETE WALL ON BRIDGE. ON SOCCER DAYS CAR PARKING TOO CLOSE TO CROSSWALK, ANOTHER BLIND SPOT FOR KIDS AND CARS PARKING ON BRIDGE.	12/12/2024 10:48 AM
8	WE'VE LIVED HERE ON WILLIAM ST FOR OVER 30 YEARS. SINCE THIS IS ONE OF THE FEW CUT THROUGH STREETS FROM GOLF RD TO PROSPECT AVE MOST PEOPLE IGNORE THE STOP SIGNS AND GO WELL OVER THE SPEED LIMIT. SOMETHING HAS TO BE DONE BEFORE SOMEONE GETS KILLED.	12/12/2024 8:05 AM
9	I HAVE LIVED AT THIS ADDRESS FOR NEARLY 40 YEARS AND MY CONCERNS ARE	12/11/2024 11:36 AM

	CENTERED AROUND INCREASED PEDESTRIAN, BICYCLE, AND MOTORIZED SCOOTER ACTIVITY (ESPECIALLY FOR YOUNG UNLICENSED RIDERS) IN THE VICINITY OF SUNRISE PARK. CONCERNS: -VEHICLE SPEED IS PROBLEMATIC IN THE 600-700 AND 800 BLOCK OF S WILLIAM ST. -WHILE STOP SIGNS ARE CURRENTLY PRESENT AT EVERY INTERSECTION, THERE ARE SEVERAL VEHICLES EACH DAY THAT DISREGARD THE SIGNS AT WILLIAM/BERKSHIRE AND WILLIAM/SUNSET. -THERE IS A MARKED (MID-BLOCK) PEDESTRIAN CROSSWALK ON THE SOUTH SIDE OF WELLER CREEK (AT WILLIAM) THAT IS USED EXTENSIVELY THROUGHOUT THE DAY BY KIDS AND DOG WALKERS THAT'S COMPLETELY DISREGARDED BY VEHICLES FAILING TO YIELD. THE BRIDGE OBSTRUCTS THE VIEW OF DRIVERS HEADED SOUTHBOUND ON WILLIAM ST. - PARKING ACROSS FROM SUNRISE PARK IS REGULATED BY SIGNAGE (WEEKENDS ONLY) ON WILLIAM ST AND SUNSET RD AND ENFORCED DURING THE SPRING AND FALL SOCCER SEASONS, WHICH IS VERY MUCH APPRECIATED. HOWEVER, THE OVERFLOW PARKING ON THE BLOCKS SURROUNDING THE PARK CAUSES DANGEROUS CONDITIONS FOR PEDESTRIAN AND VEHICLE TRAFFIC WHEN CARS ARE PARKED ON BOTH SIDES OF THE STREET. ADDITIONALLY, THE PARK DISTRICT HAS SCHEDULED SOCCER GAMES FOR MONDAY EVENINGS, WHICH ALLOWS FOR PARKING ON BOTH SIDES OF WILLIAM AND SUNSET THAT CREATES MORE CONGESTION. - PEOPLE PARKING THEIR CARS TO ATTEND THESE SOCCER GAMES ARE UNAWARE OF PARKING ORDINANCES THAT PROHIBIT PARKING WITHIN 20 FEET OF A CROSSWALK. THIS CONSTANTLY CREATES DANGEROUS CONDITIONS FOR PEDESTRIANS ATTEMPTING TO CROSS WITH LIMITED SITE LINES FOR PEDESTRIANS AND DRIVERS. IDEAS: -PERMANENT SPEED FEEDBACK SIGNS FOR THE 600-700 AND 800 BLOCKS OF WILLIAM ST FOR DRIVER AWARENESS. - TRAFFIC ENFORCEMENT FOR STOP SIGN VIOLATIONS AT WILLIAM/BERKSHIRE AND WILLIAM/SUNSET. - ADDITIONAL SIGNAGE AT THE WELLER CREEK BRIDGE TO IDENTIFY THE CROSSWALK AND THE REQUIREMENT TO STOP FOR PEDESTRIANS. - THERE WERE 7 DIFFERENT FIELDS SET UP AT SUNRISE PARK DURING THE MOST RECENT FALL SOCCER SEASON. IN MANY CASES ALL OF THE FIELDS WERE BEING USED AT THE SAME TIME. THE AMOUNT OF PEOPLE ATTENDING THESE GAMES HAS NEVER BEEN GREATER AND THE AMOUNT OF PARKING CONGESTION ON THE SURROUNDING STREETS HAS NEVER BEEN MORE INTENSE- EVEN WITH THE RESTRICTED PARKING ON THE WEEKENDS. ONE SOLUTION COULD HAVE THE PARK DISTRICT MOVE SOME OF THE SOCCER FIELDS TO SUNSET PARK, WHICH COULD EASILY ACCOMMODATE SEVERAL FIELDS, ESPECIALLY FOR THE SMALLER KIDS. - SIGNAGE, CURB PAINTING, OR CURB EXTENSIONS (PREFERRED) WOULD ELIMINATE VEHICLES PARKING TOO CLOSE TO STOP SIGNS AROUND SUNRISE PARK, ESPECIALLY AT THE WILLIAM AND SUNSET 4 WAY STOP SIGNS. THANK YOU FOR SENDING THIS SURVEY AND I APPRECIATE THE OPPORTUNITY TO PROVIDE INPUT. I'M A RETIRED POLICE OFFICER WHO WORKED WITH THE COMMUNITY FOR TRAFFIC SAFETY ISSUES ON A REGULAR BASIS- FROM ENFORCEMENT TO LONG-TERM SOLUTIONS.	
10	SOME CARS SPEED DOWN WILLIAM ST BECAUSE IT IS A CROSS THROUGH FROM GOLF TO PROSPECT.	12/11/2024 11:34 AM
11	SINCE CAPUTO'S THERE ARE A LOT OF COMMERCIAL TRUCKS GOING DOWN WILLIAM.	12/11/2024 11:31 AM
12	ON OUR STREET THERE ARE MANY NEW FAMILIES WITH CHILDREN. THIS IS A SAFETY ISSUE.	12/11/2024 11:25 AM
13	Generally speed seems to be ok but there are the ones that are really speeding or tailgating, in a hurry to get to Golf road. Again speed and stop sign enforcement. Photo ticket enforcement. Add speed limit signs every block, I think some blocks don't have signs. You can put one in my parkway boarding my neighbor.	12/9/2024 2:38 PM
14	Definitely need speed bumps installed its the only way to slow down the traffic and keep people from going through the stop signs.	12/6/2024 3:10 PM
15	I’m concerned about impact to snow and leaf removal but would like to see some improvement for pedestrian crossing to get to Sunrise Park. It’s hard to see when so many cars are parked. Maybe a curb extension would help just south of creek or at Sunset and William.	12/1/2024 9:39 PM
16	We have lived here since 1979. At that time there was one baseball diamond and no soccer. There was maybe 15% of the people attending the sporting events. In 1990, soccer increased. Our daughter almost got killed by a car that flipped around in our driveway while out daughter	12/1/2024 8:08 AM

	was drawing on the sidewalk with chalk in front of our house . We went to the village and the safety commission that conducted a thorough investigation. The results mandated no parking on Saturday and Sunday. This policy is still in effect. Now that soccer has increased in popularity, the teams are competing and practicing during the week. This past year, Monday has been especially bad. During the week, cars parking on both sides, 2 way traffic can not flow during soccer activities. During the week when parking is allowed on both sides of the street, a vehicle must pull over in order for another vehicle to get by. So it is single file traffic only. This is the worst between (about) 720 and 912 S. William St. During the week, the problem usually persists from about 4:00pm to 7:00pm when it is considered "rush hour traffic". William St is a main thoroughfare from Golf to Prospect as it is the most direct route over the creek. I have some photos and videos of the extreme congestion if someone would like them. The police are well aware of the parking violations, such as parking in front of the fire hydrants and parking within 15 feet of the stop signs but the only issue tickets when someone calls the police to report the violation. Parking within the 15 feet creates a very dangerous situation for the many pedestrians crossing the streets during the large events. Thank you, Sincerely,	
17	Regular traffic enforcement and speed ENFORCEMENT would negate most of these ongoing problems. I've been on the first block off Golf Rd and ONLY ever see speed ENFORCEMENT anywhere for 6 blocks. How many citations has the police department issued annually to moving violators in the last 5 years?? I'd like to know those stats before being asked for more "improvement". I'll find the info if you don't have it readily available.	11/30/2024 9:51 AM
18	Stop signs are routinely ignored. Speeds are high.	11/26/2024 12:33 PM
19	Thank you for looking into this. Council and William ... drivers get the zoomies in that area, and it's right by the school, kids play/bike ... good call looking into this. Thanks! And while it's not Clark and Addison after a Cubs game, there is some traffic on William. Pedestrian in the street create another hazard that have to be dealt with.	11/24/2024 8:28 PM
20	Once people found out this was a cut through street from Golf to Prospect the traffic has increased considerably every year and I have lived here 40 years! I think low speed bumps in the middle of the long block would do the trick. They have to slow down. I have been wanting something done for years and I hope this goes through.	11/23/2024 2:21 PM

Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO: TRANSPORTATION SAFETY COMMISSION

FROM: PROJECT ENGINEER

DATE: MARCH 5, 2025

SUBJECT: FRIENDLY NEIGHBORHOOD STREETS PROGRAM PROJECTS

Overview: Staff will be presenting two projects to the Commission for comment as part of the Friendly Neighborhood Streets Program. These projects are Hatlen Heights and South William Street.

Safety Commission Request: Staff is seeking input from the Transportation Safety Commission and the public on the initial preferred alternative to develop a final preferred alternative. There will be no action taken at this meeting for these projects. The projects will come back to the Transportation Safety Commission at a future meeting for an approval vote.

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

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

Attachments: The below attachments are included for each project:

- Second Public Outreach RIB
- Alternatives Analysis Memo with Initial Preferred Design
- Initial Public Outreach Summary Memo

1700 West Central Road, Mount Prospect, IL 60056 847-870-5640 publicworksdept@mountprospect.org

ARTERIAL BIKE NETWORK STUDY

EXECUTIVE SUMMARY

In 2012, the Village of Mount Prospect 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." Phase 1 of this plan mainly includes on-street bike routes along low volume, residential streets. The second and third phases of this study include bike routes along arterial roads, which are mostly under the jurisdiction of other agencies. The Arterial Bike Network Study was initiated to develop a strategy to construct bike facilities along 18 arterial and other high traffic corridors in the Village, completing the planning process for Phases 2 and 3 of the Bicycle Plan.

Community Engagement

The Village employed a robust community engagement approach to obtain input from as many stakeholders and community members as possible. Community outreach consisted of the following events:

- Open House #1 | February 2024
- Village Block Party | July 2024
- Celebration of Culture | August 2024
- Open House #2 | October 2024

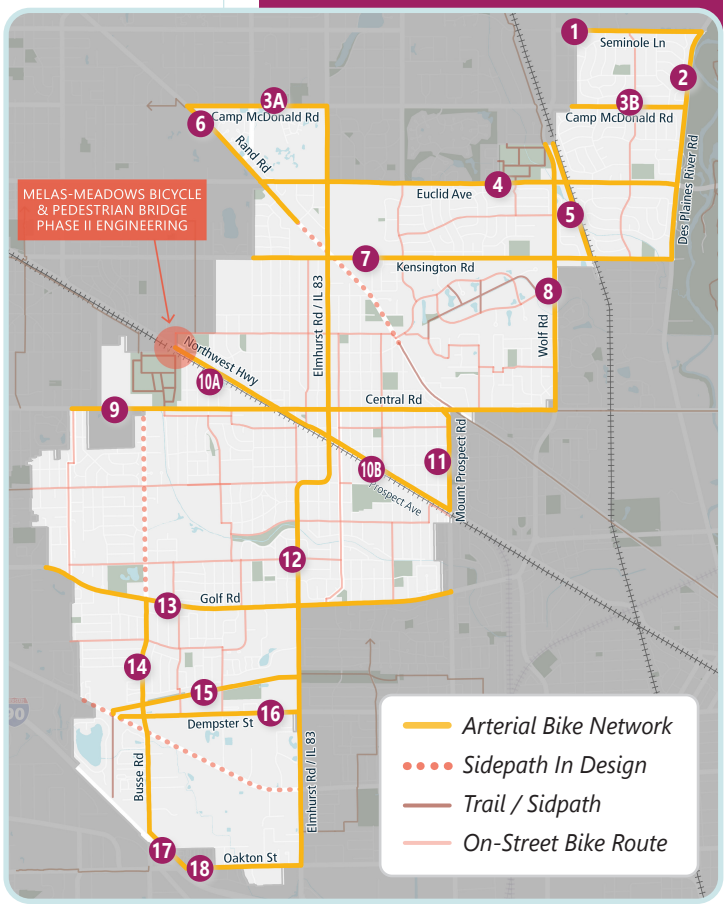
In addition, a community survey, an interactive map, project website, and project email address were available for the public to provide input.

Meetings with various stakeholders were held to ensure the project aligns with the needs of the community and other departments. The project team coordinated 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 Suburban Bus
- River Trails Park District
- Cook County Department of Transportation and Highways (CCDOTH)
- Illinois Department of Transportation
- Surrounding communities: Prospect Heights, Des Plaines, Elk Grove, and Arlington Heights

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



Recommendations

Community feedback was synthesized with a comprehensive existing conditions analysis and a review of local and multi-jurisdictional planning studies to develop corridor recommendations. Preliminary engineering analyses were completed to better understand the impacts and feasibility of the proposed recommendations. 200-scale plans were developed to illustrate the proposed routing, potential tree and utility impacts were verified and estimates of required right-of-way acquisition were completed.

Eighteen corridors were reviewed to assess feasibility and recommend an appropriate type of facility. As shown in the table to the right, sidepaths (paths alongside roadways) are the most prevalent recommendation. Sidepaths are most suitable for higher speed and volume roads since they are completely separated from vehicular lanes.

Implementation

A primary study goal is to develop a plan to implement bike facilities on the arterial network corridors. Each corridor was evaluated using metrics in the following categories:

- User Comfort
- Community Connectivity
- Right-of-Way Impacts
- Project Complexity

Based on these criteria and considering input from the community, stakeholders, and Village staff, the following corridors were determined to be near term priorities:

- Euclid Avenue (Burning Bush Lane to Des Plaines River Trail)
- Kensington Road (Forest Avenue to Des Plaines River Road)
- Mount Prospect Road (Northwest Highway to Rand Road)
- Busse Road (I-90 to Golf Road)
- ComEd Trail (Crossing Improvements at Busse Road and Elmhurst Road)

Programming level cost estimates were prepared for each corridor to assess likely engineering and construction costs. Potential sources of state, local, and federal funding were reviewed to determine grant programs that are applicable to Mount Prospect.



Corridor	*Length (miles)*	*Recommended Facility Type*
Seminole Ln *Prospect Heights Bike Path to Des Plaines River Rd*	1.2	Bike Lanes
Des Plaines River Rd *Kensington to Seminole*	1.5	Sidepath
Camp McDonald Rd *Rand to Elmhurst*	0.9	Sidepath
Camp McDonald Rd *Wolf to Des Plaines River Rd*	0.7	Bike Lanes
Euclid Ave *Rand to Burning Bush*	2.4	Sidepath
Euclid Ave *Burning Bush to Des Plaines River Trail*	0.6	Sidepath
Rand Rd *Wedgewood to Camp McDonald*	1.1	Sidepath
Kensington Rd *Forest Ave to Des Plaines River Rd*	2.8	Sidepath
Wolf Rd *Central to Prospect Heights Metra*	1.8	Cycle Track
Central Rd *Mount Prospect Rd to Wolf*	0.8	Sidepath
Central Rd *Audrey to Northwest Highway*	1.2	Sidepath
Northwest Hwy *Prospect to Watermann*	2.0	Sidepath
Mount Prospect Rd *Northwest Hwy to Rand*	0.7	Sidepath
Elmhurst Rd / IL-83 *Kensington to Camp McDonald*	1.8	Sidepath
Elmhurst Rd / IL-83 *Oakton to Golf*	1.7	Sidepath
Golf Rd *Meier to Mount Prospect Rd*	2.7	Sidepath
Busse Rd *I-90 to Golf*	1.5	Sidepath
ComEd Trail *Algonquin to Elmhurst / IL-83*	Spot Locations	N/A
Dempster St *Algonquin to Elmhurst / IL-83*	1.3	Sidepath
Oakton St *I-90 to Elmhurst / IL-83*	0.8	Sidepath

ARTERIAL BIKE NETWORK STUDY

VILLAGE OF MOUNT PROSPECT

Village of Mount Prospect

ARTERIAL BIKE NETWORK STUDY

March 2025



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Mount Prospect
MP

STUDY OVERVIEW

Section 1

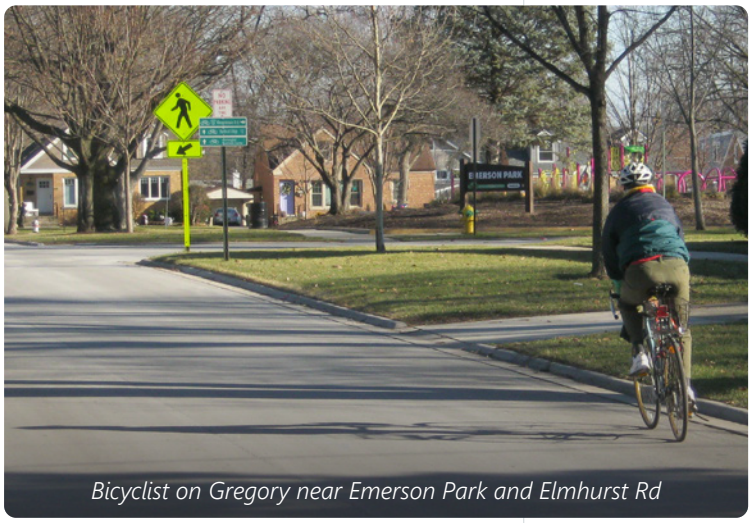


Study Overview

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.



Bicyclist on Gregory near Emerson Park and Elmhurst Rd



Looking east on Central towards Emerson

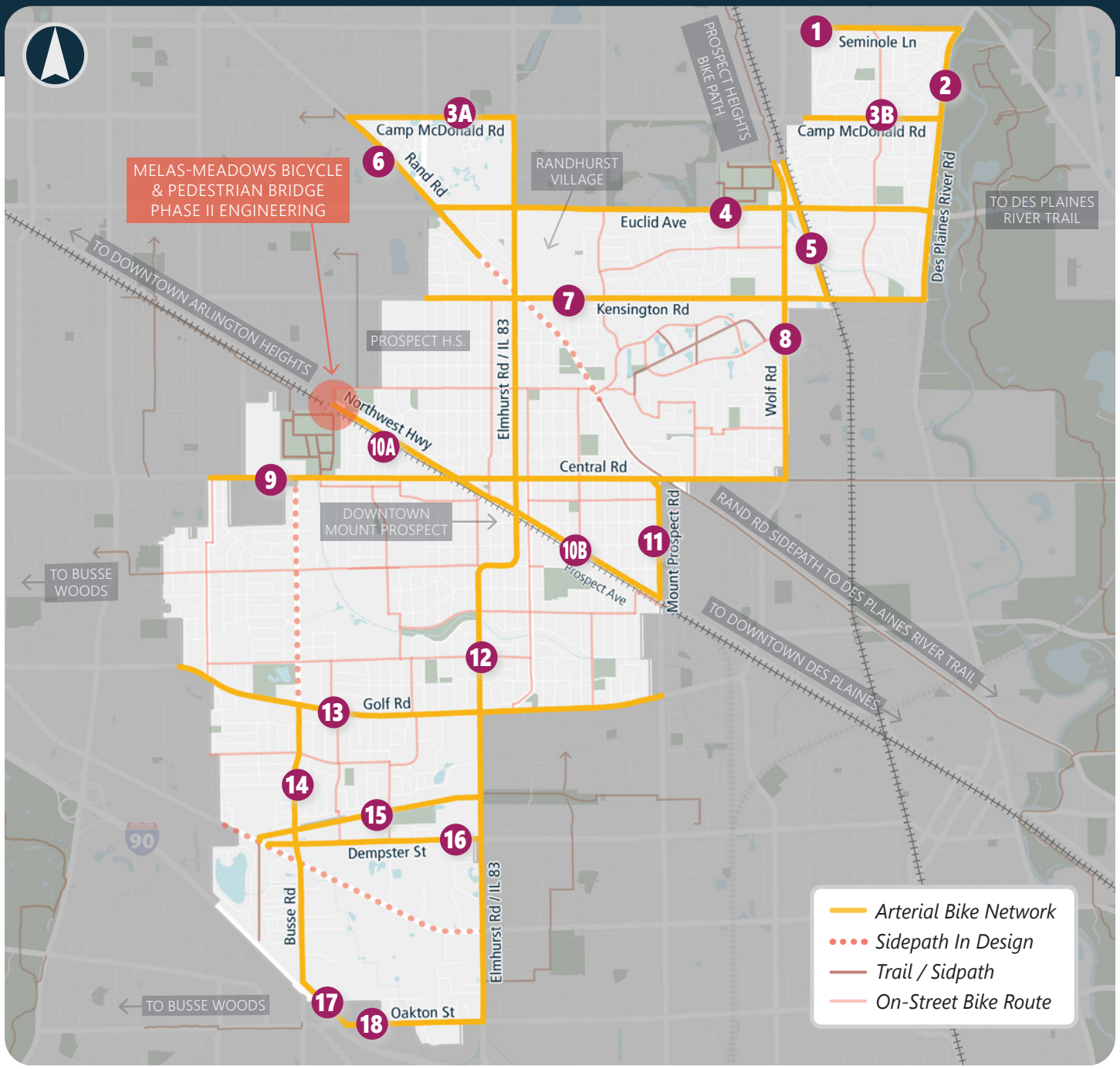
Study Area

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.

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
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

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

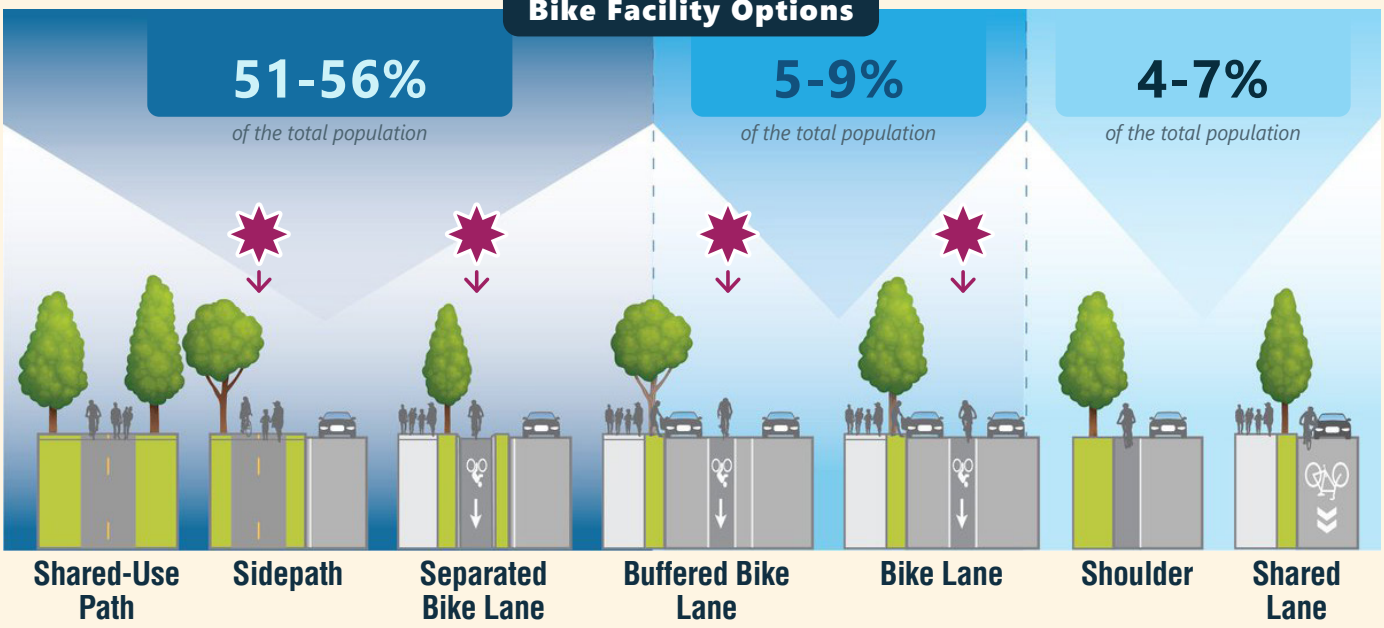
- Generally prefer more separated facilities, but are comfortable riding on street in bicycle lanes or on paved shoulders if need be

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




Bike Lanes
Bike Lanes
TYPICAL CROSS SECTION
Bike Crossing Enhancement Toolbox

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.

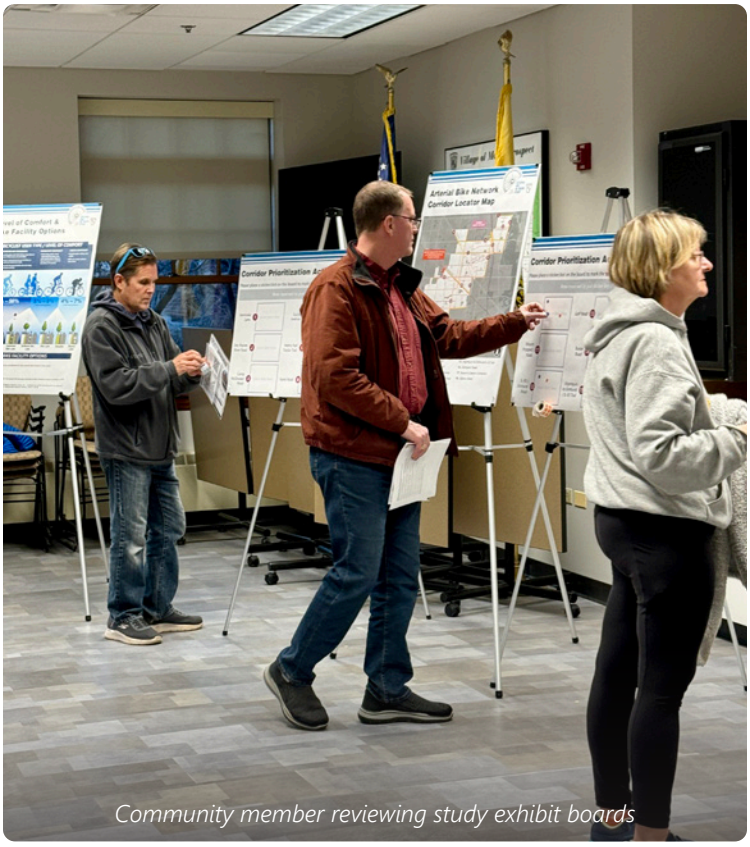
Open House #1

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.



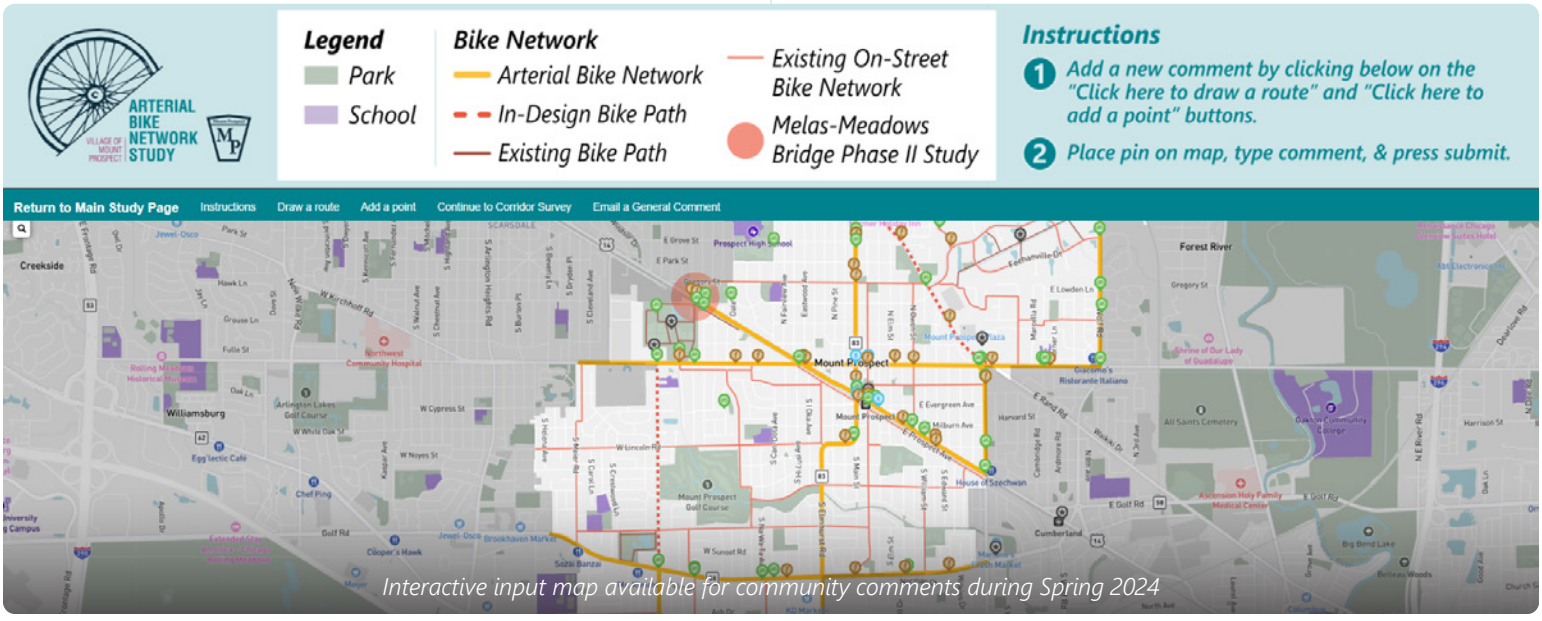
A community member provides input on an interactive map

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.



Interactive input map available for community comments during Spring 2024

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

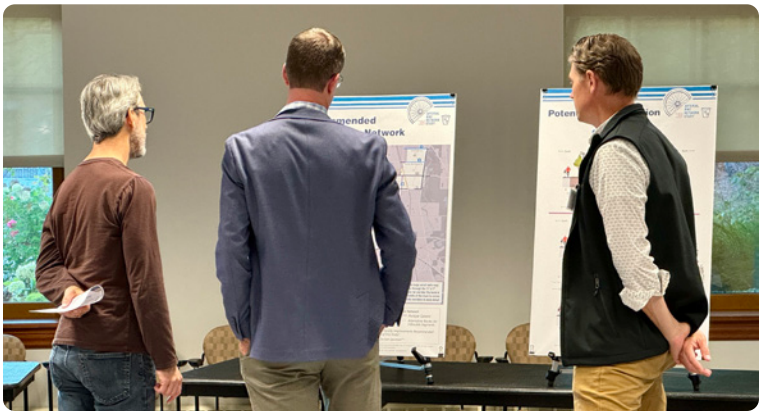
A project website, email address and project-specific branding was created at the beginning of this project. The website provided a one-stop shop for all project materials and updates. All open house materials were posted to the website and comment periods extended at least three weeks following an open 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:

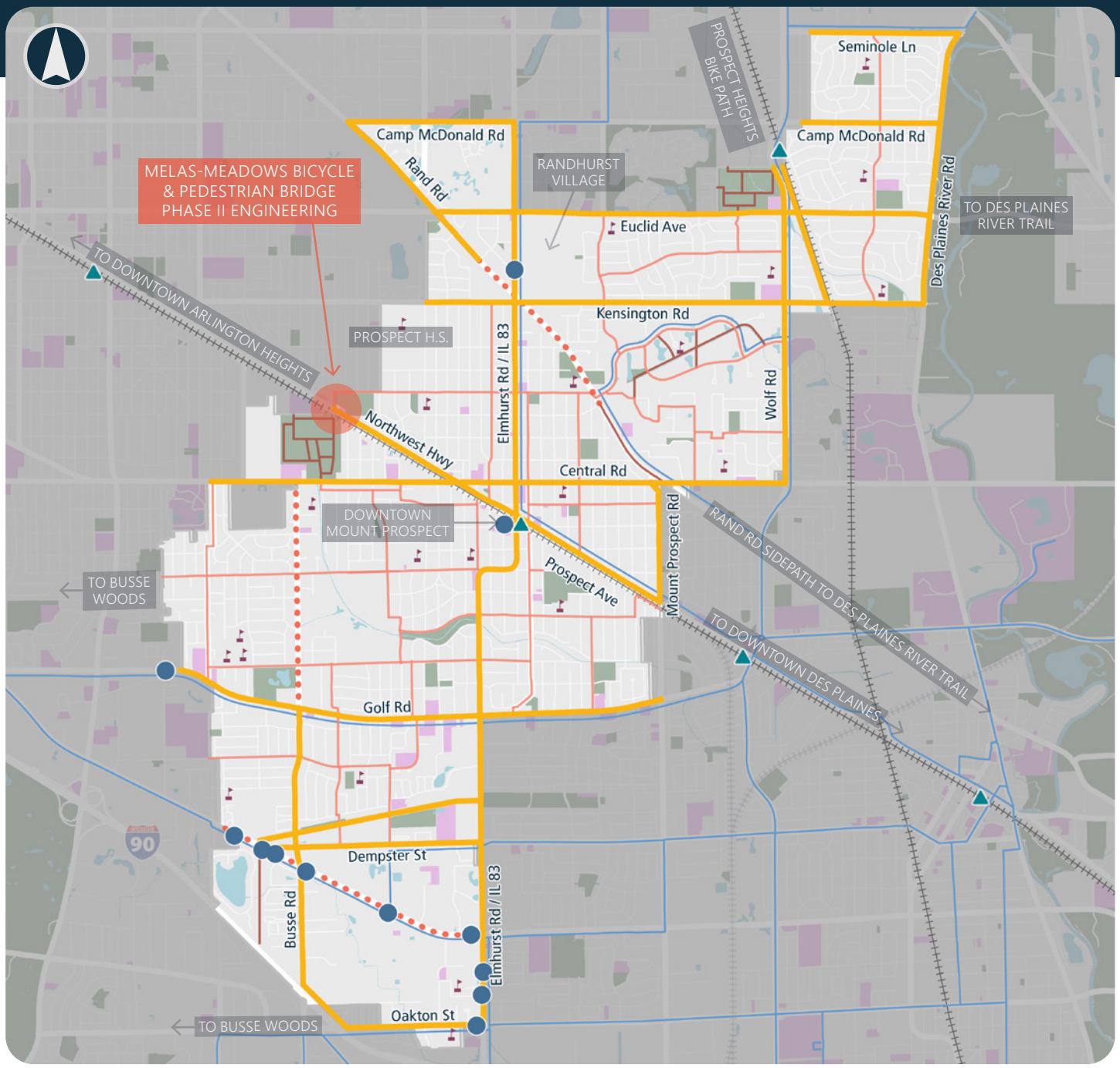
- Bike routes
- Transit
- Sidewalk gaps
- Roadway jurisdiction
- Traffic volumes
- Speed limits
- Crash hot spots and crashes involving people walking or biking (2018-2022)
- Available right-of-way
- Community-oriented land uses
- Existing Class I and II truck routes
- Truck traffic (as a % of total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

Transportation Network



Legend

- Community-Oriented Space
- Park
- School
- Metra Rail
- Metra Train Station

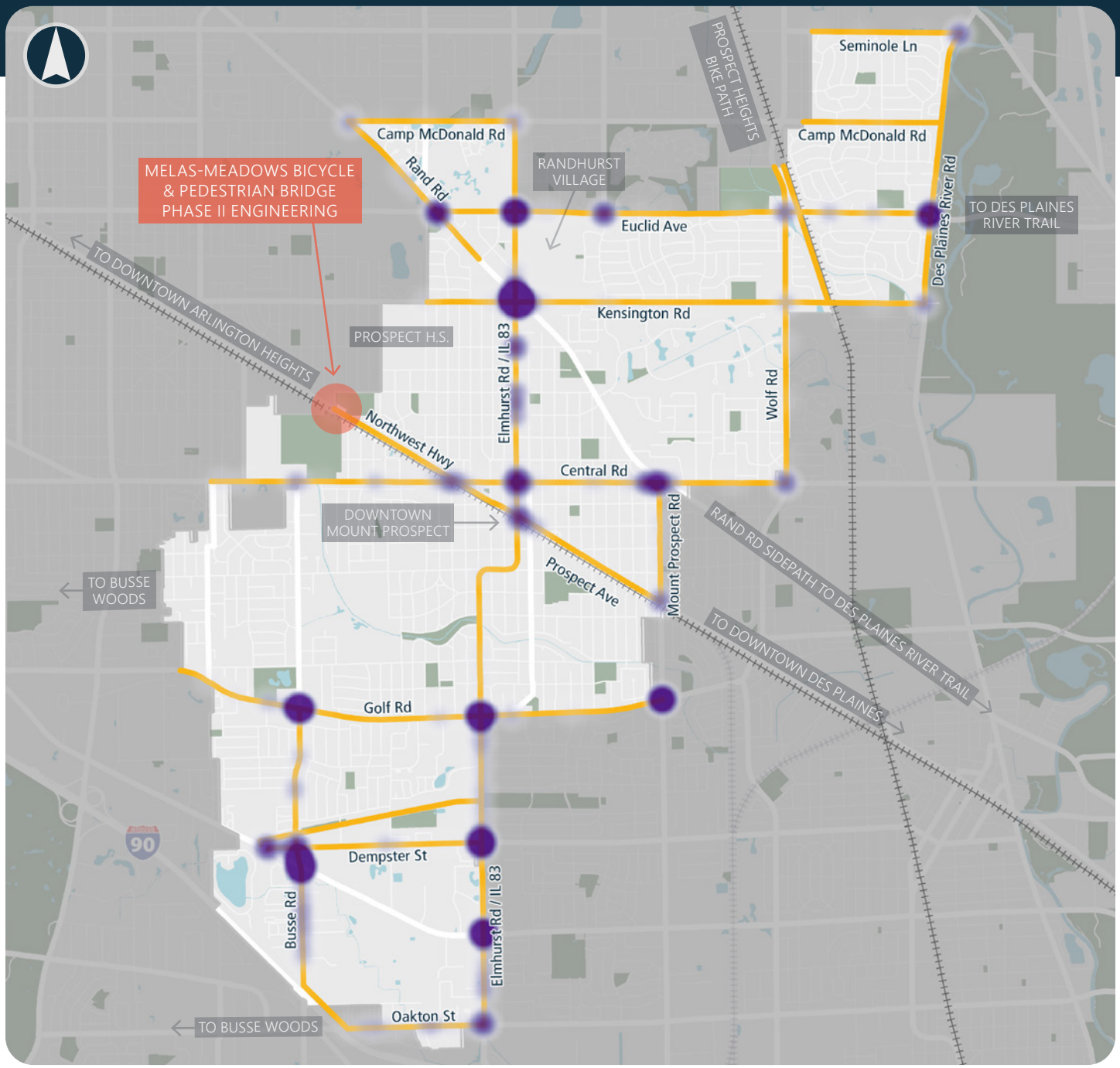
Existing Bike Network

- Arterial Bike Network
- Sidepath In Design
- Existing Bike Network

Transit

- Pace Bus Route
- High Ridership Bus Stop

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


SHARE
THE
ROAD

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.

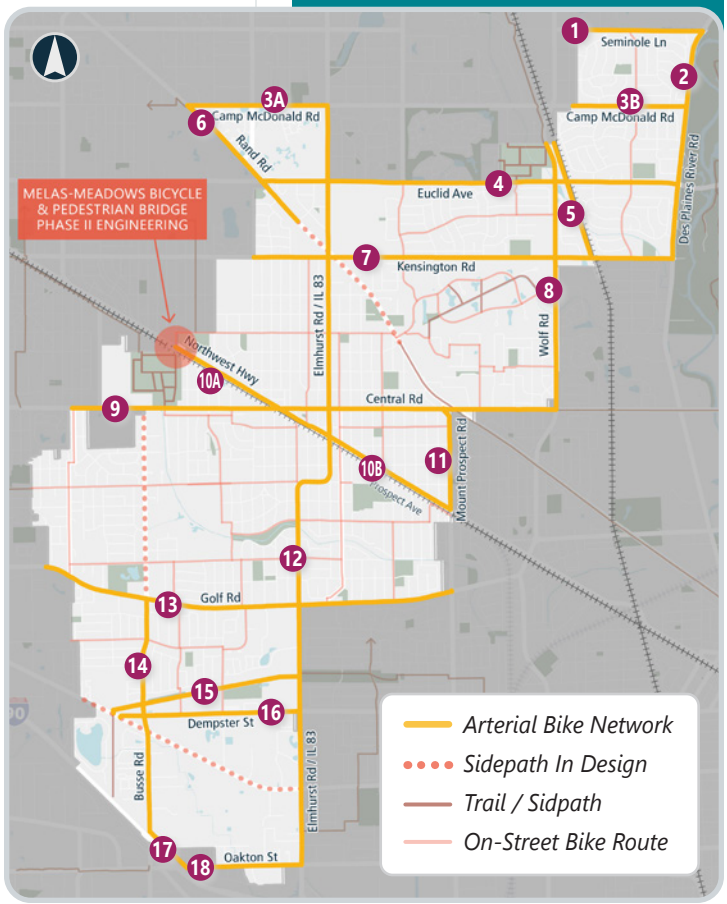
The network recommendations were developed based on robust community engagement and a comprehensive existing conditions analysis. The project team evaluated data such as traffic volumes, roadway functional classifications, vehicles speeds, roadway widths, available rights-of-way, and other traffic conditions.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

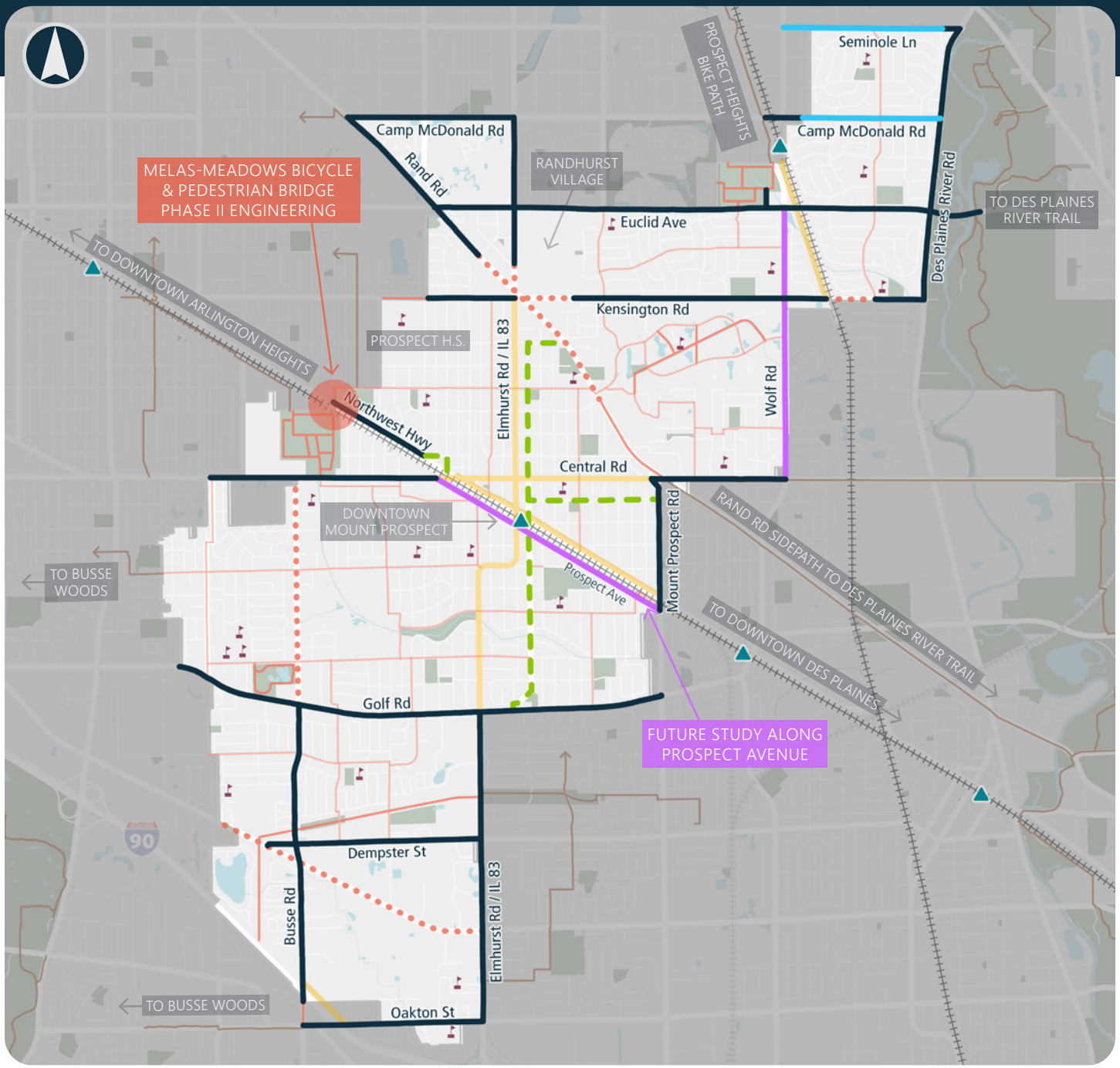
This chapter discusses the bike facilities considered and presents a list of treatments that can make challenging street crossings safer and more comfortable. This is followed by network recommendations by corridor. Information is presented on each of the 18 corridors, including a map, existing conditions, 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?

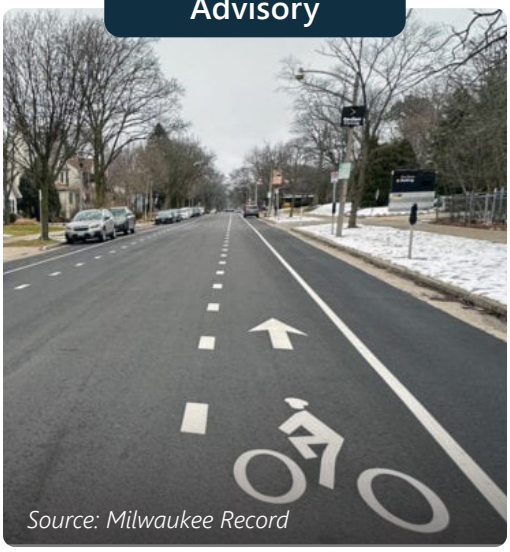
Advisory Bike Lanes

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.

Advisory



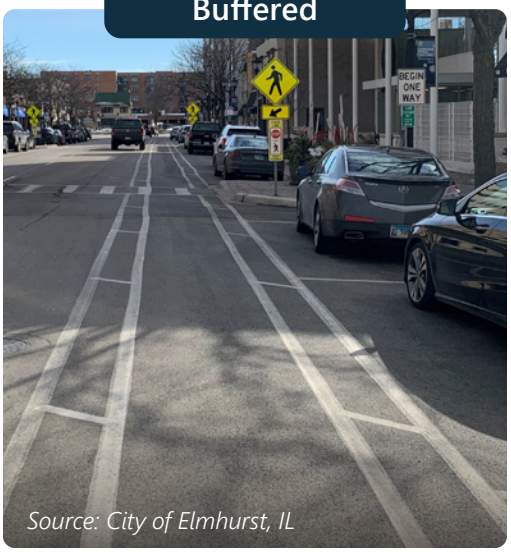
Source: Milwaukee Record

Conventional



Source: Planetizen

Buffered



Source: City of Elmhurst, IL

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



Source: Wbez

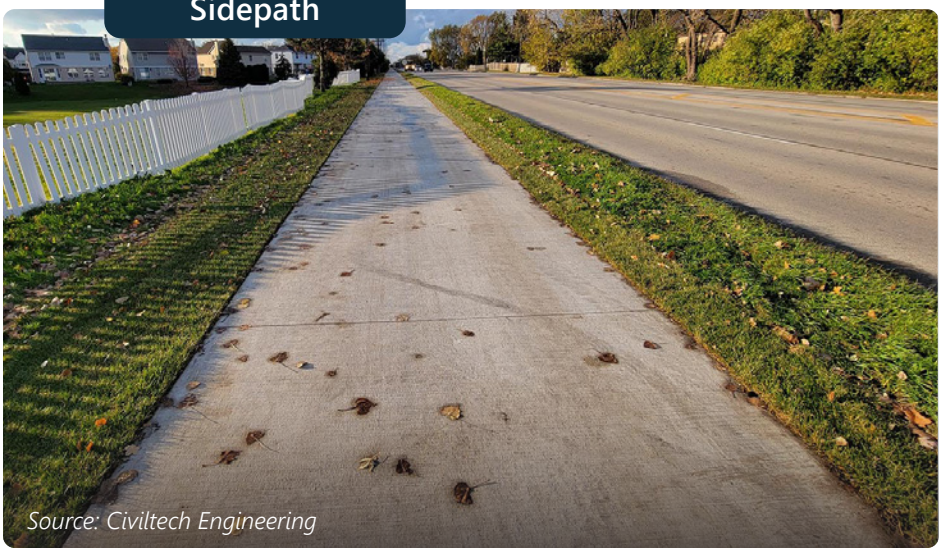
Sidepaths

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



Source: Civiltech Engineering

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



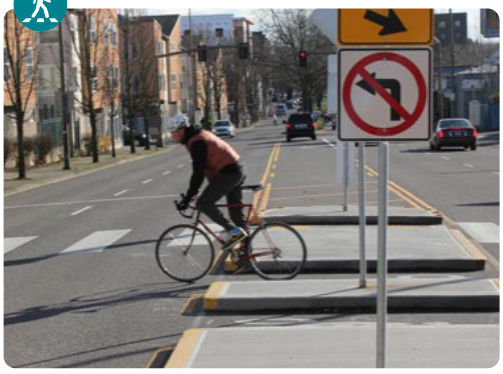
Bicycle and Pedestrian Crossing Signs

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 makings 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.

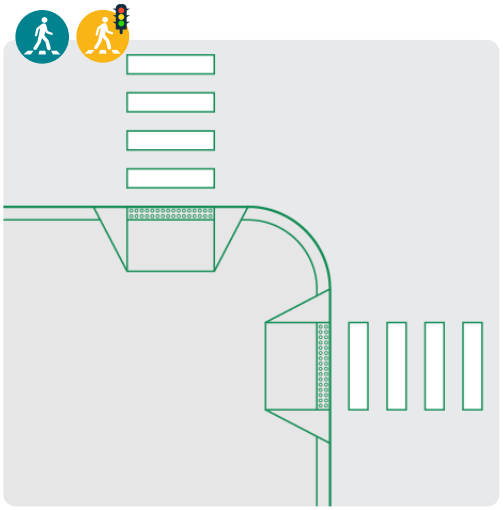
Image Source: Roseburg, OR News-Review



Bike Turn Box

Turn boxes provide designated spaces for cyclists to make left turns across mutli-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



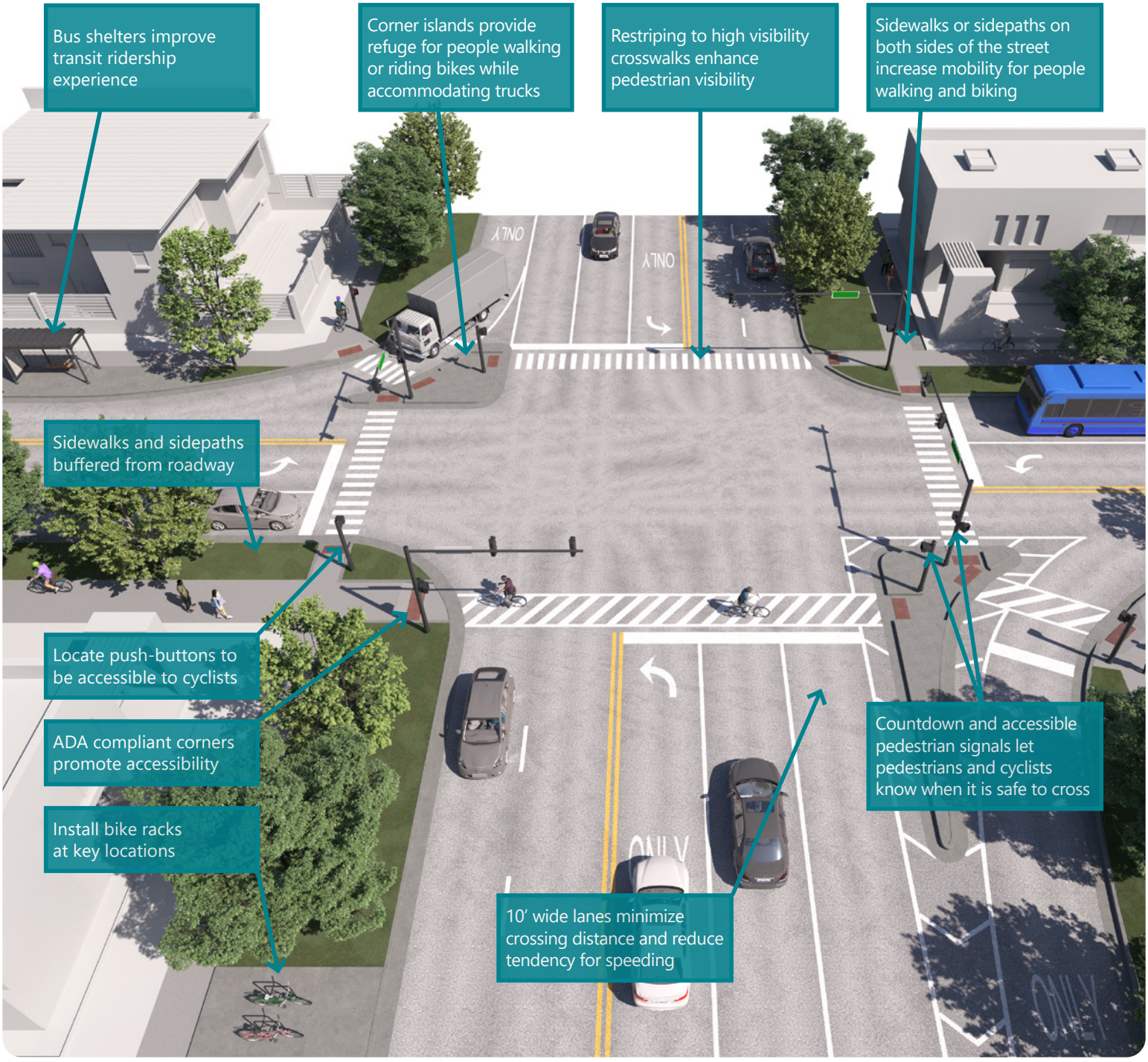
Corner Island and Right-Turn Slip Lanes

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

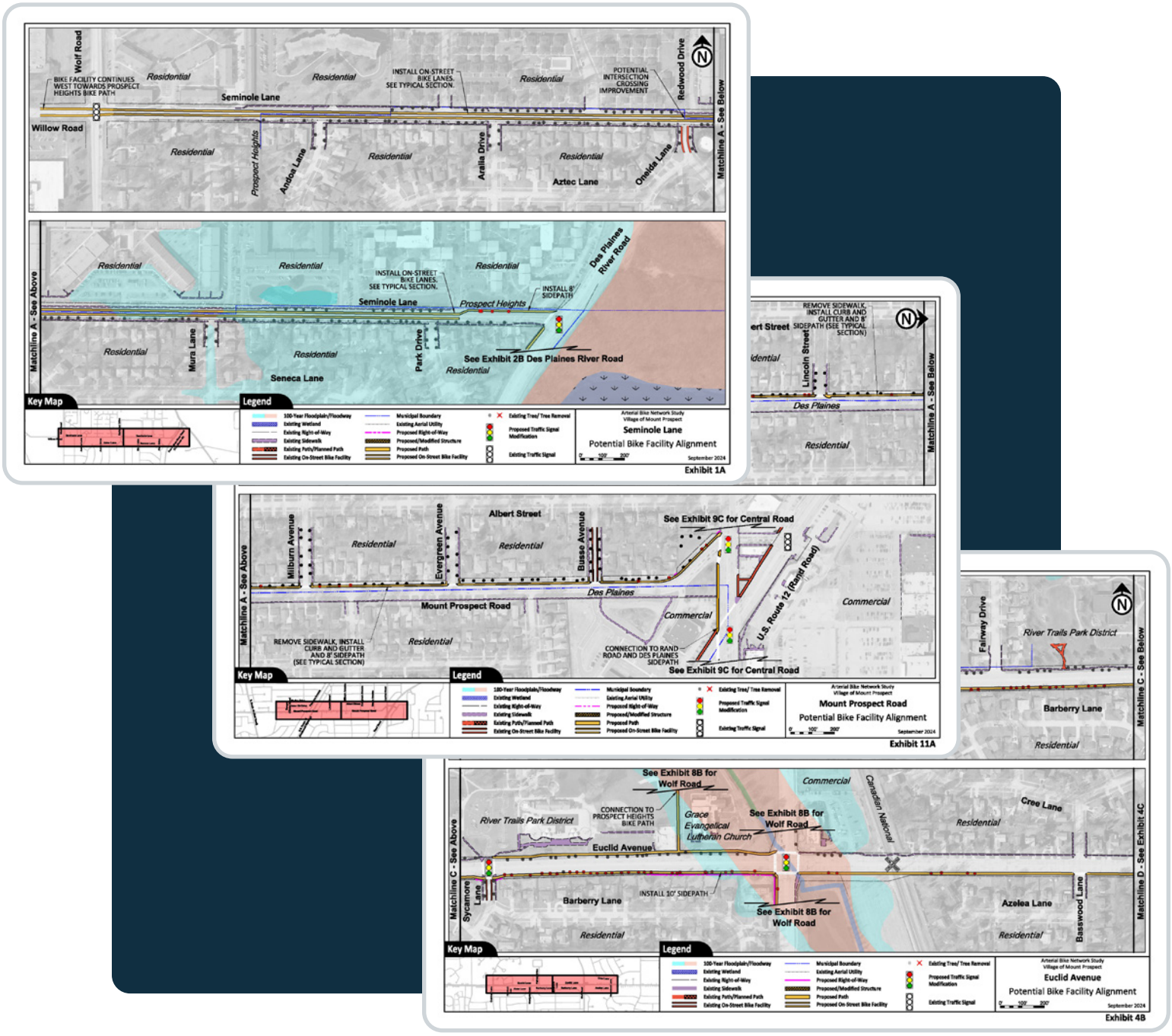
This visualization represents many of the best practices employed at signalized intersections to enhance safety of people biking and walking across the street.



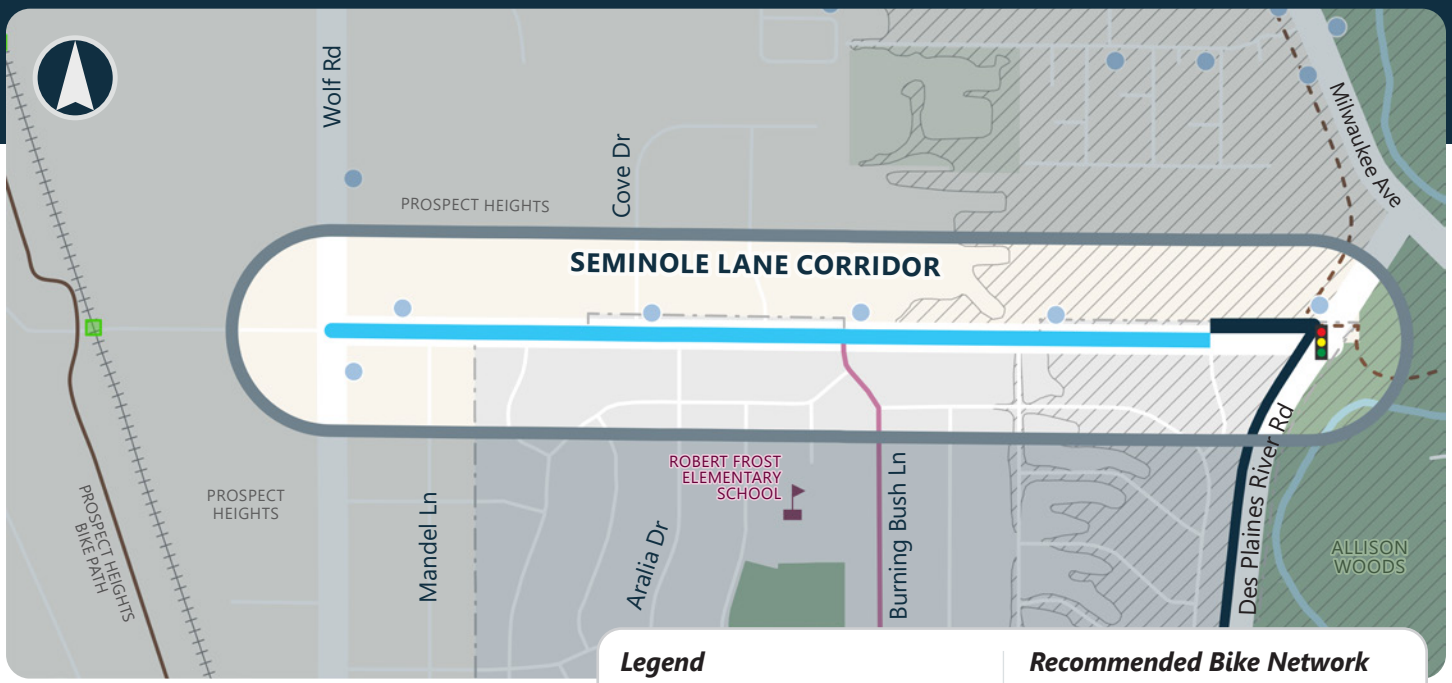
Network Recommendations by Corridor

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



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

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

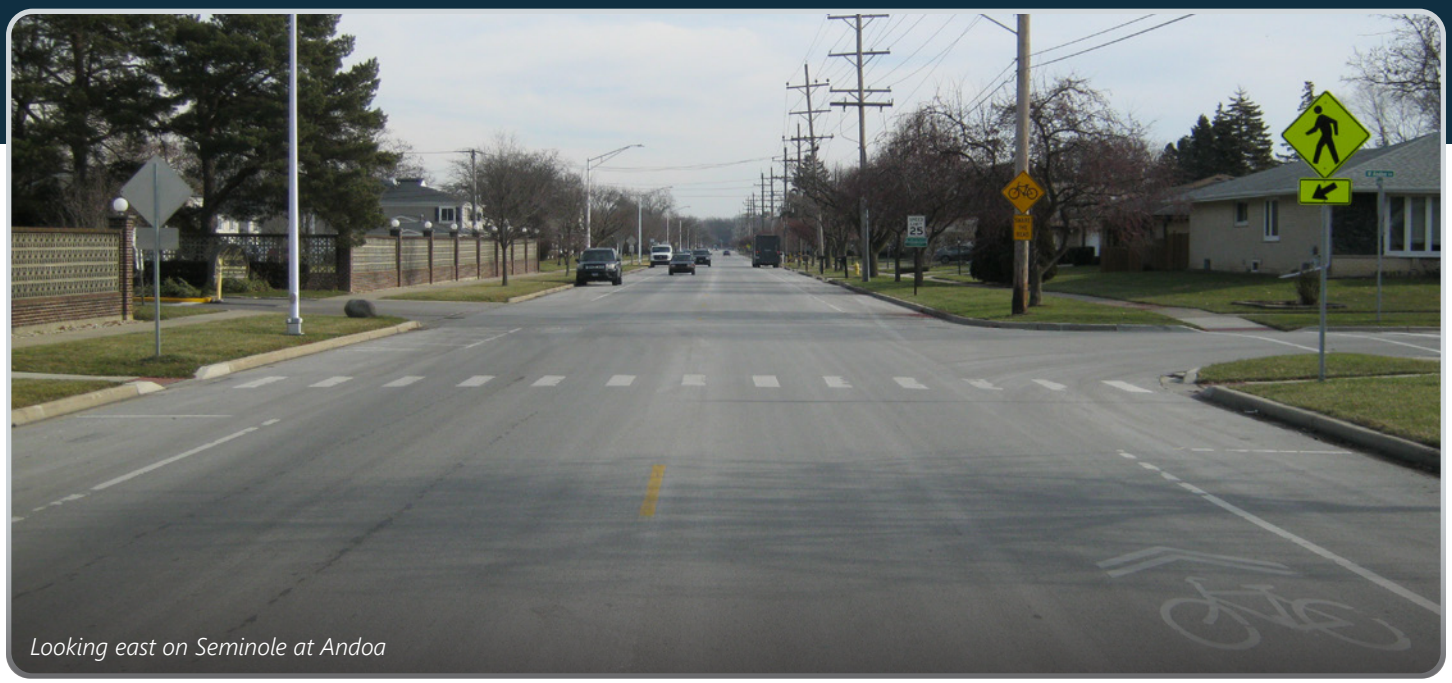
Community Context

- 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



Looking west on Seminole at Burning Bush

Seminole Lane 1



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.

1 Seminole Lane

Typical Mid-Block Cross Section

Alternative 1: Buffered Bike Lanes

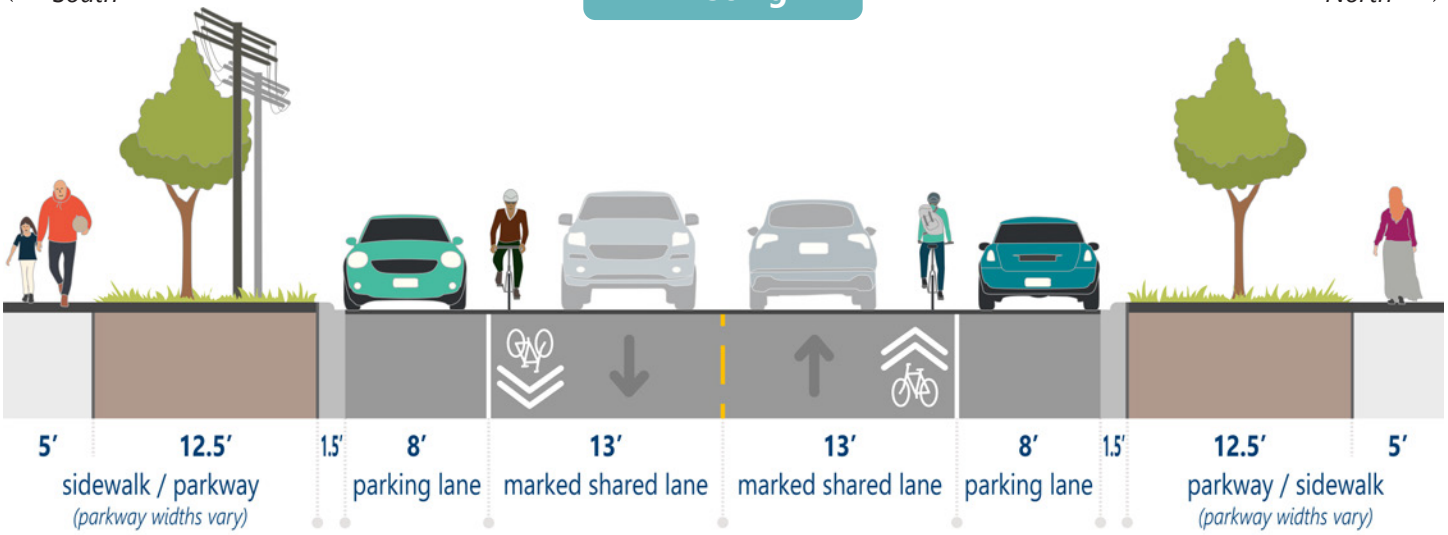
Looking West

(shown just west of Burning Bush Ln)

Existing

← South

North →



pavement width: **42 ft**

right-of-way: **80 ft**

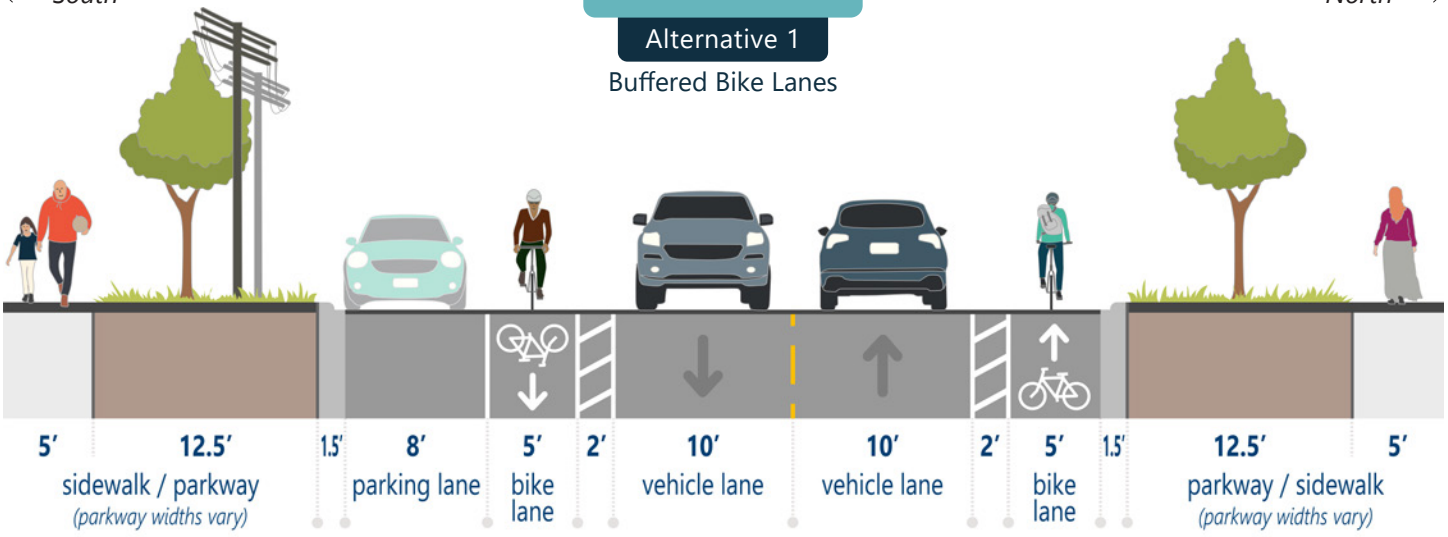
Potential

← South

North →

Alternative 1

Buffered Bike Lanes



pavement width: **42 ft**

right-of-way: **80 ft**

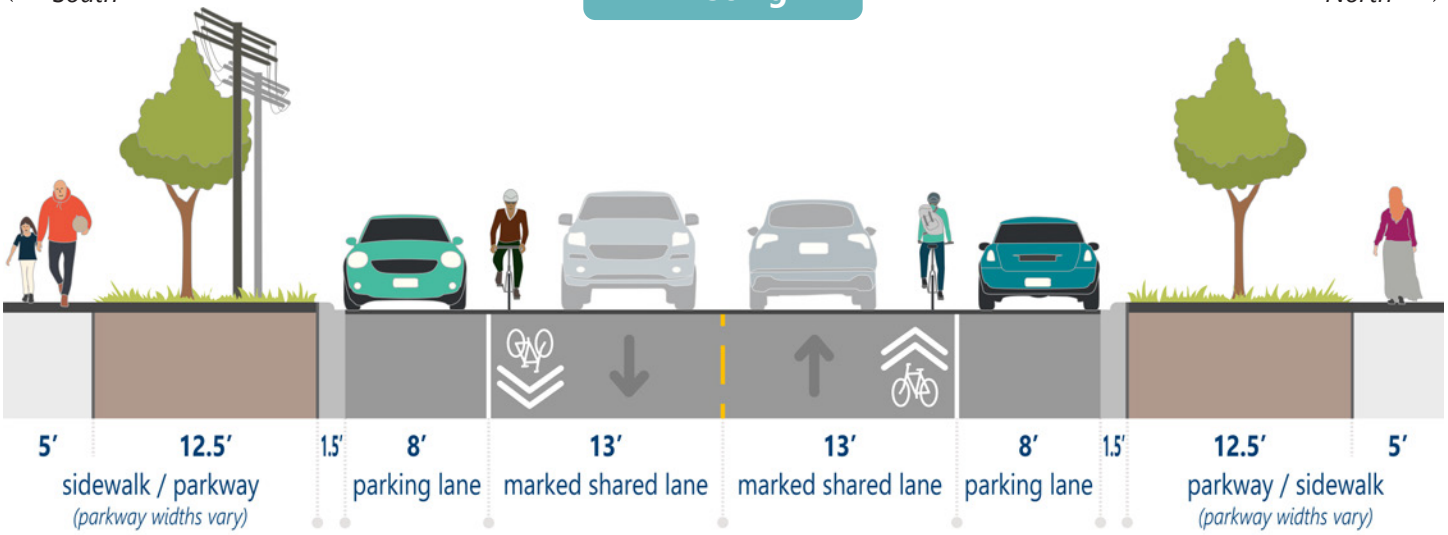
Alternative 2: Advisory Bike Lanes

Looking West

(shown just west of Burning Bush Ln)

Existing

← *South* *North* →



pavement width: **42 ft**

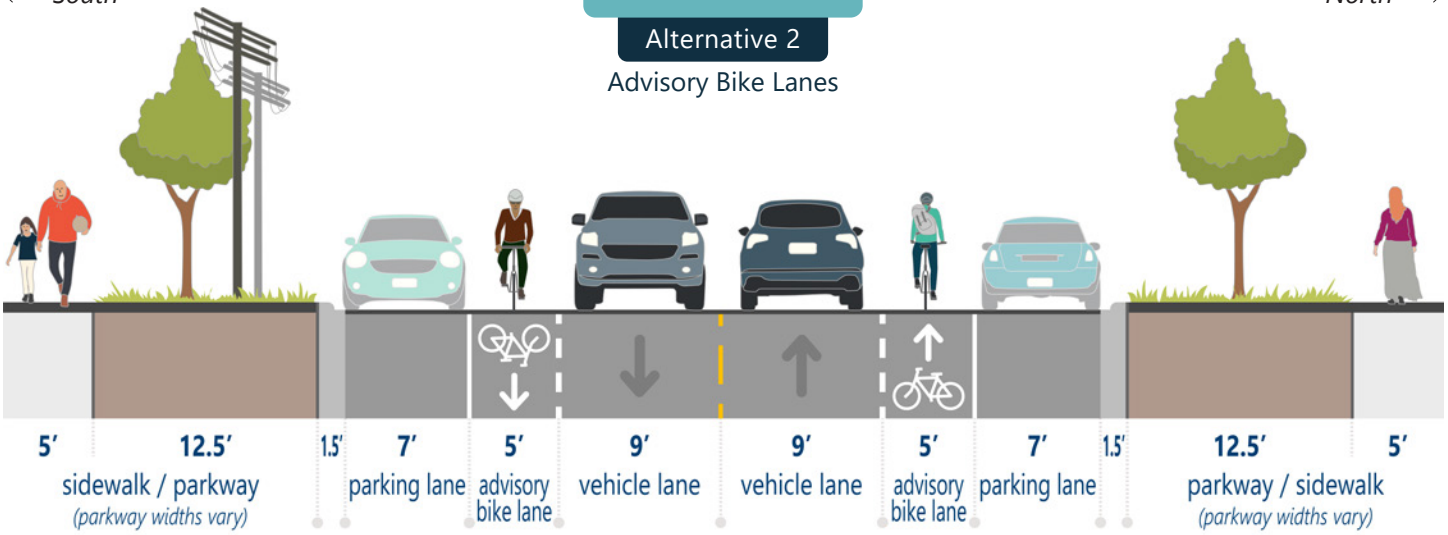
right-of-way: **80 ft**

Potential

Alternative 2

Advisory Bike Lanes

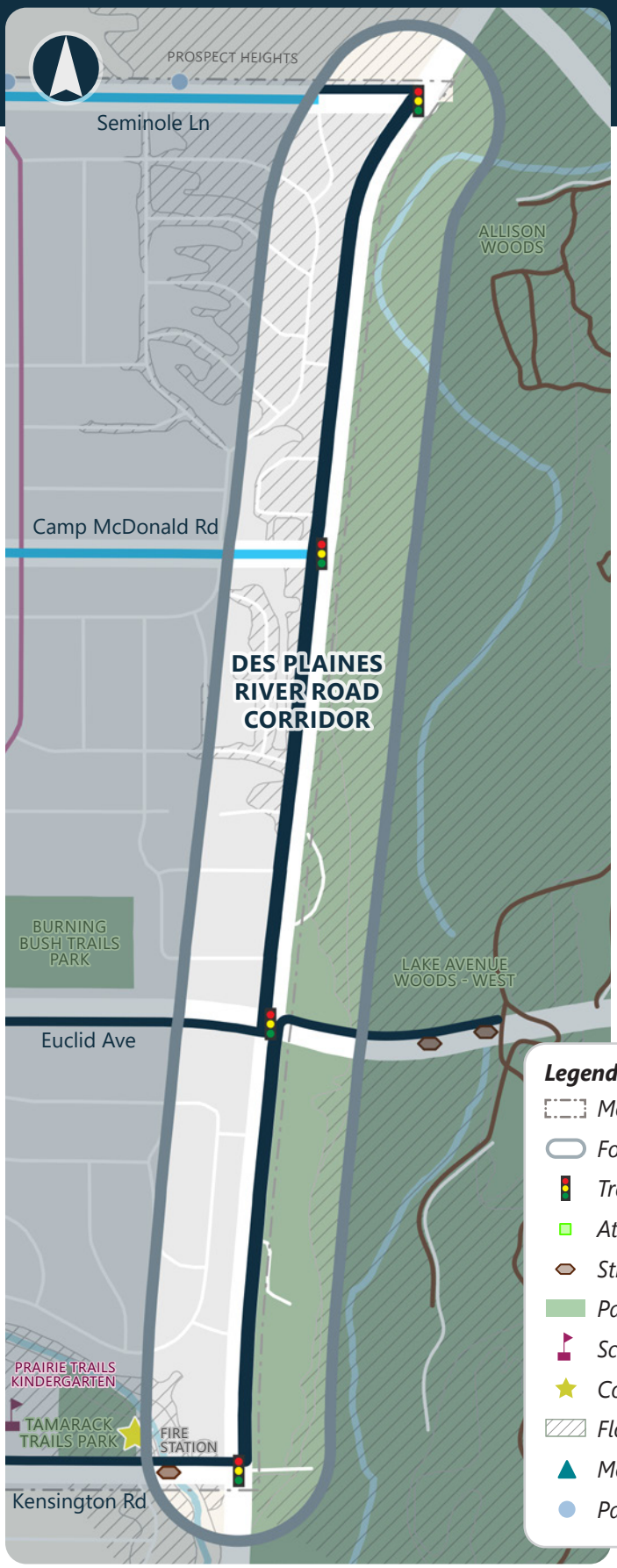
← *South* *North* →



pavement width: **42 ft**

right-of-way: **80 ft**

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*

Des Plaines River Road 2



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

2 Des Plaines River Road

Typical Mid-Block Cross Section

Sidepath on East Side

Looking North

(shown between Kensington Rd and Euclid Ave)

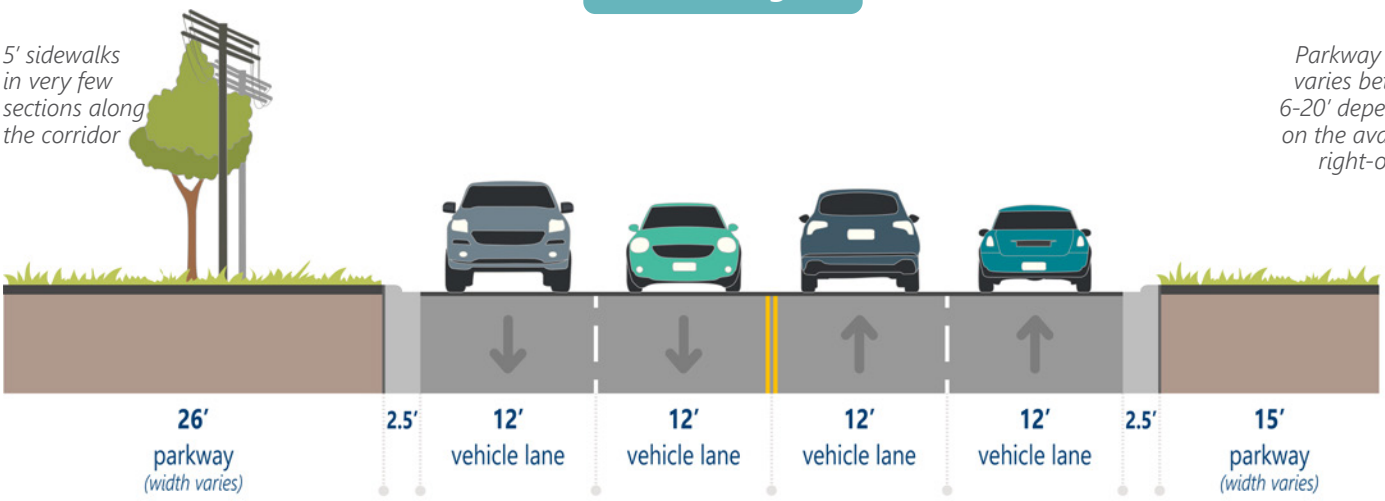
Existing

← West

East →

5' sidewalks in very few sections along the corridor

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



pavement width: **48 ft**

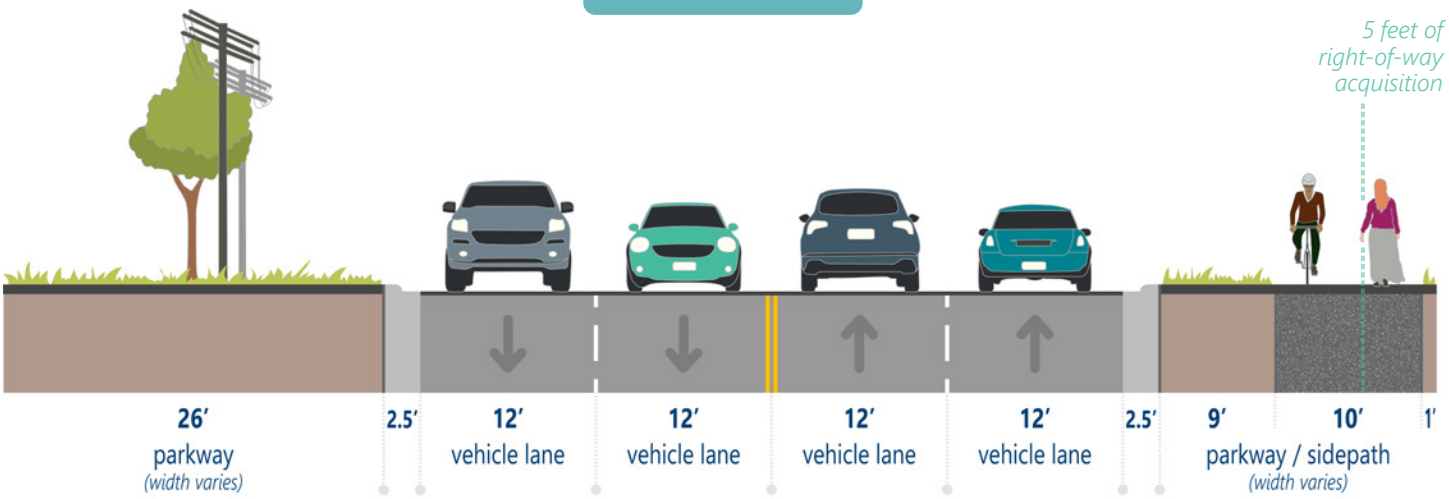
right-of-way: **94 ft (varies)**

Potential

← West

East →

5 feet of right-of-way acquisition



pavement width: **48 ft**

right-of-way: **99 ft (varies)**

right-of-way acquisition needed

Sidepath on West Side

Looking North

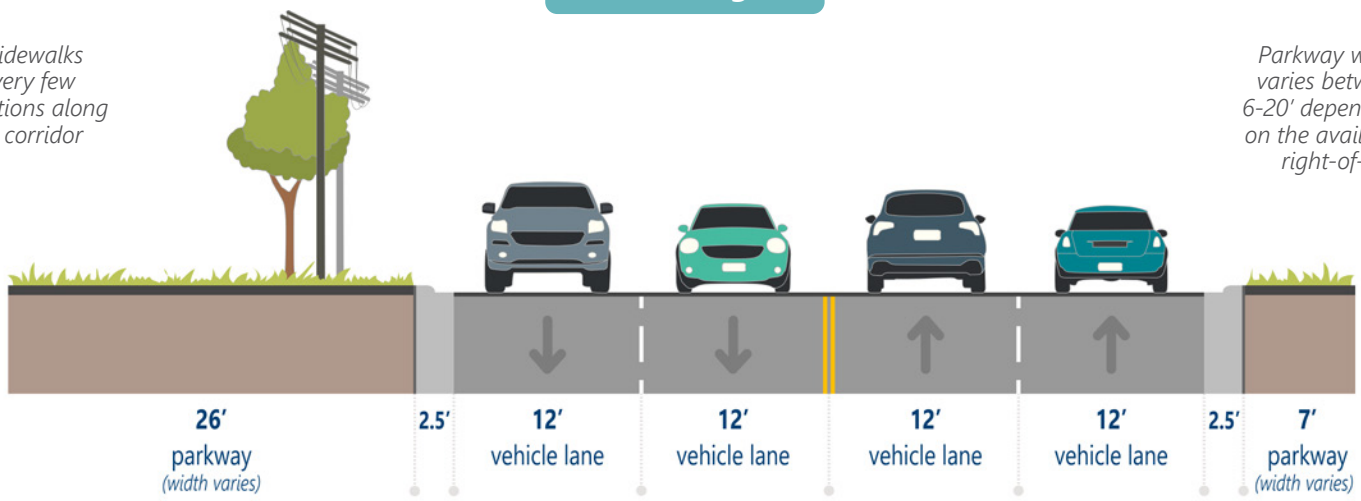
(shown between Euclid Ave and Seminole Ln)

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

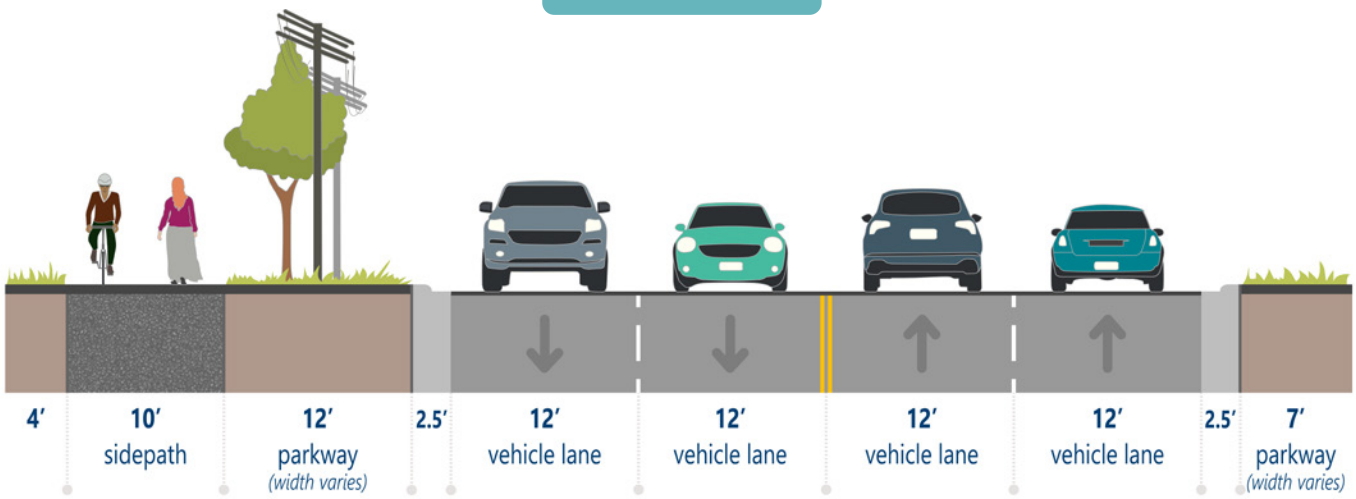


pavement width: **48 ft**

right-of-way: **86 ft (varies)**

Potential

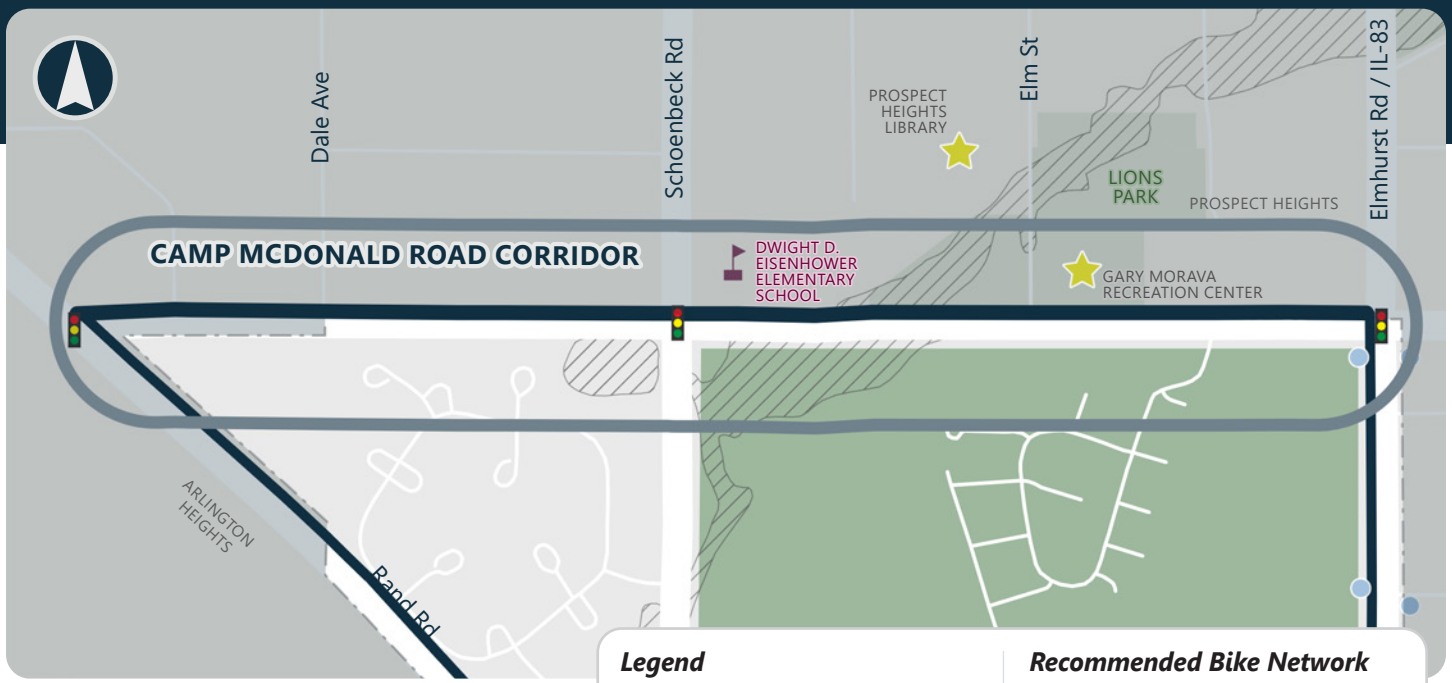
← *West* *East* →



pavement width: **48 ft**

right-of-way: **86 ft (varies)**

3A Camp McDonald Road | West



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

Existing Conditions

Traffic / Roadway Conditions

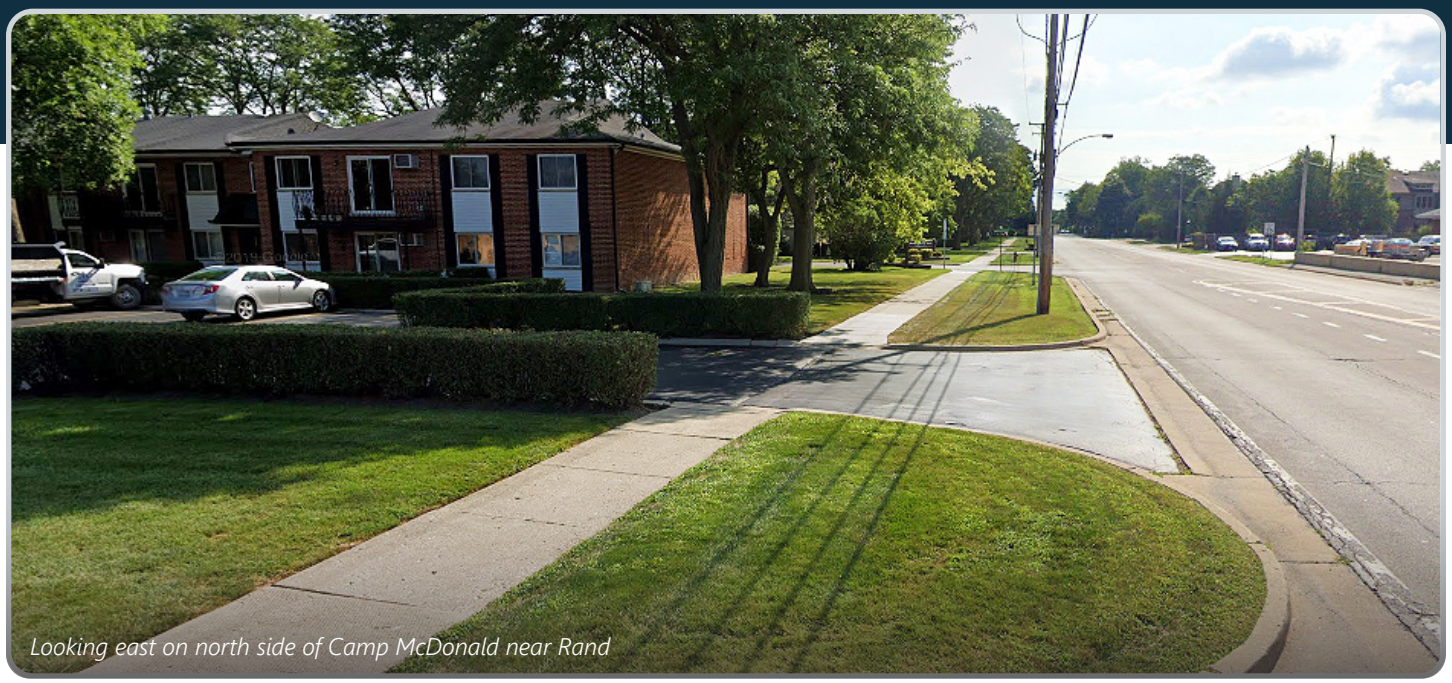
- Corridor Length: 0.9 miles
- Jurisdiction: Mount Prospect
- Posted Speed Limit: 35 mph
- Average Daily Traffic: 4,850 vpd (2022)
- Right-of-Way: 66′ to 90′
- Truck Route: None
- Truck Traffic (% of Total Traffic): N/A
- Programmed Improvements: None

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



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.

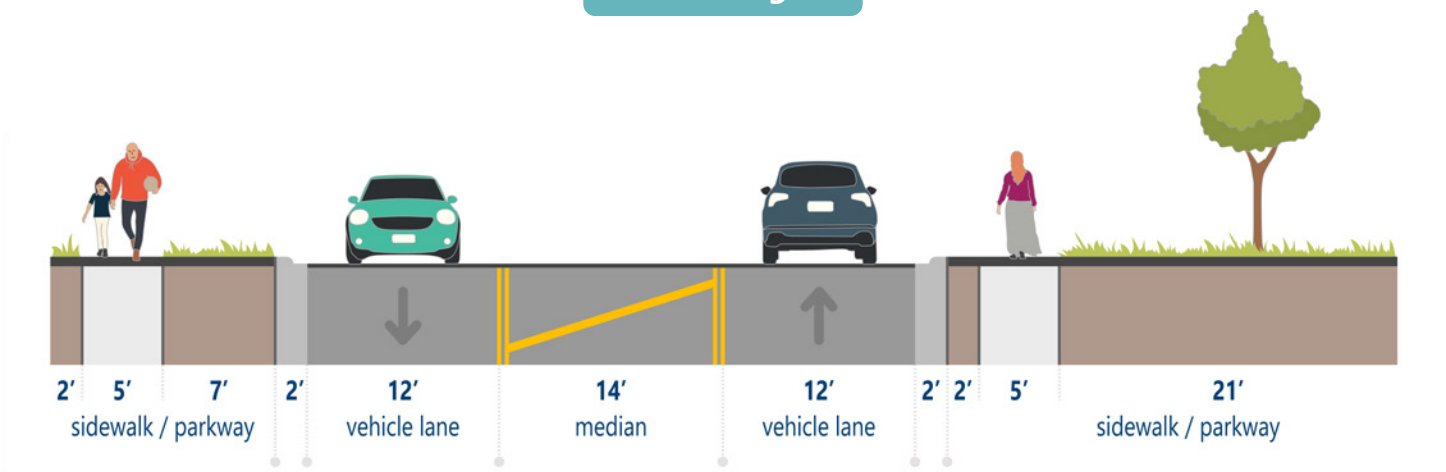
Sidepath on North Side

Looking West

(shown just west of Elmhurst Rd)

Existing

← South North →

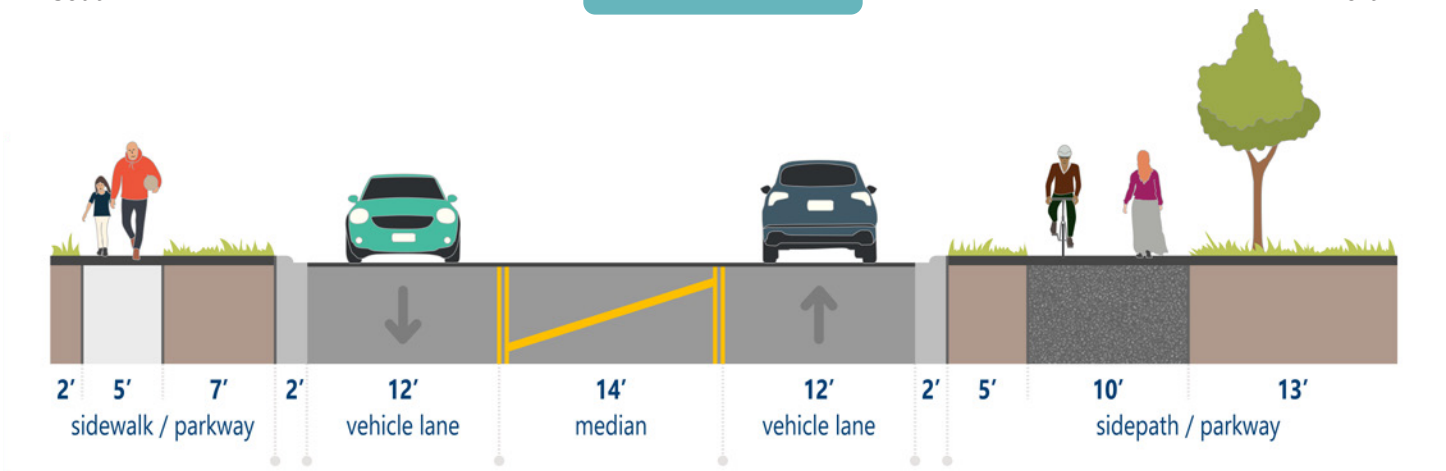


pavement width: **38 ft**

right-of-way: **84 ft**

Potential

← South North →

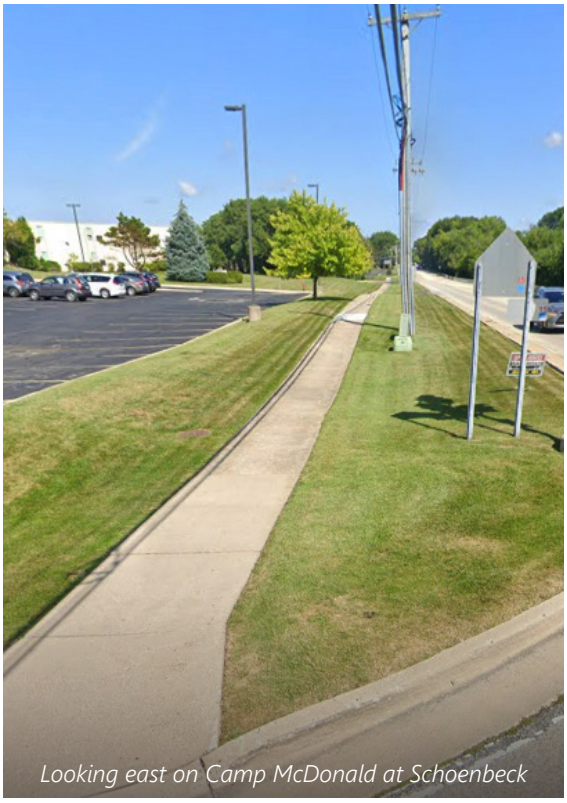


pavement width: **38 ft**

right-of-way: **84 ft**



Looking east on Camp McDonald at Dale

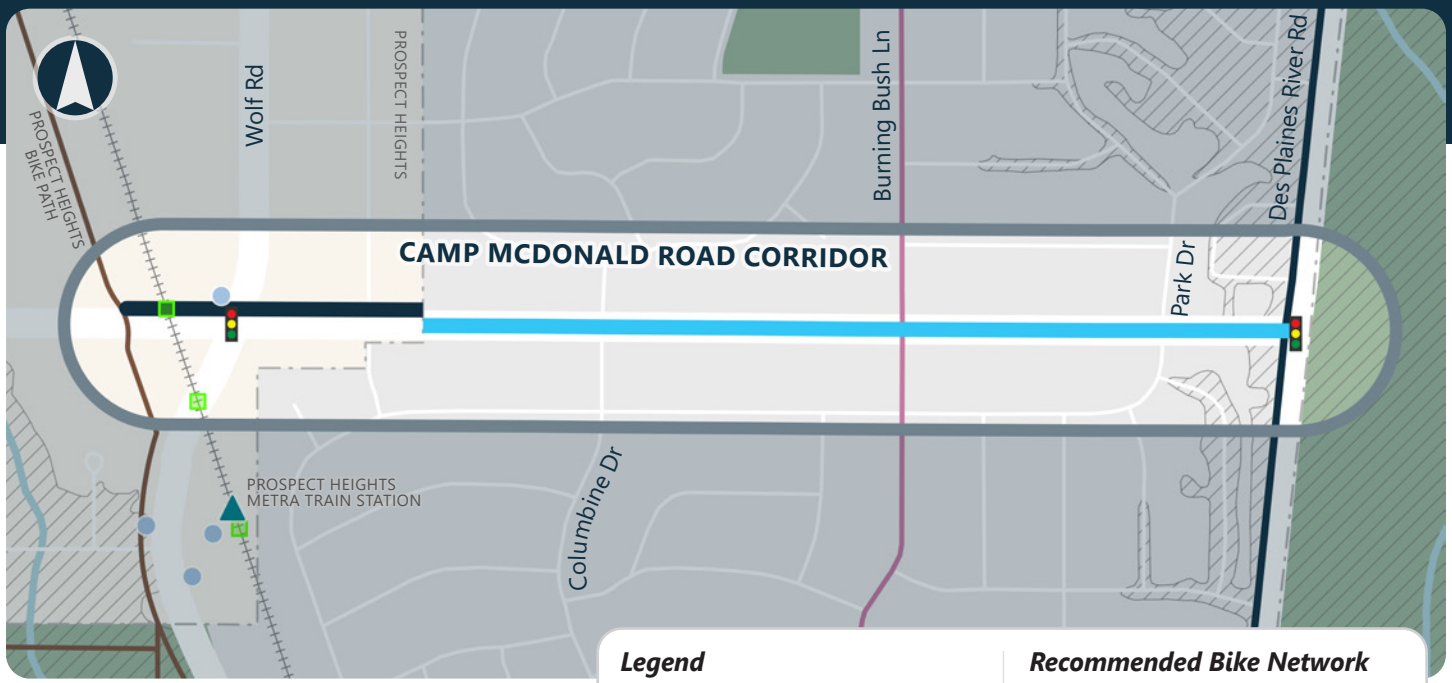


Looking east on Camp McDonald at Schoenbeck



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

3B Camp McDonald Road | East



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

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



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.

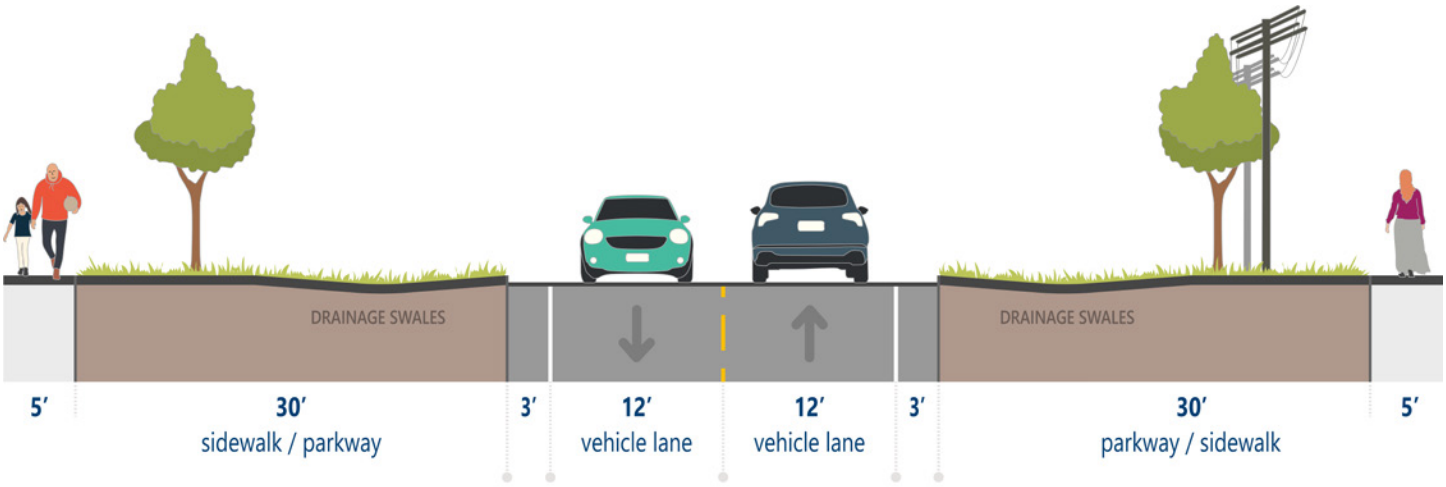
Short Term: Bike Lanes

Looking West

(shown between Burning Bush Ln and Columbine Dr)

Existing

← *South* *North* →



pavement width: **30 ft**

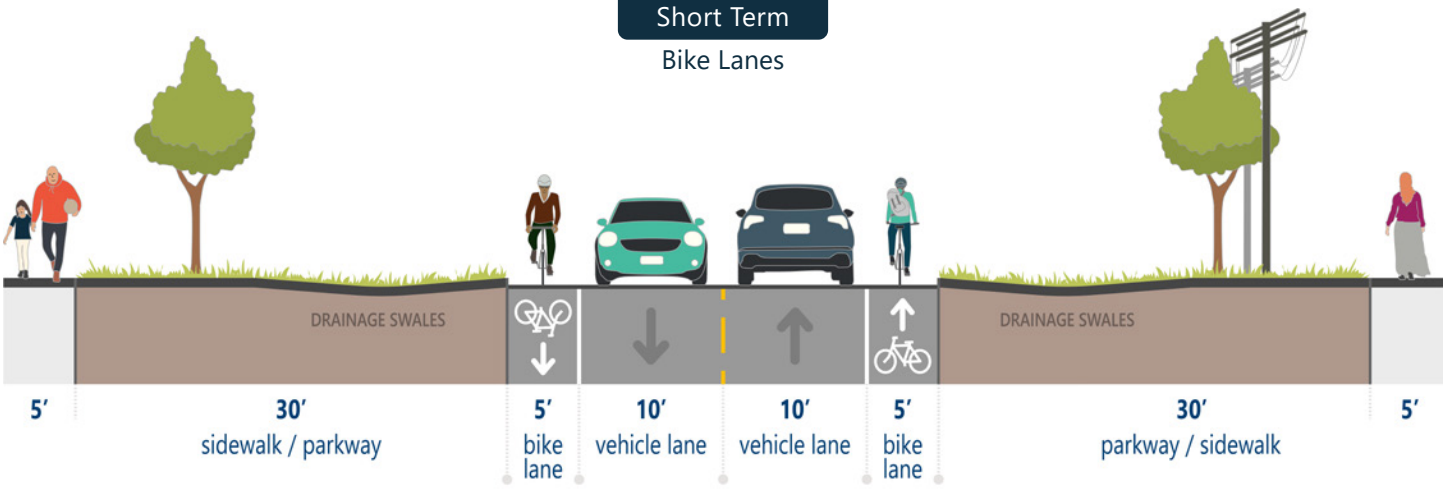
right-of-way: **100 ft**

Potential

Short Term

Bike Lanes

← *South* *North* →



pavement width: **30 ft**

right-of-way: **100 ft**

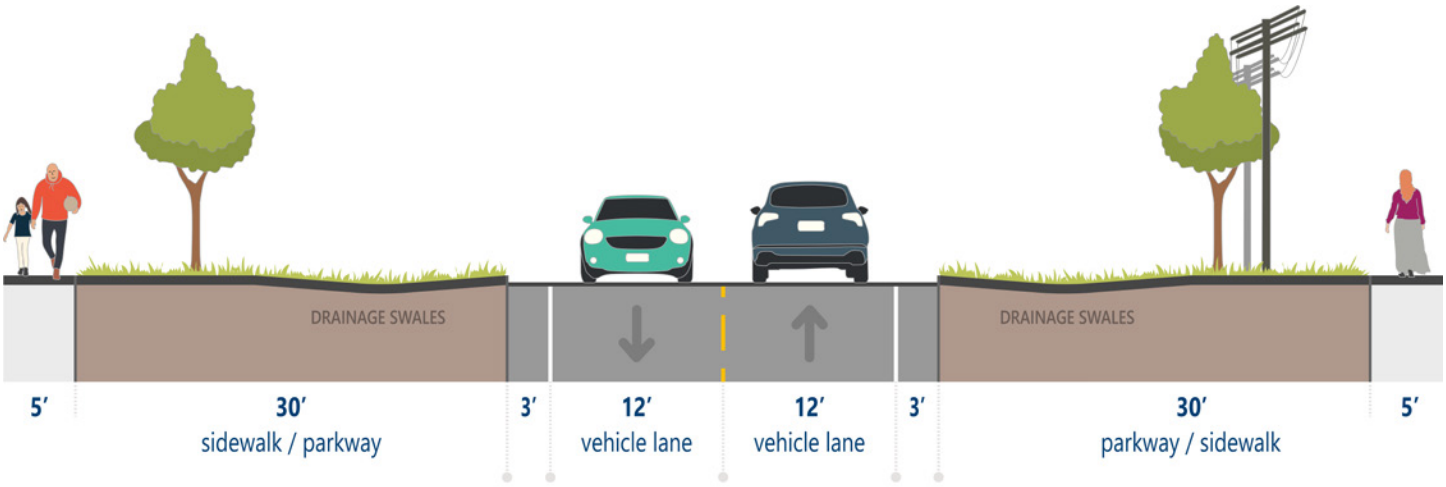
Long Term: Buffered Bike Lanes

Looking West

(shown between Burning Bush Ln and Columbine Dr)

Existing

← *South* *North* →



pavement width: **30 ft**

right-of-way: **100 ft**

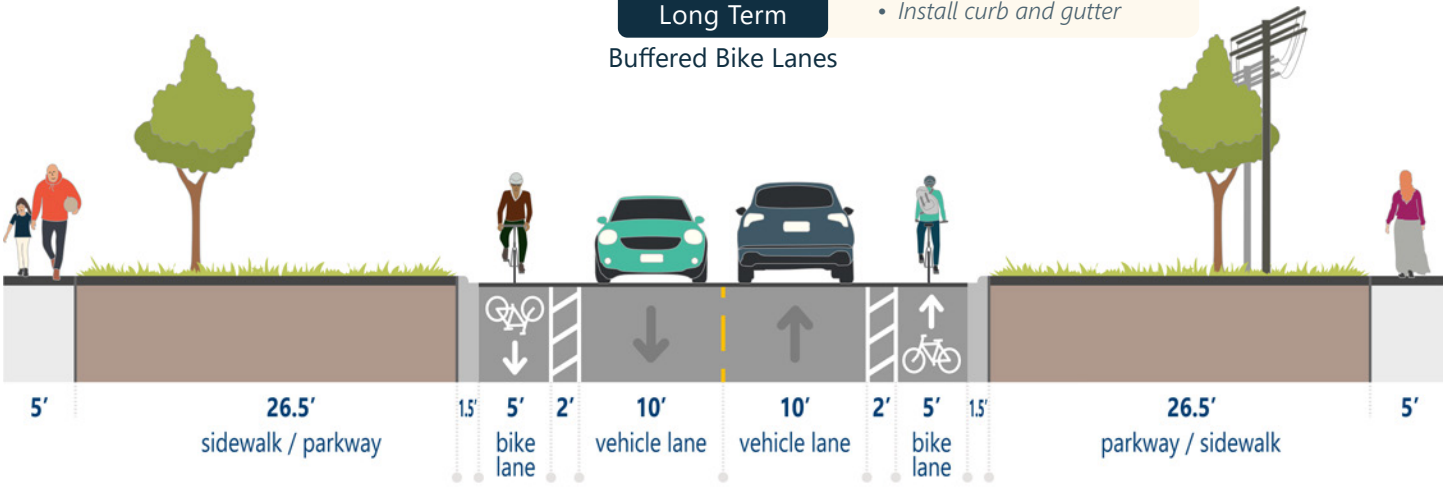
Potential

Long Term

Buffered Bike Lanes

- *Road reconstruction required*
- *Removes drainage swales*
- *Install curb and gutter*

← *South* *North* →



pavement width: **34 ft**

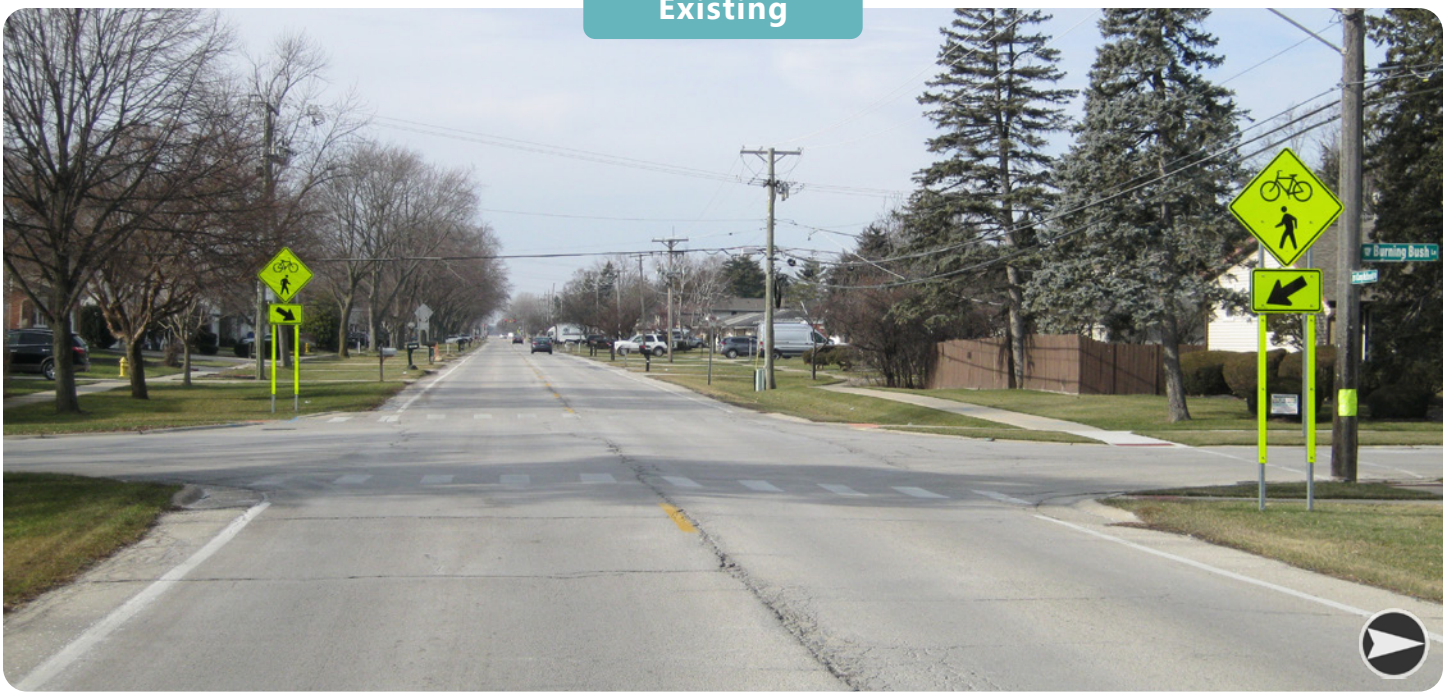
right-of-way: **100 ft**

Short Term: Bike Lanes

Looking West

(shown at Burning Bush Ln)

Existing



Potential

Short Term

Bike Lanes

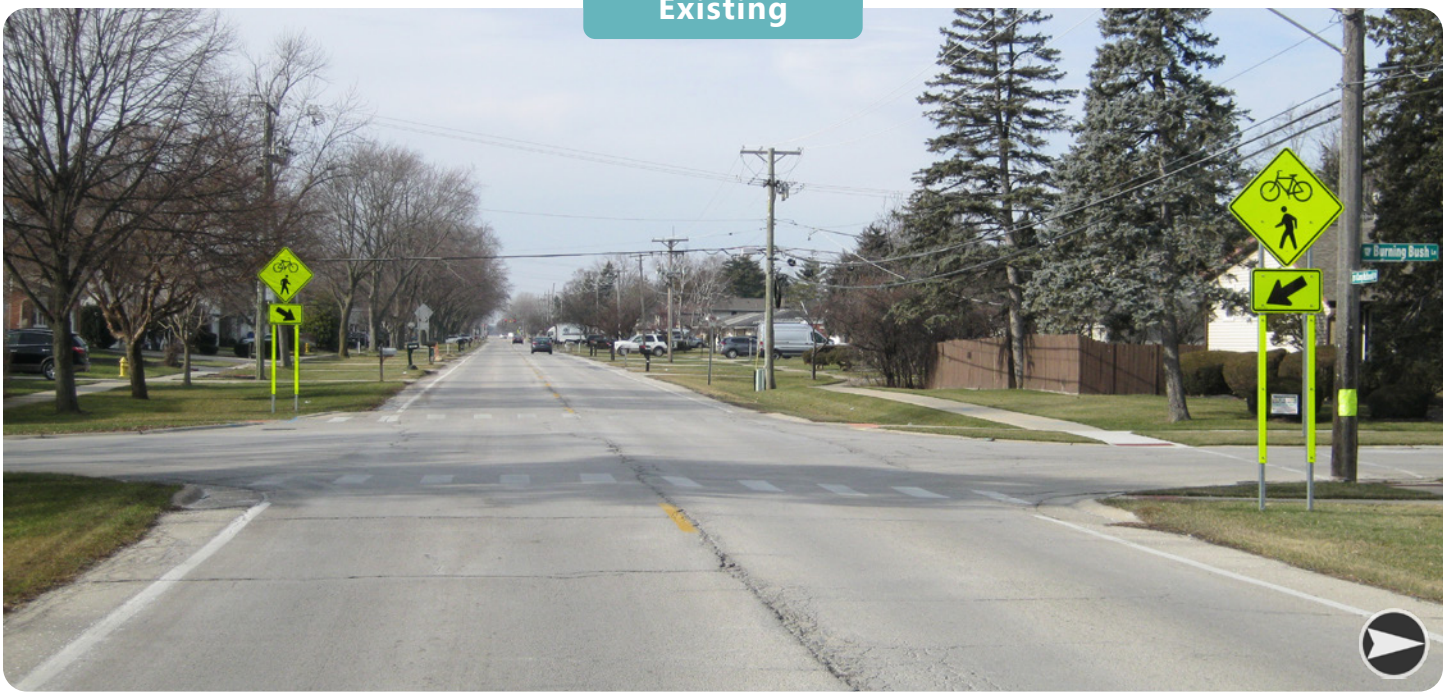


Long Term: Buffered Bike Lanes

Looking West

(shown at Burning Bush Ln)

Existing



Potential

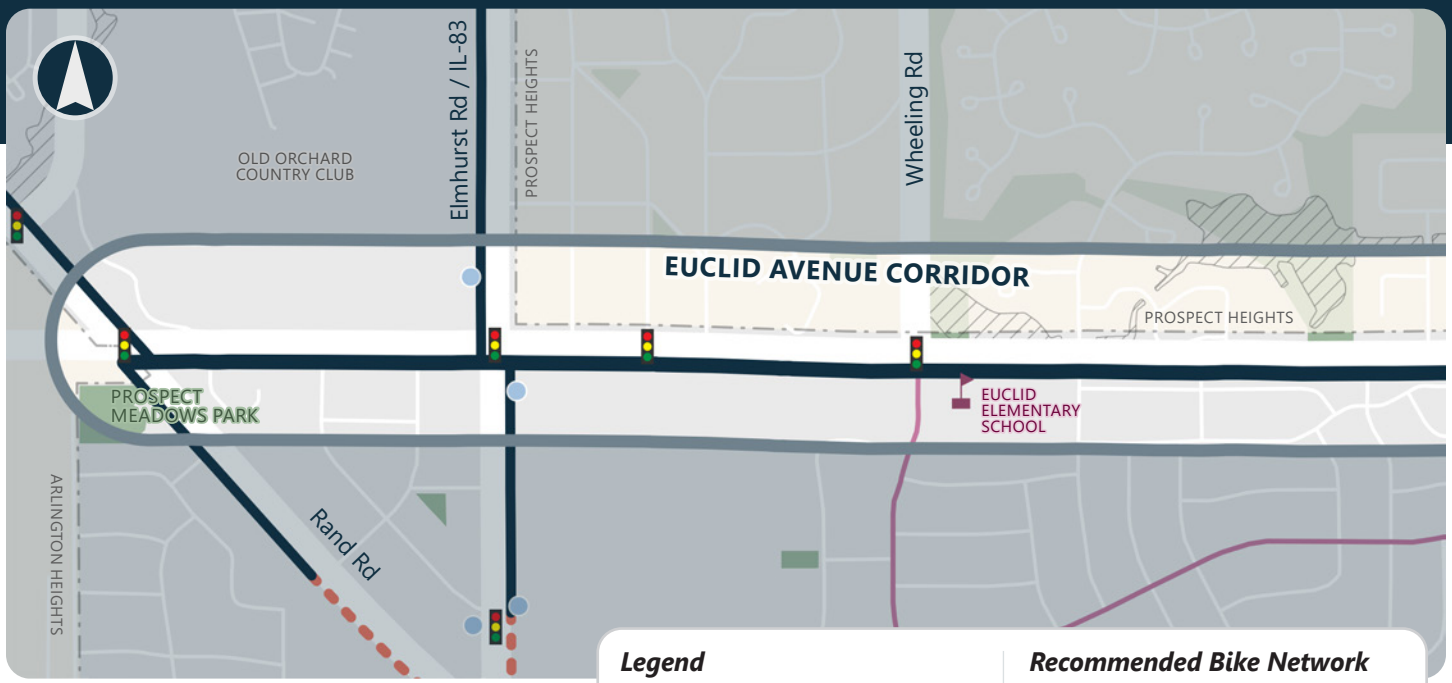
Long Term

Buffered Bike Lanes



4 Euclid Avenue

West Corridor: ***Rand Road to Westgate 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*

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

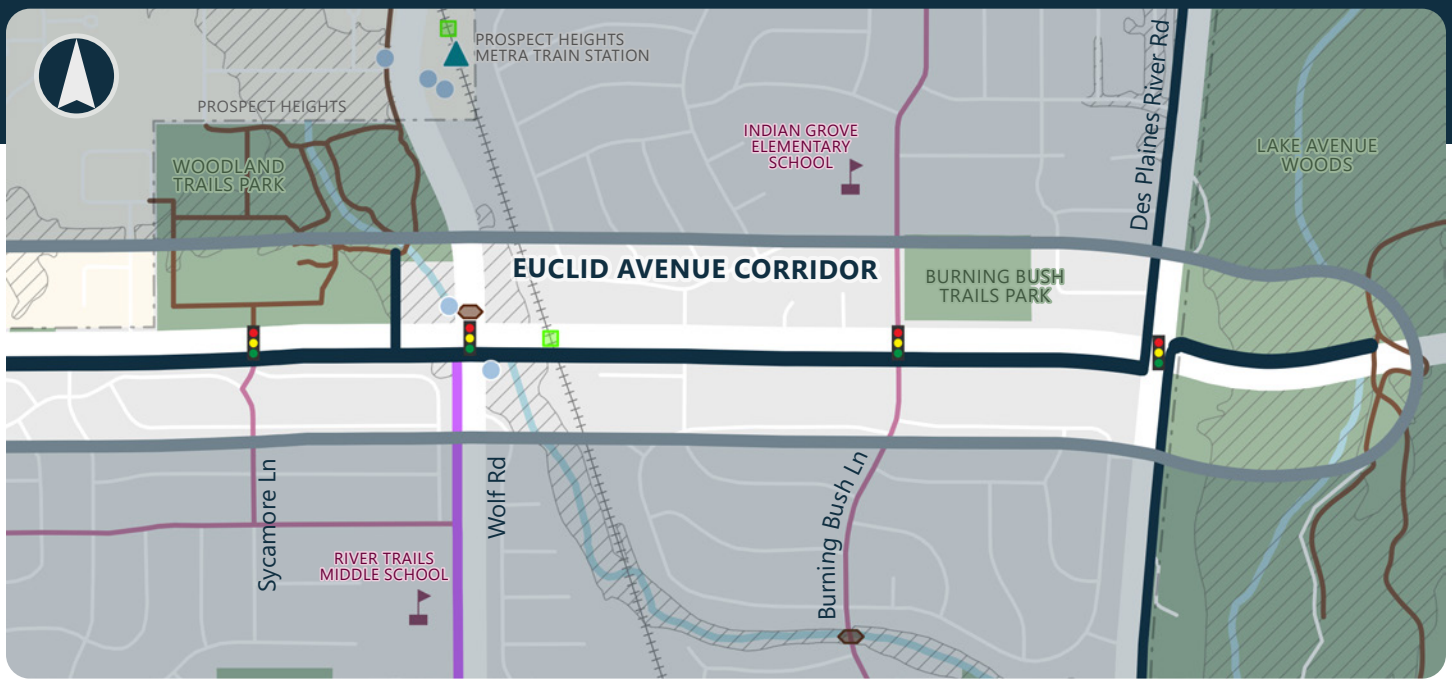
Community Context

- 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



Looking west from south side of Euclid at Sycamore

Euclid Avenue 4



match line (see previous page)

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): $1,210,000

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)

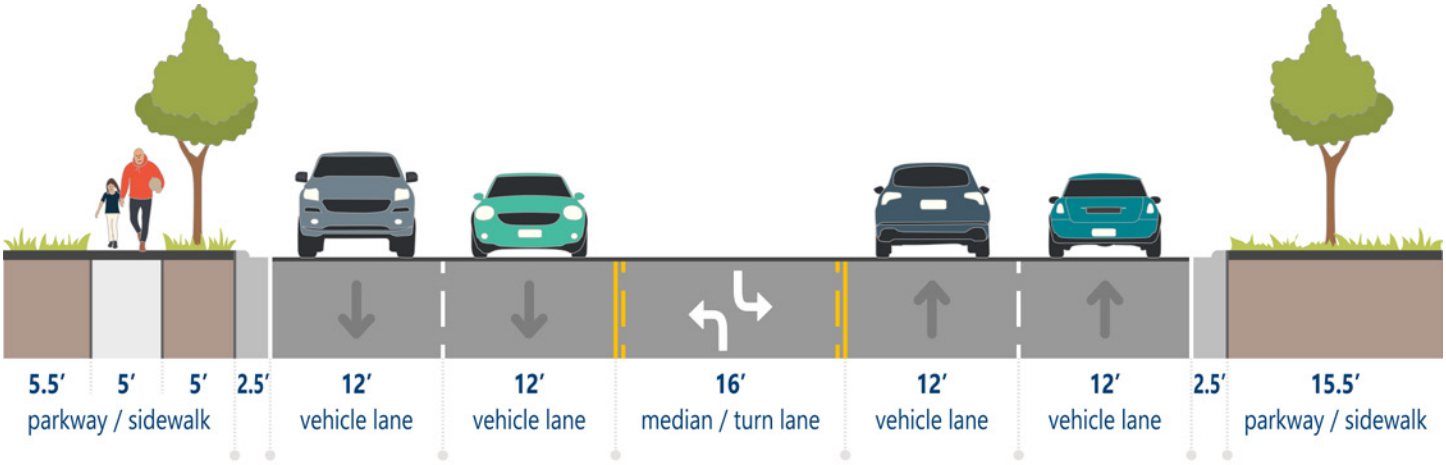
Sidepath on South Side

West of Elmhurst Rd/IL-83 | Looking West

(shown between Rand Rd and Wedgewood Ln)

Existing

← South North →

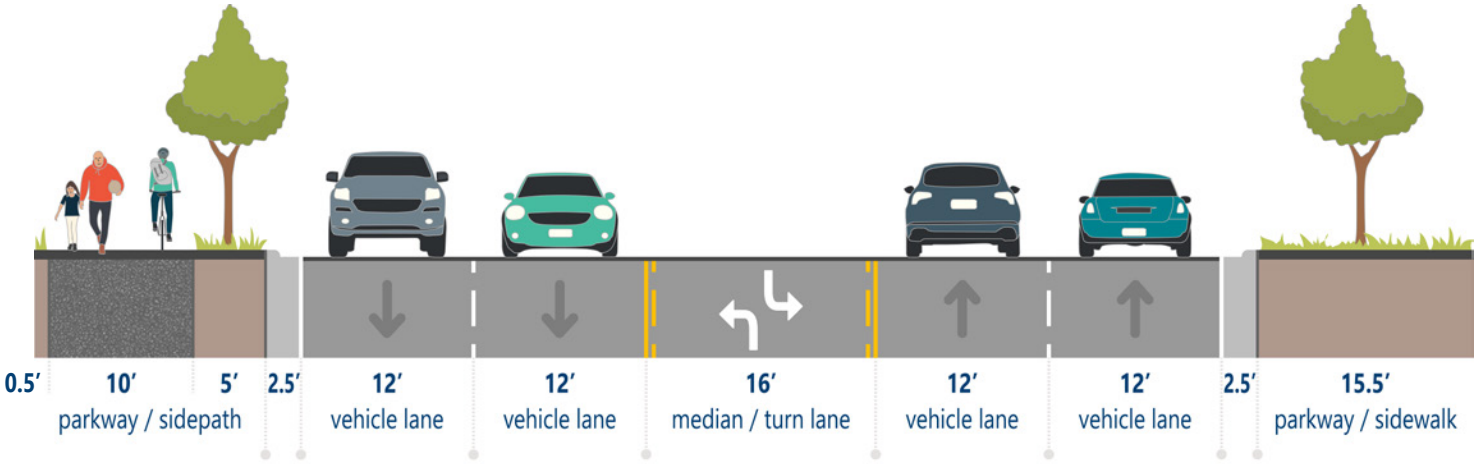


pavement width: **64 ft**

right-of-way: **100 ft**

Potential

← South North →



pavement width: **64 ft**

right-of-way: **100 ft**

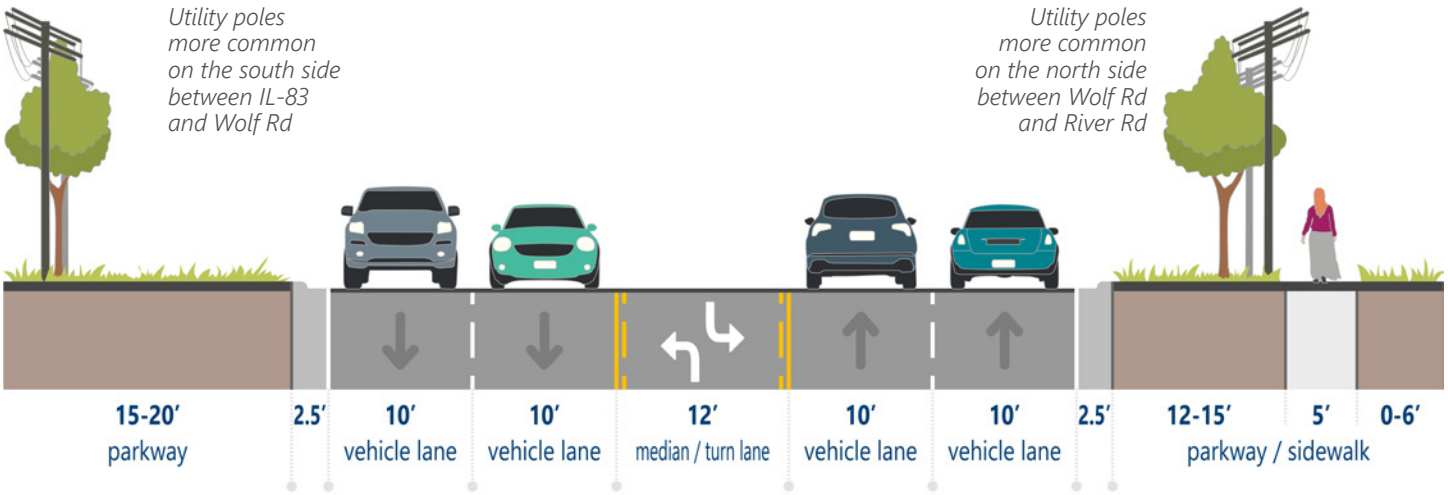
Sidepath on South Side

East of Elmhurst Rd/IL-83 | Looking West

(shown west of Westgate Rd)

Existing

← *South* *North* →

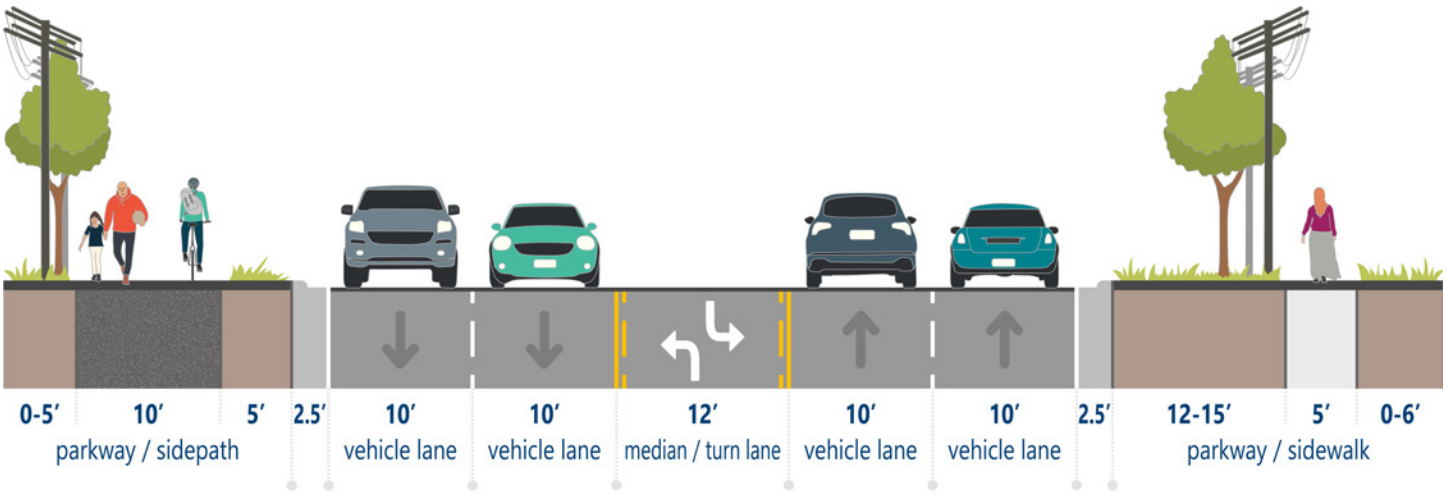


pavement width: **52 ft**

right-of-way: **100 ft**

Potential

← *South* *North* →



pavement width: **52 ft**

right-of-way: **100 ft**

6 Rand Road



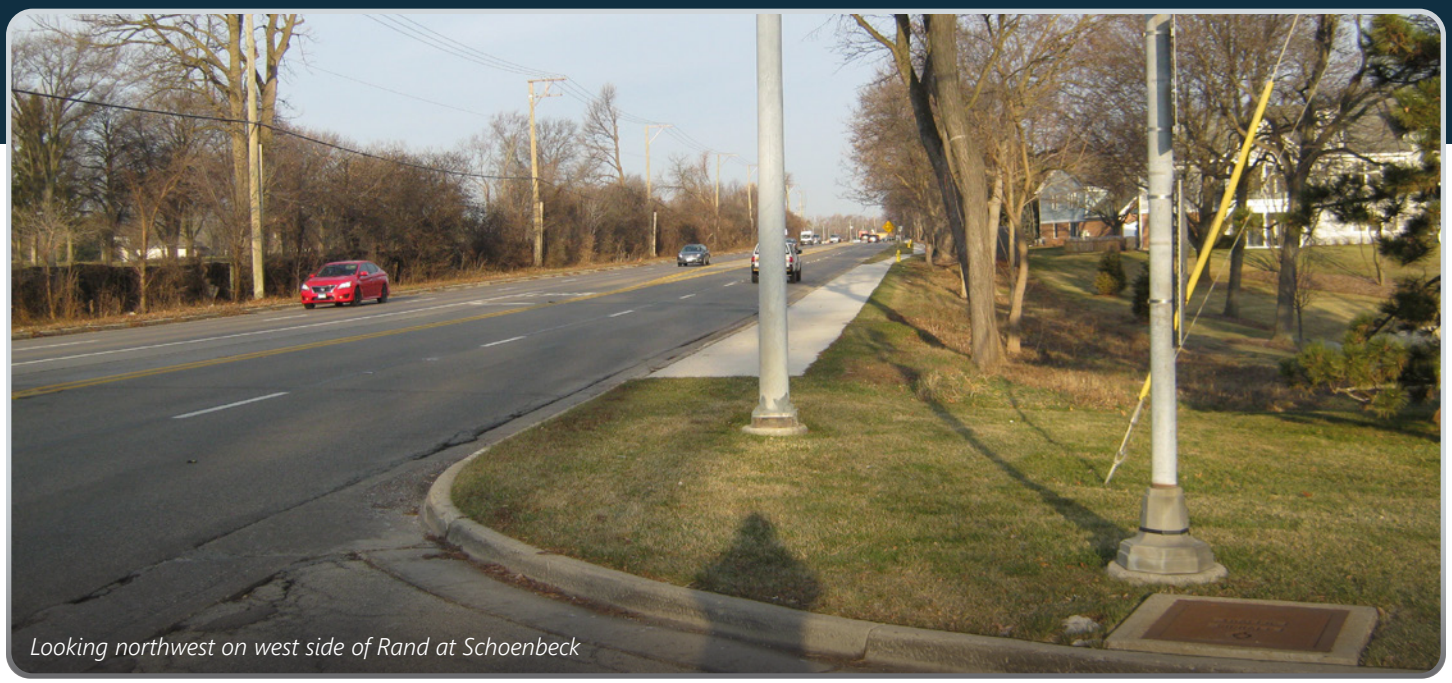
Existing Conditions

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*

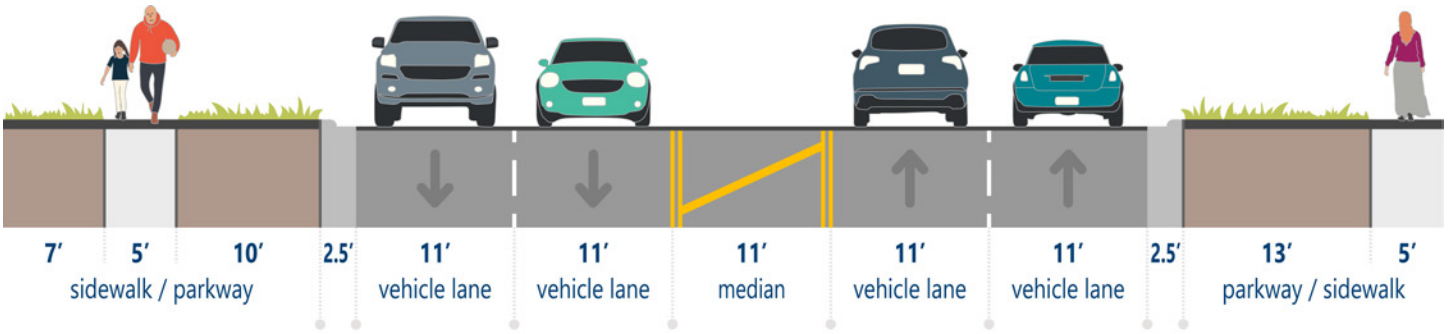
Sidepath on Southwest Side

Looking Northwest

(shown between Wedgewood Ln and Euclid Ave)

Existing

← *Southwest* *Northeast* →

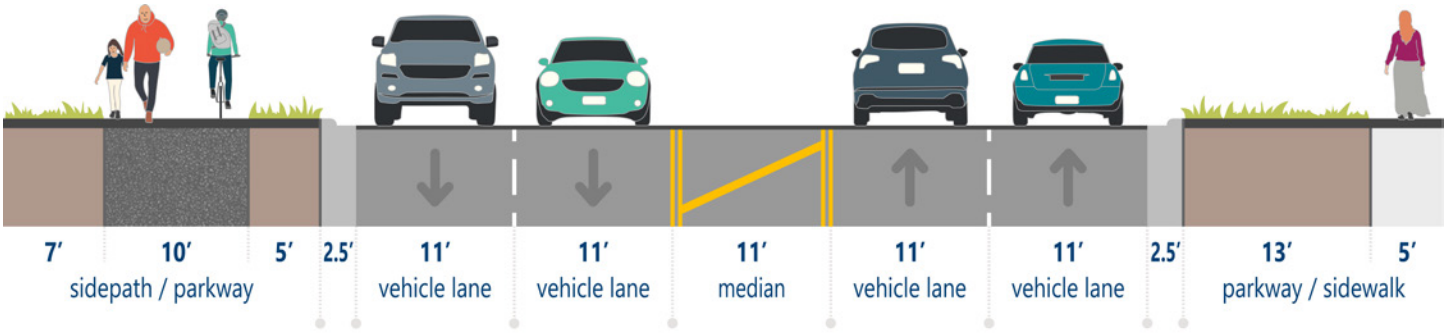


pavement width: **55 ft**

right-of-way: **100 ft**

Potential

← *Southwest* *Northeast* →



pavement width: **55 ft**

right-of-way: **100 ft**

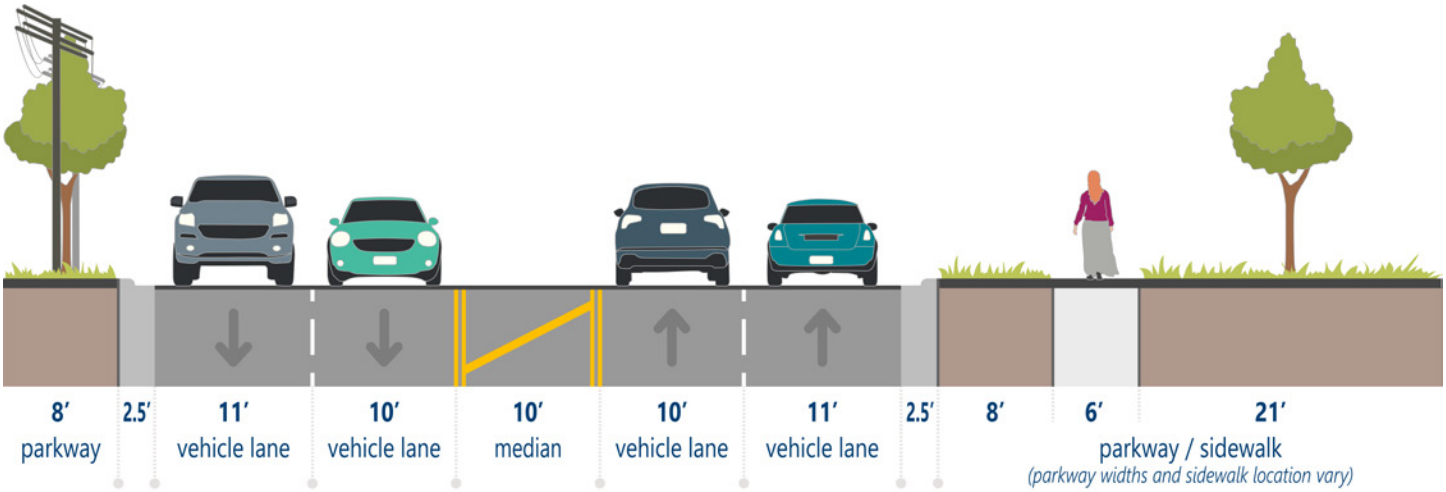
Sidepath on Northeast Side

Looking Northwest

(shown between Euclid Ave and Camp McDonald Rd)

Existing

← *Southwest* *Northeast* →

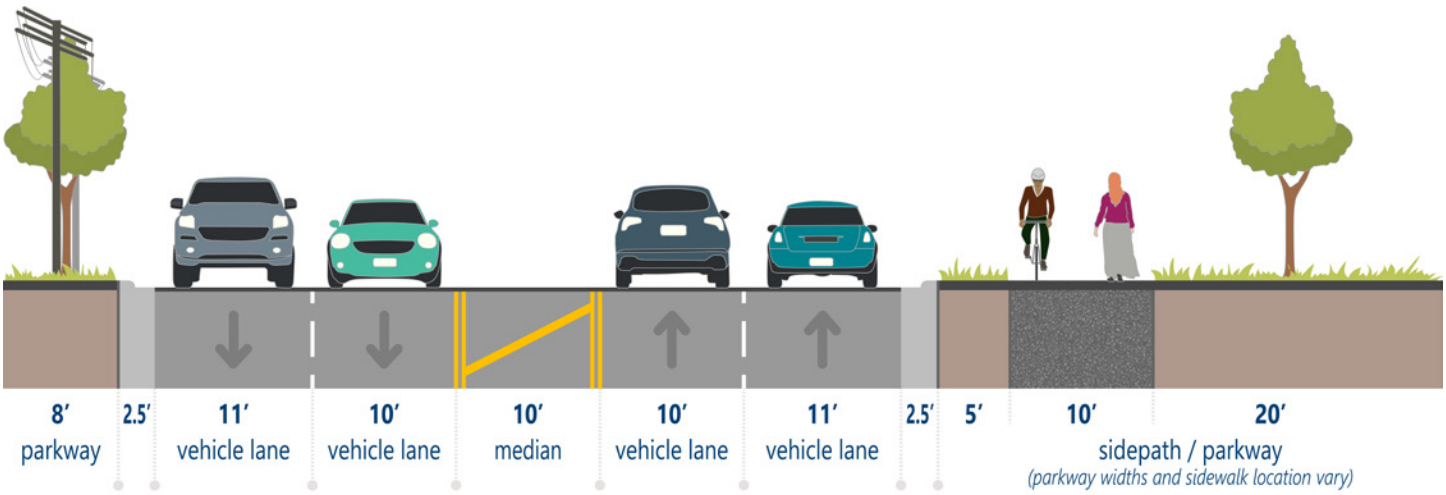


pavement width: **52 ft**

right-of-way: **100 ft**

Potential

← *Southwest* *Northeast* →



pavement width: **52 ft**

right-of-way: **100 ft**

7 Kensington Road

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



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*

Existing Conditions

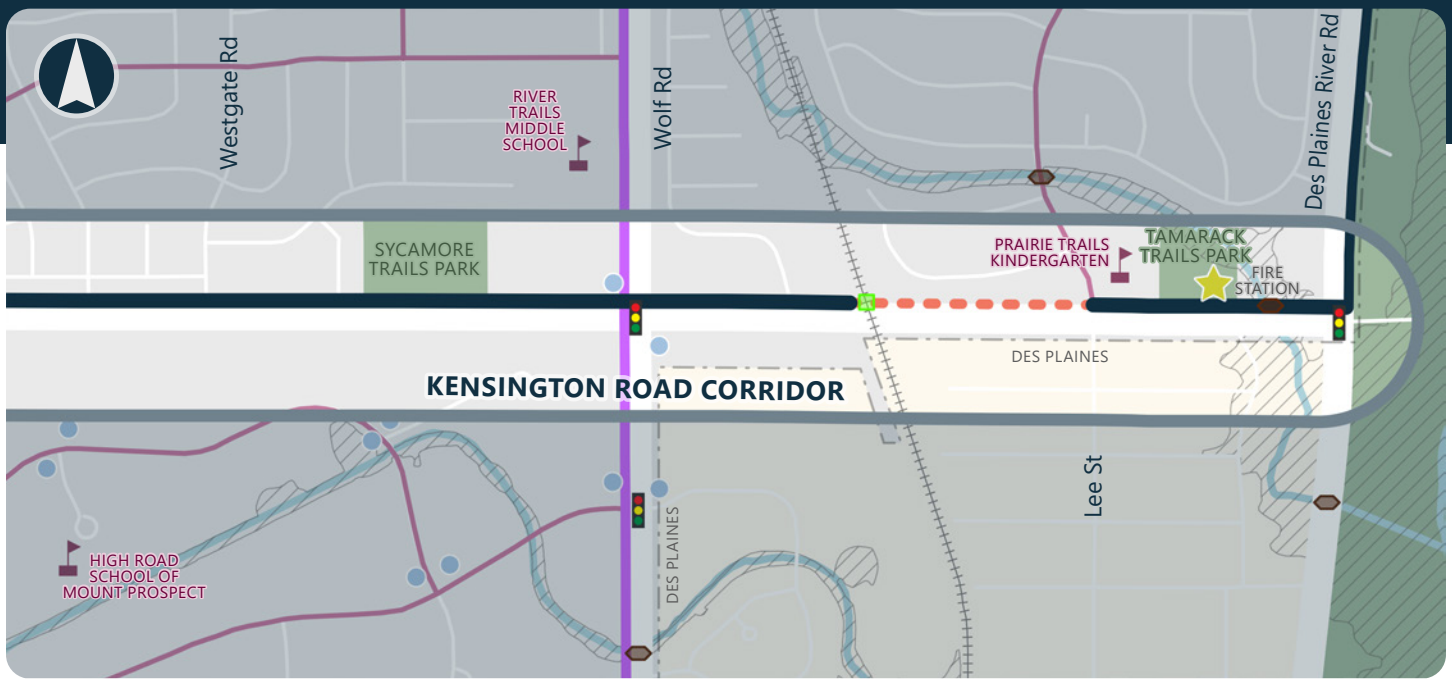
Traffic / Roadway Conditions

- 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)
- 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

Kensington Road 7



match line (see previous page)

Potential Conditions

Corridor Recommendations

- Facility Type: Sidepath
  - » Located on north side of street from Forest Ave to Des Plaines 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.

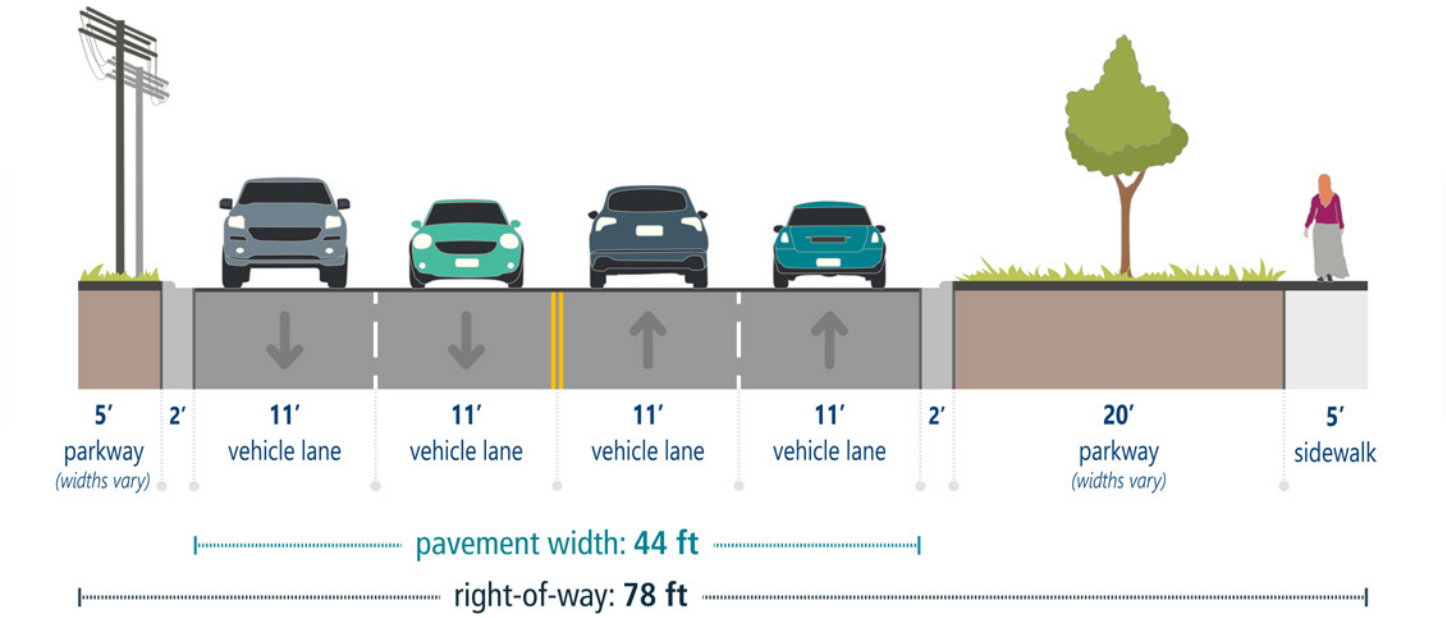
Sidepath on North Side

Looking West

(shown just east of Rand Rd)

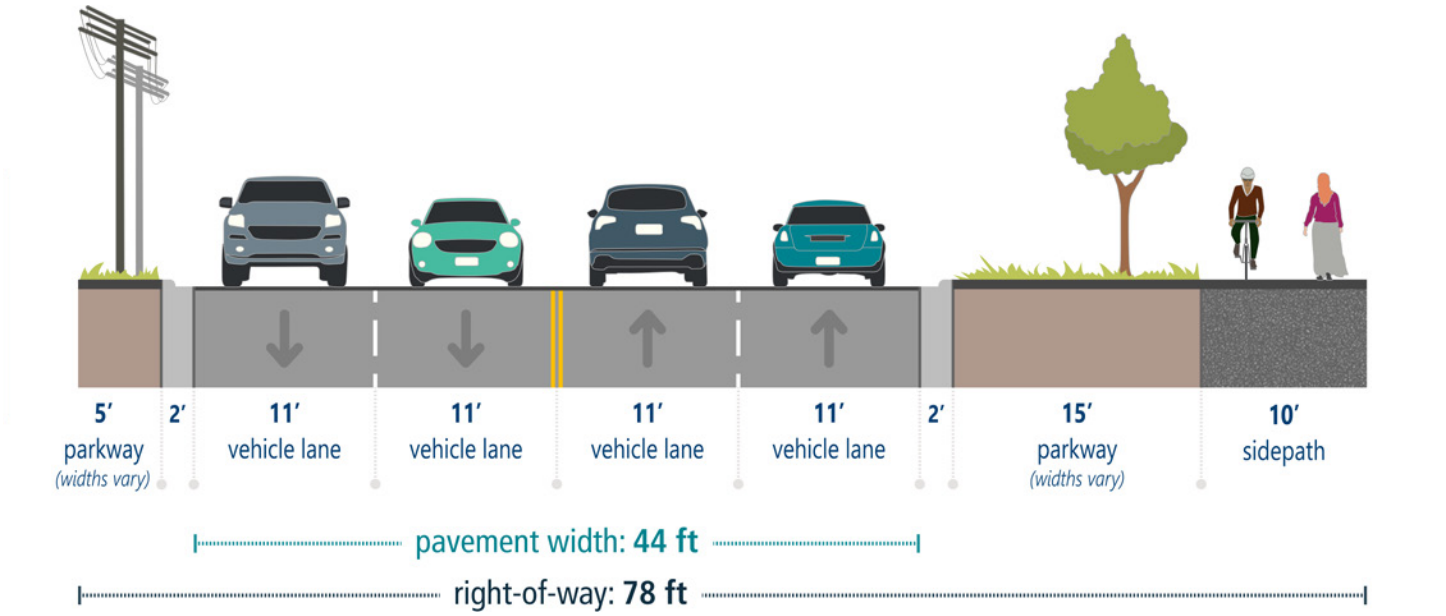
Existing

← South North →



Potential

← South North →



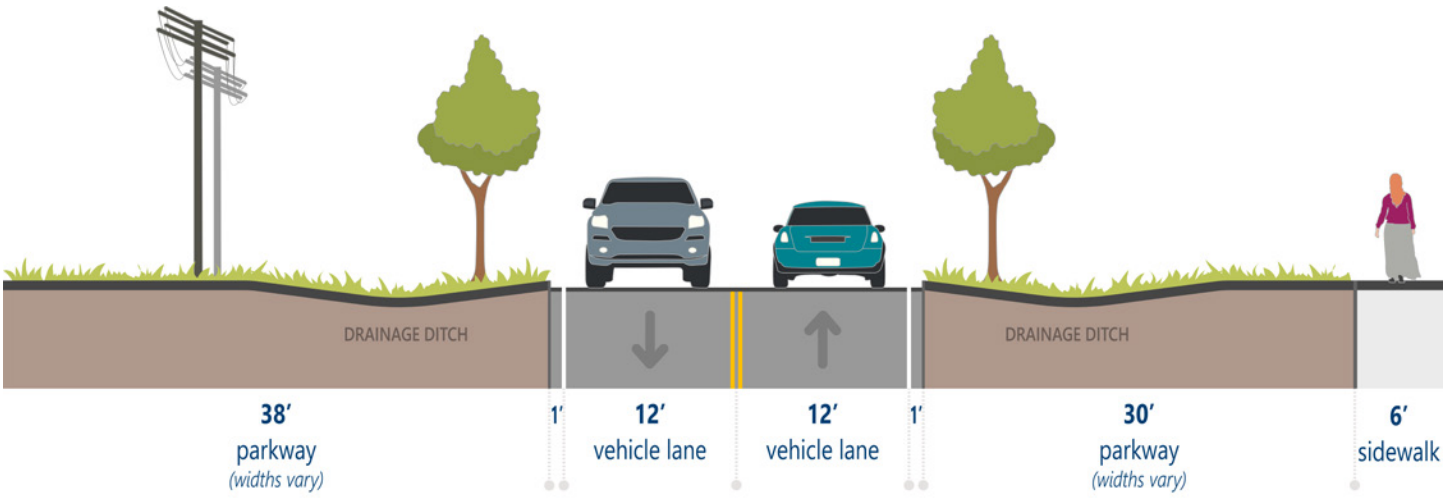
Sidepath on North Side

Looking West

(shown near Sycamore Trails Park)

Existing

← *South* *North* →

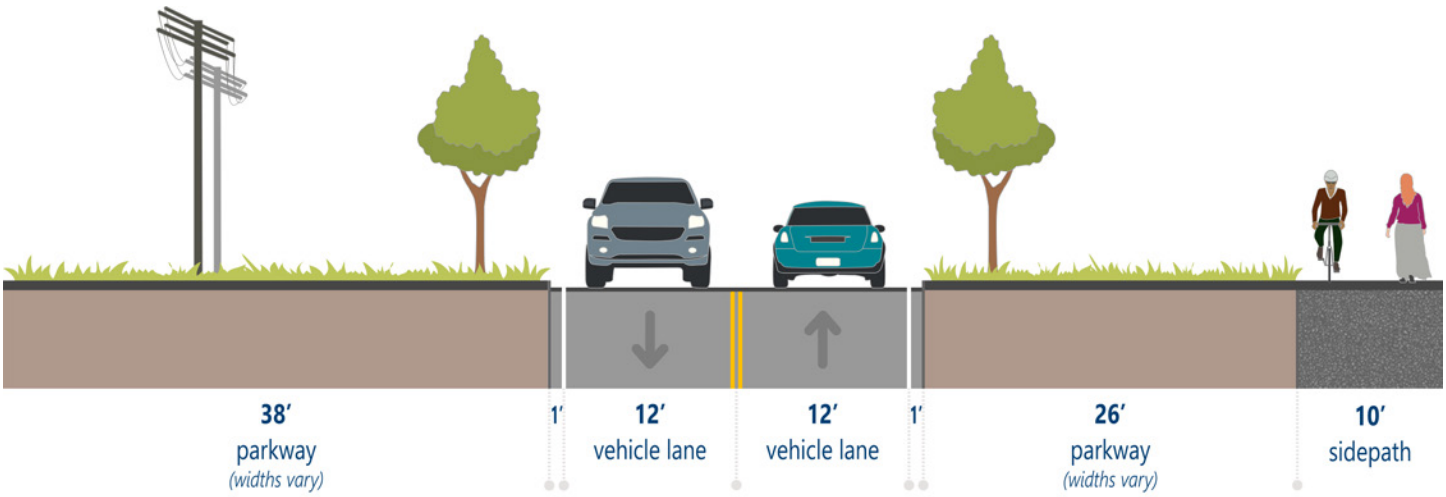


pavement width: **26 ft**

right-of-way: **100 ft**

Potential

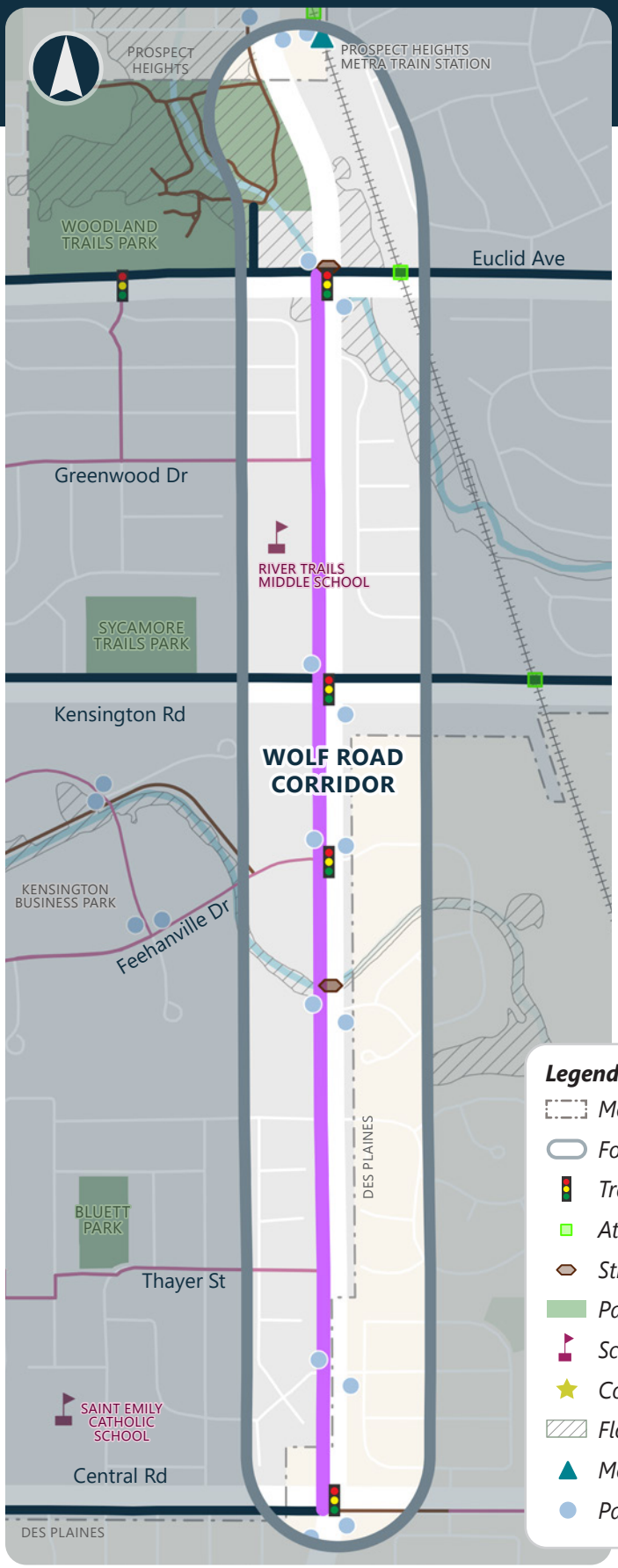
← *South* *North* →



pavement width: **26 ft**

right-of-way: **100 ft**

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.

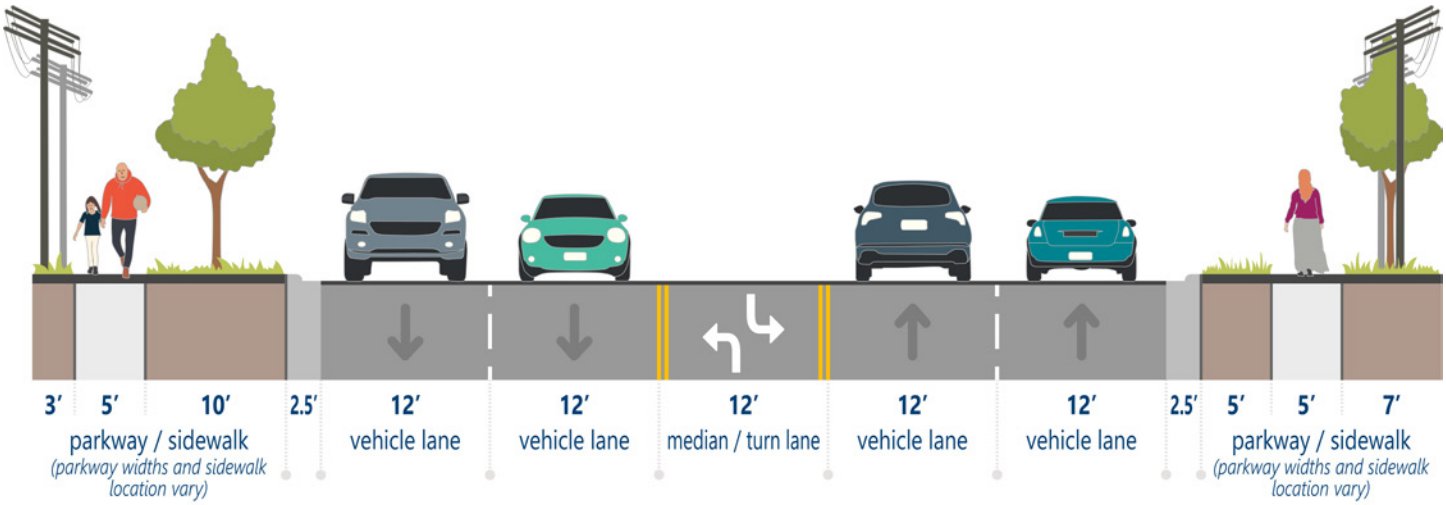
Alternative 1: Barrier Protected Cycle Track

Looking North

(shown just south of Feehanville)

Existing

← *West* *East* →



pavement width: **60 ft**

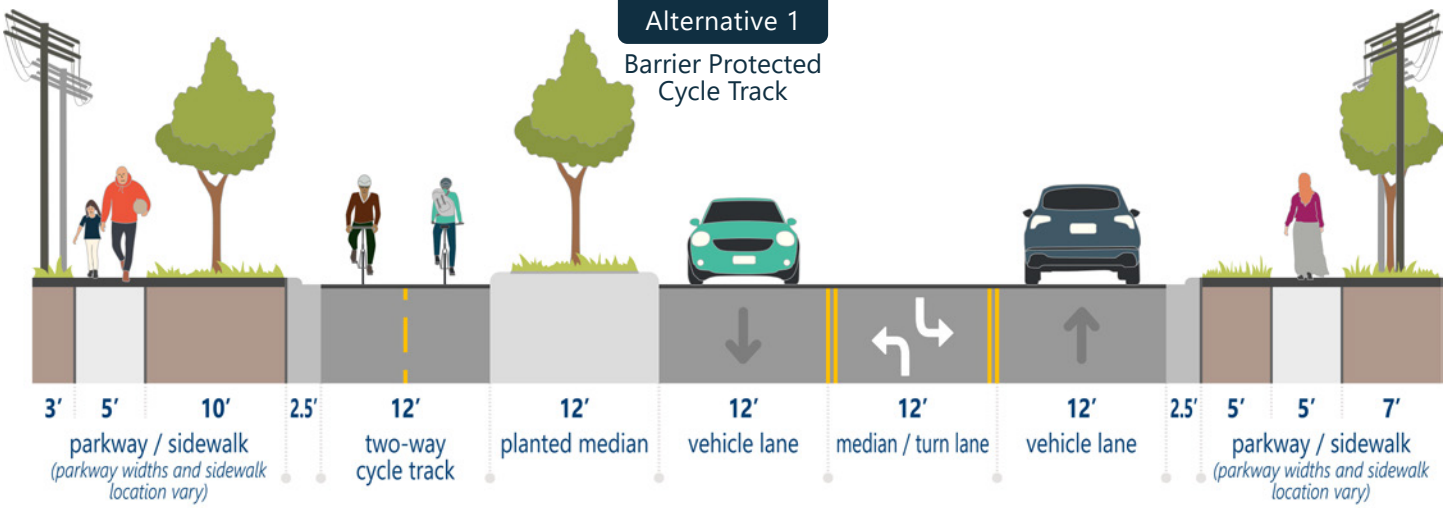
right-of-way: **100 ft**

Potential

Alternative 1

Barrier Protected Cycle Track

← *West* *East* →



pavement width: **60 ft**

right-of-way: **100 ft**

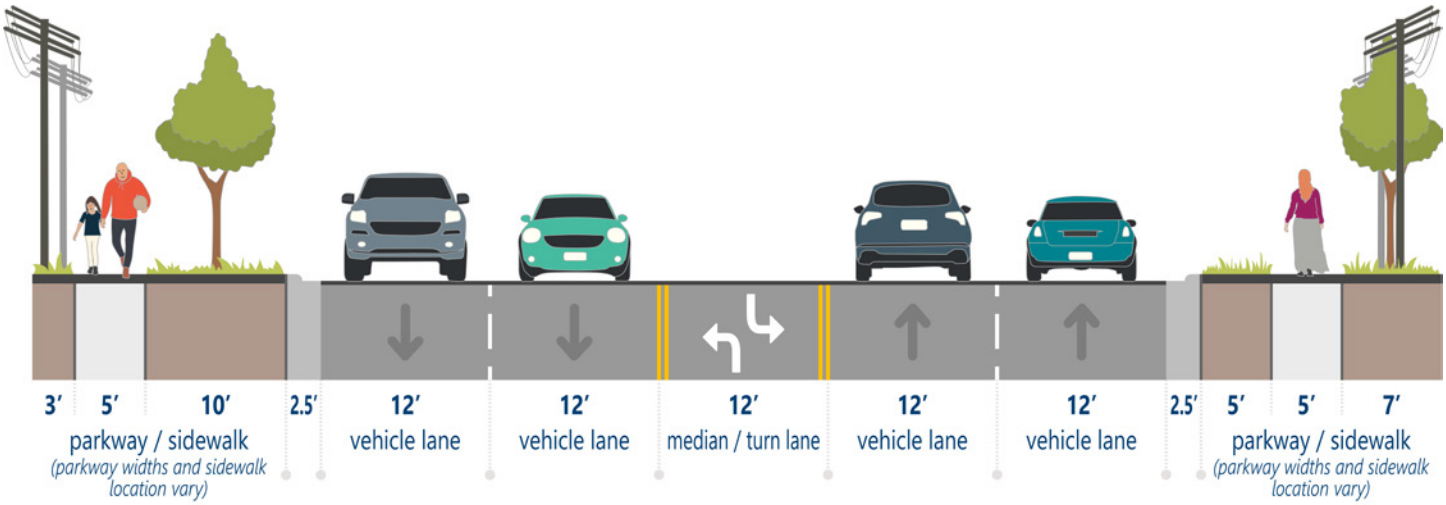
Alternative 2: Sidepath

Looking North

(shown just south of Feehanville)

Existing

← *West* *East* →



pavement width: **60 ft**

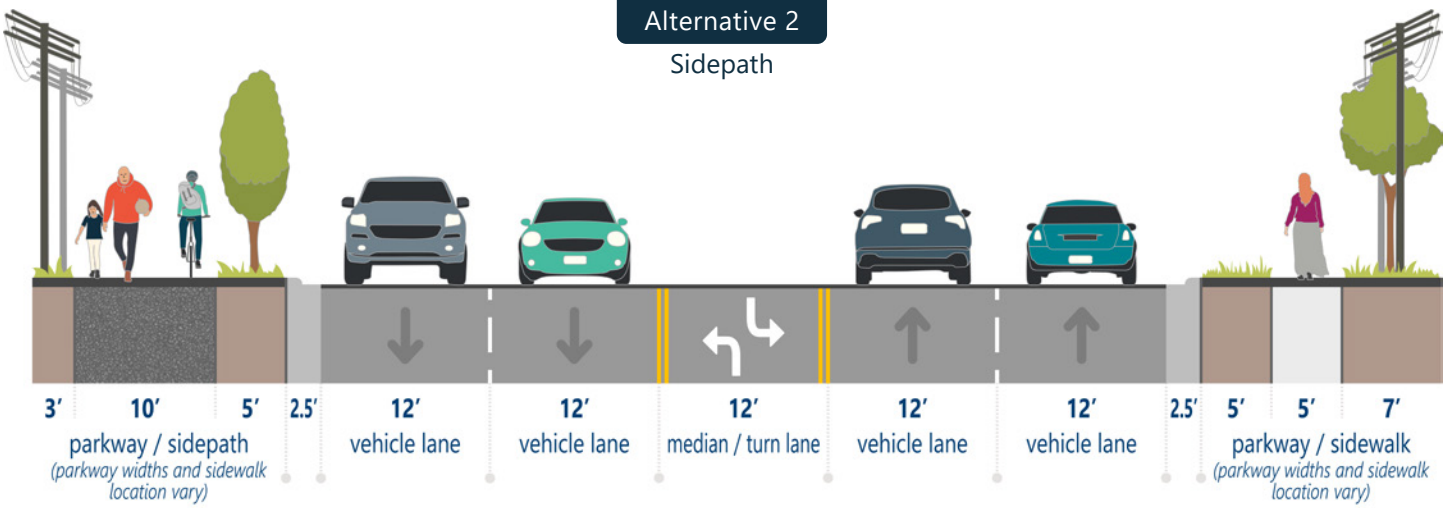
right-of-way: **100 ft**

Potential

Alternative 2

Sidepath

← *West* *East* →



pavement width: **60 ft**

right-of-way: **100 ft**

Alternative 1: Barrier Protected Cycle Track

Looking South

(shown just south of Feehanville)

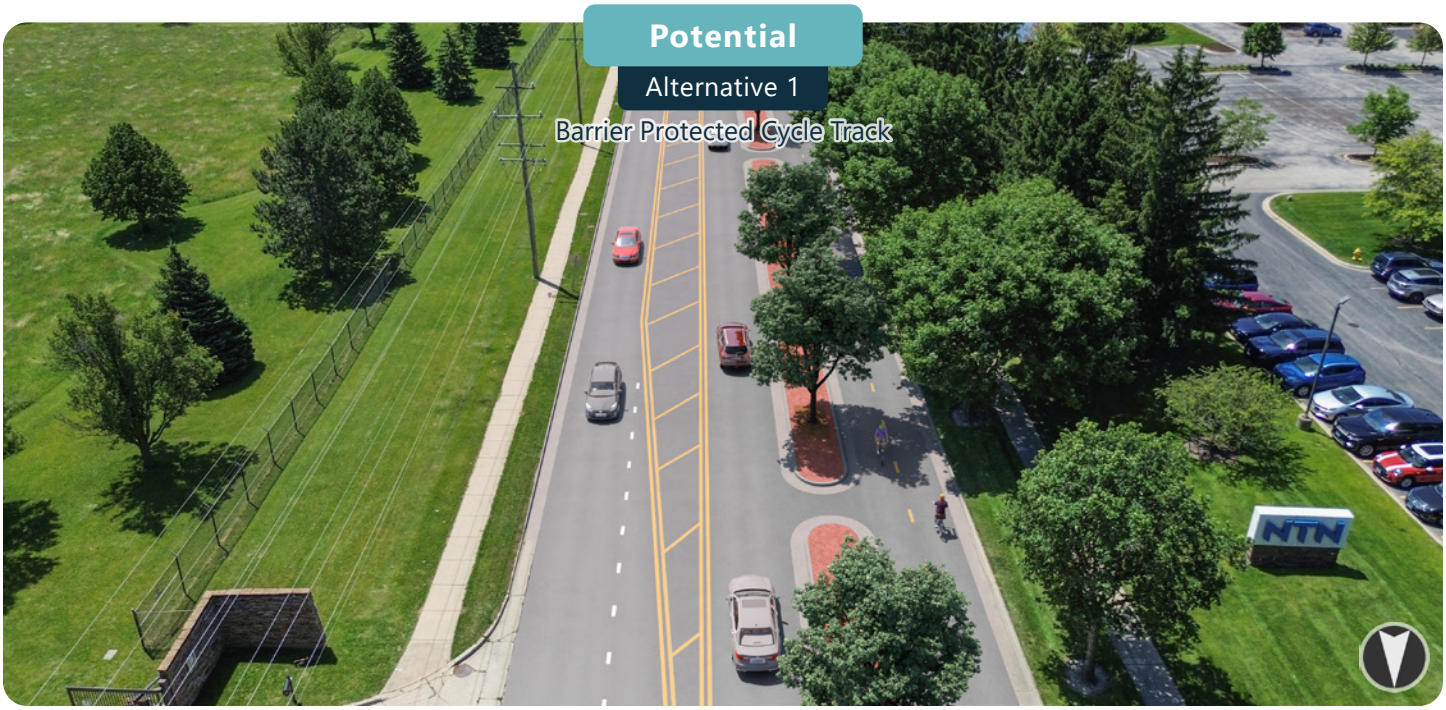
Existing



Potential

Alternative 1

Barrier Protected Cycle Track



Alternative 2: Sidepath

Looking South

(shown just south of Feehanville)

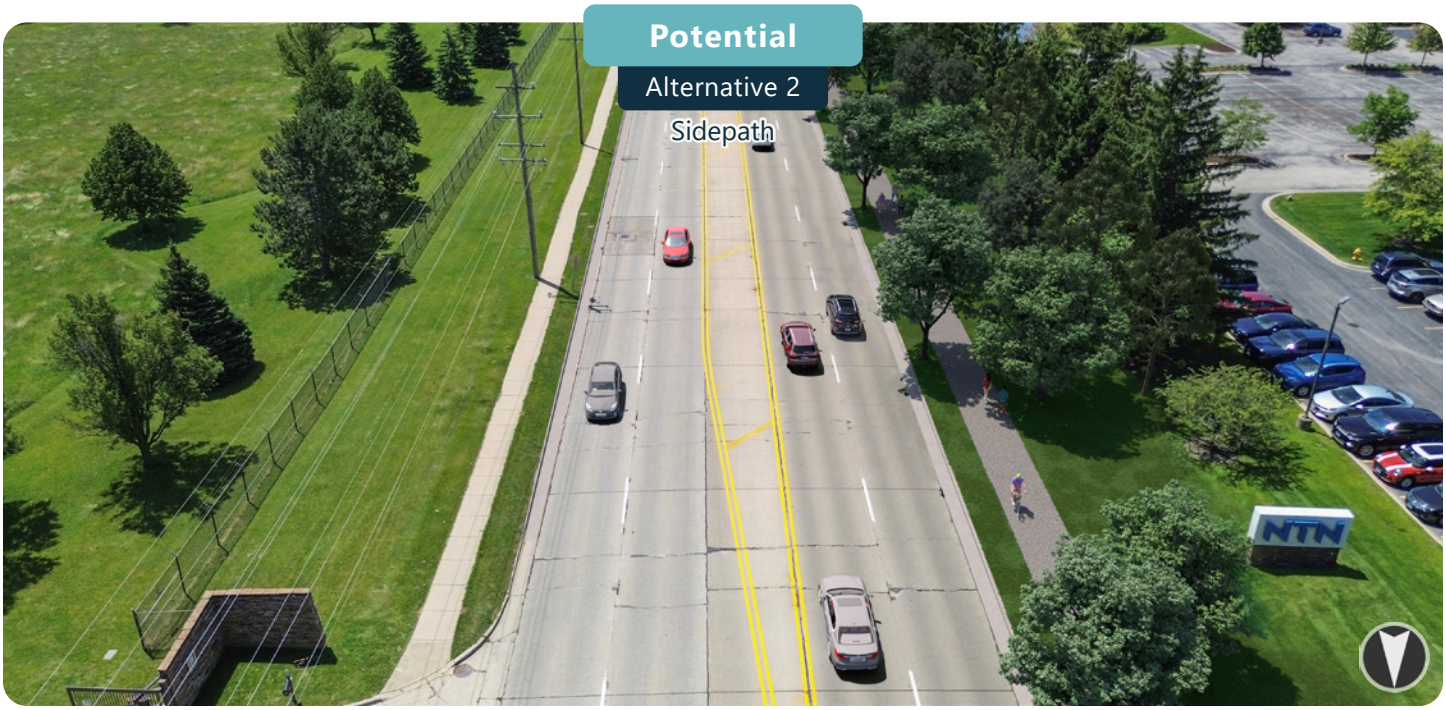
Existing



Potential

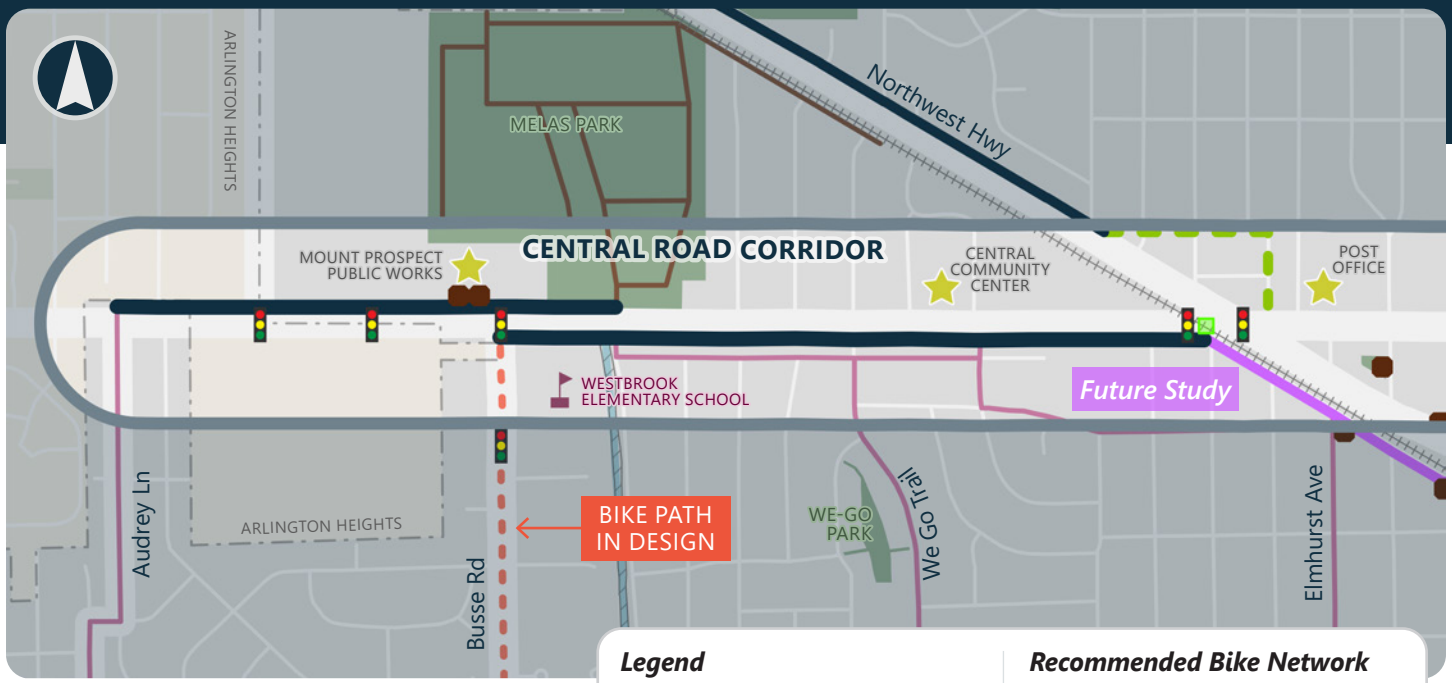
Alternative 2

Sidepath



9 Central Road

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



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

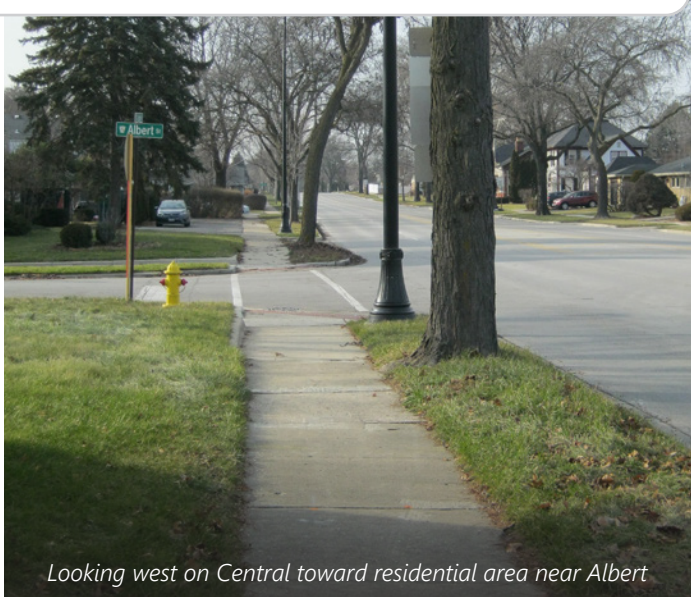
Existing Conditions

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

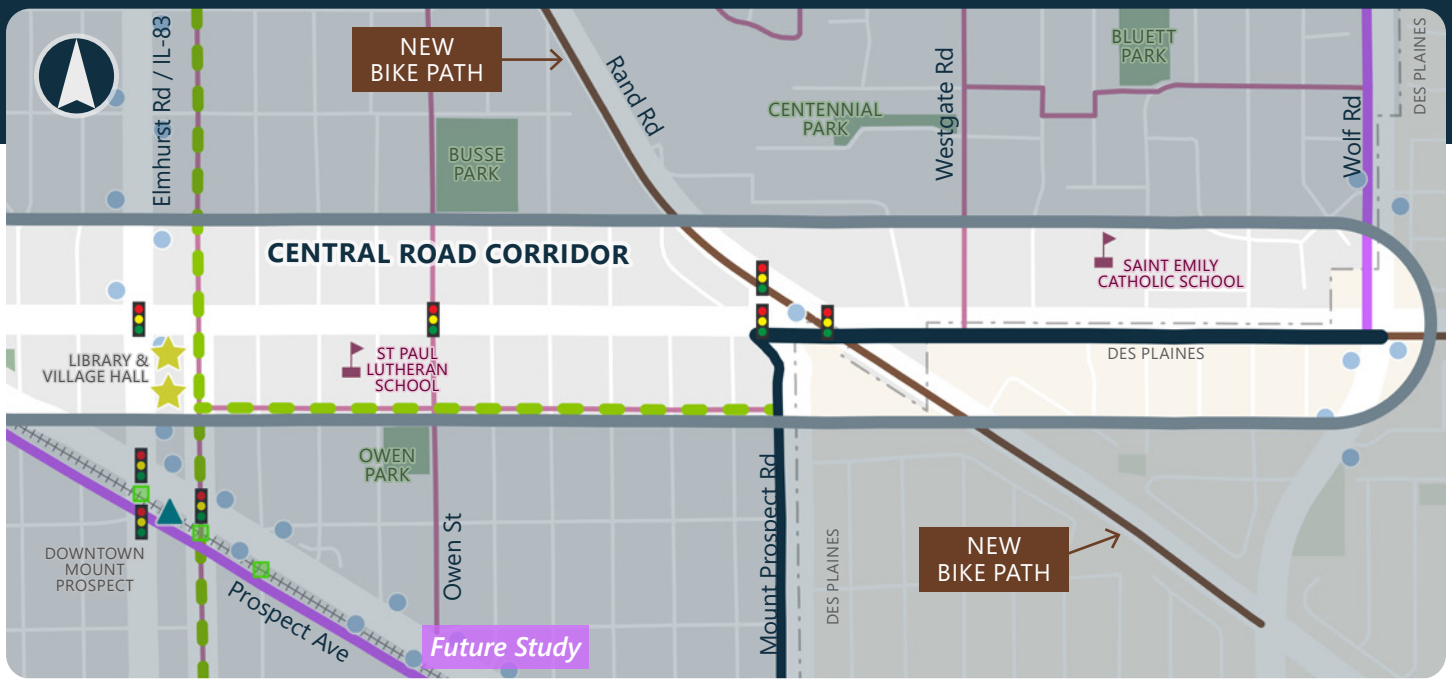
Community Context

- 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



Looking west on Central toward residential area near Albert

Central Road 9



match line (see previous page)

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.

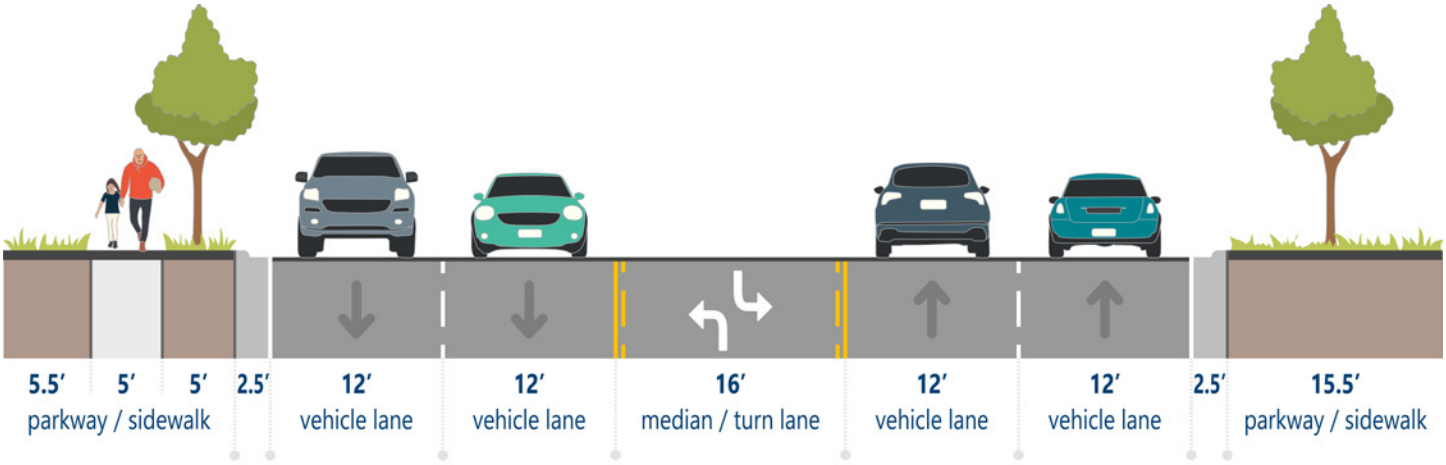
Sidepath on South Side

Looking West

(shown between Kenilworth Ave and Waverly Pl)

Existing

← South North →

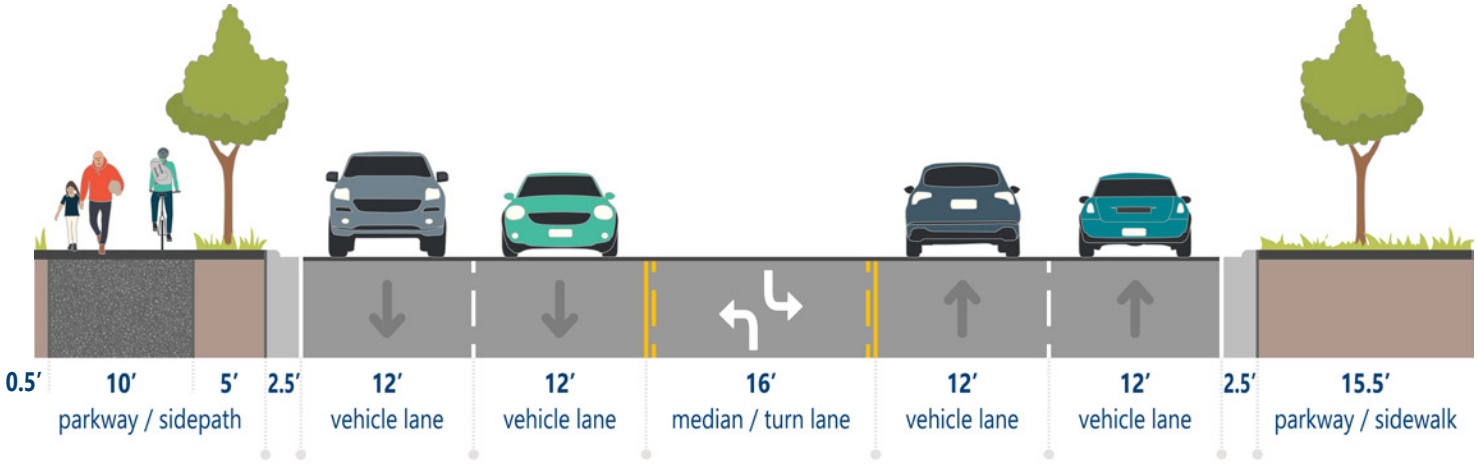


pavement width: **64 ft**

right-of-way: **100 ft**

Potential

← South North →



pavement width: **64 ft**

right-of-way: **100 ft**

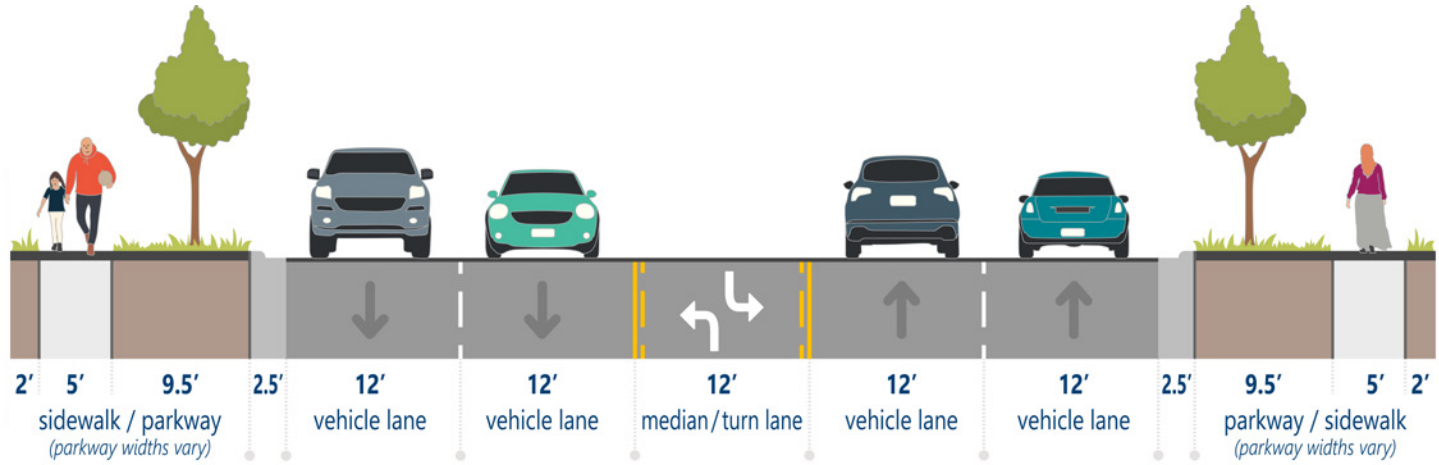
Sidepath on South Side

Looking West

(shown between Rand Rd and Wolf Rd)

Existing

← *South* *North* →

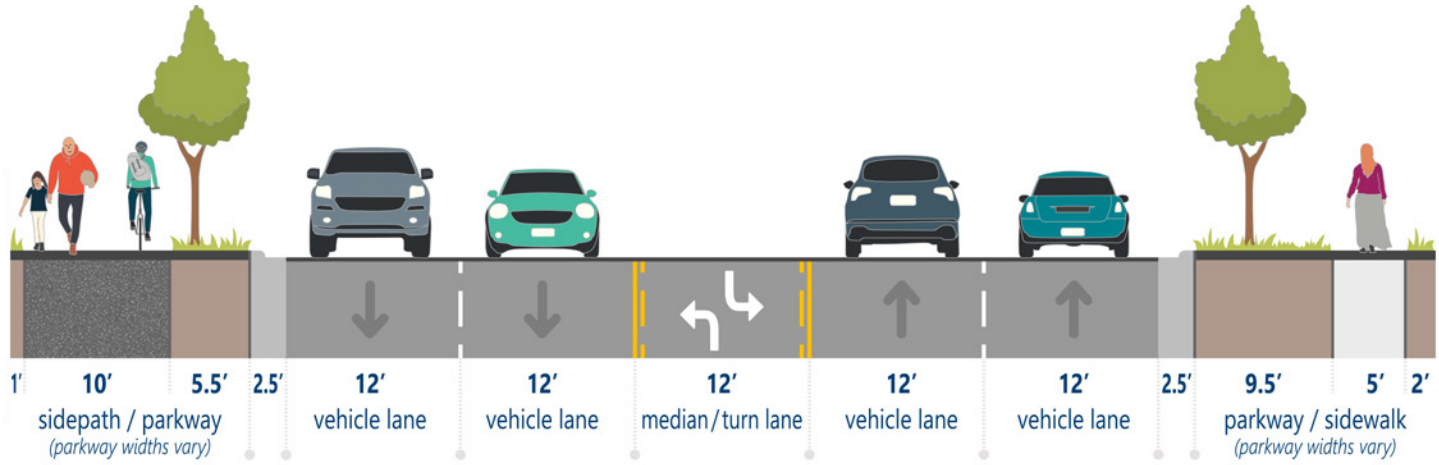


pavement width: **60 ft**

right-of-way: **98 ft**

Potential

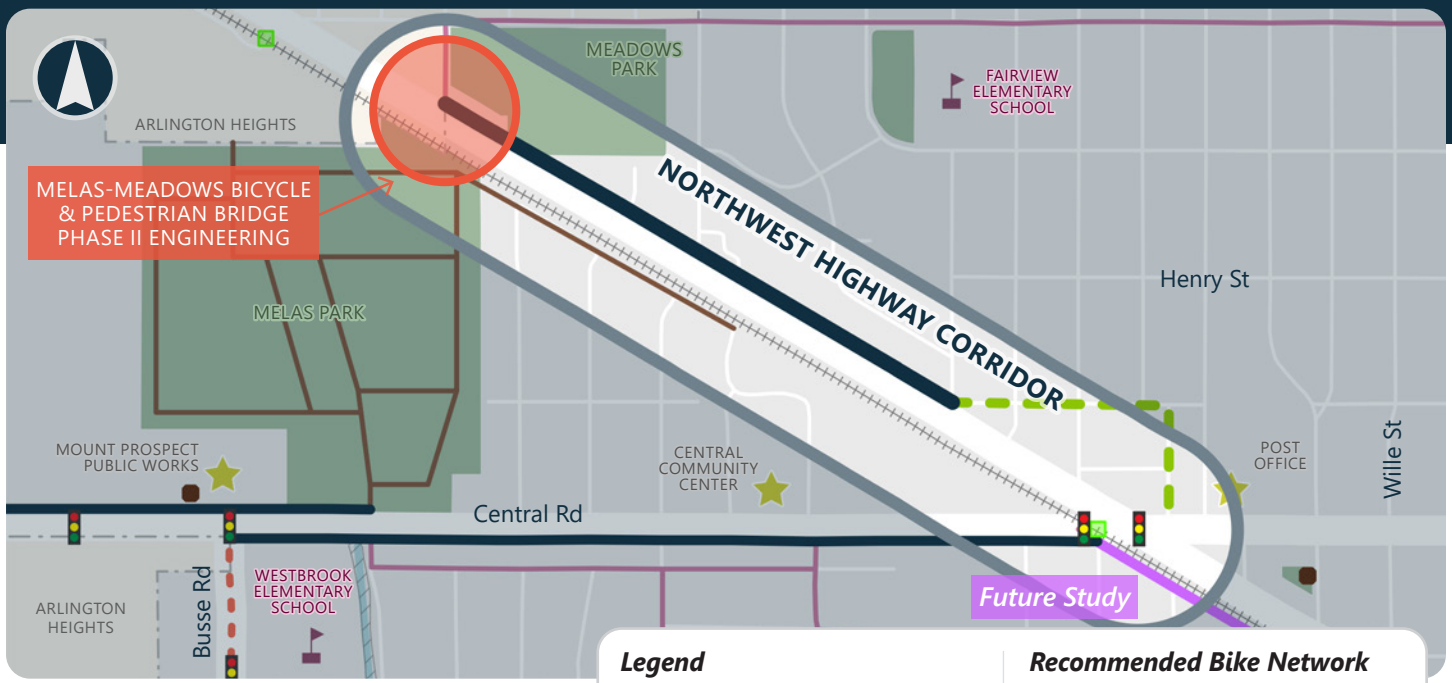
← *South* *North* →



pavement width: **60 ft**

right-of-way: **98 ft**

10A Northwest Highway



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

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



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: Undetermined 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 pedestrian 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.

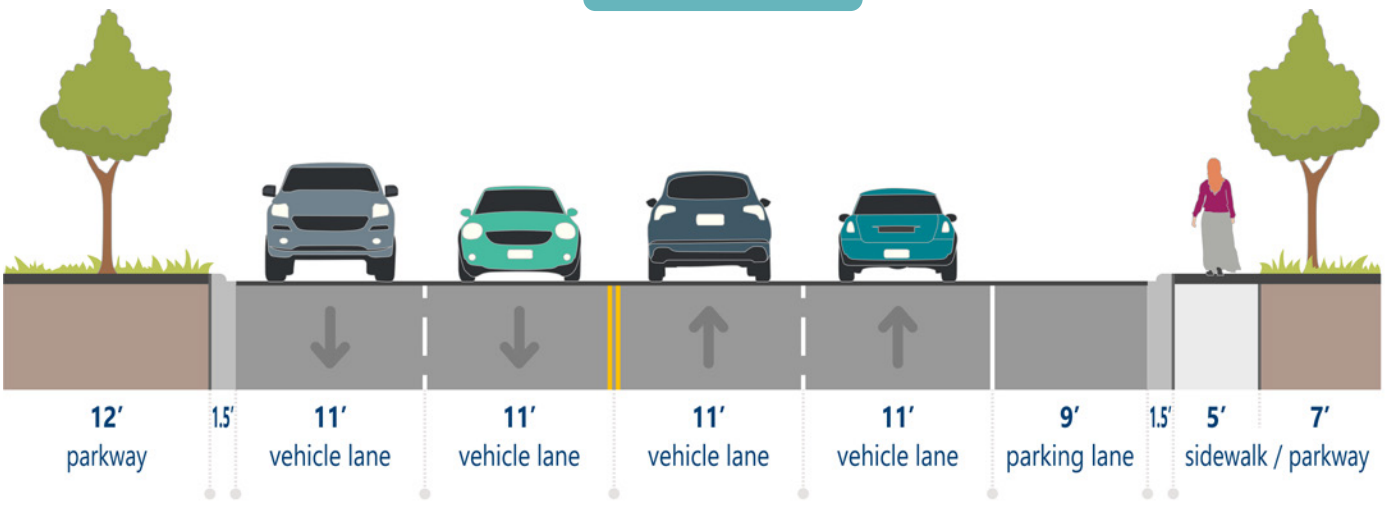
Sidepath on North Side

Looking Northwest

(shown near Melas Park)

Existing

← *Southwest* *Northeast* →

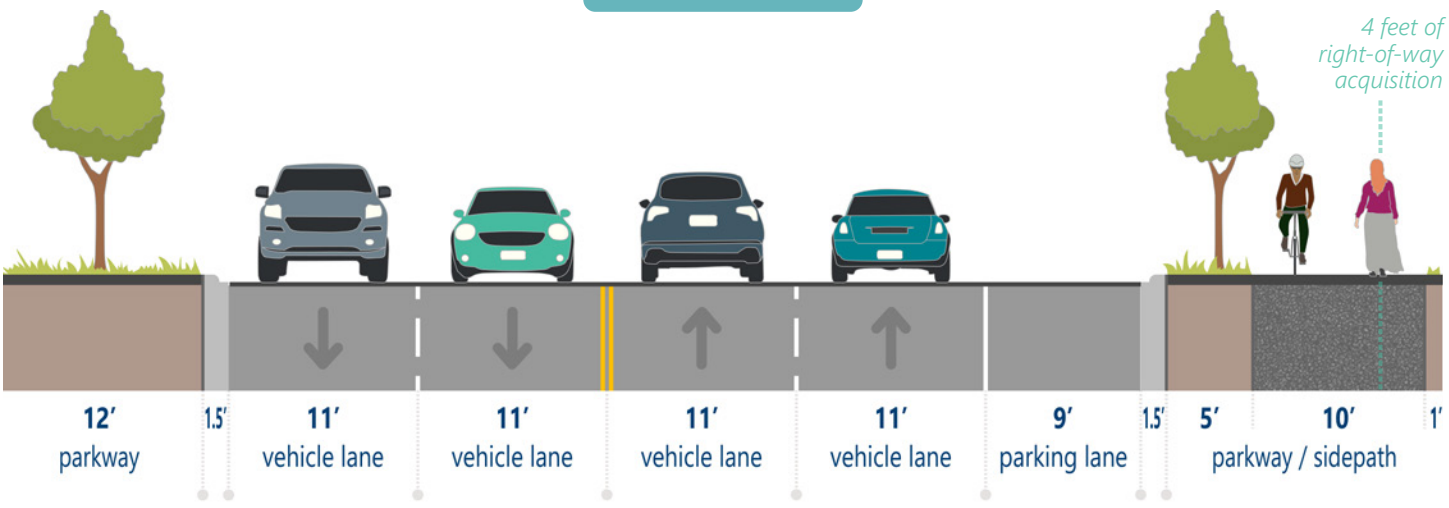


pavement width: **53 ft**

right-of-way: **80 ft**

Potential

← *Southwest* *Northeast* →

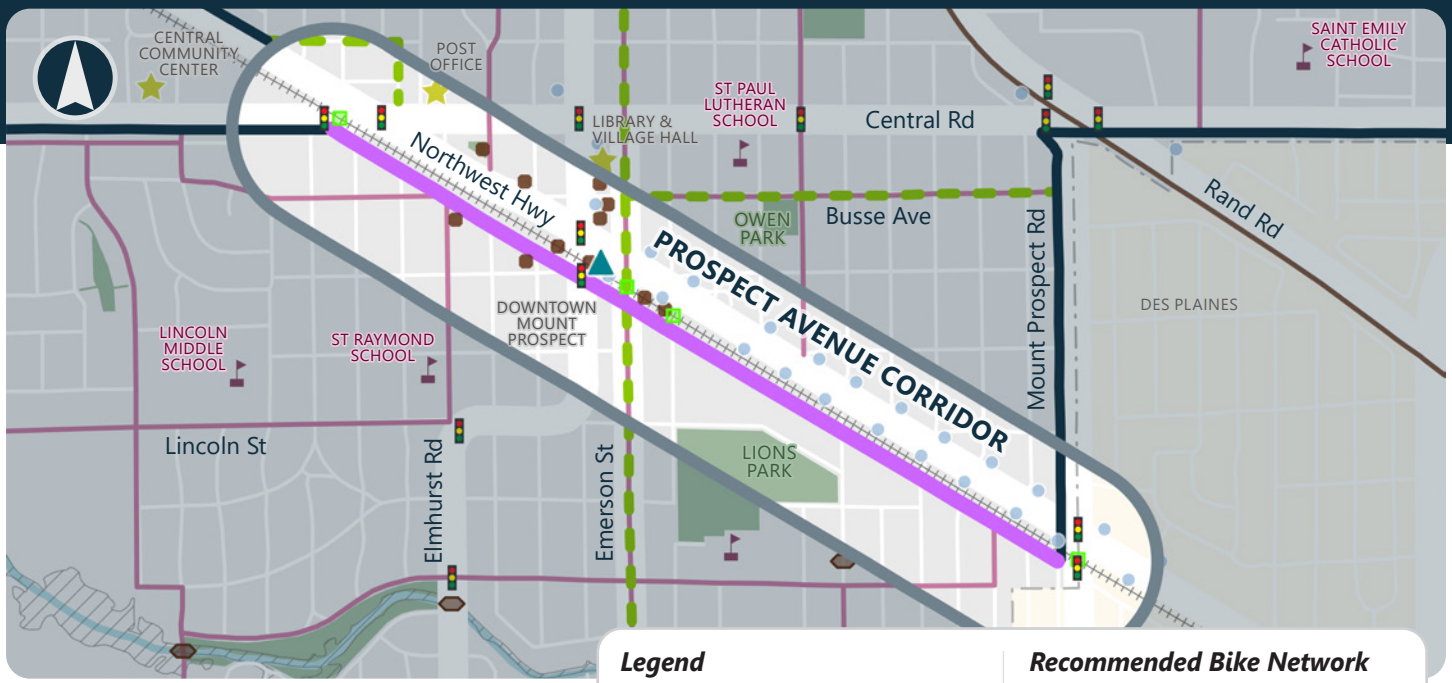


pavement width: **53 ft**

right-of-way: **84 ft**

right-of-way acquisition needed

Prospect Avenue 10B



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

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

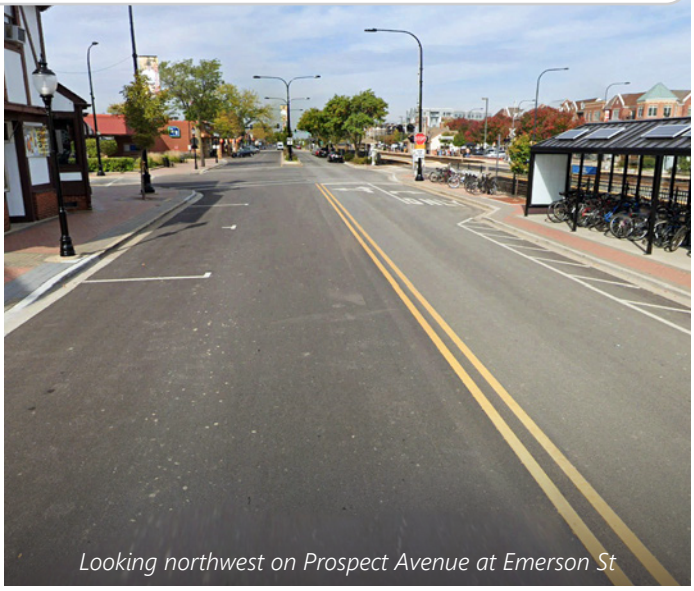
Community Context

- 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

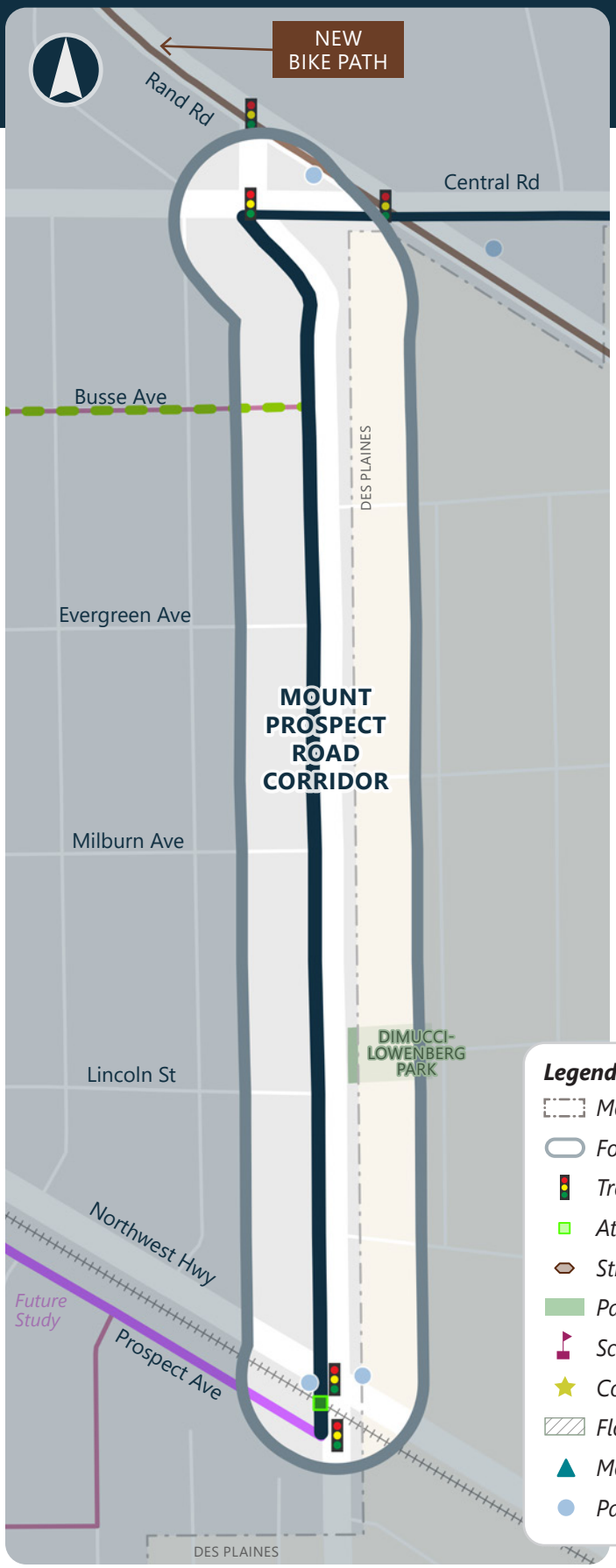
Corridor Recommendations

- 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.



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.

11 Mount Prospect Road

Typical Mid-Block Cross Section

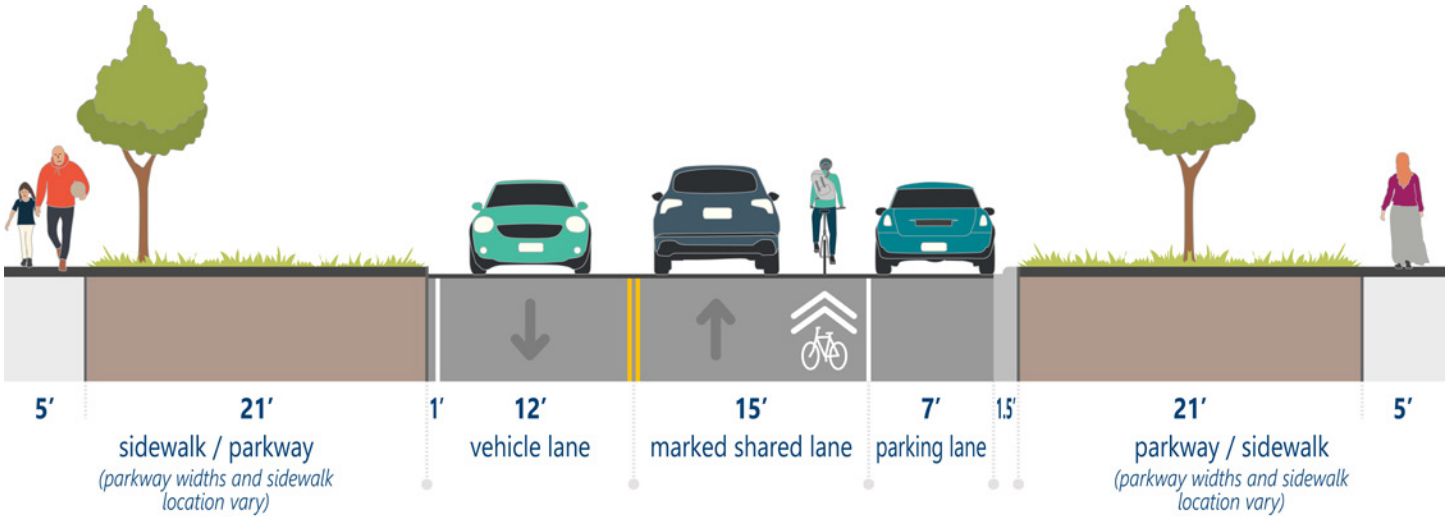
Sidepath on West Side

Looking North

(shown near Dimucci-Lowenberg Park)

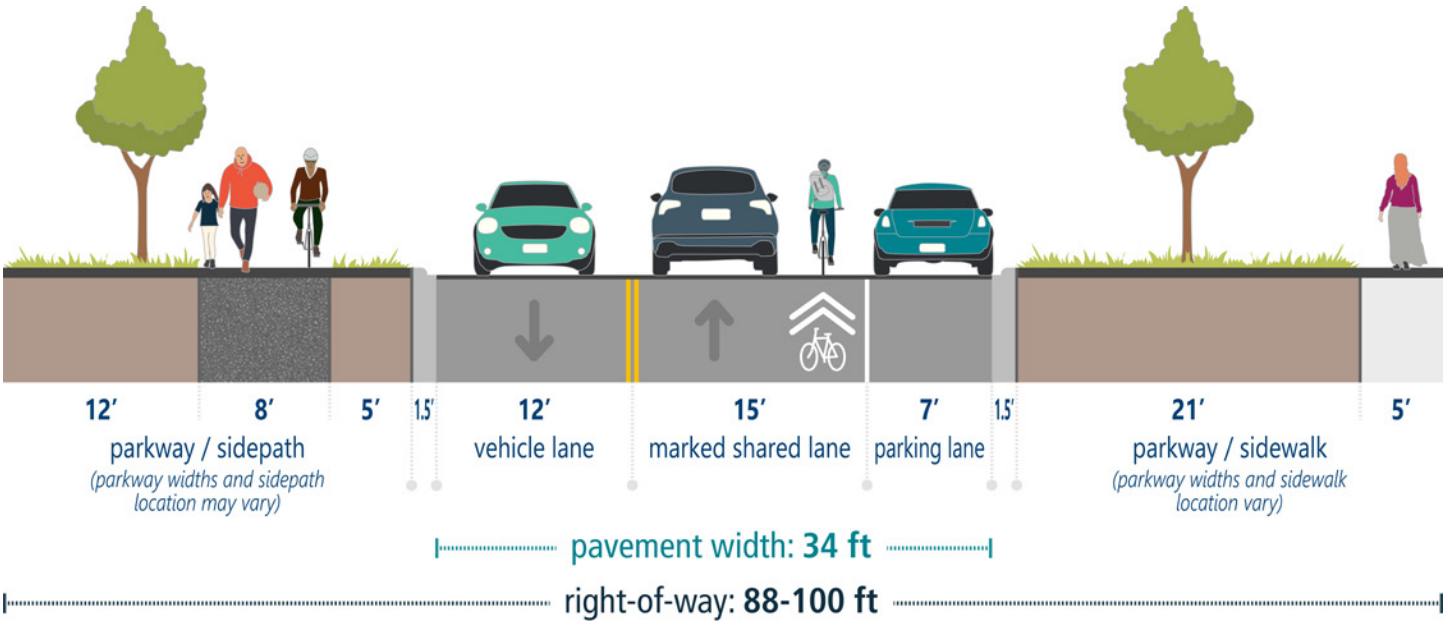
Existing

← West East →



Potential

← West East →



Sidepath on West Side

Looking South

(shown near Lincoln St)

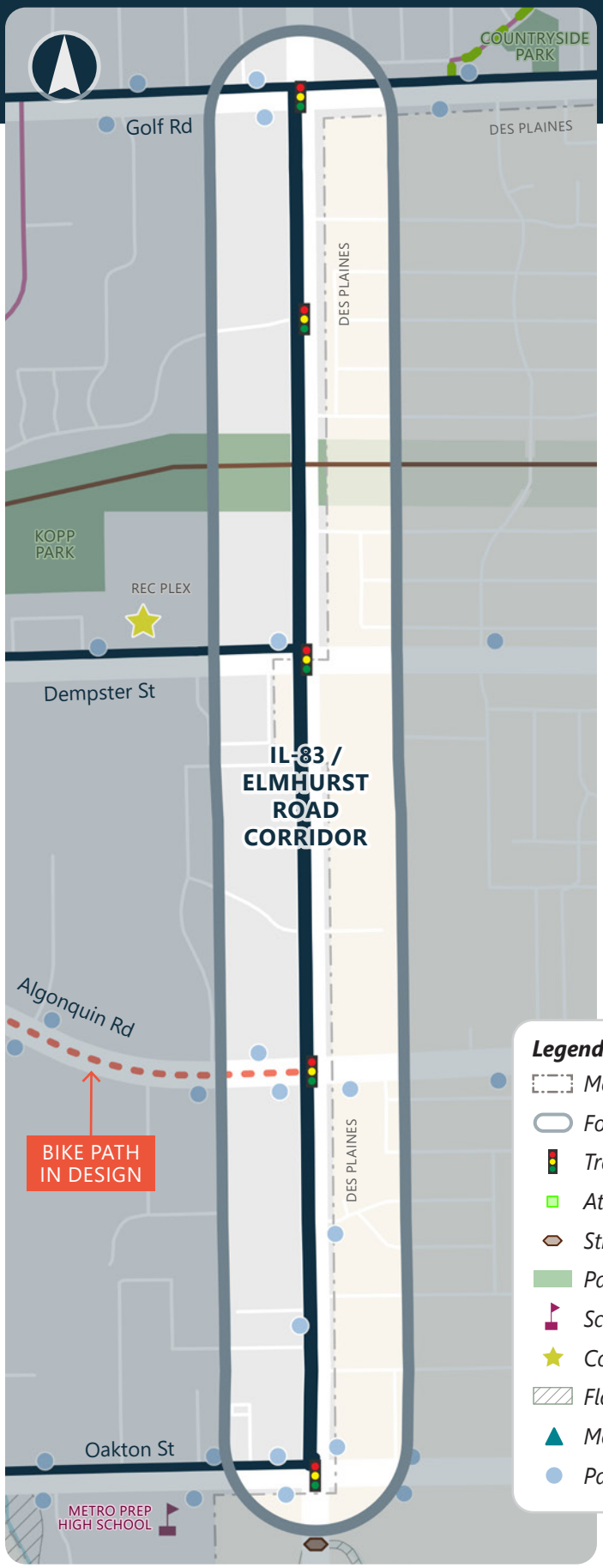
Existing



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*

IL-83 / Elmhurst Road 12

Potential Conditions

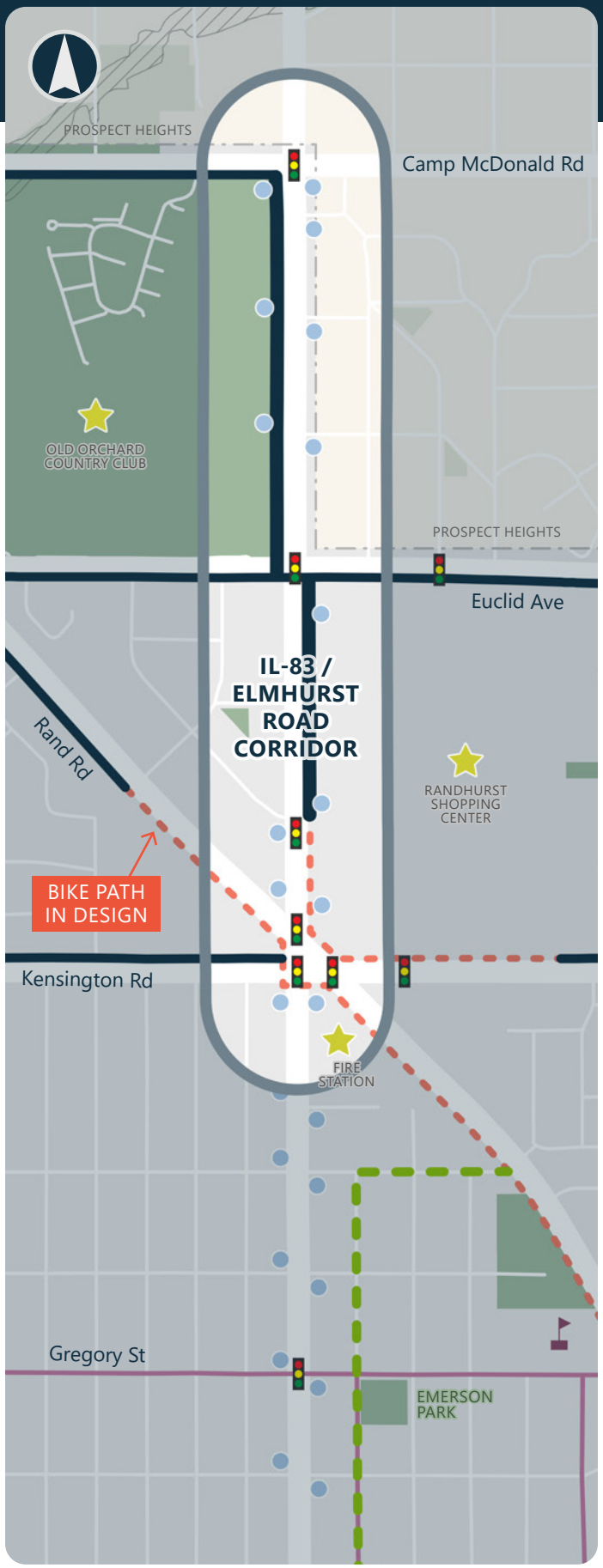
Corridor Recommendations

- Facility Type
  - » Sidepath (Oakton St to Golf Rd + Euclid Ave to Camp McDonald Rd)
    - » Located on west side of street
  - » Sidepath (Kensington Rd to Euclid Ave)
    - » Located on east 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*

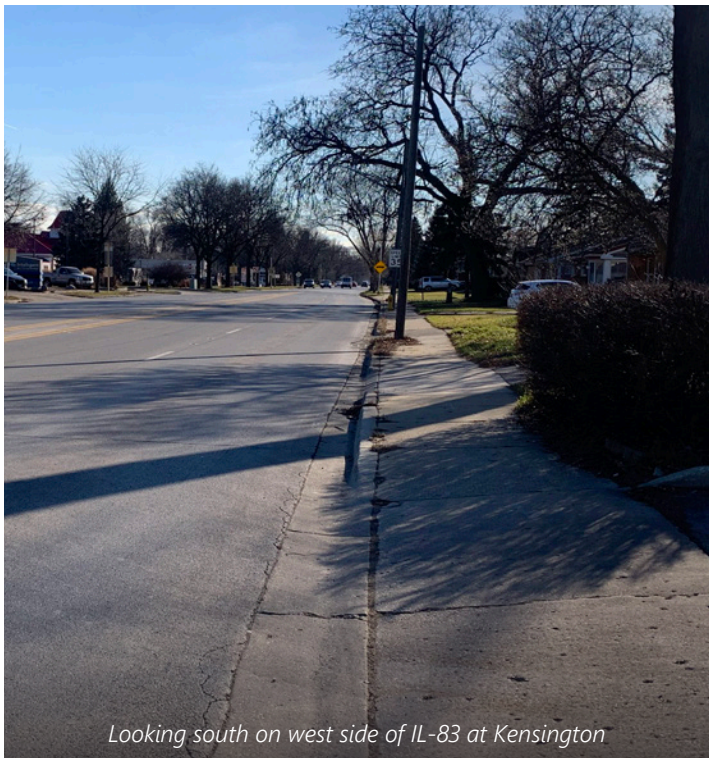
Major Street Crossings

All intersections will include ADA improvements

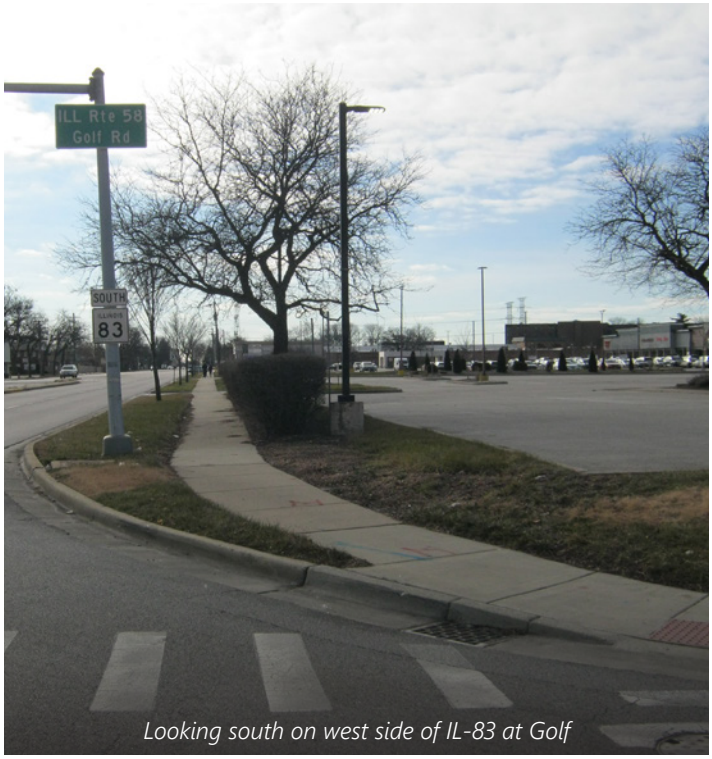
- Oakton Street - *install accessible pedestrian signals*
- Algonquin Road - *investigate potential for corner islands, install accessible pedestrian signals*
- Dempster Street - *install accessible pedestrian signals*
- Huntington Commons Road - *install countdown and accessible pedestrian signals*
- 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



Looking north on IL-83 near Community Presbyterian



Looking north on IL-83 from southwest corner at Golf



Looking south on west side of IL-83 at Kensington



Looking north on IL-83 at Golf

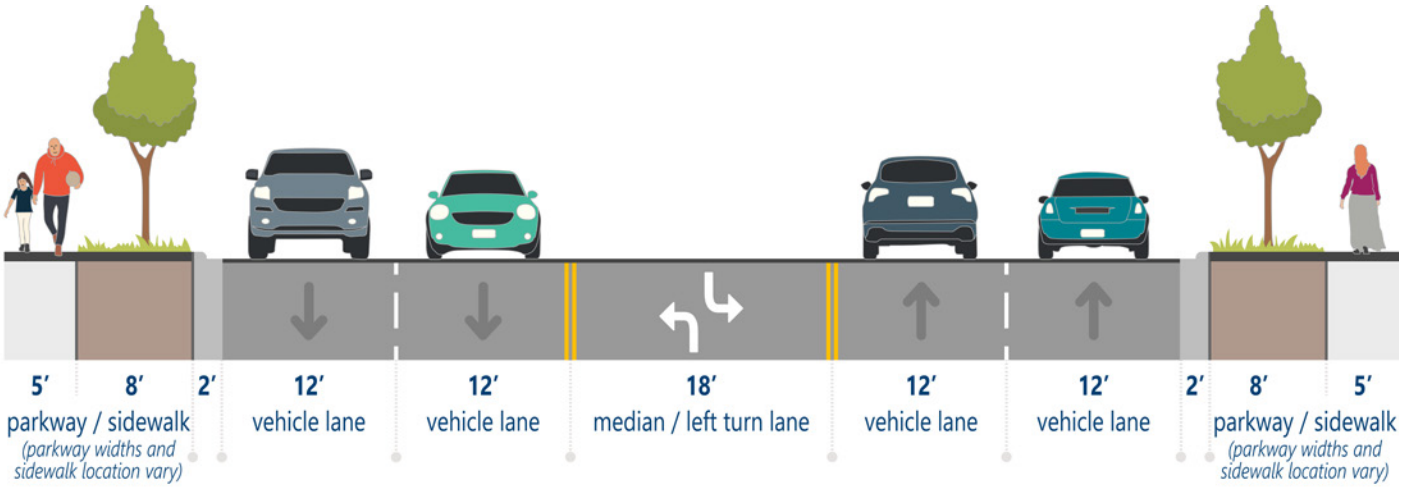
Sidepath on West Side

Looking North

(shown between Lasalle St and Montgomery St)

Existing

← *West* *East* →

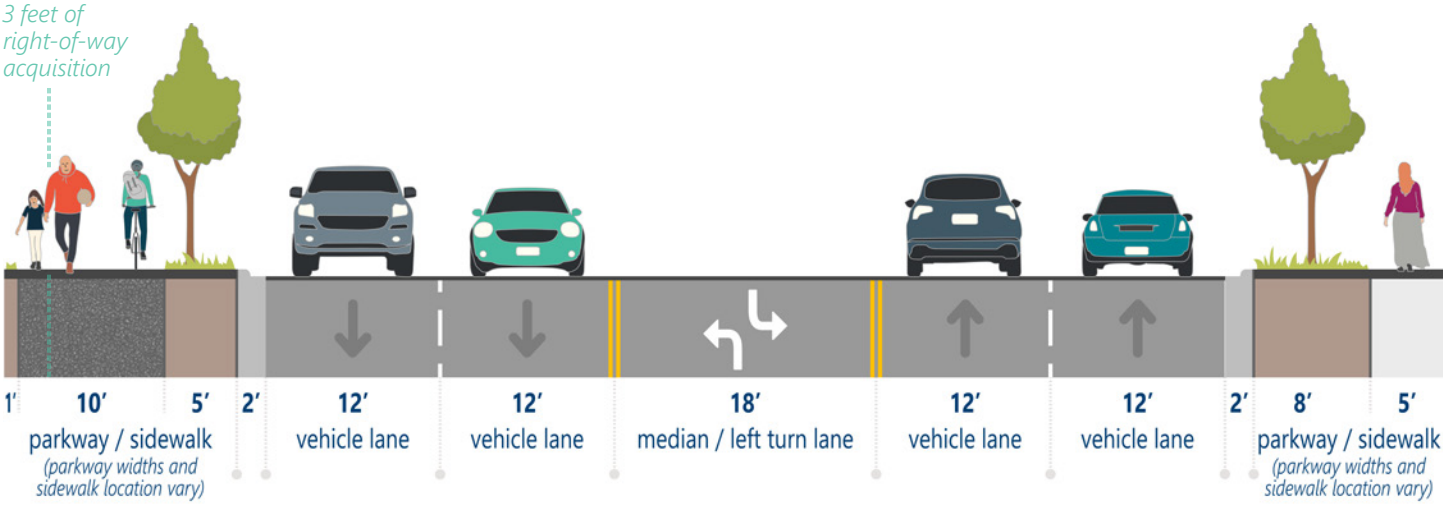


pavement width: **66 ft**

right-of-way: **96 ft**

Potential

← *West* *East* →



pavement width: **66 ft**

right-of-way: **99 ft**

right-of-way acquisition needed

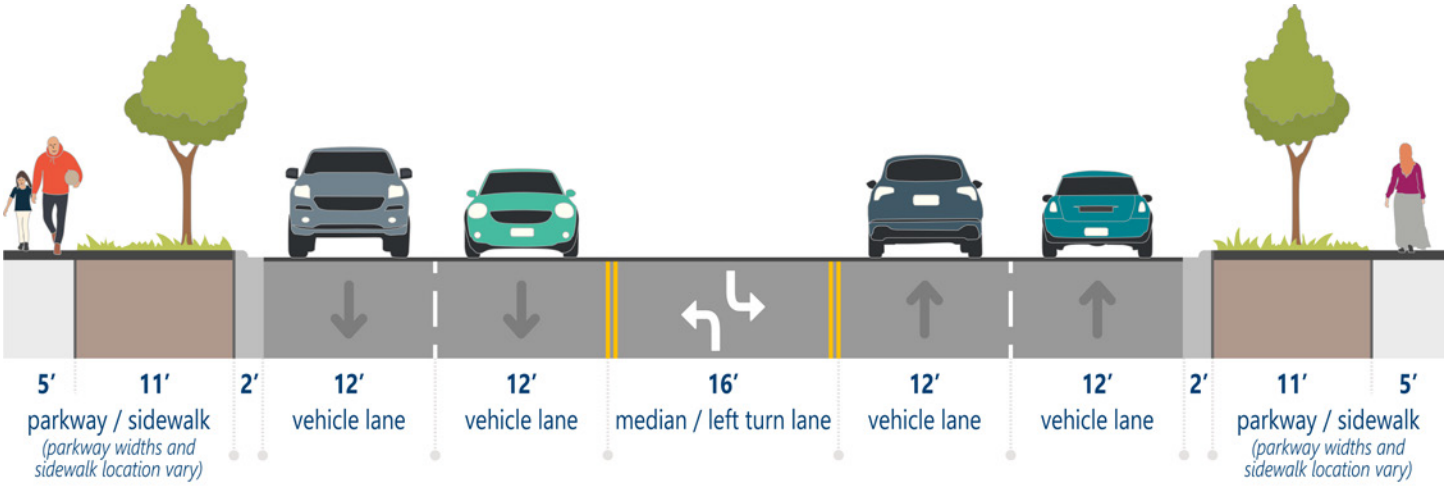
Sidepath on West Side

Looking North

(shown north of Randhurst Village Dr)

Existing

← *West* *East* →

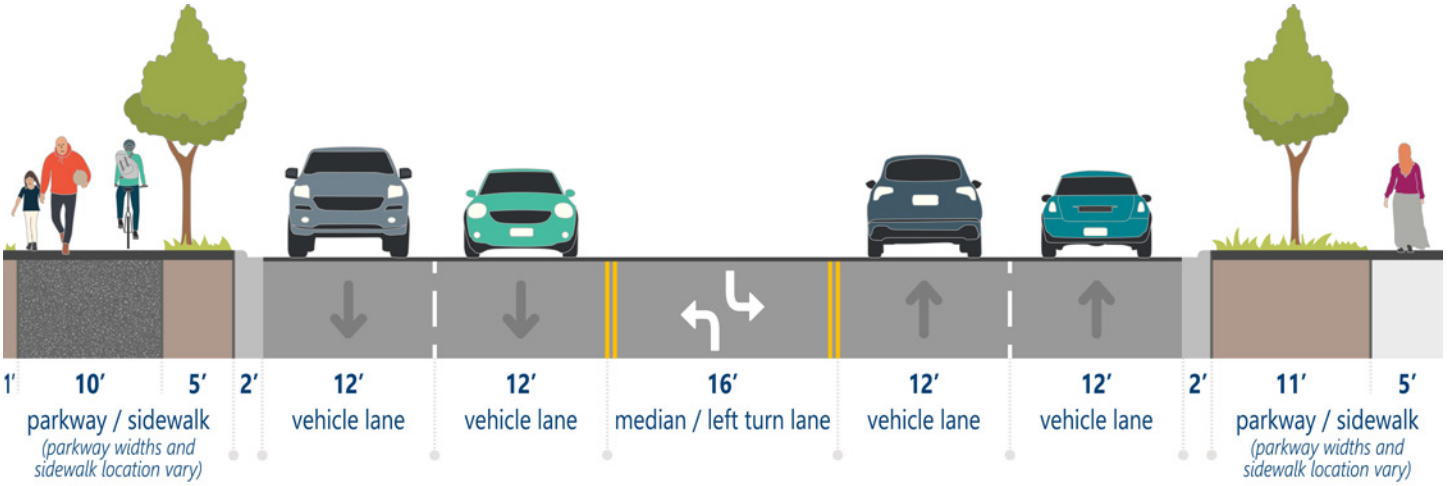


pavement width: **64 ft**

right-of-way: **100 ft**

Potential

← *West* *East* →



pavement width: **64 ft**

right-of-way: **100 ft**

13 Golf Road



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*

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



Looking east on north side of Golf near Clearwater Park

Golf Road 13



Looking west from south side of Golf nearing Grove

Potential Conditions

Corridor Recommendations

- Facility Type
  - » Sidepath (Village Boundary to Busse Rd)
    - » Located on south side of street
  - » Sidepath (Busse 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. North side is also 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.

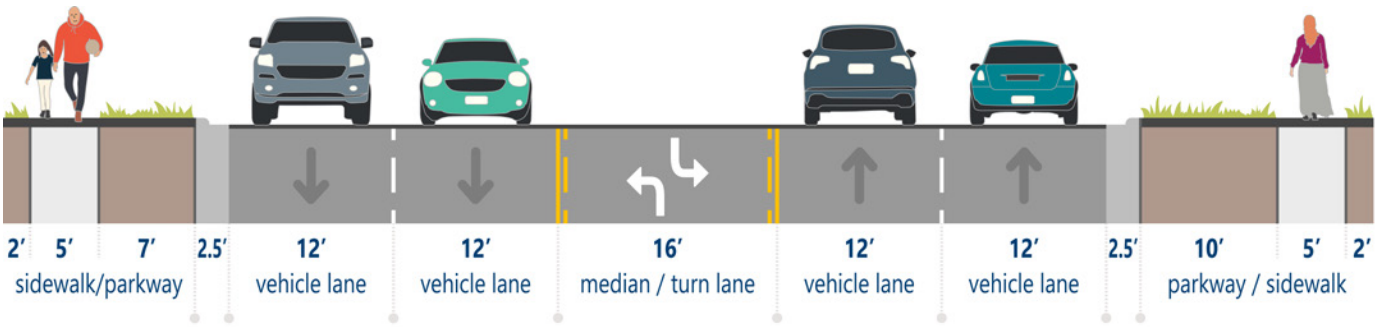
Sidepath on North Side

Looking West

(shown just west of Wa Pella Ave)

Existing

← South North →



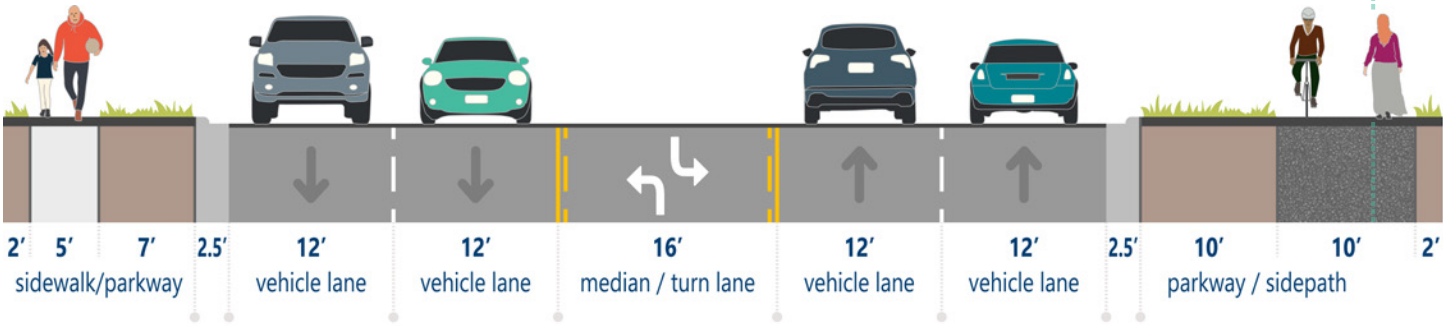
pavement width: **64 ft**

right-of-way: **100 ft**

Potential

← South North →

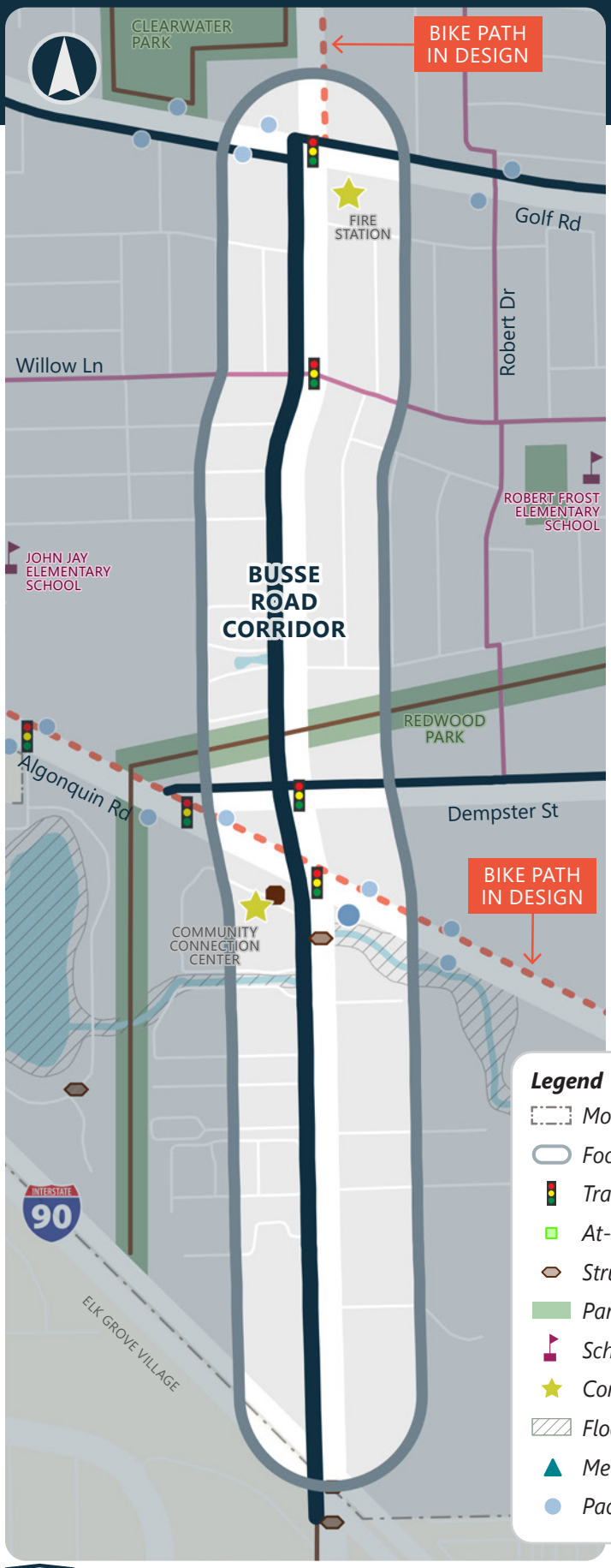
5 feet of right-of-way acquisition



pavement width: **64 ft**

right-of-way: **105 ft**

right-of-way acquisition needed



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.

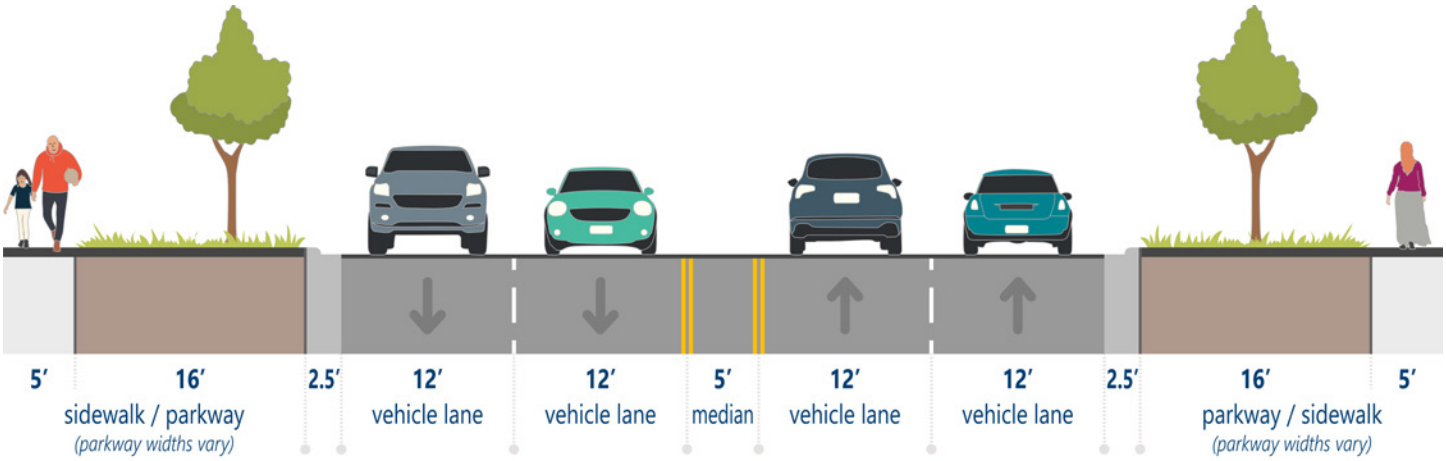
Sidepath on West Side

Looking North

(shown north of Pheasant Trail)

Existing

← *West* *East* →

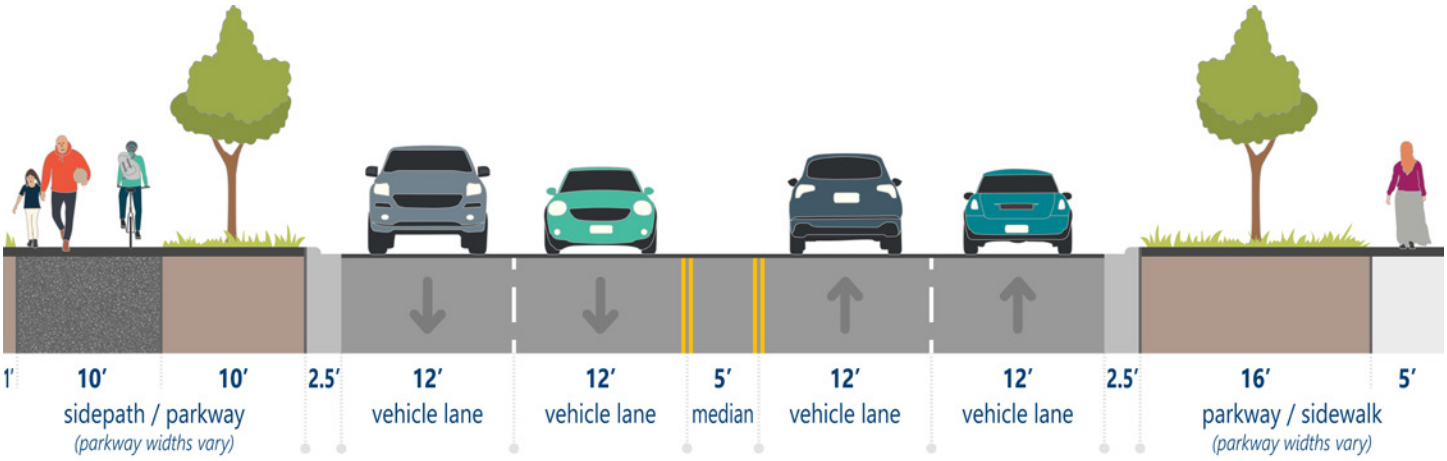


pavement width: **53 ft**

right-of-way: **94-116 ft**

Potential

← *West* *East* →



pavement width: **53 ft**

right-of-way: **94-116 ft**

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

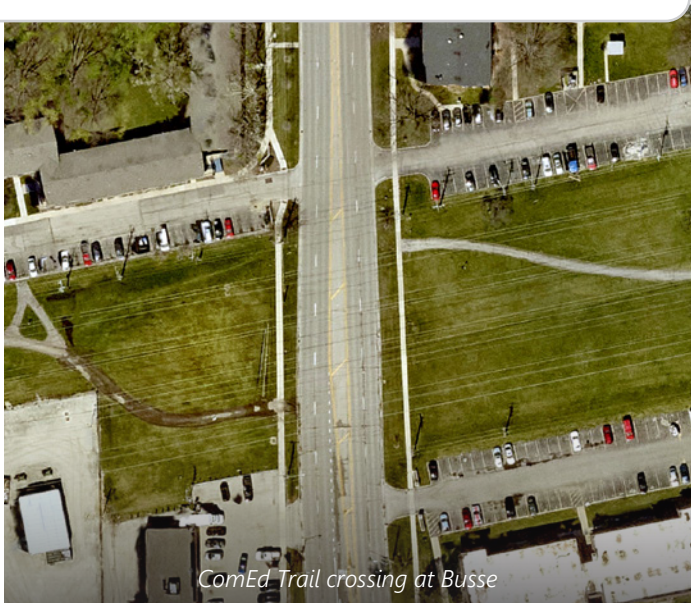
- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
- *Community Destination*
- *Floodplain*
- *Metra Train Station*
- *Pace Bus Stop*

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*



ComEd Trail crossing at Busse



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: $670,000

Potential Impacts

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

Major Street Crossings

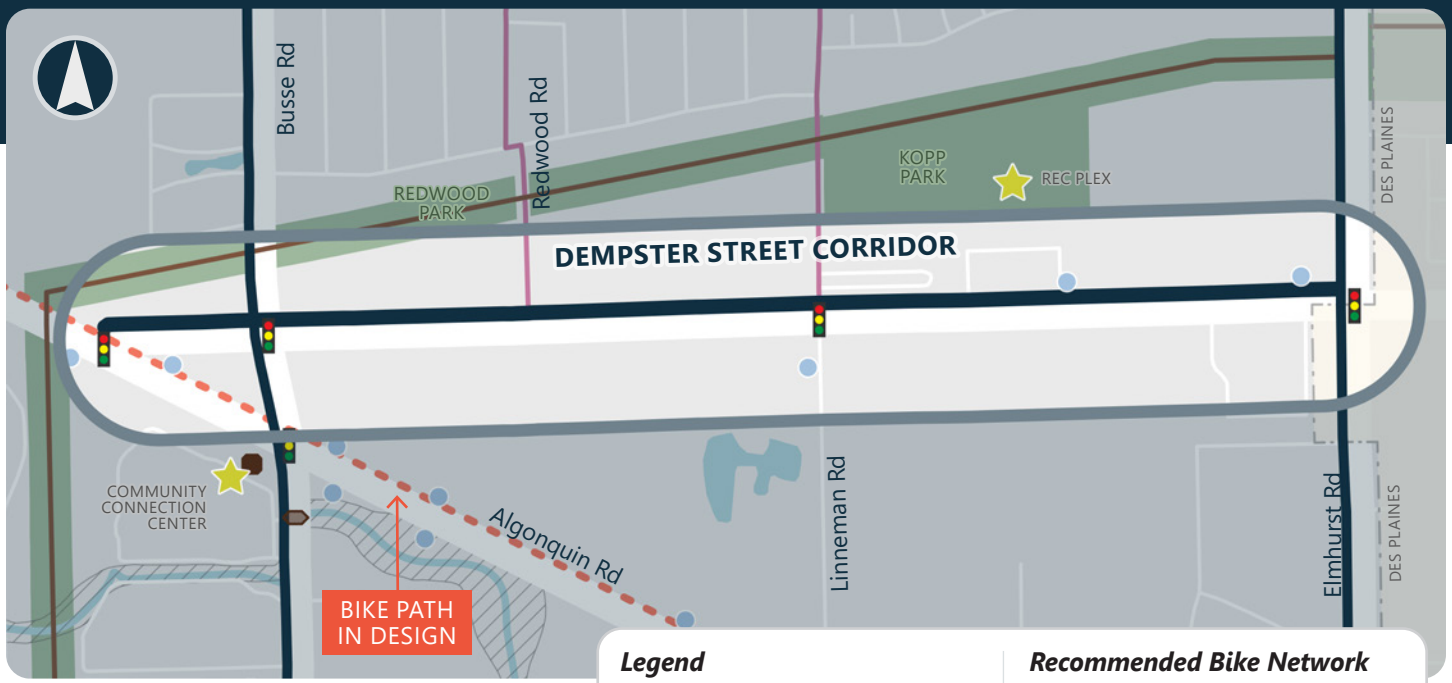
All intersections will include ADA improvements

- Busse Road - *investigate trail realignment, direct crossings to signal at Dempster*
- Elmhurst Road - *direct crossings to Millers Road, install pedestrian 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



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

Existing Conditions

Traffic / Roadway Conditions

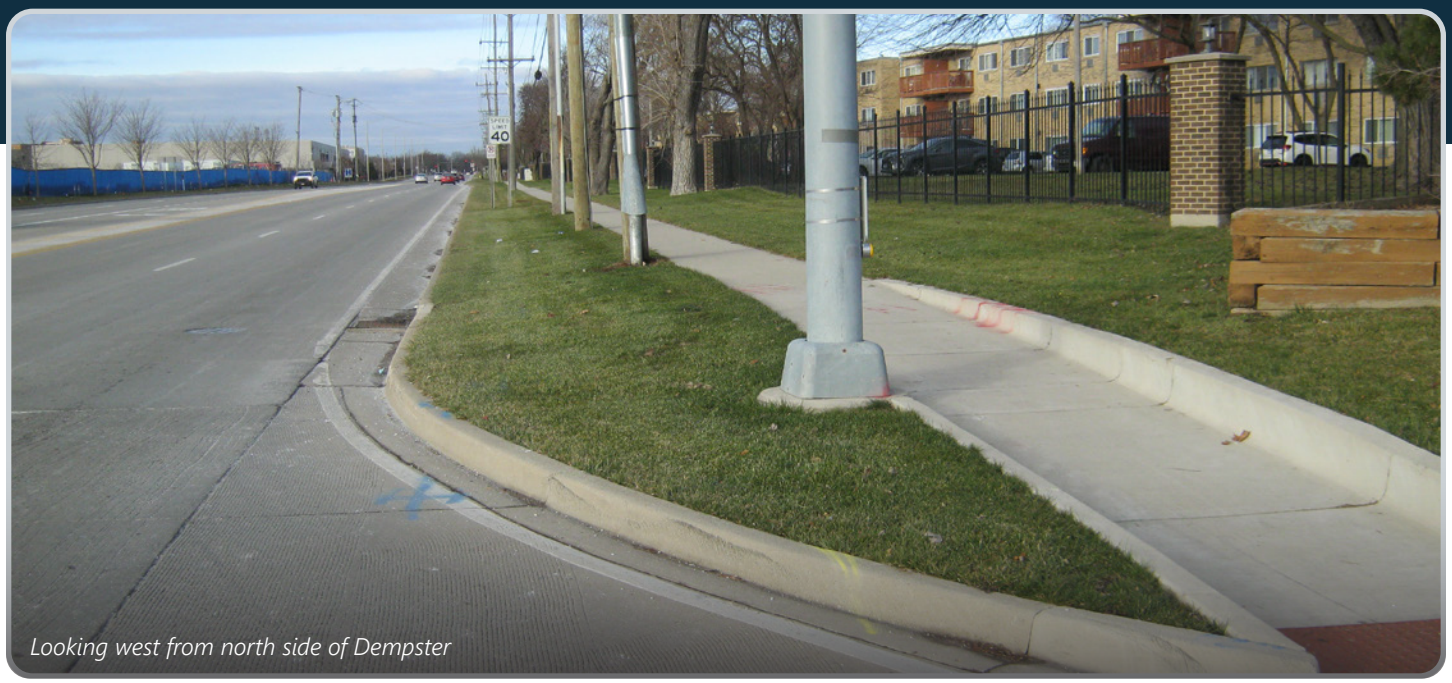
- Corridor Length: 1.3 miles
- Jurisdiction: Cook County
- Posted Speed Limit: 40 mph
- Average Daily Traffic: 9,950-10,800 vpd (2022)
- Right-of-Way: 96' to 118'
- Truck Route: None
- Truck Traffic (% of Total Traffic): 2.5%
- Programmed Improvements: Sidewalk and signal improvements at Linneman Rd

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



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.

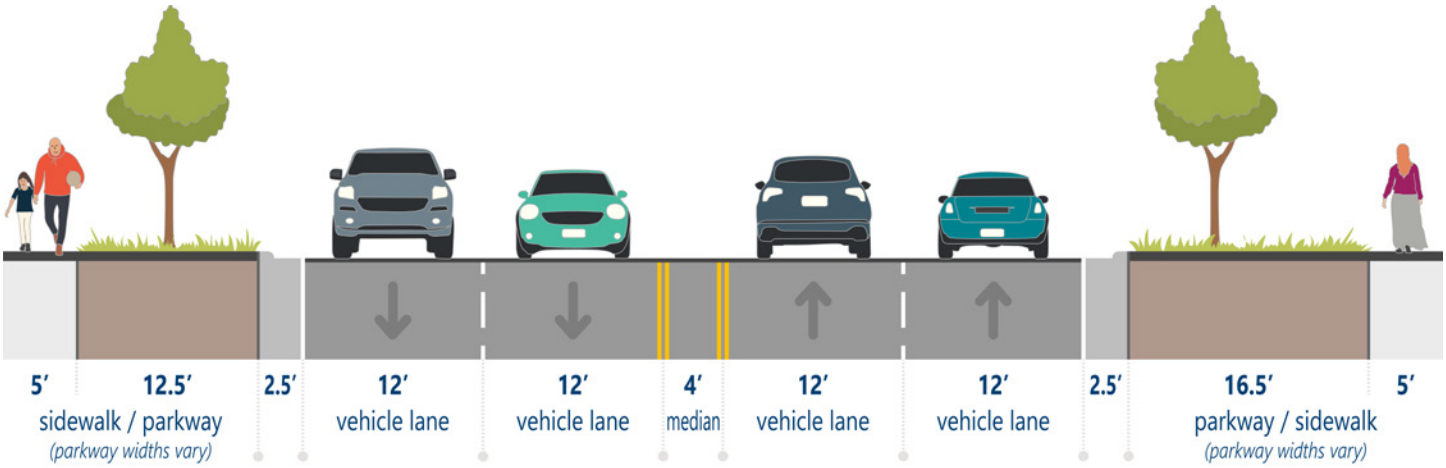
Sidepath on North Side

Looking West

(shown near Ida Ct)

Existing

← South North →

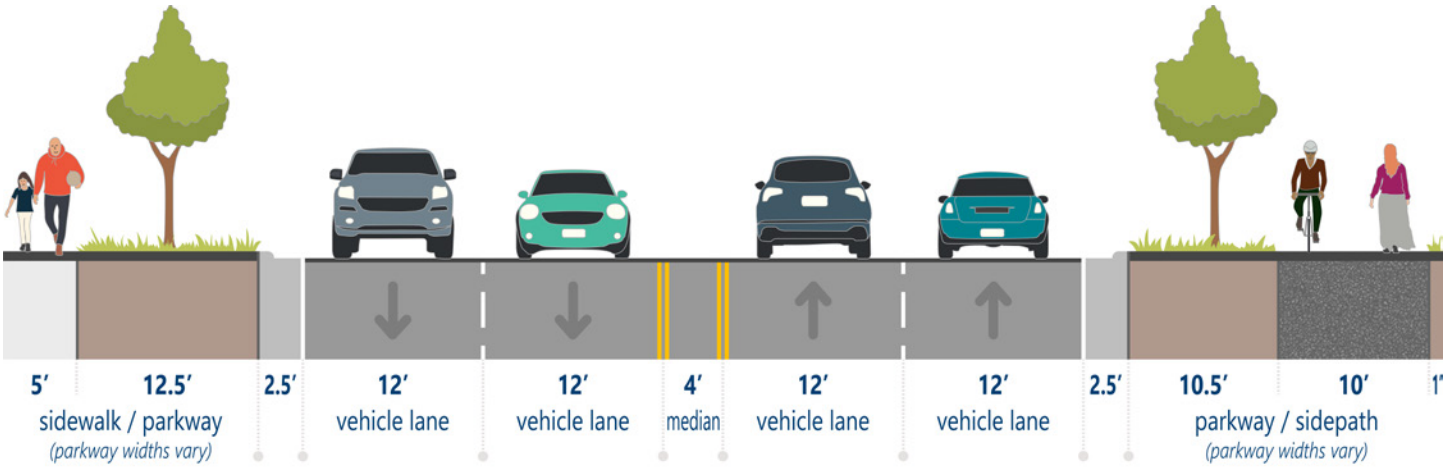


pavement width: **52 ft**

right-of-way: **96-118 ft**

Potential

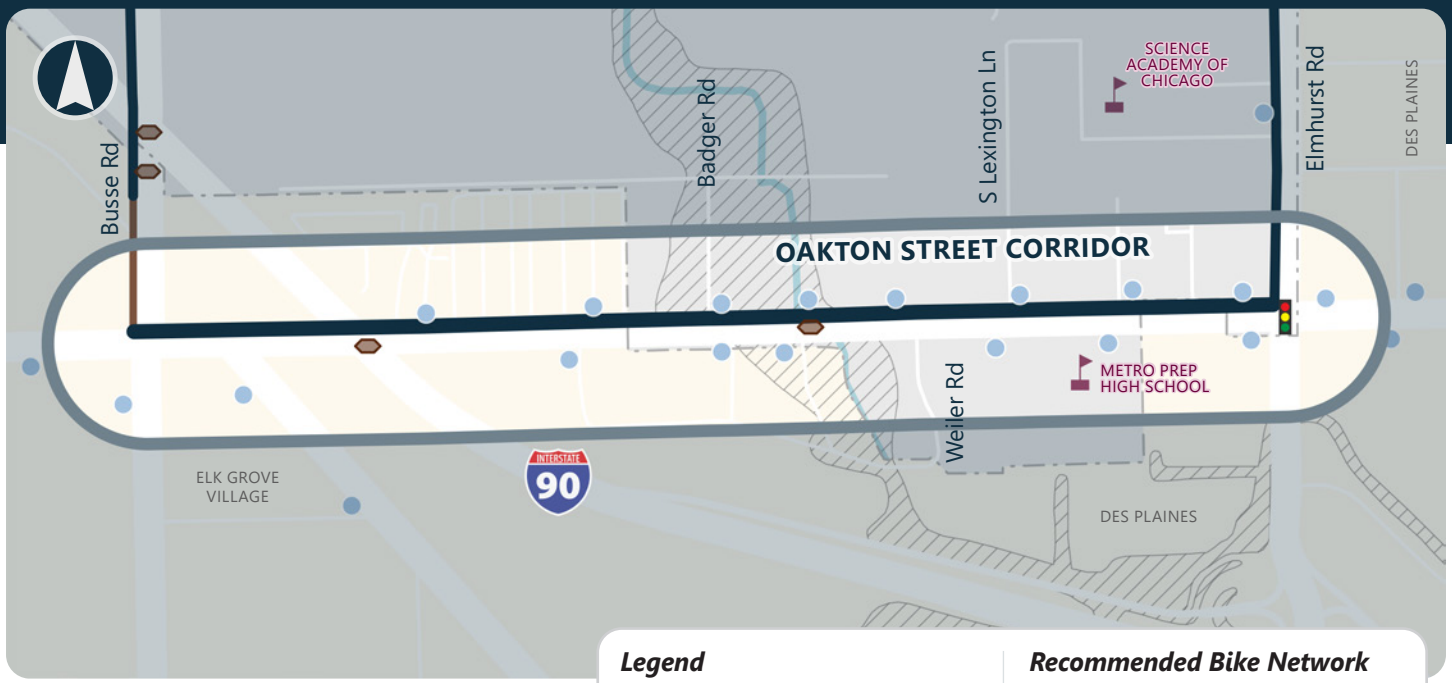
← South North →



pavement width: **52 ft**

right-of-way: **96-118 ft**

Oakton Street 18



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

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



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.

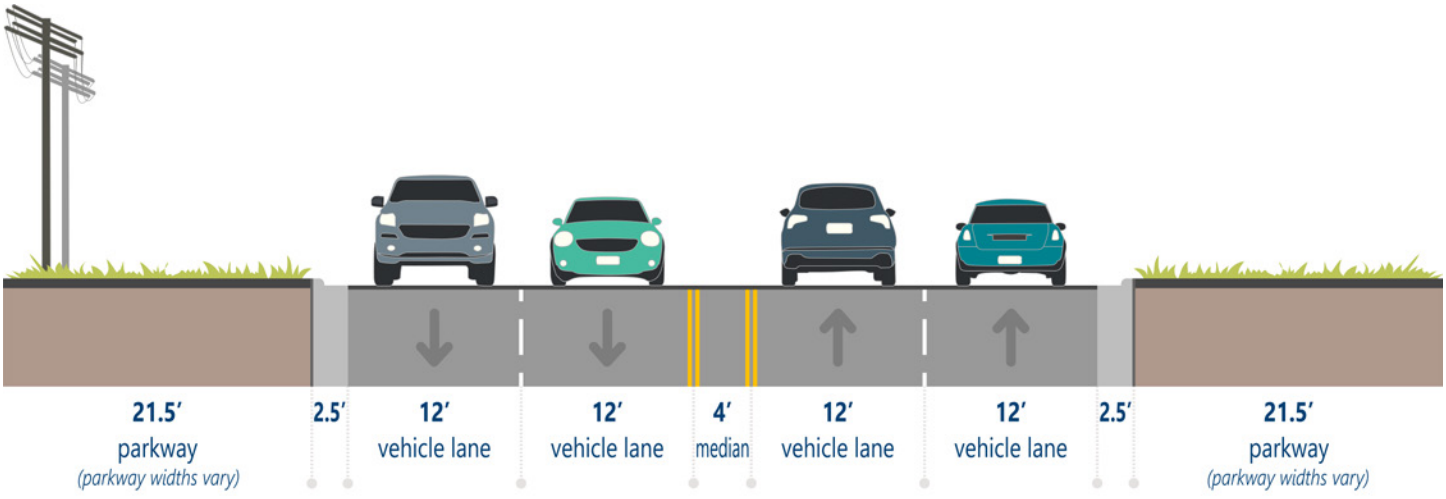
Sidepath on North Side

Looking West

(shown just west of the Higgins Creek Bridge)

Existing

← *South* *North* →

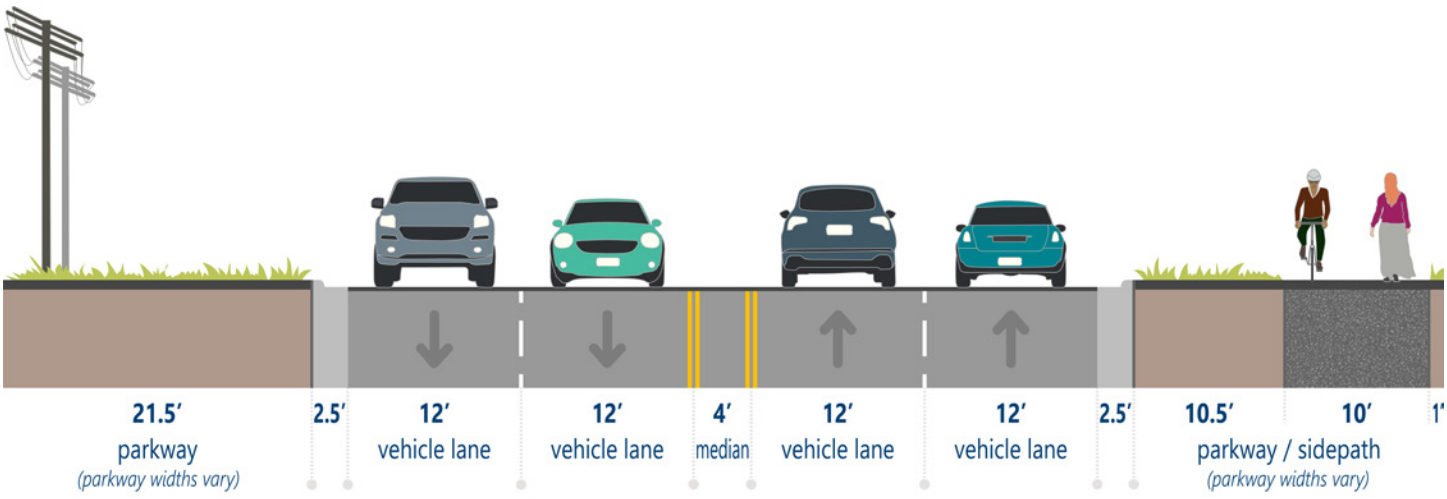


pavement width: **52 ft**

right-of-way: **98-112 ft**

Potential

← *South* *North* →



pavement width: **52 ft**

right-of-way: **98-112 ft**

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*

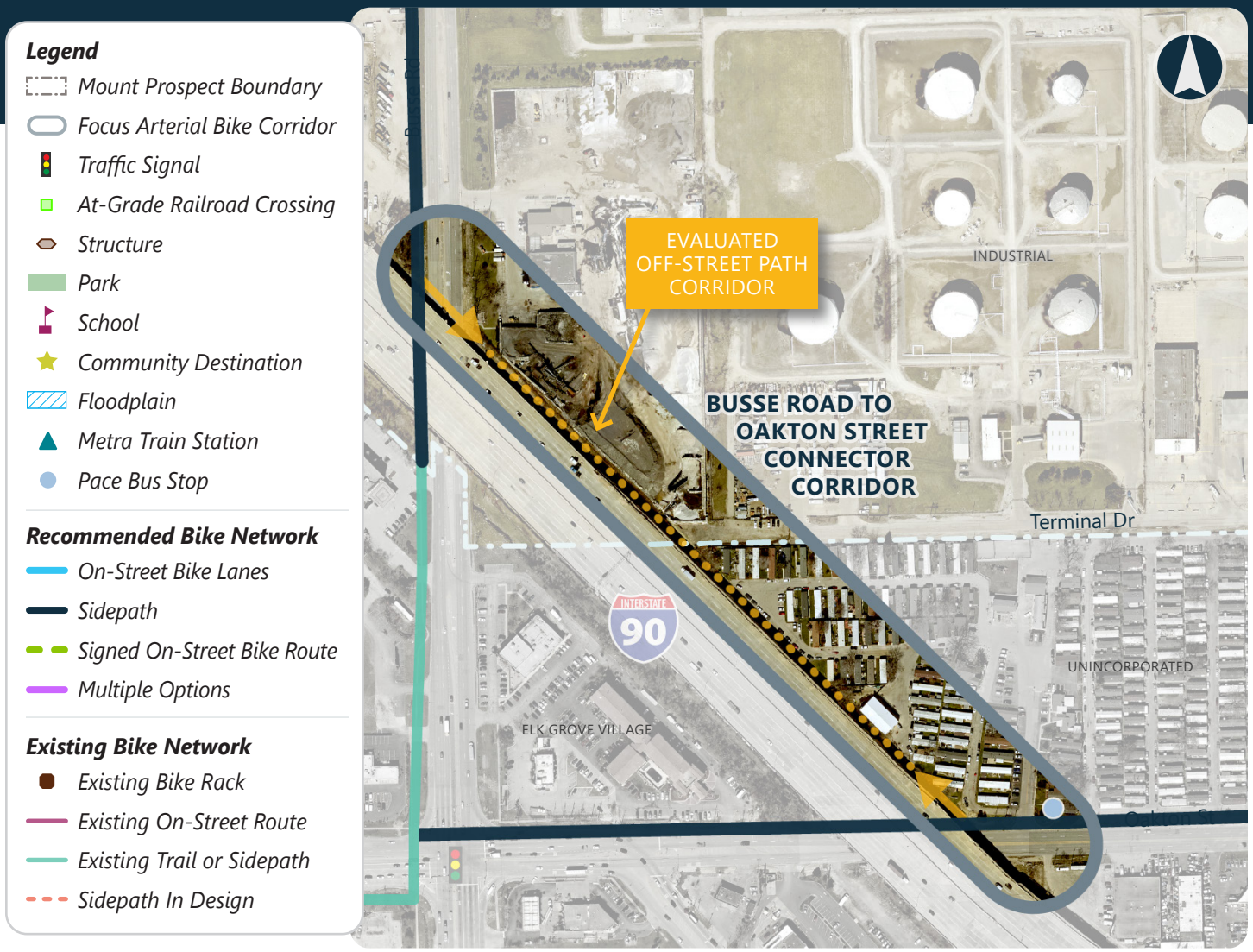
Recommended Bike Network

- *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


S Emerson ST

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

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.

Community Connectivity

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.

Right-of-Way Impacts

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.

Project Complexity

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

				User Comfort		Community Connectivity				Right-of-Way Impacts			Project Complexity		
Corridor	*Length (miles)*	*Primary Facility Type*	*Jurisdiction*	*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 *Prospect Heights Bike Path to Des Plaines River Rd*	1.2	Bike Lanes	Mount Prospect, Prospect Heights												
Des Plaines River Rd *Kensington to Seminole*	1.5	Sidepath	IDOT, Forest Preserves of Cook County												
Camp McDonald Rd *Rand to Elmhurst*	0.9	Sidepath	CCDOTH												
Camp McDonald Rd *Wolf to Des Plaines River Rd*	0.7	Bike Lanes	CCDOTH												
Euclid Ave *Rand to Burning Bush*	2.4	Sidepath	CCDOTH												
Euclid Ave *Burning Bush to Des Plaines River Trail*	0.6	Sidepath	CCDOTH												
Rand Rd *Wedgewood to Camp McDonald*	1.1	Sidepath	IDOT												
Kensington Rd *Forest Ave to Des Plaines River Rd*	2.8	Sidepath	IDOT, Mount Prospect												
Wolf Rd *Central to Prospect Heights Metra*	1.8	Cycle Track	Mount Prospect, IDOT												
Central Rd *Mount Prospect to Wolf*	0.8	Sidepath	Mount Prospect												
Central Rd *Audrey to Northwest Hwy*	1.2	Sidepath	IDOT												
Northwest Hwy *Prospect to Watermann*	2.0	Sidepath	IDOT												
Mount Prospect Rd *Northwest Hwy to Rand*	0.7	Sidepath	CCDOTH												
Elmhurst Rd / IL-83 *Kensington to Camp McDonald*	1.8	Sidepath	IDOT												
Elmhurst Rd / IL-83 *Oakton to Golf*	1.7	Sidepath	IDOT												
Golf Rd *Meier to Mount Prospect*	2.7	Sidepath	IDOT												
Busse Rd *I-90 to Golf*	1.5	Sidepath	IDOT												
ComEd Trail *Algonquin to Elmhurst*	Spot Locations	N/A	ComEd, IDOT												
Dempster St *Algonquin to Elmhurst*	1.3	Sidepath	CCDOTH												
Oakton St *I-90 to Elmhurst*	0.8	Sidepath	IDOT												

Evaluated Impact

More Positive — More Negative

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.



Looking north on Wolf near River Trails Middle School

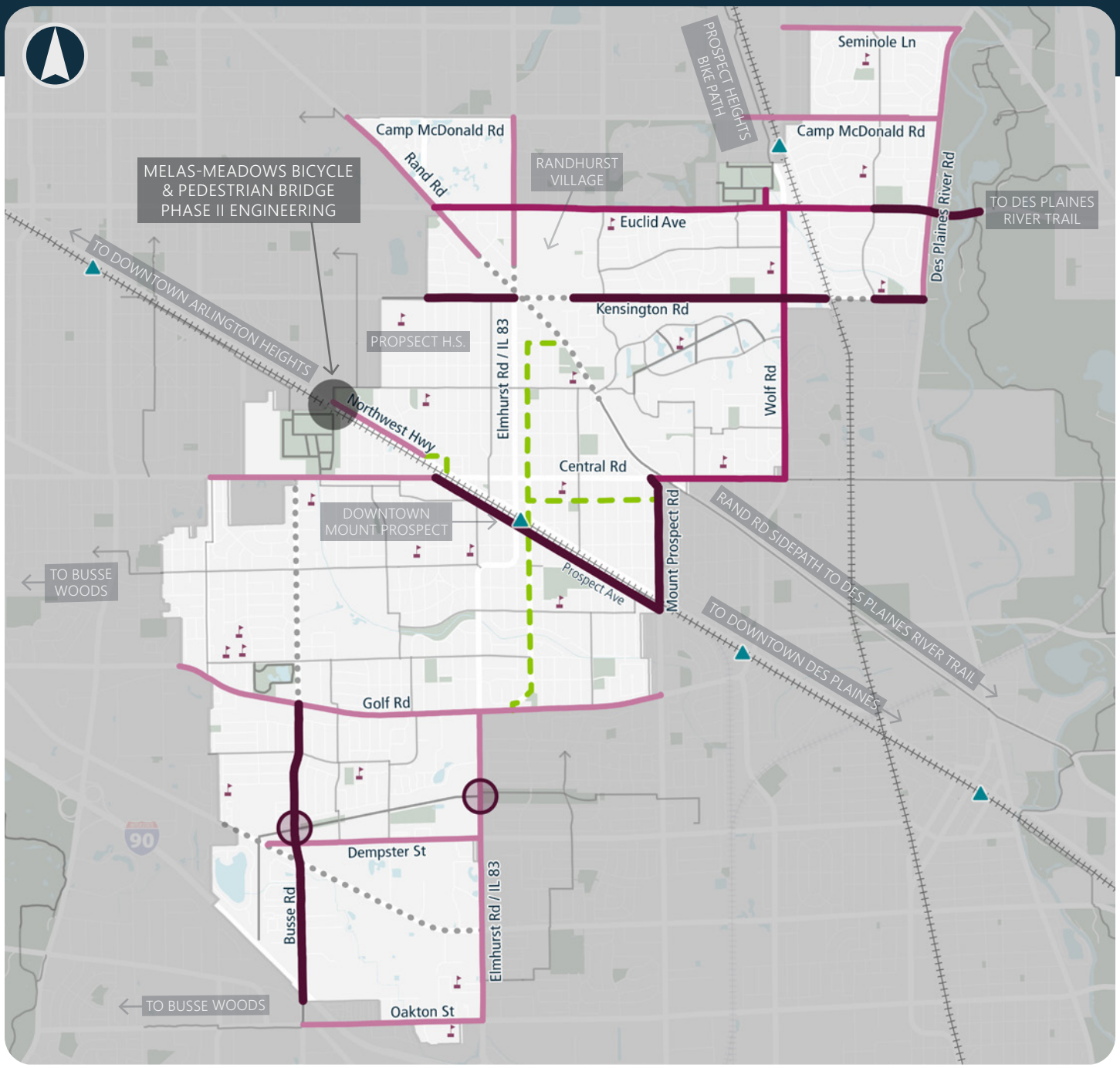
Wolf Road

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.

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 *Prospect Heights Bike Path to Des Plaines River Rd*	1.2	Bike Lanes	$300,000	-	$860,000	**$1,160,000**	Long Term
Des Plaines River Rd *Kensington to Seminole*	1.5	Sidepath	$980,000	$160,000	$2,870,000	**$4,010,000**	Long Term
Camp McDonald Rd (West) *Rand to Elmhurst*	0.9	Sidepath	$530,000	$130,000	$1,550,000	**$2,210,000**	Long Term
Camp McDonald Rd (East) *Wolf to Des Plaines River Rd*	0.7	Bike Lanes	$460,000	-	$1,330,000	**$1,790,000**	Long Term
Euclid Ave *Rand to Burning Bush*	2.4	Sidepath	$1,540,000	$610,000	$4,520,000	**$6,670,000**	Medium Term
Euclid Ave *Burning Bush to Des Plaines River Trail*	0.6	Sidepath	$350,000	$40,000	$820,000	**$1,210,000**	Short Term
Rand Rd *Wedgewood to Camp McDonald*	1.1	Sidepath	$870,000	$120,000	$2,560,000	**$3,550,000**	Long Term
Kensington Rd *Forest Ave to Des Plaines River Rd*	2.8	Sidepath	$1,410,000	$700,000	$4,130,000	**$6,240,000**	Short Term
Wolf Rd (Alt 1: Lower Cost) *Central to Prospect Heights Metra*	1.8	Cycle Track	$700,000	$40,000	$2,040,000	**$2,780,000**	Medium Term
Wolf Rd (Alt 2: Medium Cost) *Central to Prospect Heights Metra*	1.8	Cycle Track	$1,000,000	$40,000	$2,930,000	**$3,970,000**	Medium Term
Wolf Rd (Alt 3: Higher Cost) *Central to Prospect Heights Metra*	1.8	Cycle Track	$1,640,000	$40,000	$4,800,000	**$6,480,000**	Medium Term
Wolf Rd (Sidepath Only) *Central to Prospect Heights Metra*	1.8	Sidepath	$940,000	$250,000	$2,740,000	**$3,930,000**	Medium Term
Central Rd (East) *Mount Prospect to Wolf*	0.8	Sidepath	$390,000	$470,000	$1,150,000	**$2,010,000**	Medium Term
Central Rd (West) *Audrey to Northwest Hwy*	1.2	Sidepath	$670,000	$1,020,000	$1,970,000	**$3,660,000**	Long Term
Northwest Hwy *Prospect to Watermann*	2.0	Sidepath	$580,000	$580,000	$1,700,000	**$2,860,000**	Long Term
Mount Prospect Rd *Northwest Hwy to Rand*	0.7	Sidepath	$830,000	$10,000	$2,440,000	**$3,280,000**	Short Term
Elmhurst Rd / IL-83 (North) *Kensington to Camp McDonald*	1.8	Sidepath	$420,000	$240,000	$1,240,000	**$1,900,000**	Long Term
Elmhurst Rd / IL-83 (South) *Oakton to Golf*	1.7	Sidepath	$800,000	$1,800,000	$2,340,000	**$4,940,000**	Long Term
Golf Rd *Meier to Mount Prospect*	2.7	Sidepath	$1,180,000	$1,570,000	$3,460,000	**$6,210,000**	Long Term
Busse Rd *I-90 to Golf*	1.5	Sidepath	$850,000	$1,100,000	$2,500,000	**$4,450,000**	Short Term
ComEd Trail *Algonquin to Elmhurst*	Spot Locations	N/A	$190,000	-	$480,000	**$670,000**	Short Term
Dempster St *Algonquin to Elmhurst*	1.3	Sidepath	$590,000	$340,000	$1,730,000	**$2,660,000**	Long Term
Oakton St *I-90 to Elmhurst*	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 adminstered 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 an "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 carryout 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.

Surface Transportation Program

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.

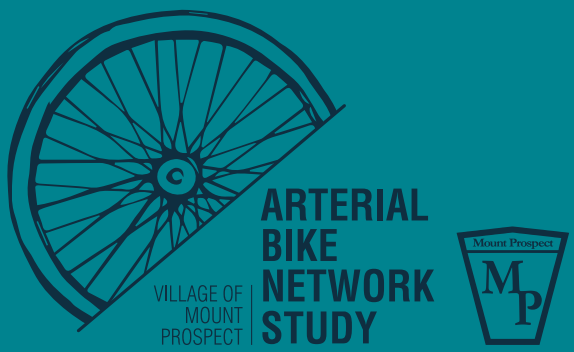
American Association of Retired Persons (AARP) Community Challenge Grants

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	CMAP	IDOT	CMAP	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


VILLAGE OF
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Mount Prospect
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APPENDIX A

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VILLAGE OF MOUNT PROSPECT

ARTERIAL BIKE NETWORK STUDY

EXISTING CONDITIONS REPORT

June 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

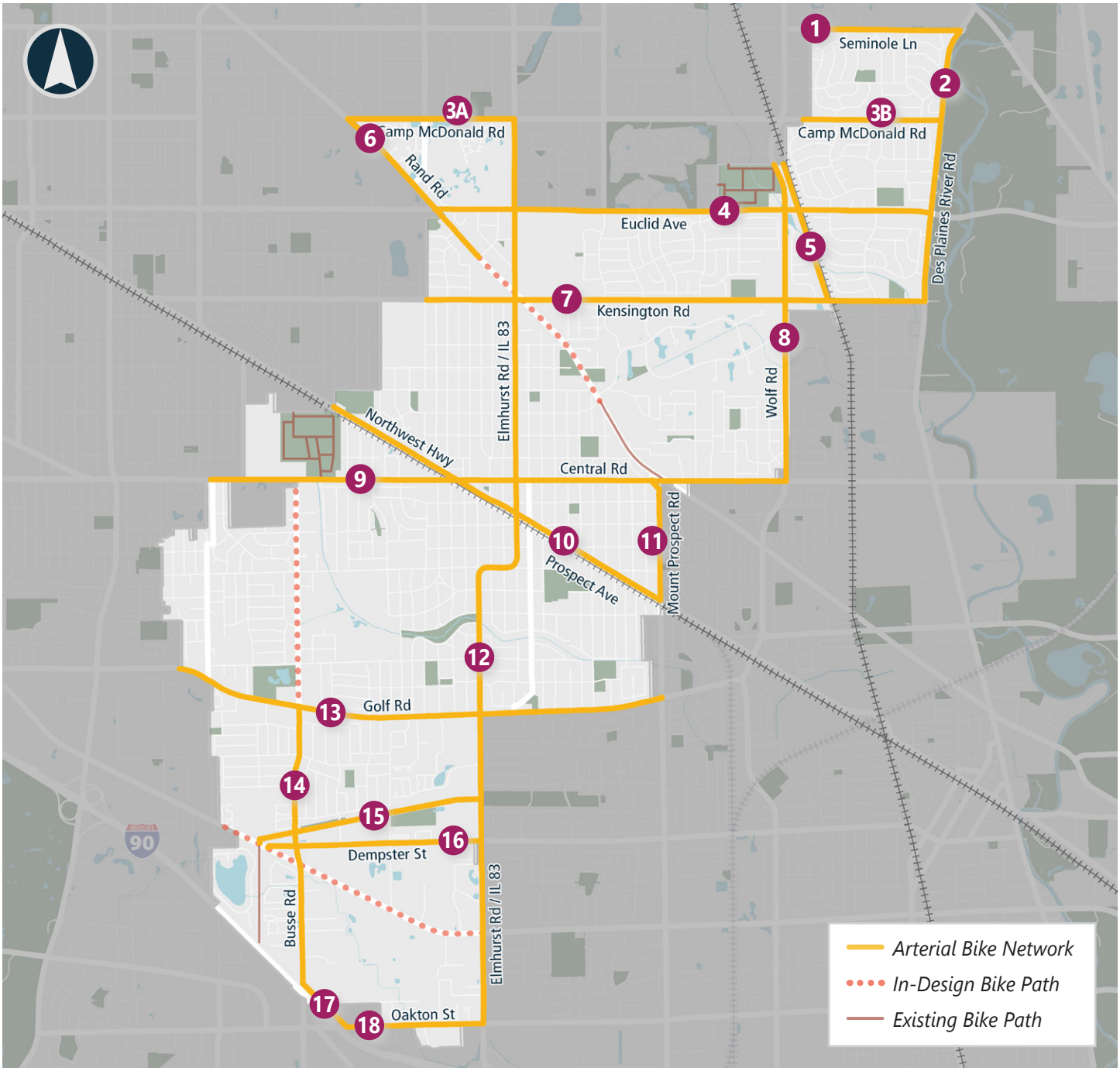
- Assess bike facility options that improve safety for cyclists and pedestrians of all ages and abilities
- Ensure the recommended strategy enhances resident access to key community destinations
- Incorporate community priorities and feedback

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

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.

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

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)

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.

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.

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.

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.

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.

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.

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.

Busse Road

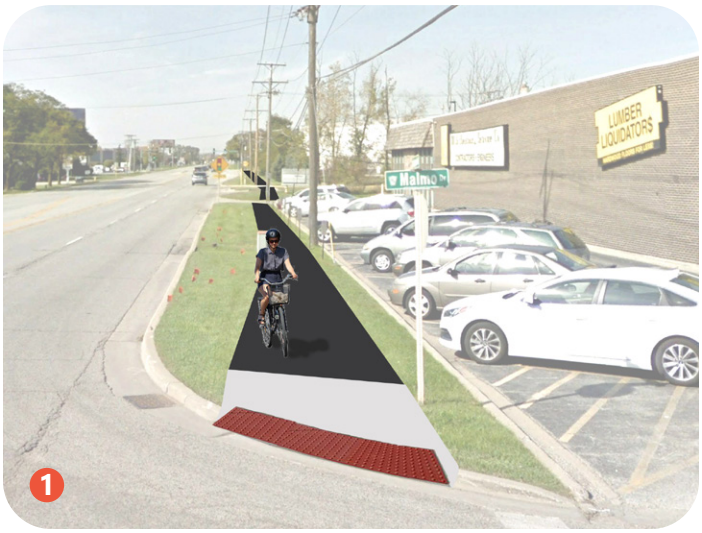
This Cook County project will provide an 8′ sidepath on the east side of Busse Road from Golf Road to Central Road. This new sidepath will connect to the Arterial Bike Network recommended in this study.

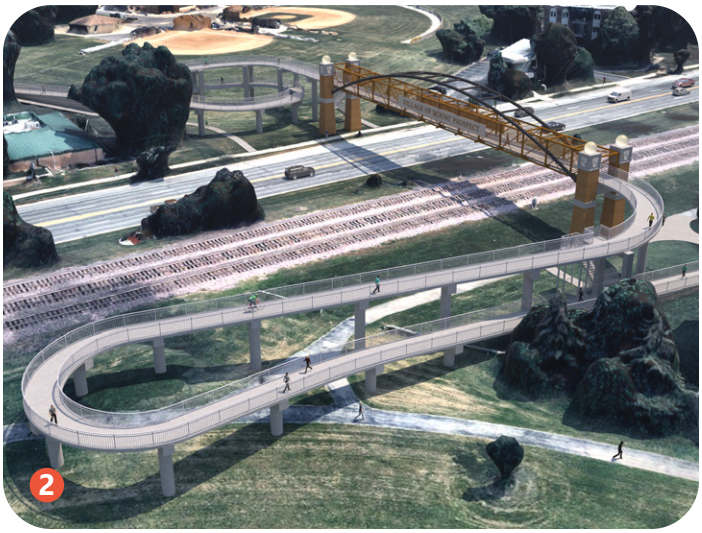
Business Center Drive

This completed project added a buffer to 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.





Kensington Road

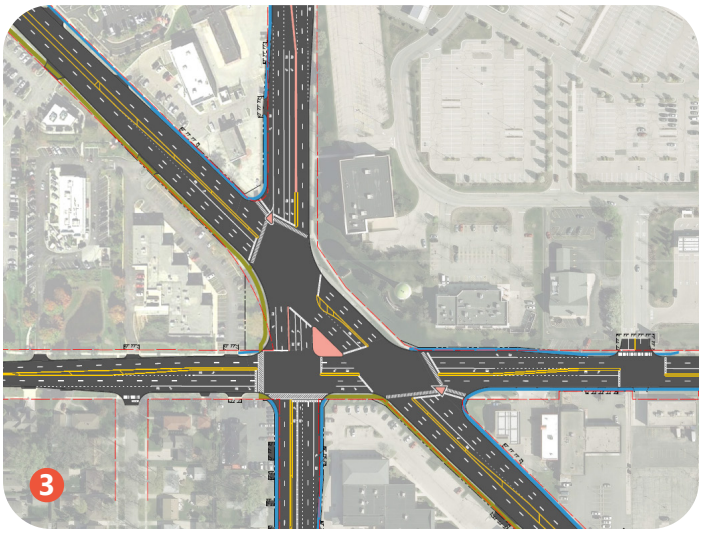
This project proposes a sidepath between the railroad crossing and Burning Bush Lane (~1400') on the north side of road. The sidepath would result from widening the existing sidewalk on the north side and complete part of the Kensington corridor included in this study's Arterial Bike Network.

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 along 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 on the southwest side of Rand Road from Central Road to Isabella Street. It connects to the existing sidepath in Des Plaines and will connect to the proposed Rand-83-Kensington sidepath.





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

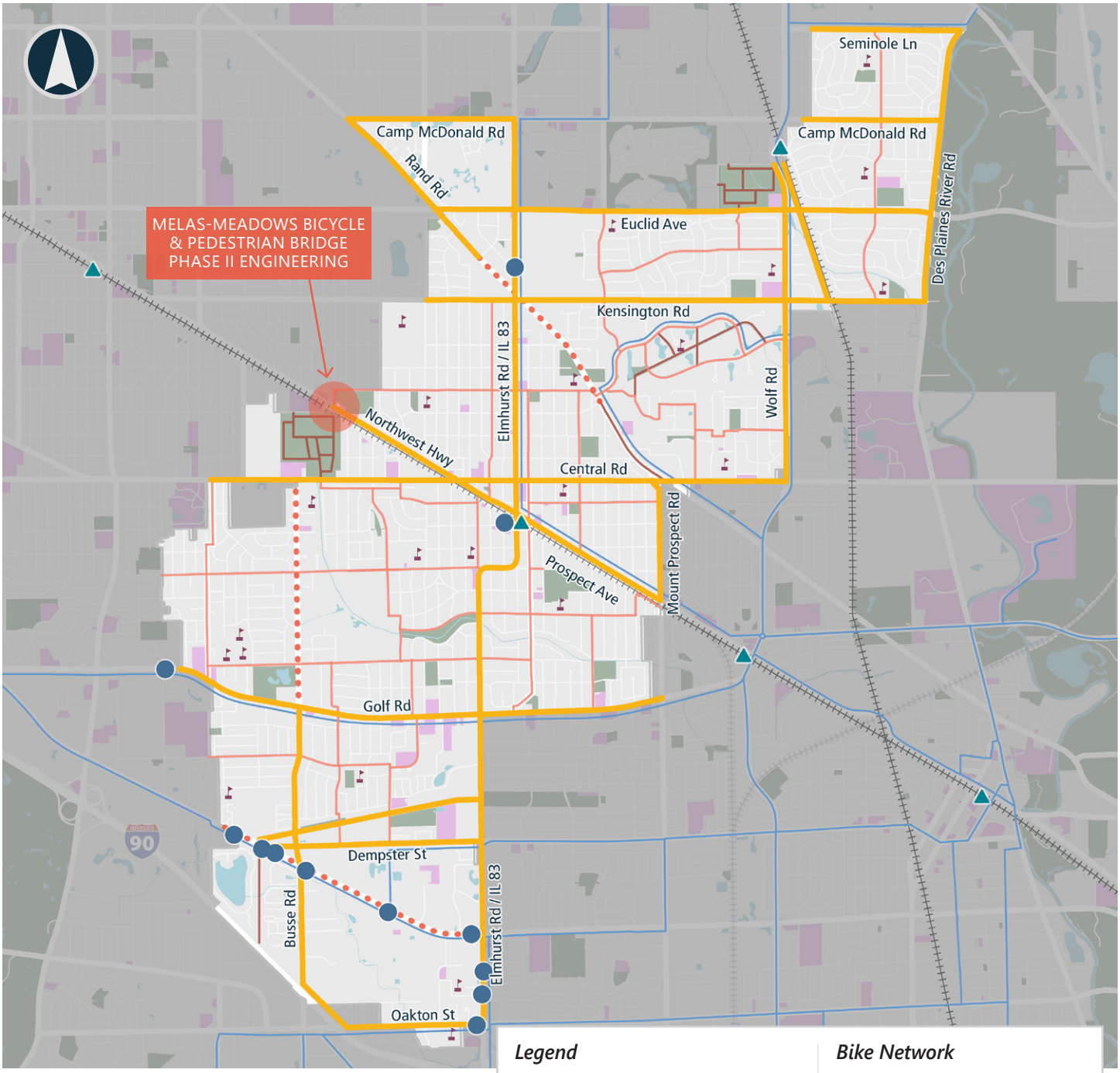
Top Desires / Concerns

- 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

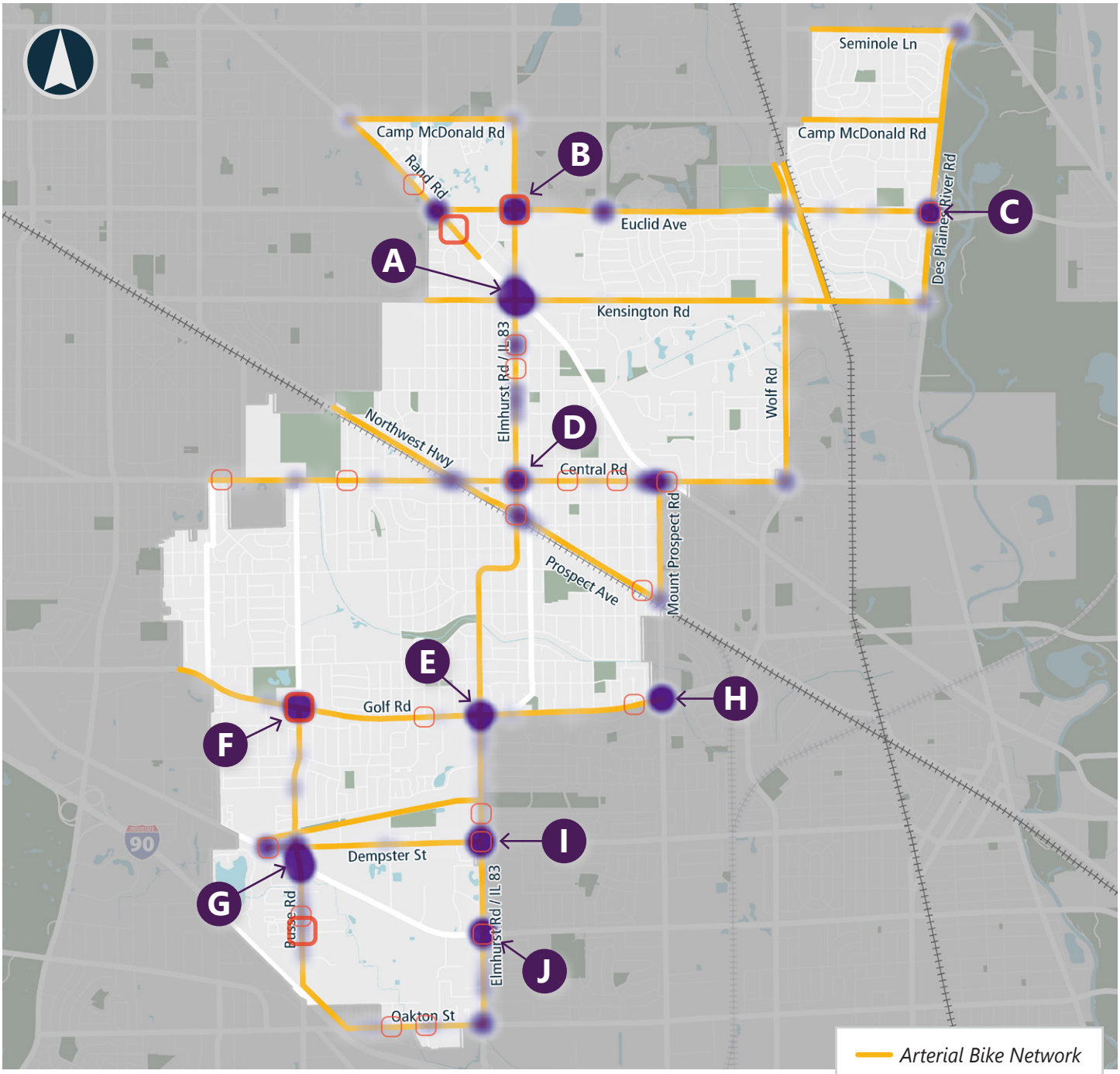




Transportation Network



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



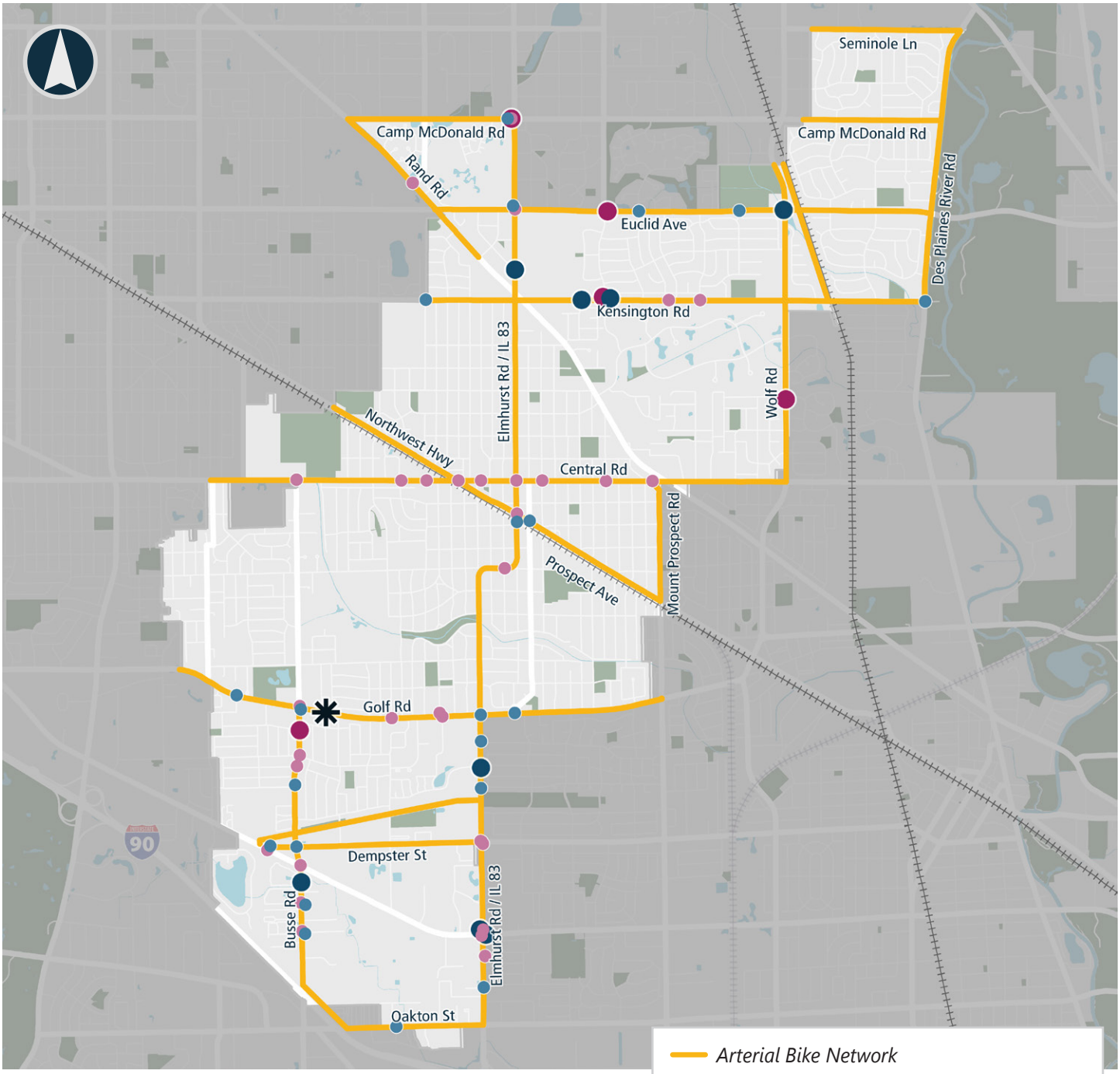
Crash Hot Spots

Top Locations with Safety Concerns

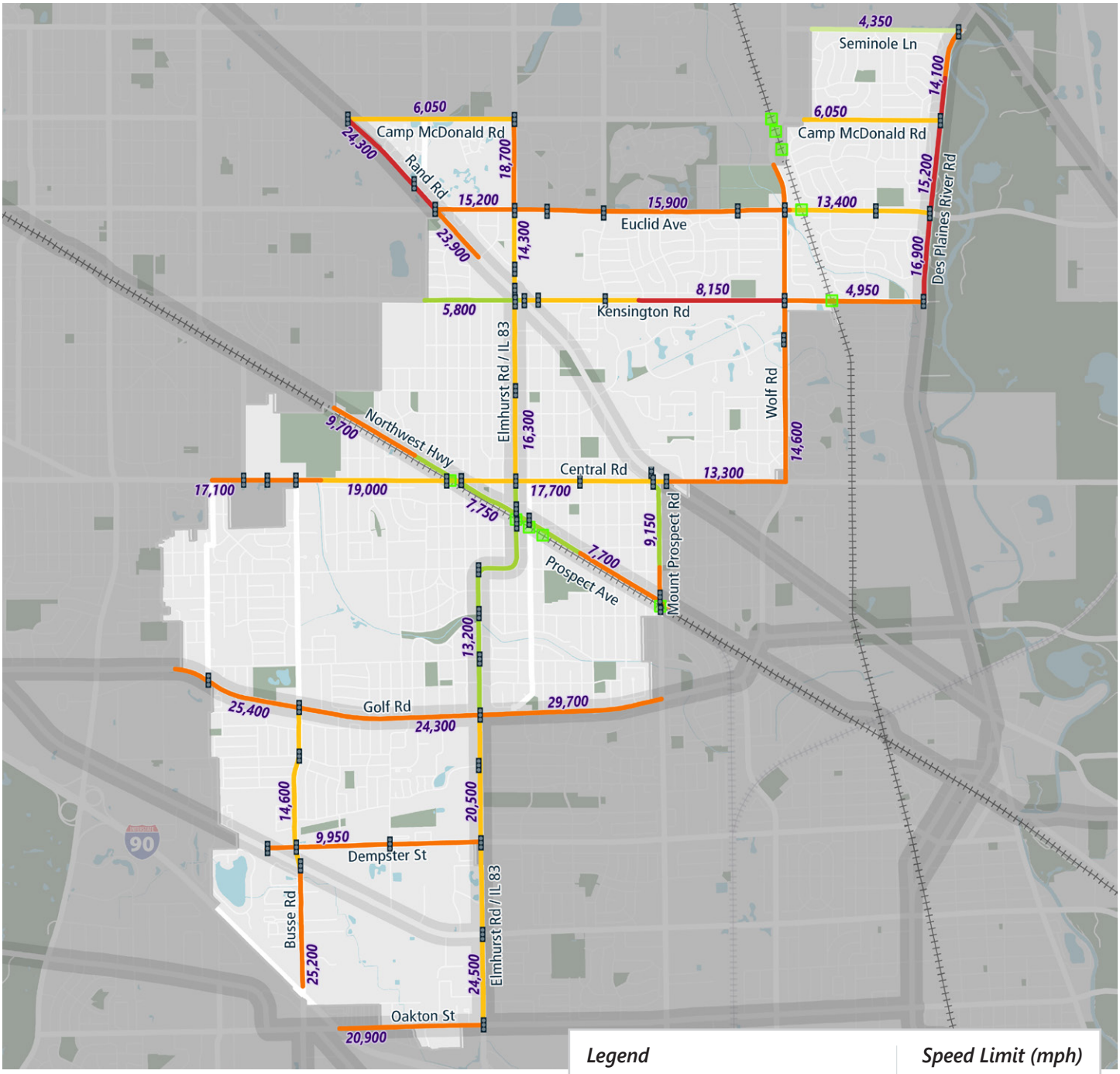
A. Rand Rd & Kensington Rd
B. IL-83/Elmhurst Rd & Euclid Ave
C. Des Plaines River Rd & Euclid Ave
D. IL-83/Elmhurst Rd & Central Rd
E. IL-83/Elmhurst Rd & Golf Rd
F. Busse Rd & Golf Rd
G. Busse Rd & Algonquin Rd
H. Mount Prospect Rd & Golf Rd
I. IL-83/Elmhurst Rd & Dempster St
J. IL-83/Elmhurst Rd &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

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

Crashes Involving People Walking or Biking | 2018-2022



Traffic and Roadway Characteristics

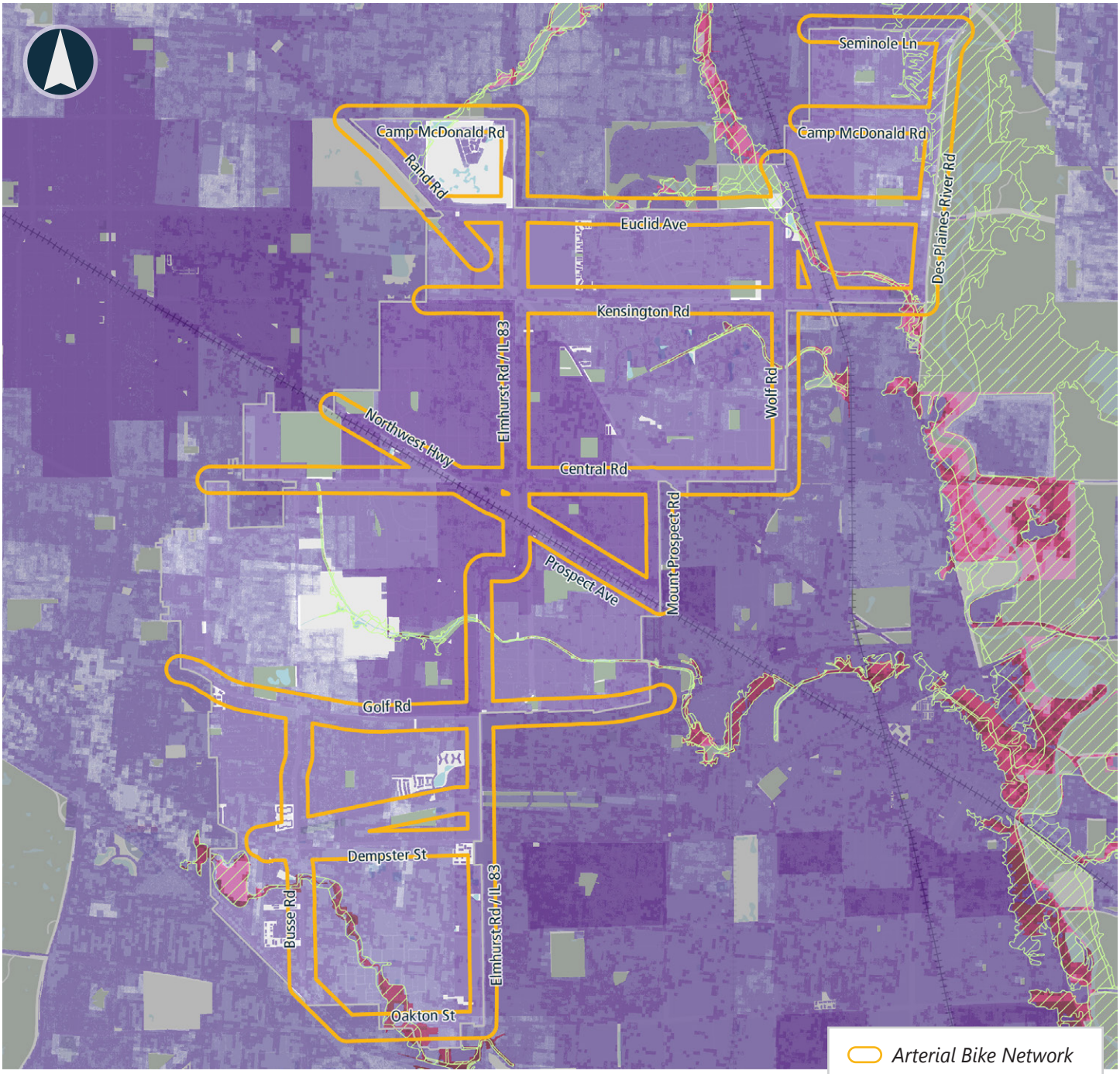


Traffic and Roadway Characteristics

Locations with the Highest Traffic Volumes

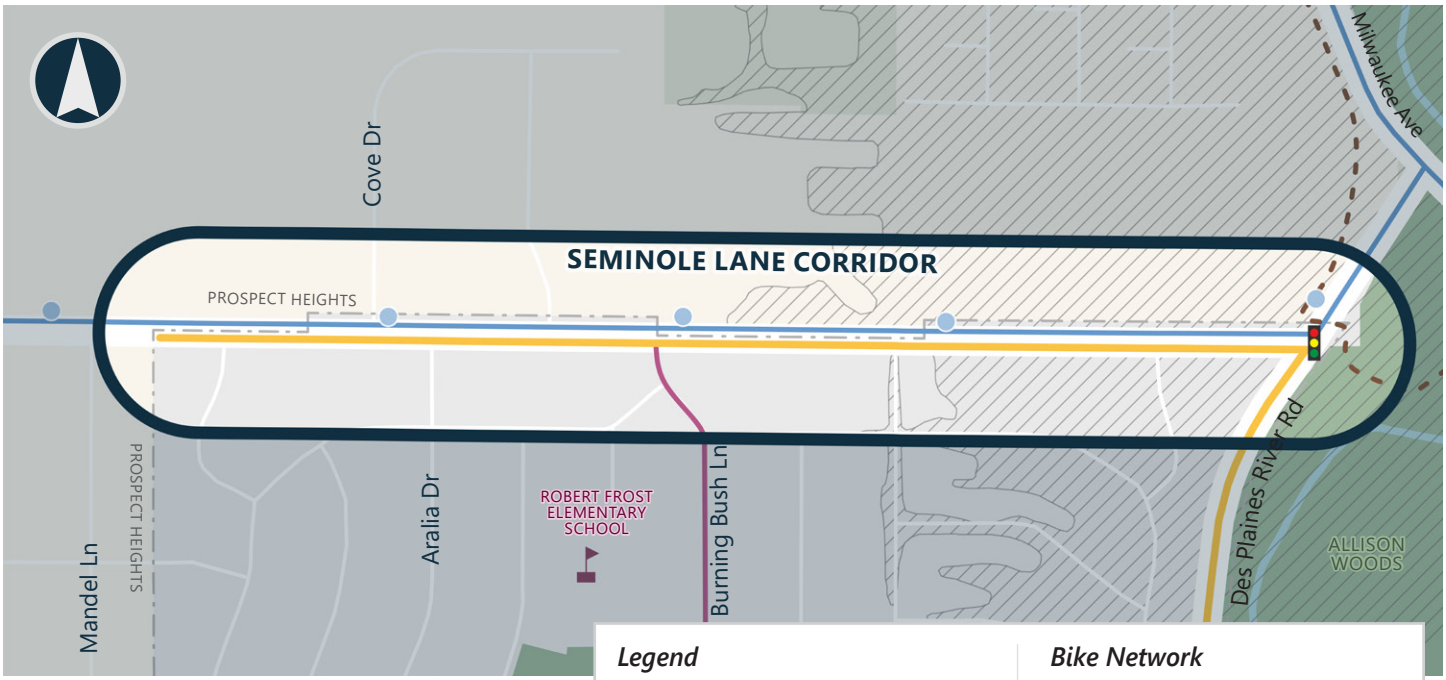
1. Golf Rd
2. Busse Rd (south of Dempster)
3. IL-83/Elmhurst Rd (south of Golf)
4. Rand Rd
5. Oakton St

Environmental and Flooding Susceptibility



Note: CMAP developed the flood susceptibility index (FSI) to identify priority areas across the region for flood mitigation activities. Locations highlighted in the FSI may be more susceptible to riverine or urban flooding than other parts of the region.

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

Community Context

- Key Destinations: Aspen Trails Park, Robert Frost Elementary School
- Bike Network Connections
  - » Short-Term: Connection to Prospect Heights Bike Path to the west (across railroad)
  - » Long-Term: Potential connection to Des Plaines River Trial to the east
- Relevant Insights from Previous Plans/Studies:
  - » *Public Transportation System Plan (2009)*: Recommended as a secondary bike route
- Community Feedback
  - » Desire for more traffic-calming efforts (e.g., pedestrian refuge islands, curb extensions)
  - » Crossing improvement desired at Burning Bush


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

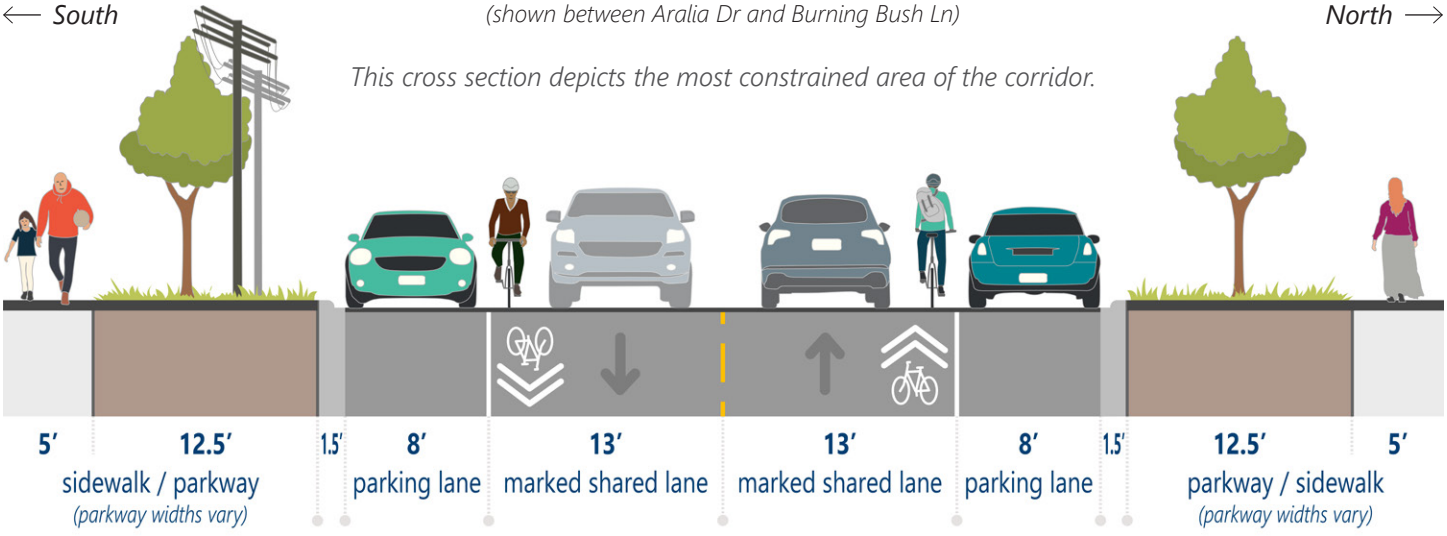
Typical Mid-Block Cross Section

Looking West

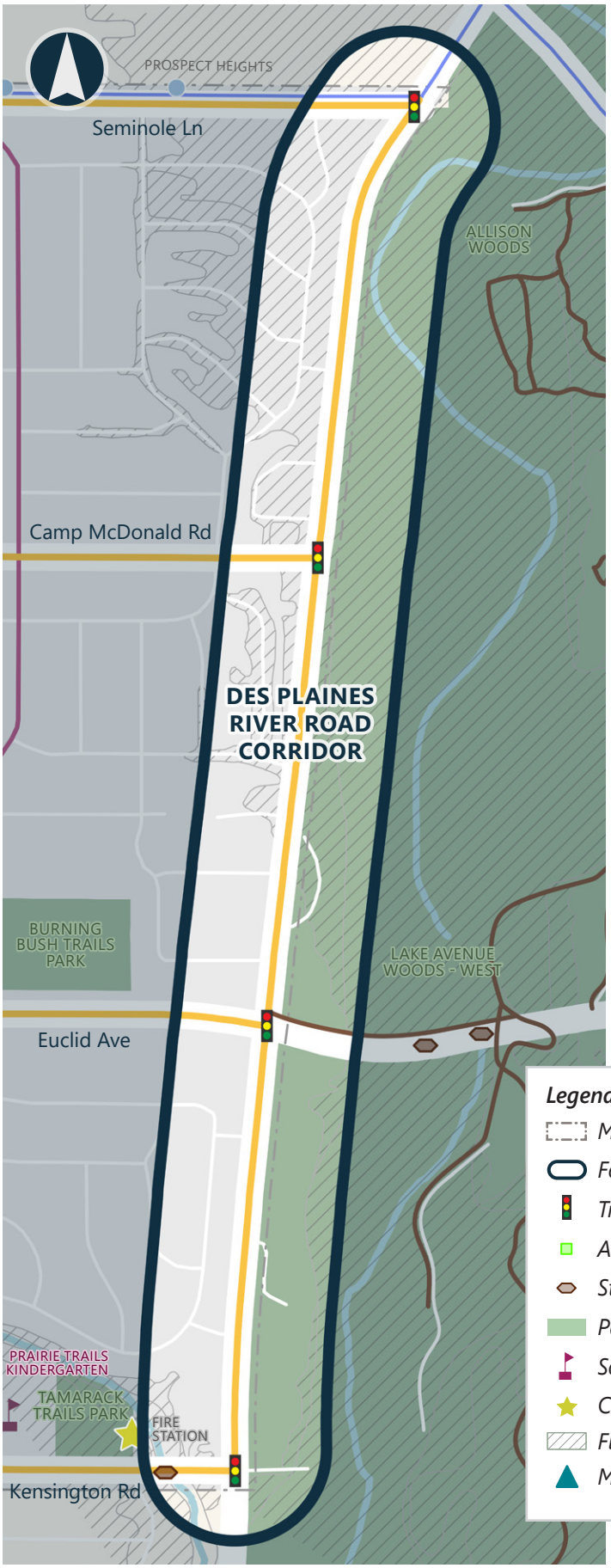
(shown between Aralia Dr and Burning Bush Ln)

← South North →

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



2 Des Plaines River Road



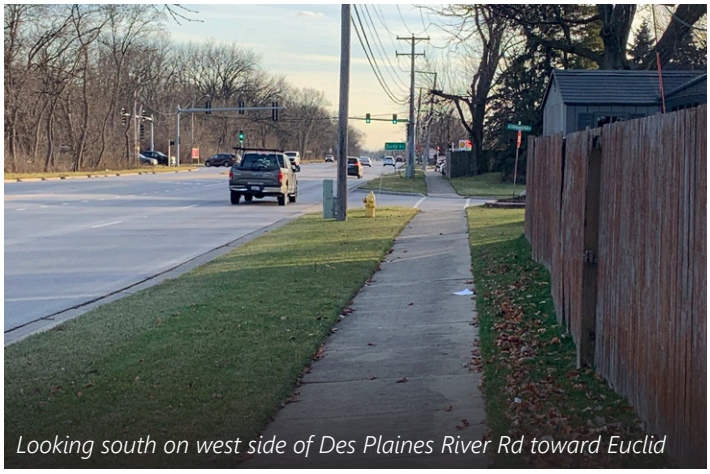
Corridor Characteristics

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

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:
  - » 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

- 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



Looking north on Des Plaines River Rd toward Euclid



Looking south on Des Plaines River Rd toward Kensington

Typical Mid-Block Cross Section

Looking West

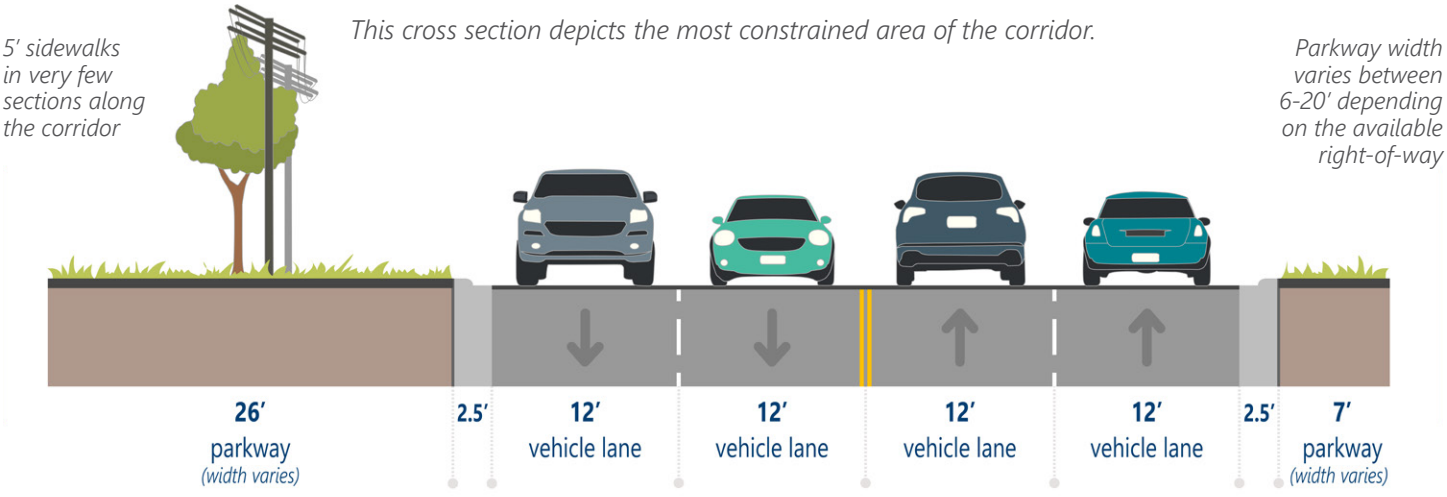
(shown just north of River Ct)

← *West* *East* →

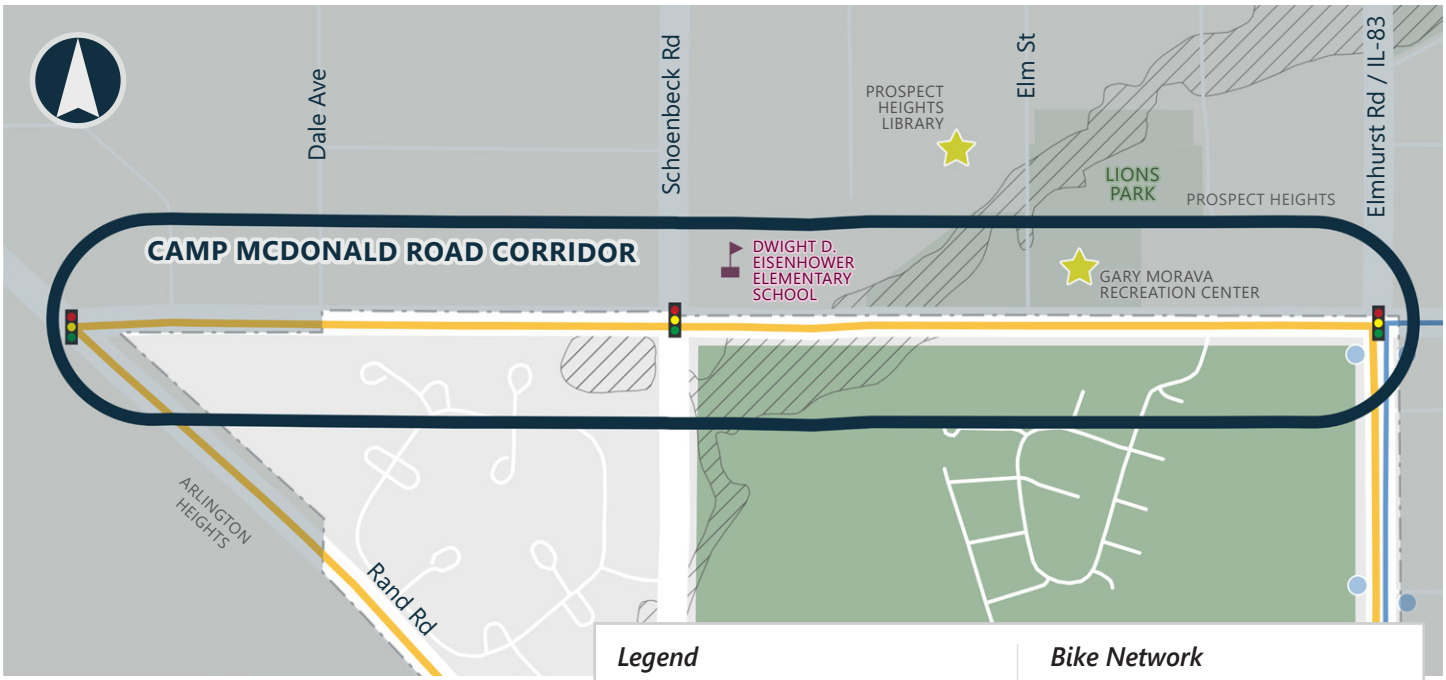
This cross section depicts the most constrained area of the corridor.

5' sidewalks in very few sections along the corridor

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



3A Camp McDonald Road (West)



Corridor Characteristics

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 Improvement: None

Parkway Conditions

- Trees in Right-of-Way: 32 total
  - » North - 32 | South - 0
- ComEd in Right-of-Way:
  - » North - Frequent | South - None
- Sidewalk Gaps:
  - » North - Stonegate Manor to Rand Rd (~400')
  - » North - Dale Ave to Schoenbeck Rd (~1,300')
  - » South - Schoenbeck Rd to Picadilly Cir (~1,900')

Safety Conditions

- Potential Conflict Points
  - » Cross Streets: North - 4 | South - 4
  - » Commercial Driveways: North - 12 | South - 5
  - » Residential Driveways: North - 21 | South - 0
- Crashes *(2018-22)*: Bicycle - 2 | Pedestrian - 1

Community Context

- Key Destinations: Dwight D. Eisenhower Elementary School Prospect Heights Library, Gary Morava Recreation Center (Prospect Heights), Lions Park (Prospect Heights)



Looking west on Camp McDonald between Schoenbeck and Elm

Camp McDonald Road (West) 3A

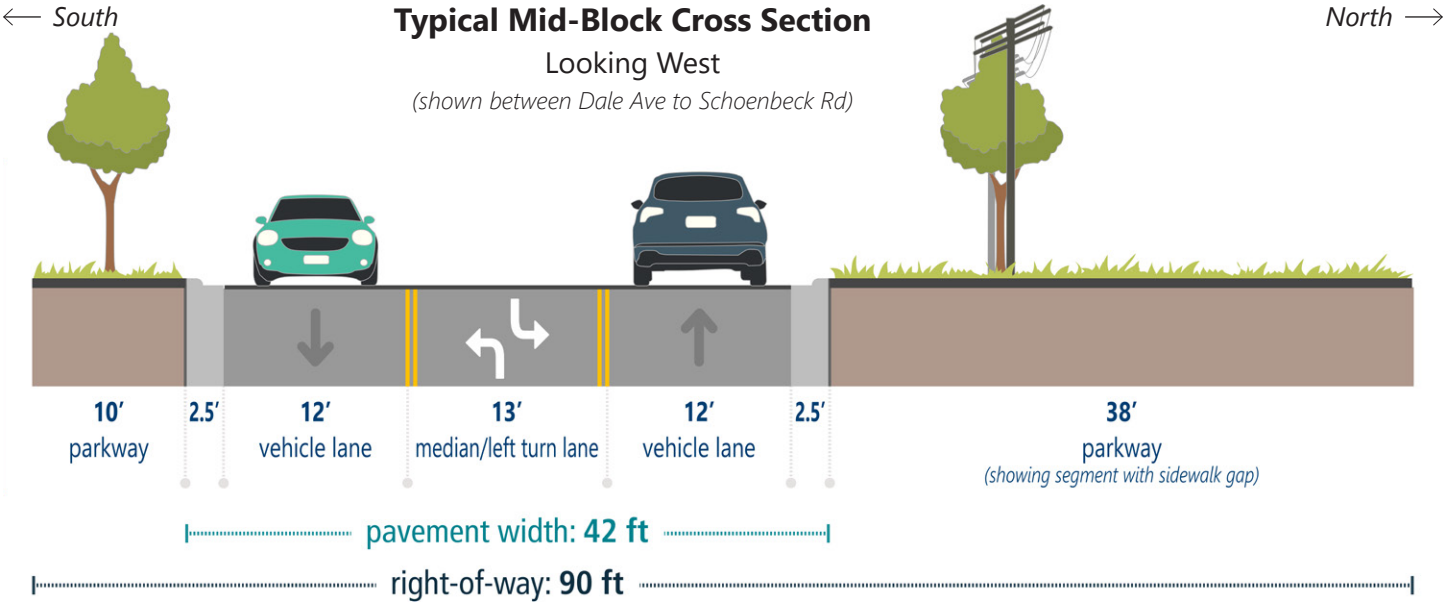

Looking east on Camp McDonald at Dale


North side of Camp McDonald near Rand looking east

Typical Mid-Block Cross Section

Looking West

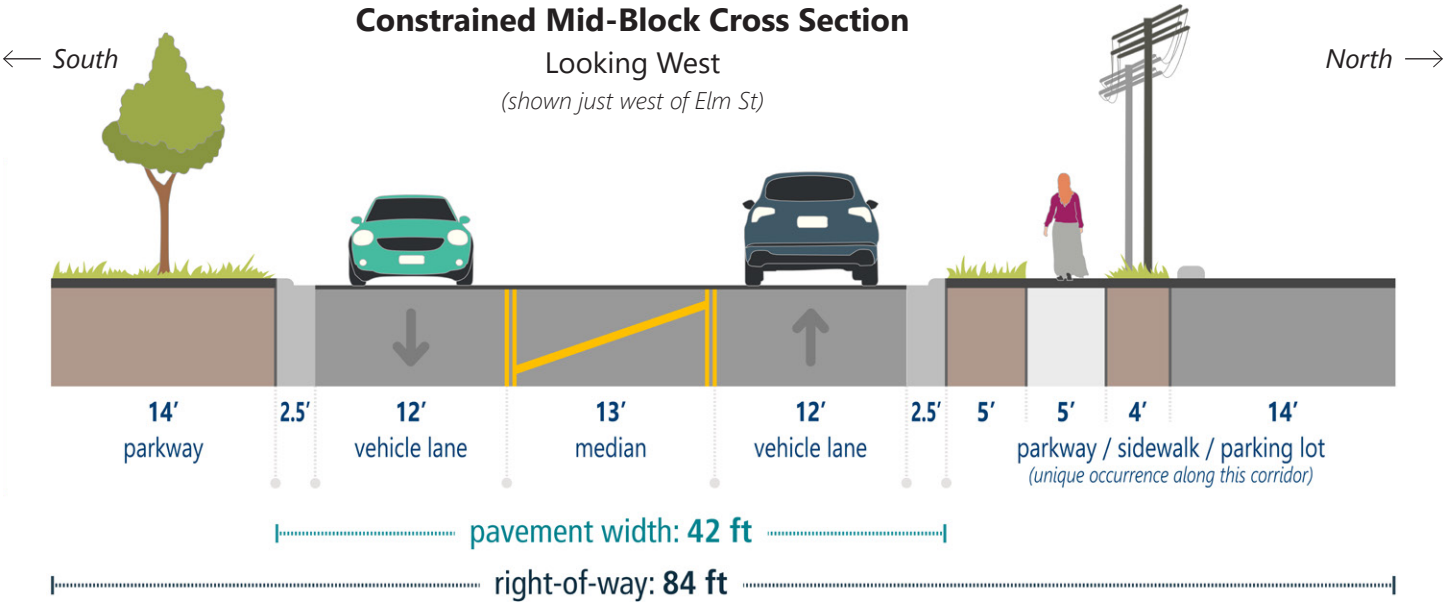
(shown between Dale Ave to Schoenbeck Rd)



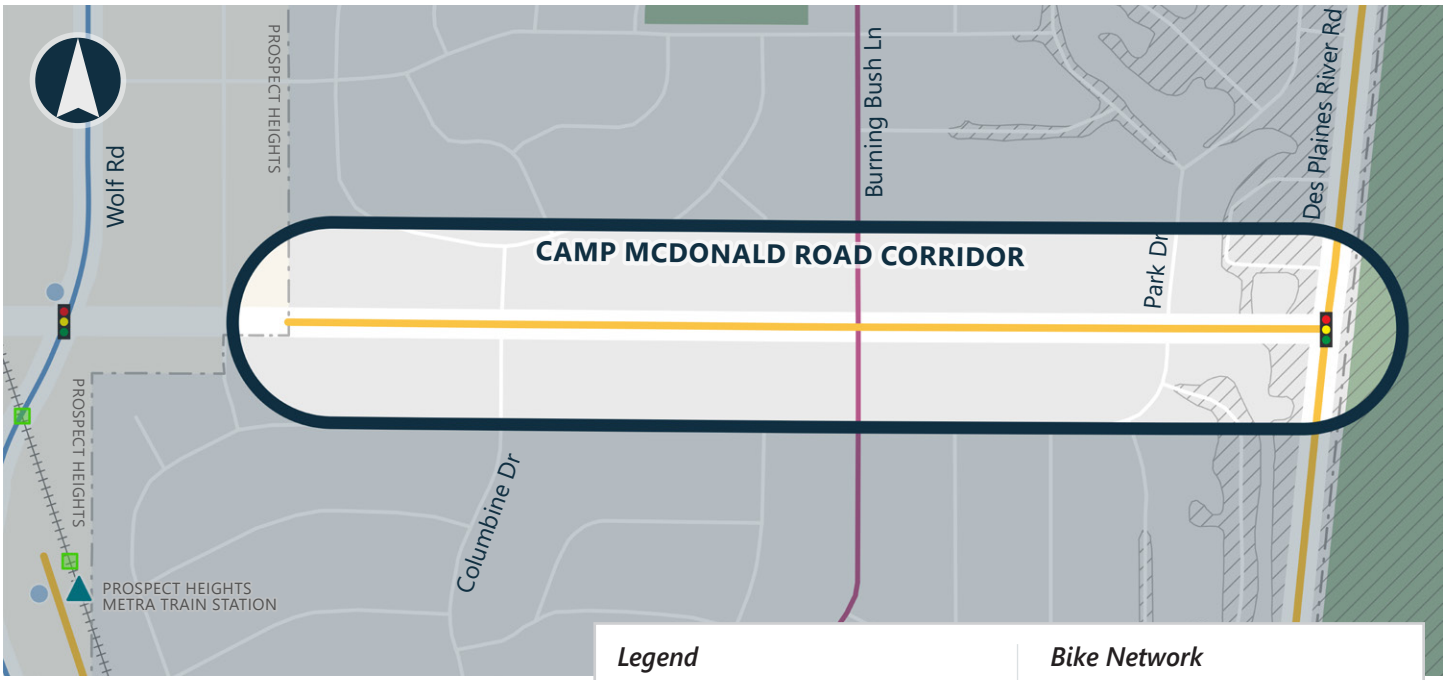
Constrained Mid-Block Cross Section

Looking West

(shown just west of Elm St)



3B Camp McDonald Road (East)



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

Community Context

- Key Destinations: Robert Frost Elementary School, Aspen Trails Park
- Bike Network Connections: Connection to Prospect Heights Bike Path to the west (across railroad)
- Relevant Insights from Previous Plans/Studies:
  - » *Cook County Bike Plan (2023)*: 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 (East) 3B



Looking west on Camp McDonald at Mandel



Looking west from north side of Camp McDonald


Looking west from south side of Camp McDonald

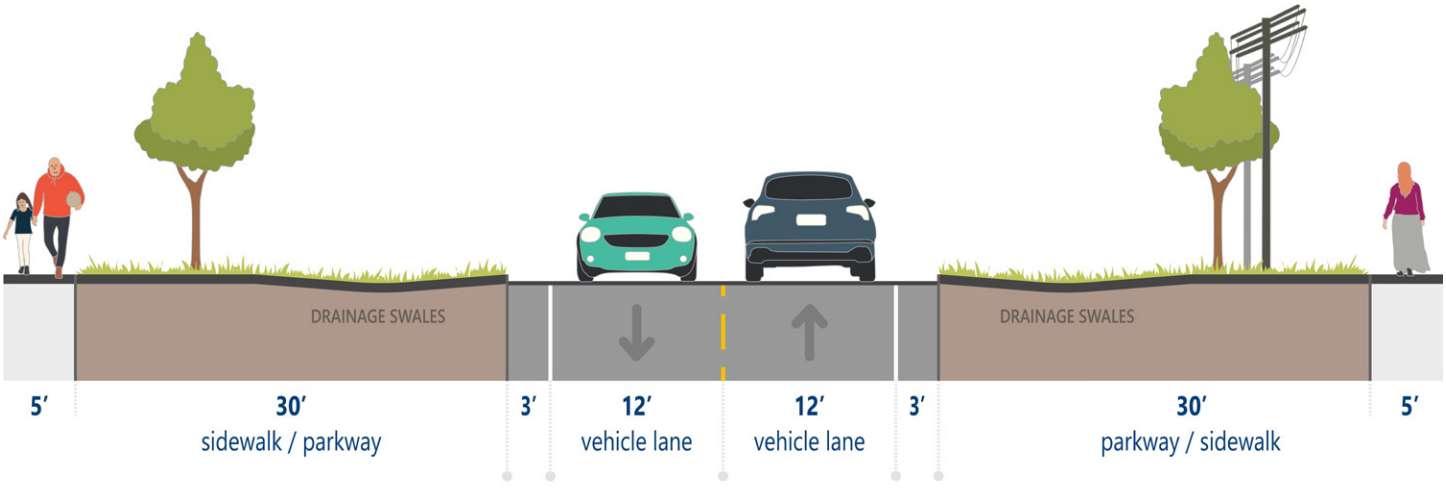

Looking west on Camp McDonald at Burning Bush

Typical Mid-Block Cross Section

Looking West

(shown between Burning Bush Ln and Columbine Dr)

← South North →

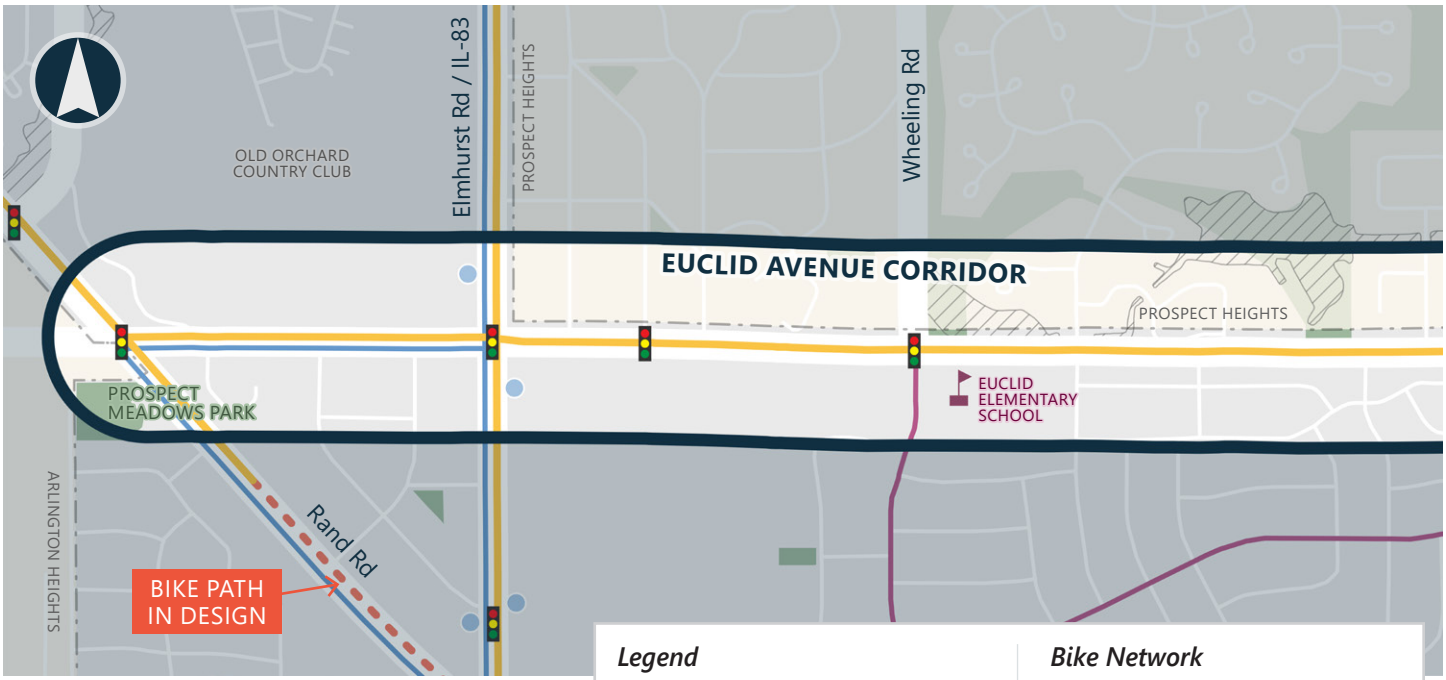


pavement width: **30 ft**

right-of-way: **100 ft**

4 Euclid Avenue

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



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

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

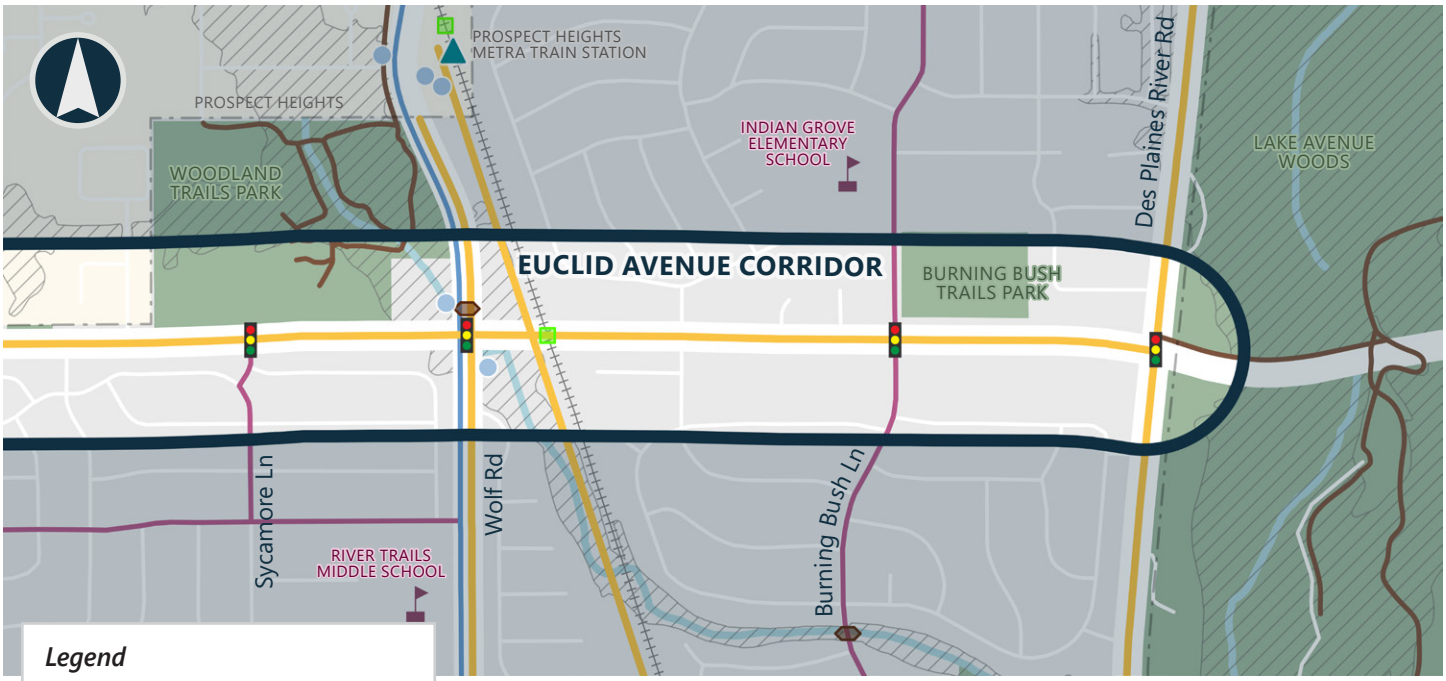
- Trees in Right-of-Way: 374 total
  - » North - 166 | South - 208
- ComEd in Right-of-Way:
  - » North - Frequent (east of Wolf) / Occasional (Wolf to Elmhurst) / None (west of Elmhurst
  - » South - Occasional (east of Wolf) / Frequent (Wolf to Elmhurst) / None (west of Elmhurst)
- Sidewalk Gaps:
  - » North - Wimbolton Dr to Rand Rd (~2,000′)
  - » South - Jewel driveway to River Rd (~2 mi)



Looking west from north side of Euclid (near Sycamore)

(continued on the following page)

Euclid Avenue 4



match line (see previous 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 - 3 | Pedestrian - 4
- Potential Conflict Points
  - » Cross Streets: North - 17 | South - 15
  - » Commercial Driveways: North - 9 | South - 17
  - » Residential Driveways: North - 36 | South - 36

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
- Relevant Insights from Previous Plans/Studies:
  - » *Cook County Bike Plan (2023)*: Recommended sidepath from Metra railroad tracks eastward to Pfingsten Rd
  - » *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 Burning Bush, Basswood, Sycamore, Westgate, Crabtree, and Chester

Top priority corridor identified by community members

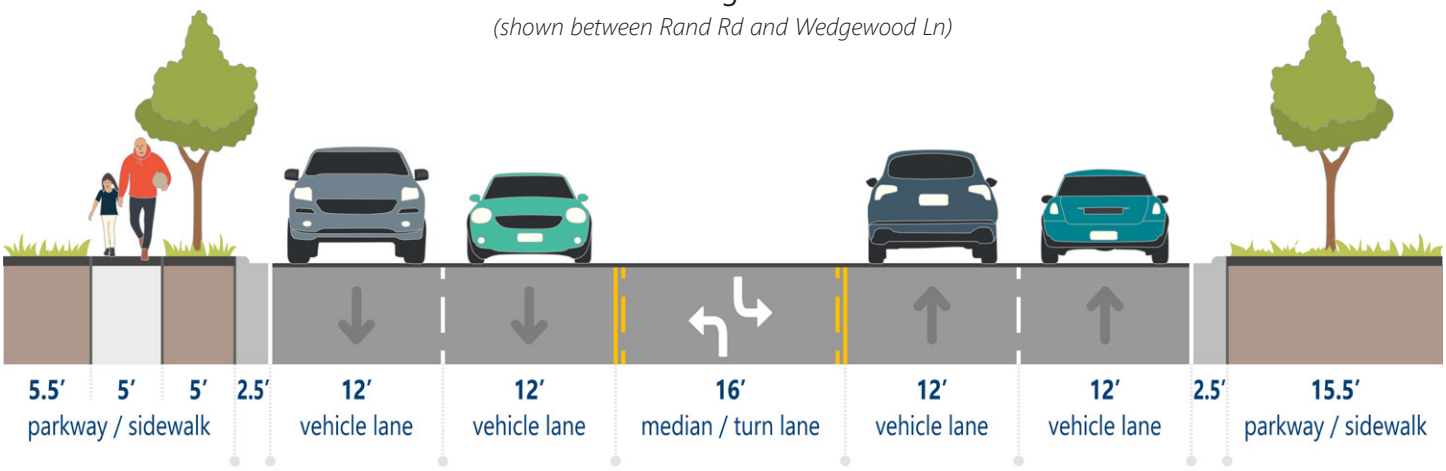
4 Euclid Avenue

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

← *South* | *North* →

Looking West

(shown between Rand Rd and Wedgewood Ln)



pavement width: **64 ft**

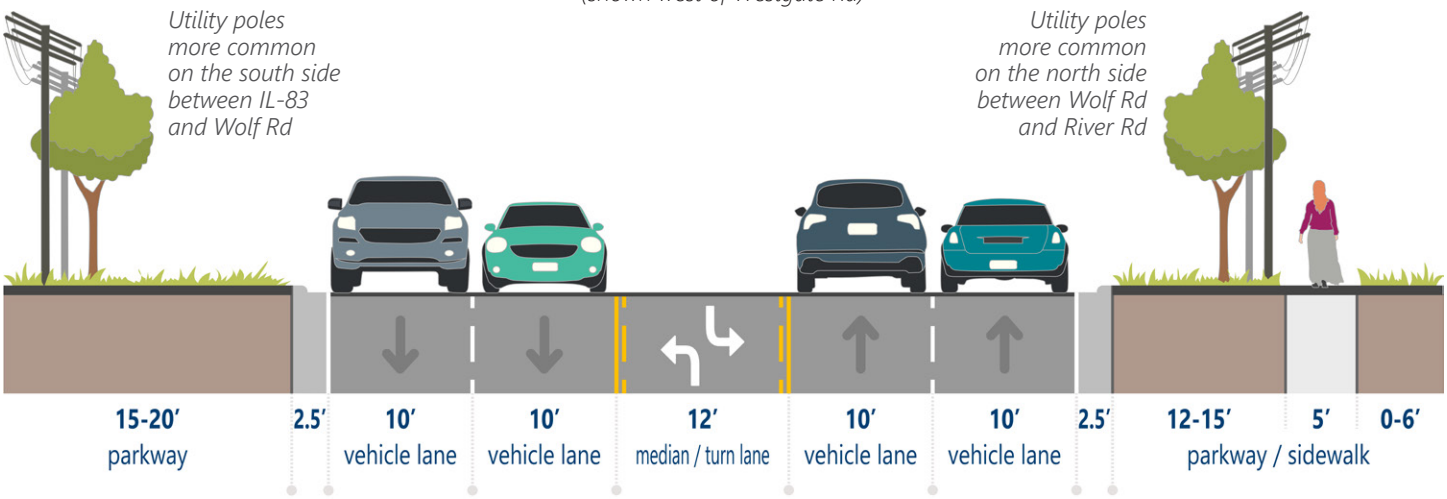
right-of-way: **100 ft**

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

← *South* | *North* →

Looking West

(shown west of Westgate Rd)



pavement width: **52 ft**

right-of-way: **100 ft**


Looking east on Euclid at Wheeling


Looking east from north side of Euclid at Sycamore

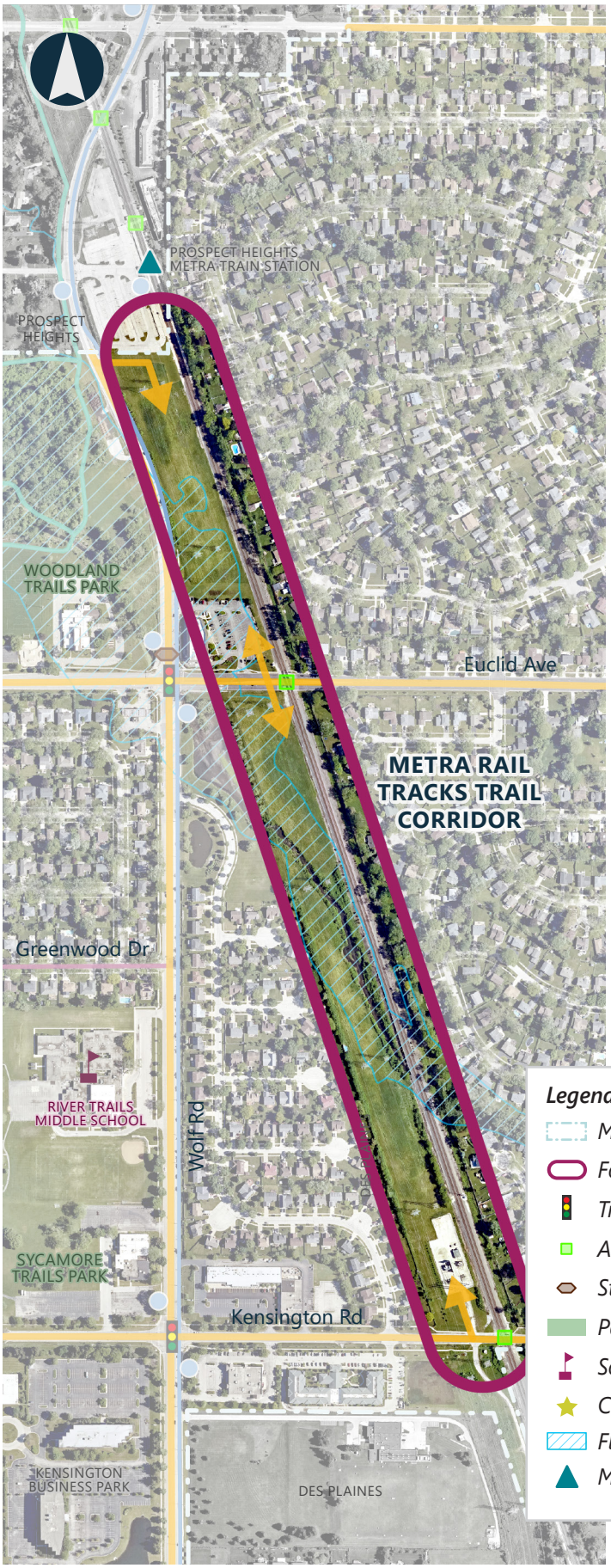

Looking west from south side of Euclid at Sycamore


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

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



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*

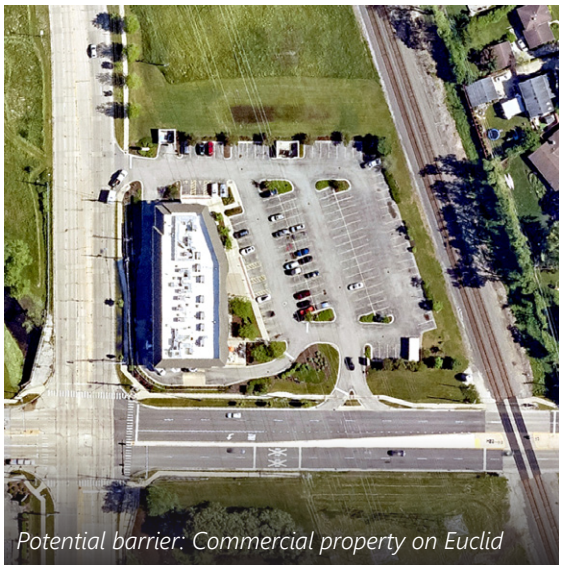

Looking south at the ComEd right-of-way from the Metra parking lot near Wolf


ComEd right-of-way between Euclid and Kensington

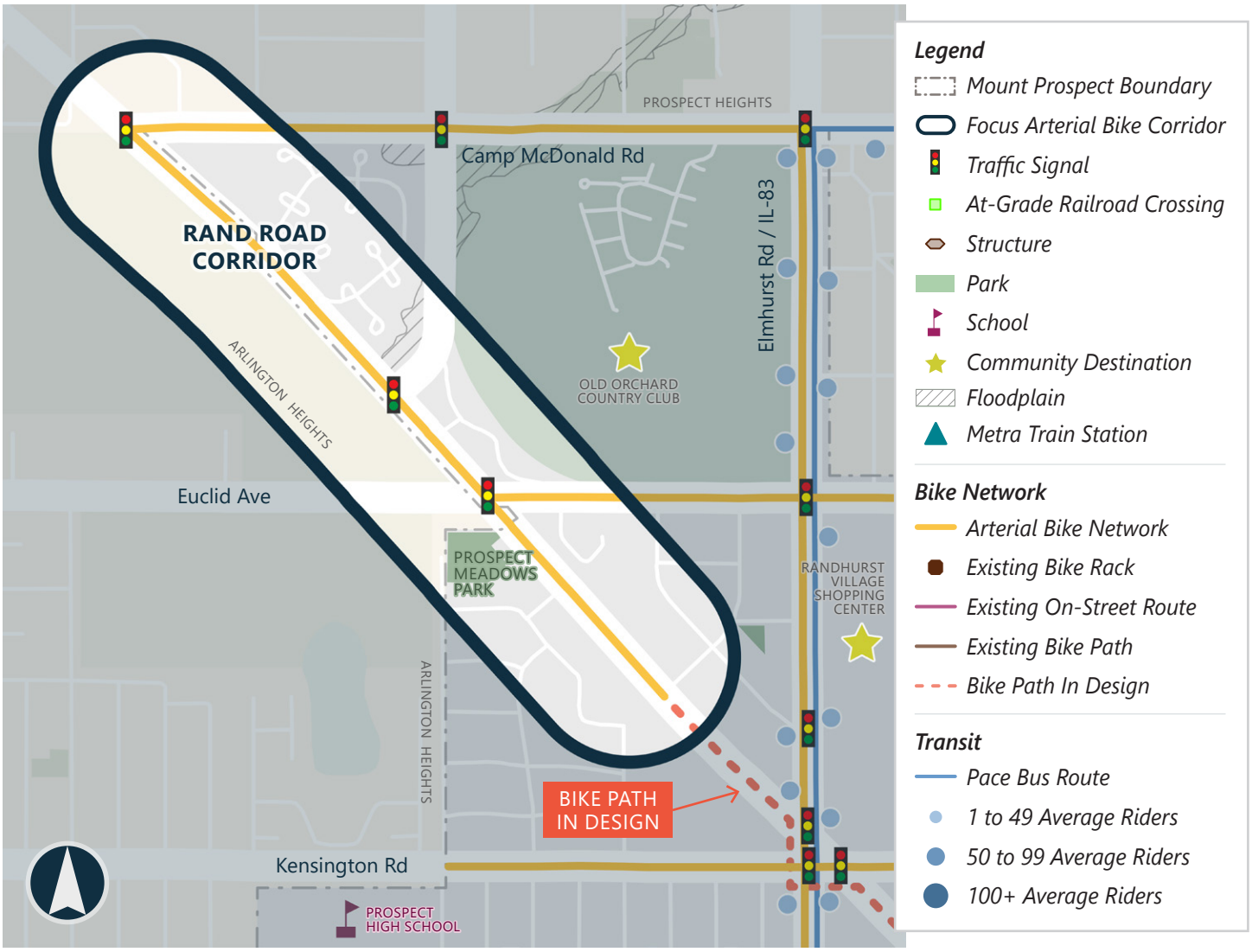

Creek crossing between Euclid and Kensington


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

- 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*: Connection to a sidepath in Des Plaines meeting at Central Rd
- Community Feedback
  - » Sidepath suggested along Rand
  - » Crossing improvements desired at Camp McDonald



Looking northwest on west side of Rand at Schoenbeck


Pedestrian crossing on east leg of Euclid at Rand

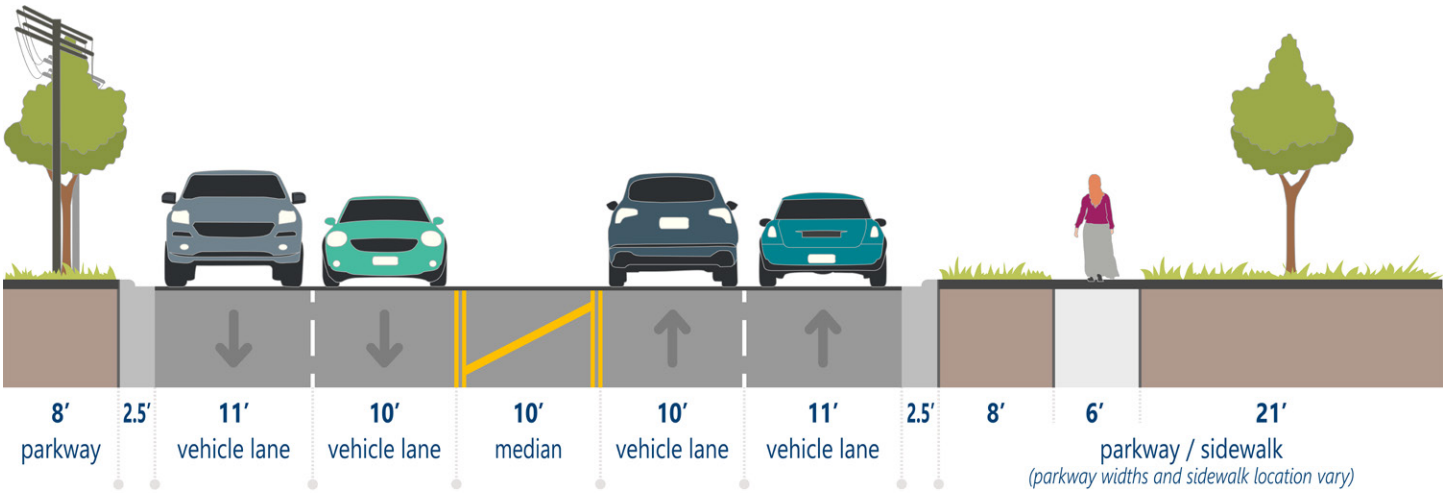

Looking northwest on Rand at Euclid

Typical Mid-Block Cross Section

Looking Northwest

(shown northwest of Schoenbeck Rd)

← *Southwest* *Northeast* →



pavement width: **52 ft**

right-of-way: **100 ft**

7 Kensington Road

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



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

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 sidepath along north side between Rand Rd and Perimeter Dr
  - » 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

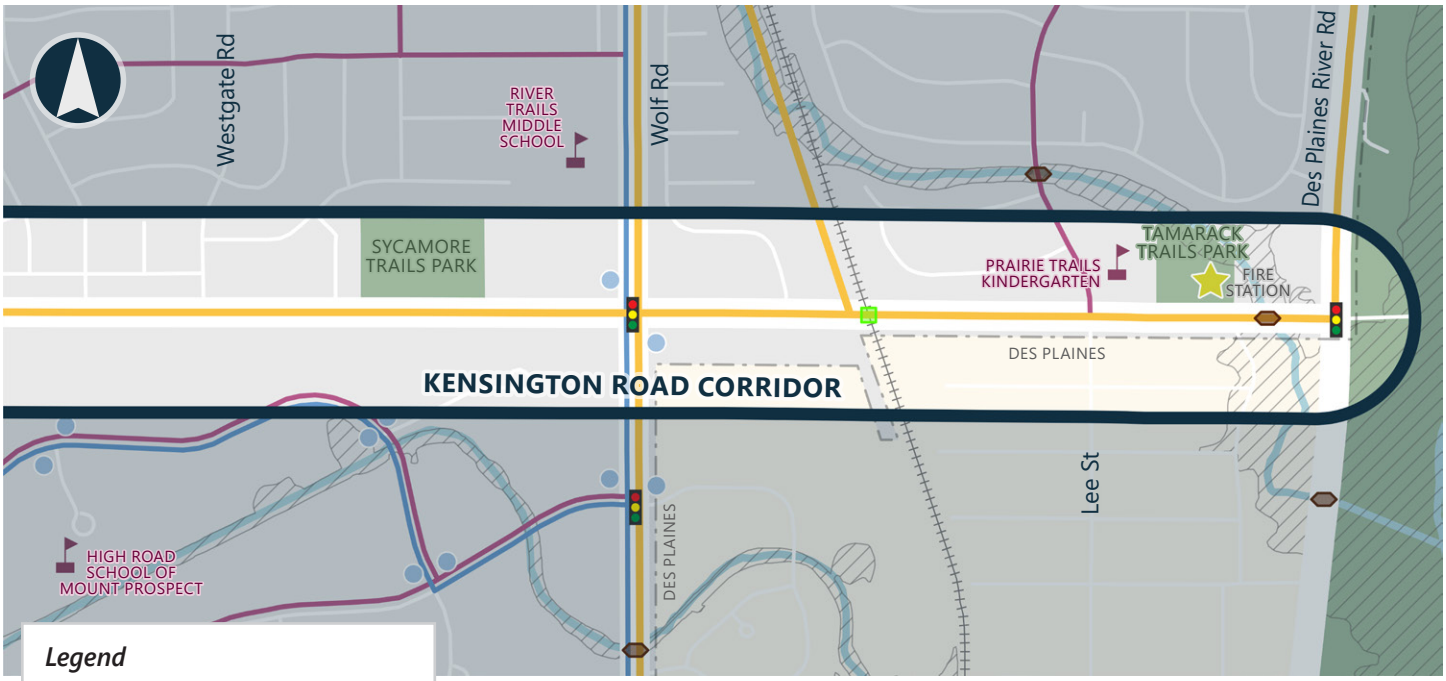
- Trees in Right-of-Way: 380 total
  - » North - 222 | South - 158
- ComEd in Right-of-Way:
  - » North - Frequent (west of IL-83) / Occasional (east of IL-83)
  - » South - Occasional (west of IL-83) / Frequent (Elmhurst to RR tracks) / Frequent (east of IL-83)



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

(continued on the following page)

Kensington Road 7



match line (see previous page)

Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
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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

- 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

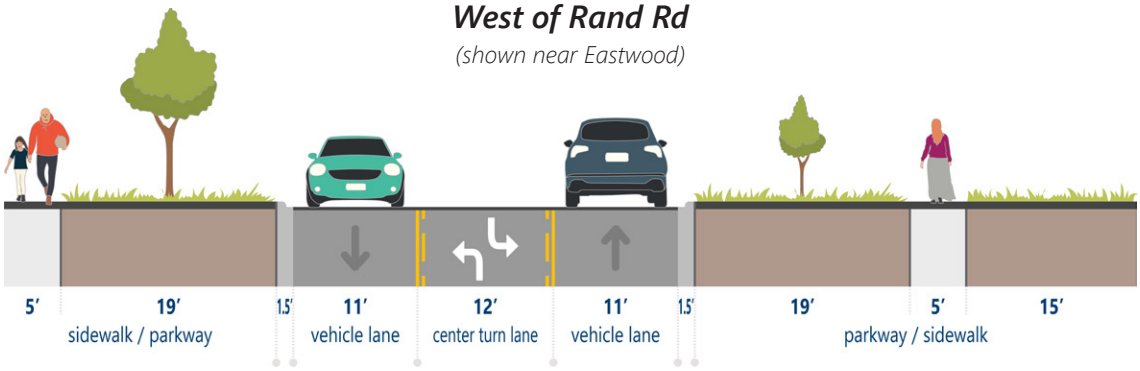
Typical Mid-Block Cross Sections (looking west)

← South

West of Rand Rd

(shown near Eastwood)

North →



pavement width: **34 ft**

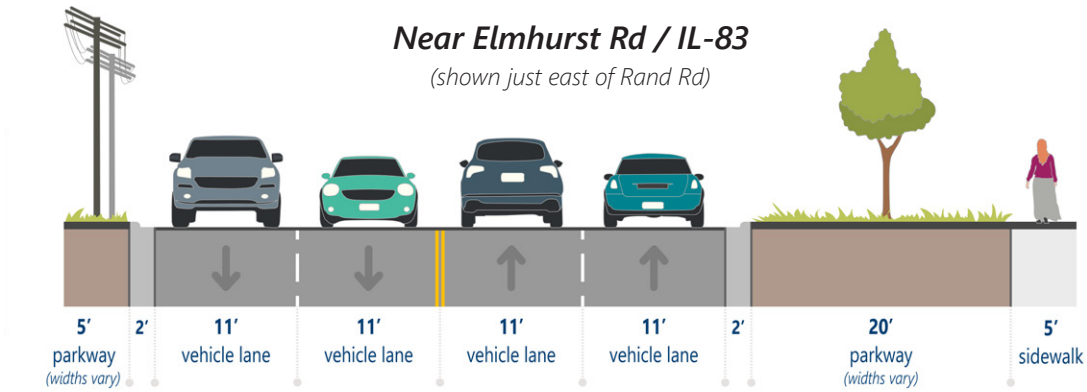
right-of-way: **100 ft**

← South

Near Elmhurst Rd / IL-83

(shown just east of Rand Rd)

North →



pavement width: **44 ft**

right-of-way: **78 ft**

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.

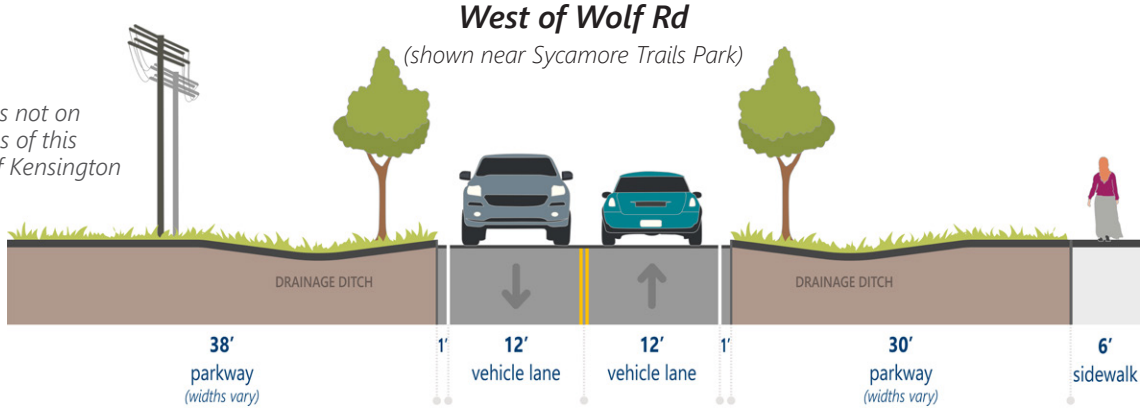
← South

West of Wolf Rd

(shown near Sycamore Trails Park)

North →

Utility poles not on all stretches of this segment of Kensington



pavement width: **26 ft**

right-of-way: **100 ft**

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.



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



Looking south on Wolf at River Trails Middle School

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 - 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

- 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
- Bike Network Connections: Prospect Heights Bike Path, Central Road Regional Bike Corridor with connection to Des Plaines River Trail
- Relevant Insights from Previous Plans/Studies:
  - » *Concept for a two-way cycle track design is under consideration*
- Community Feedback
  - » Traffic calming improvements near schools



Looking north on Wolf at northwest corner of Euclid



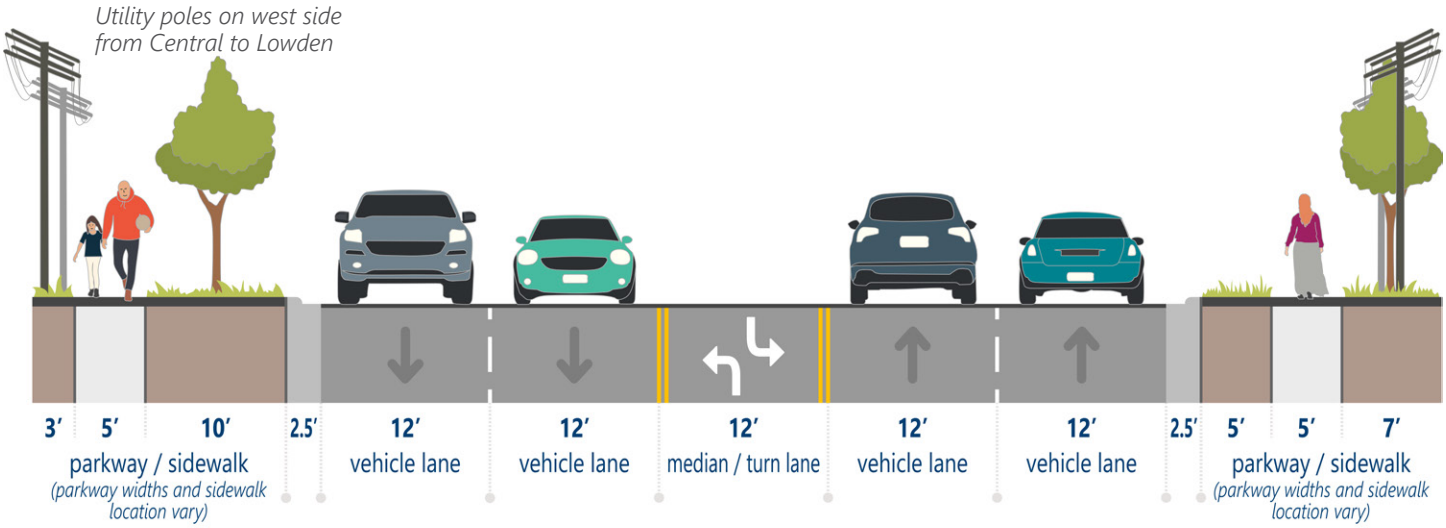
Wolf Rd stream crossing at Euclid

Typical Mid-Block Cross Section

Looking North

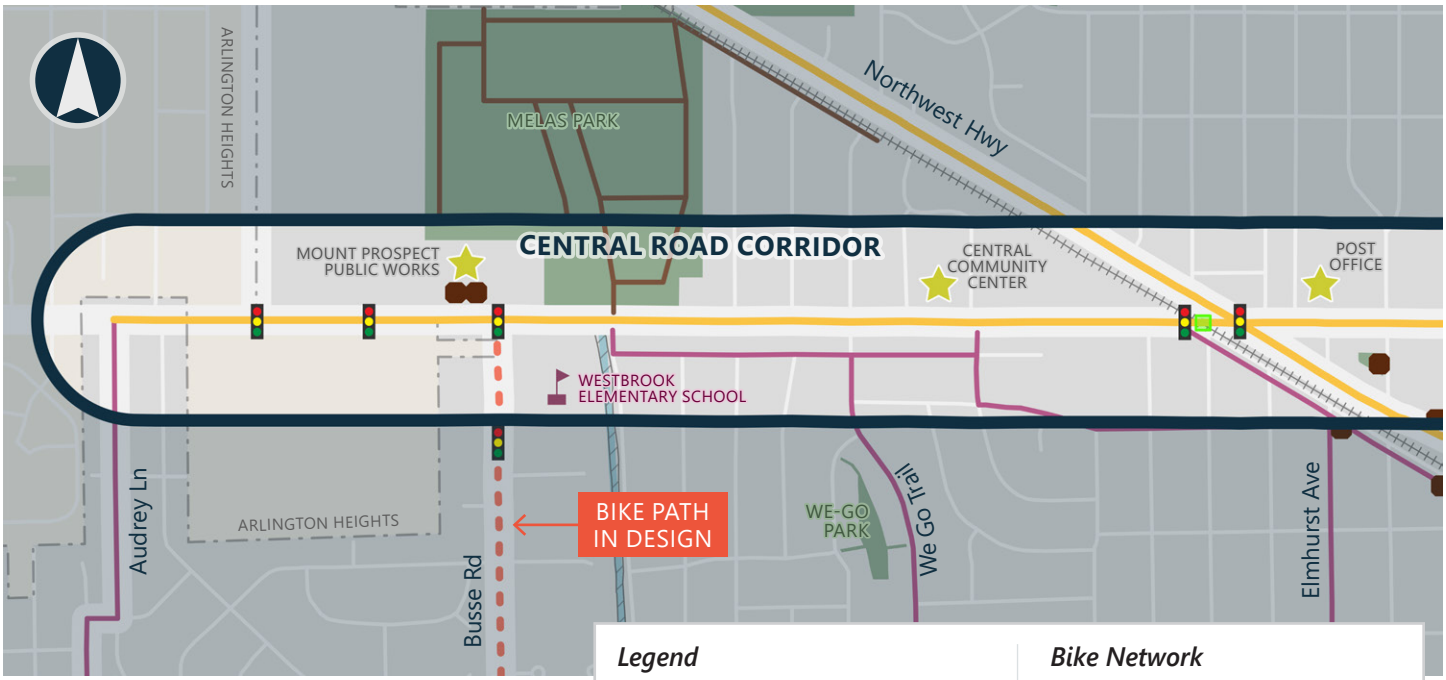
(shown just south of Feehanville)

← *West* *East* →



9 Central Road

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



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

Traffic / Roadway Conditions

- Corridor Length: 3.2 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 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

(continued on the following page)



Looking east from north side of Central (near Emerson)

Central Road 9



match line (see previous 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

- 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
- Bike Network Connections: Central Road Regional Bike Corridor with connection to Des Plaines River Trail
- 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

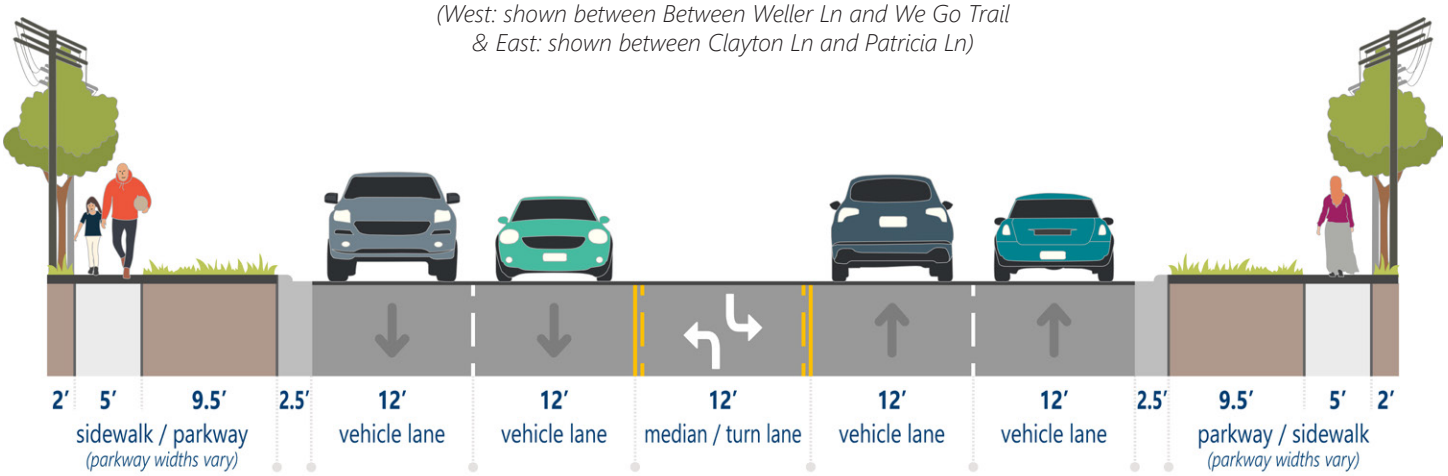
9 Central Road

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

← *South* *North* →

Looking West

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



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

← *South* *North* →

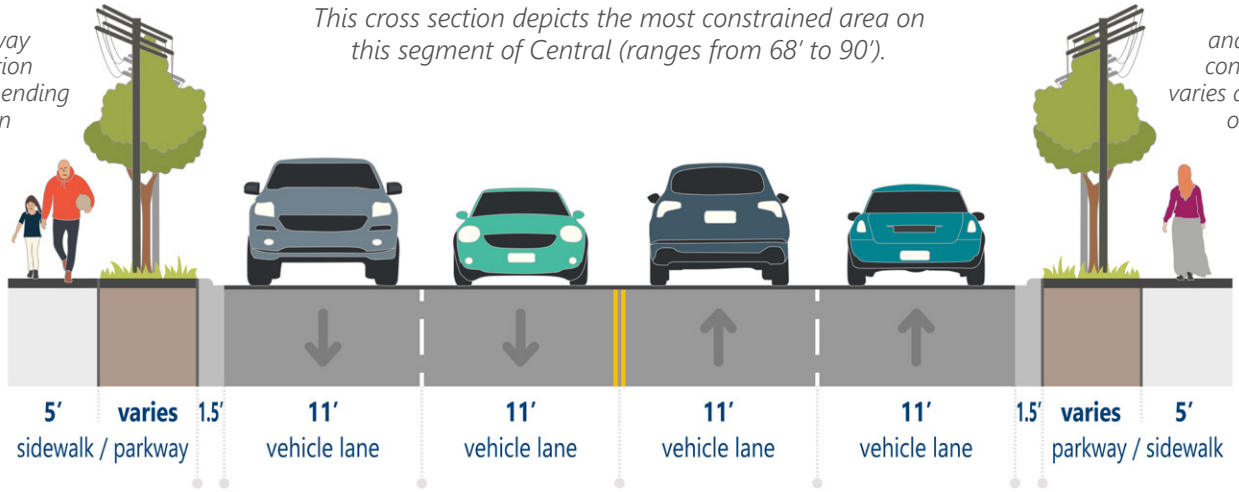
Looking West

(shown near Maple St)

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



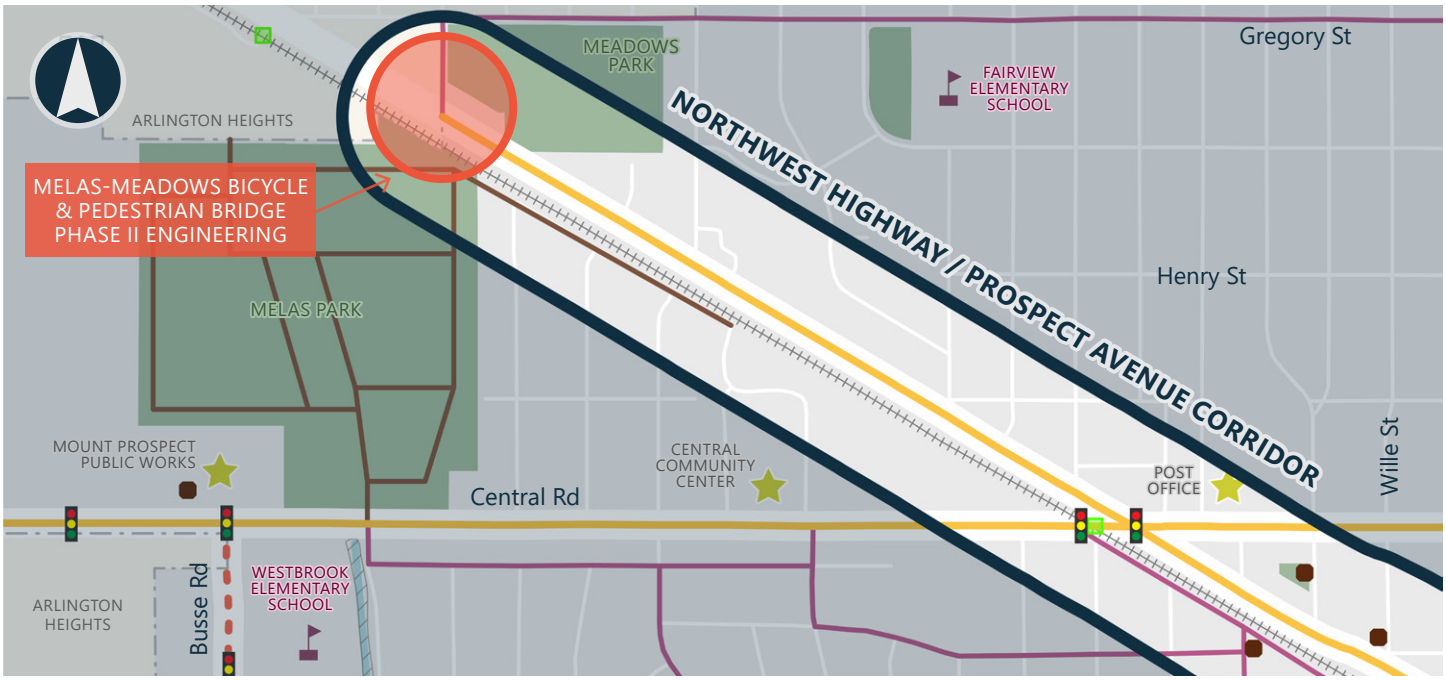
Signed bike route on Emerson just south of Central



Looking west toward residential area near Albert

10 Northwest Hwy

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*

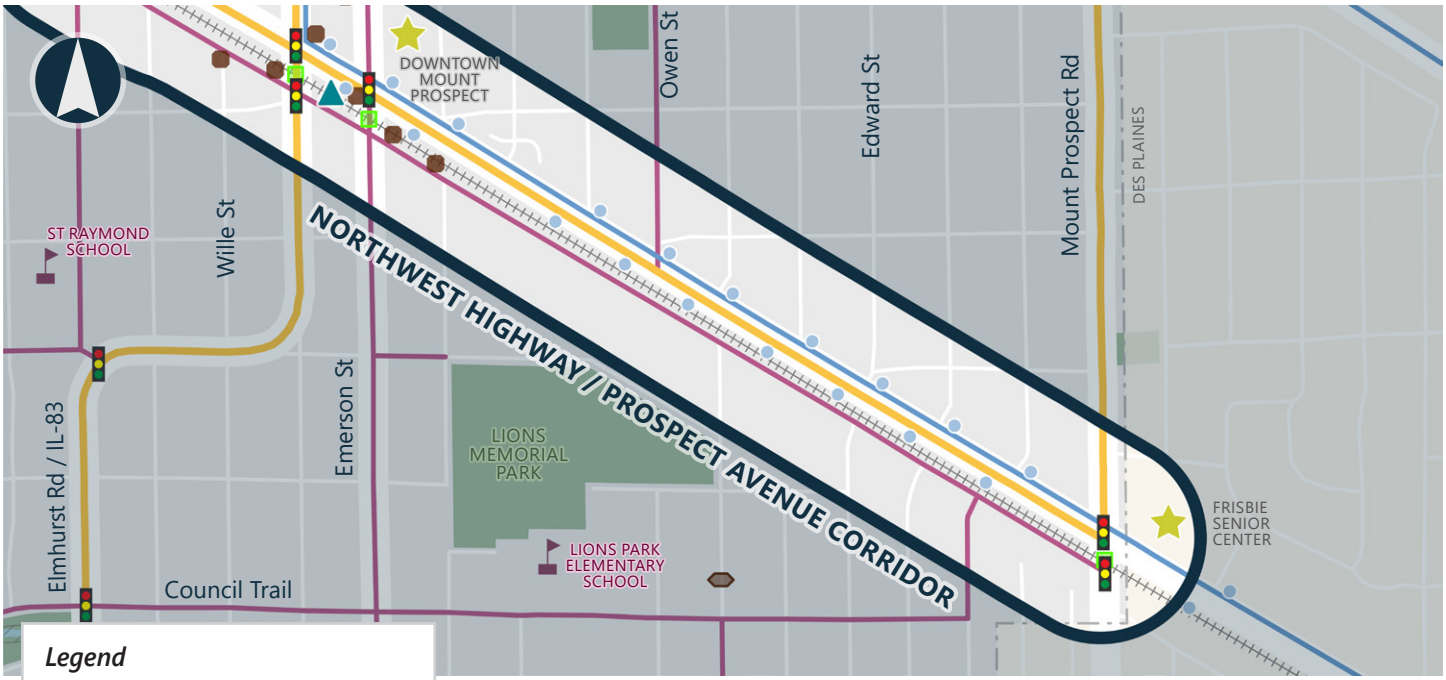
Transit

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



Looking southeast on Northwest Hwy towards the Downtown

match line (see previous 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 - 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

- 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

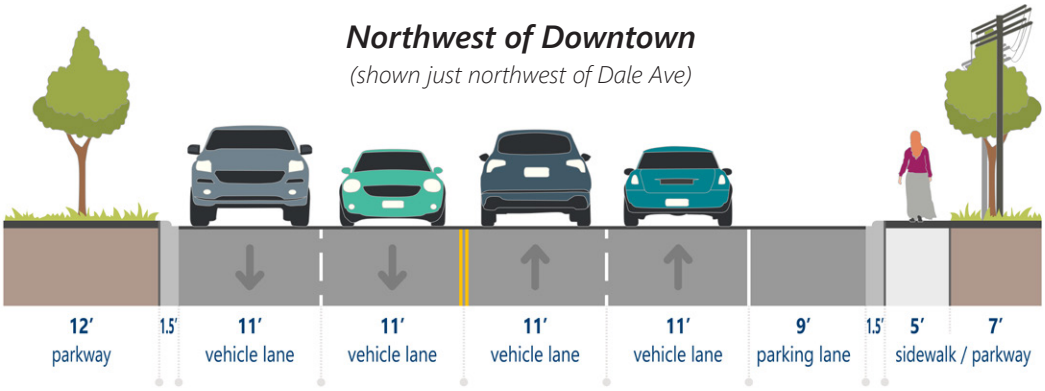
10 Northwest Hwy

Typical Mid-Block Cross Sections (looking northwest)

← *Southwest* — *Northeast* →

Northwest of Downtown

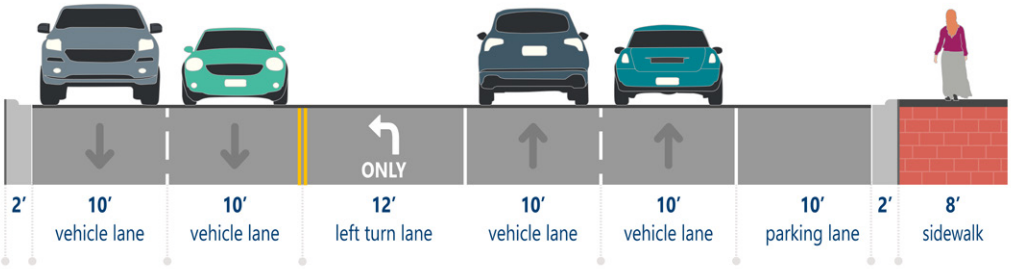
(shown just northwest of Dale Ave)



← *Southwest* — *Northeast* →

Downtown

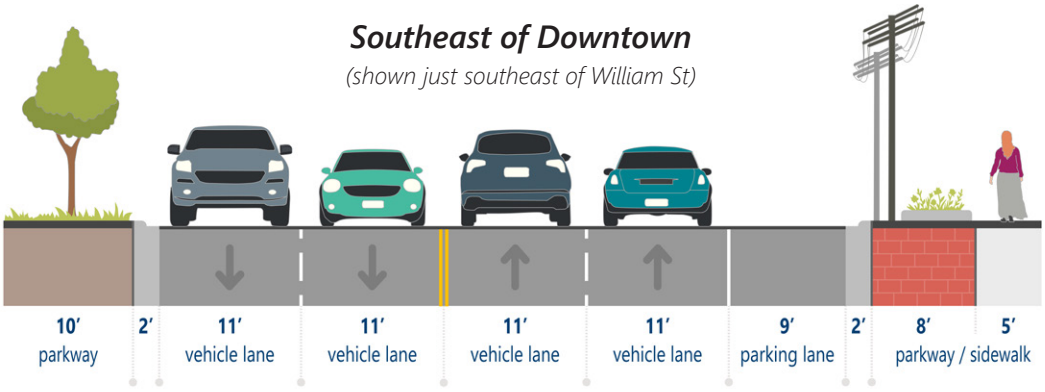
(shown between Main St and Emerson St)



← *Southwest* — *Northeast* →

Southeast of Downtown

(shown just southeast of William St)





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

10 Prospect Ave

*see corridor map on pages 38-39

Corridor Characteristics

Traffic / Roadway Conditions

- Corridor Length: 1.4 miles
- Jurisdiction: Mount Prospect
- Posted Speed Limit: 25-30 mph
- Average Daily Traffic: N/A
- Right-of-Way: 50' to 70'
- Truck Route: Local Truck Route
- Truck Traffic (% of Total Traffic): N/A
- Programmed Improvement: None

Parkway Conditions

- Sidewalk Gaps:
  - » North - next to most of the Metra tracks

Safety Conditions

- Crashes *(2018-22)*: Bicycle - 1 | Pedestrian - 2
- Potential Conflict Points
  - » Cross Streets: North - 4 | South - 16
  - » Commercial Driveways: North - 0 | South - 16
  - » Residential Driveways: North - 0 | South - 3

Community Context

- Key Destinations: Westbrook Elementary School, St Raymond School, Melas Park, Meadows Park, Lions Memorial Park, Central Community Center, Post Office, Library, Village Hall, Downtown Mount Prospect, Frisbie Senior Center
- Relevant Insights from Previous Plans/Studies:
  - » *Downtown Implementation Plan Vol 2 (2013)*: Provides a vision for dedicated bike facilities along Prospect Ave, and additional improvements like bike lanes, brick pavers, curb bump outs, and "district" signage. Presents Prospect Ave as an alternate way to accomplish a longstanding NWMC planning goal of putting a bike facility on Northwest Highway.



Looking northwest on Prospect Avenue from Elmhurst Ave



Looking northwest on Prospect Avenue at Emerson St



Prospect Avenue narrowing at William St, looking southwest

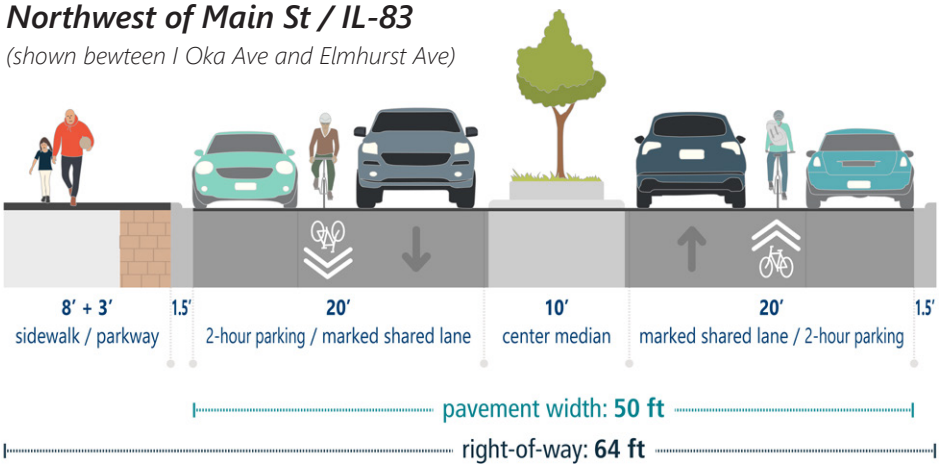
Typical Mid-Block Cross Sections (looking northwest)

← Southwest

Northwest of Main St / IL-83

(shown bewteen I Oka Ave and Elmhurst Ave)

Northeast →



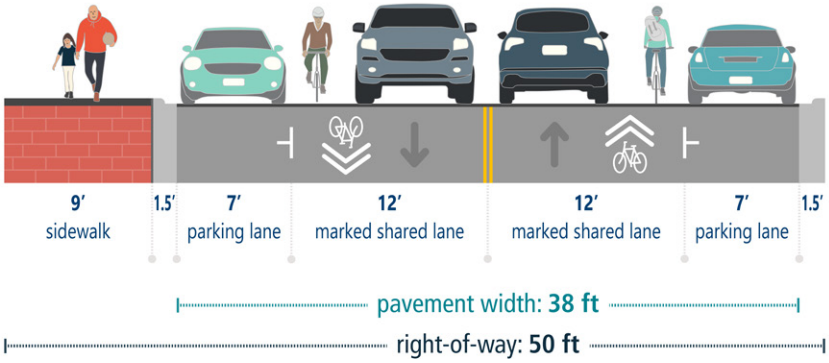
← Southwest

Between Main St / IL-83 and Maple St

(shown between Emerson St and Maple St)

Northeast →

This section has the most constrained right-of-way along the corridor

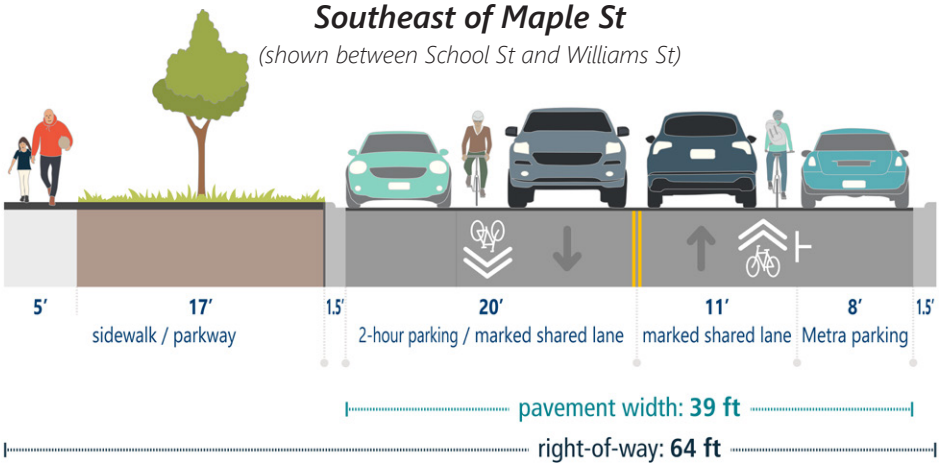


← Southwest

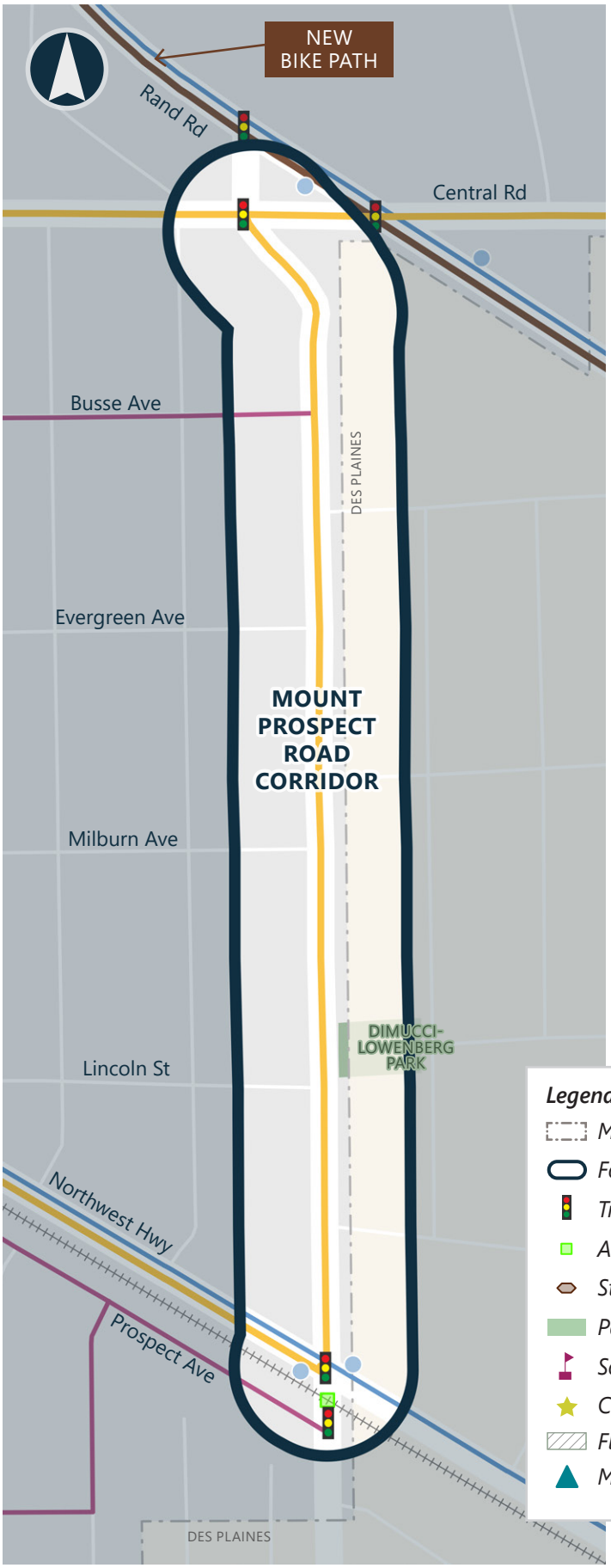
Southeast of Maple St

(shown between School St and Williams St)

Northeast →



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*

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

- 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

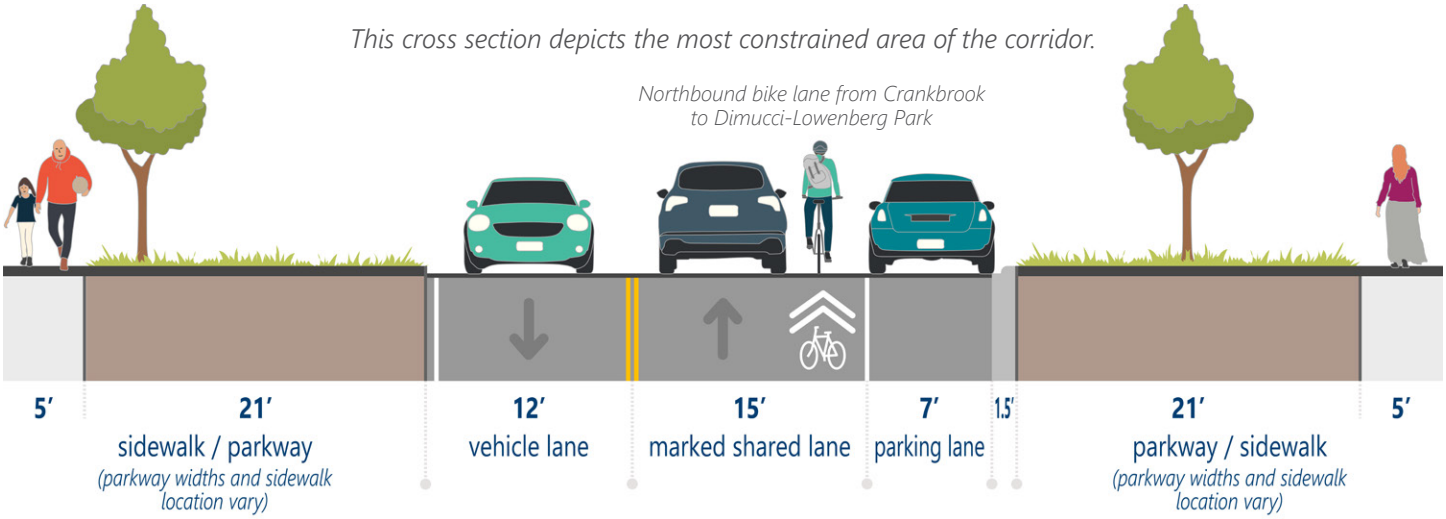
Typical Mid-Block Cross Section

Looking North

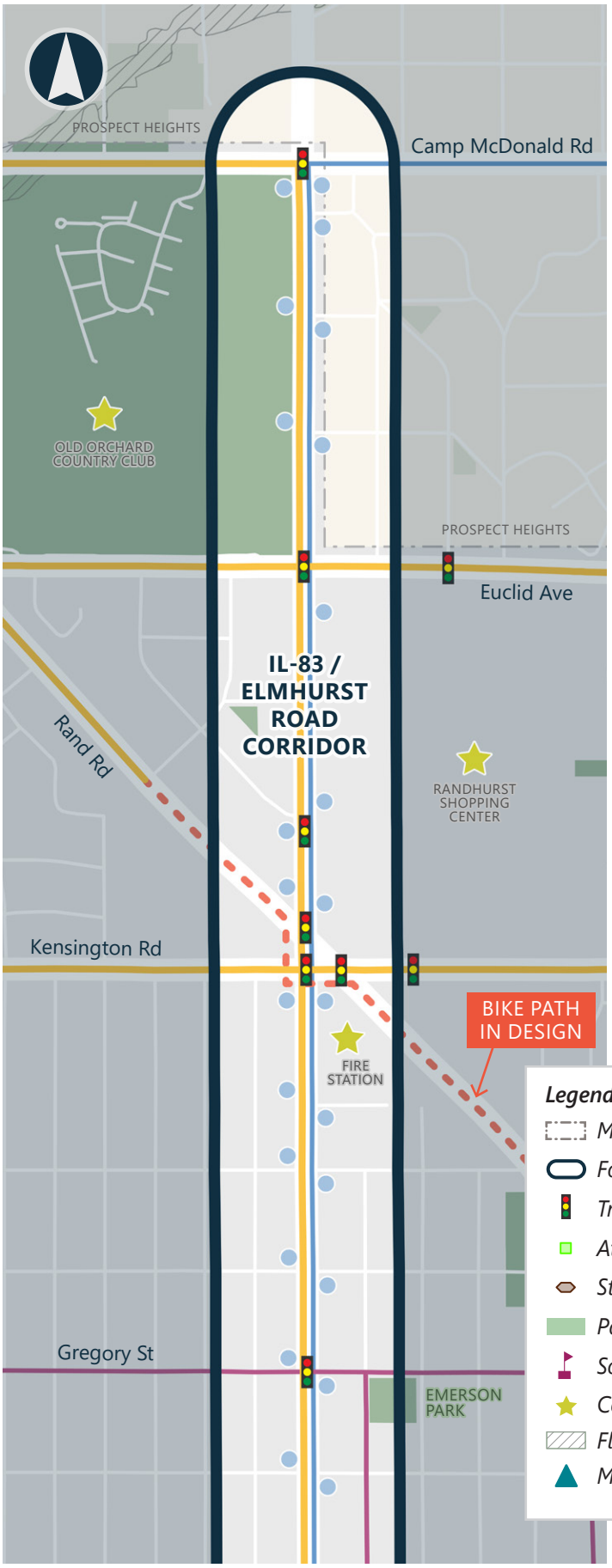
(shown near Dimucci-Lowenberg Park)

← *West* *East* →

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



12 IL-83 / Elmhurst Road



match line (see next page)

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

Top priority corridor identified by community members



Looking south on west side of IL-83 at Kensington

Legend

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

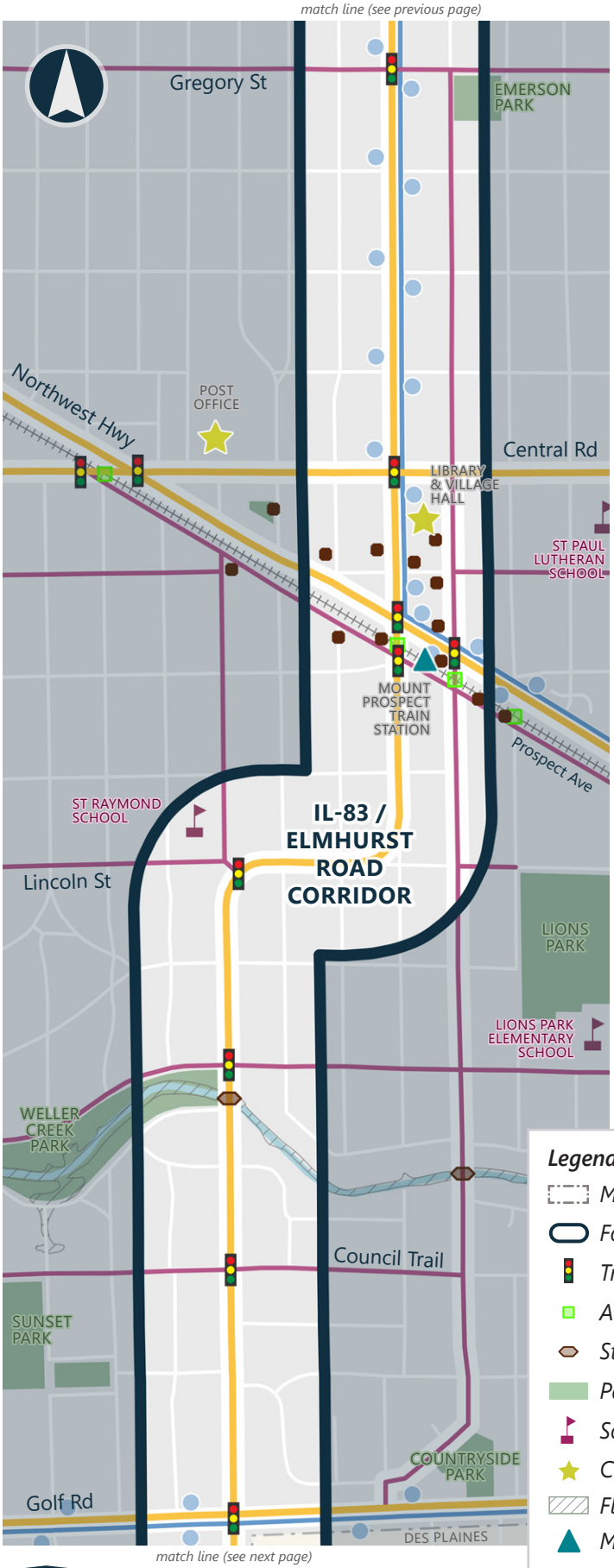
Bike Network

- *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*

match line (see previous page)



match line (see next page)



Main St crossing Metra tracks and Prospect Ave

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)

Legend

- *Mount Prospect Boundary*
- *Focus Arterial Bike Corridor*
- *Traffic Signal*
- *At-Grade Railroad Crossing*
- *Structure*
- *Park*
- *School*
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Bike Network

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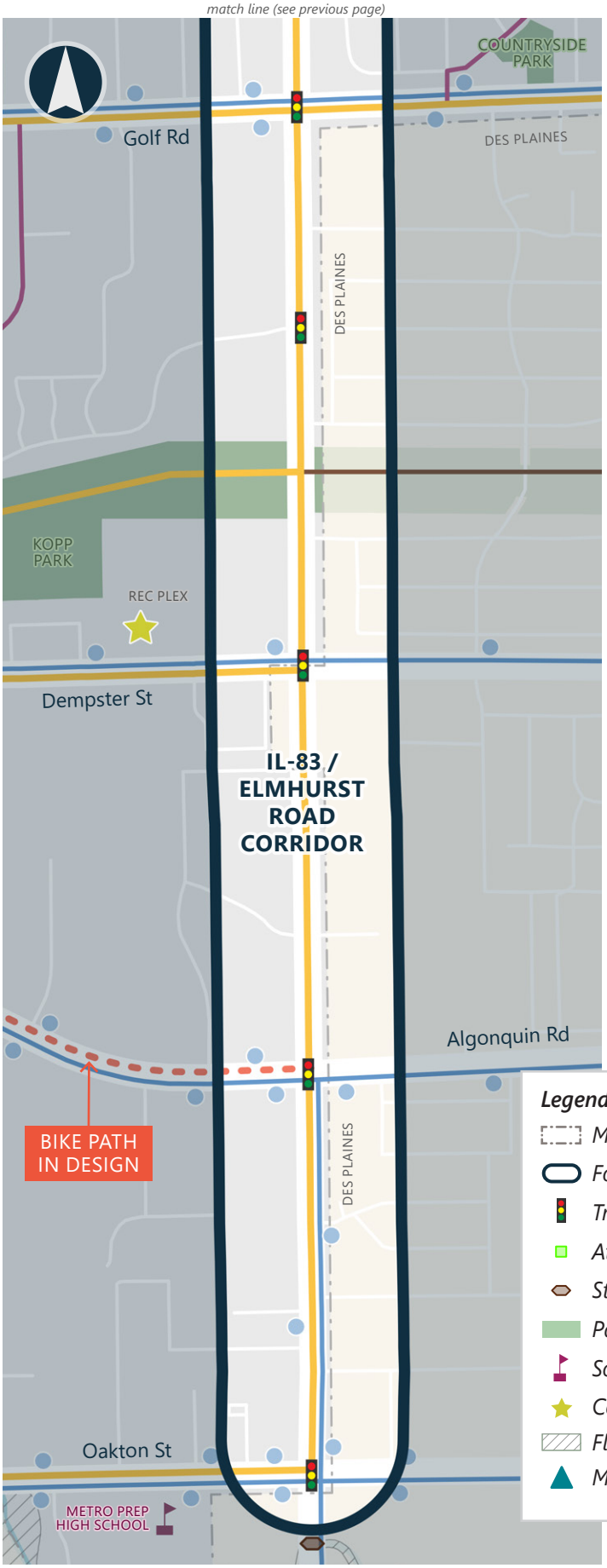
Transit

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

12 IL-83 / Elmhurst Road



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

- 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*



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

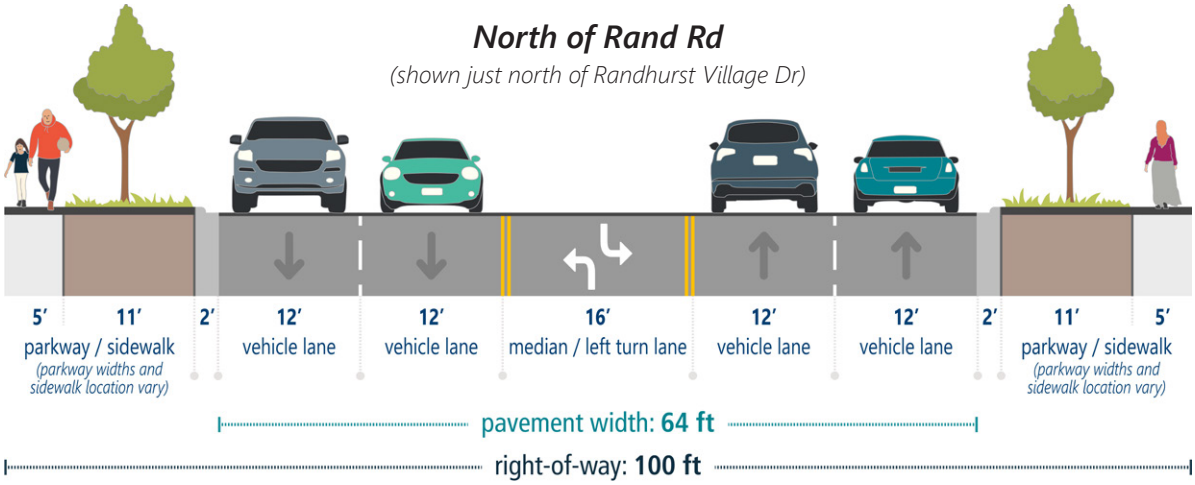
Typical Mid-Block Cross Sections (looking north)

← West

North of Rand Rd

(shown just north of Randhurst Village Dr)

East →

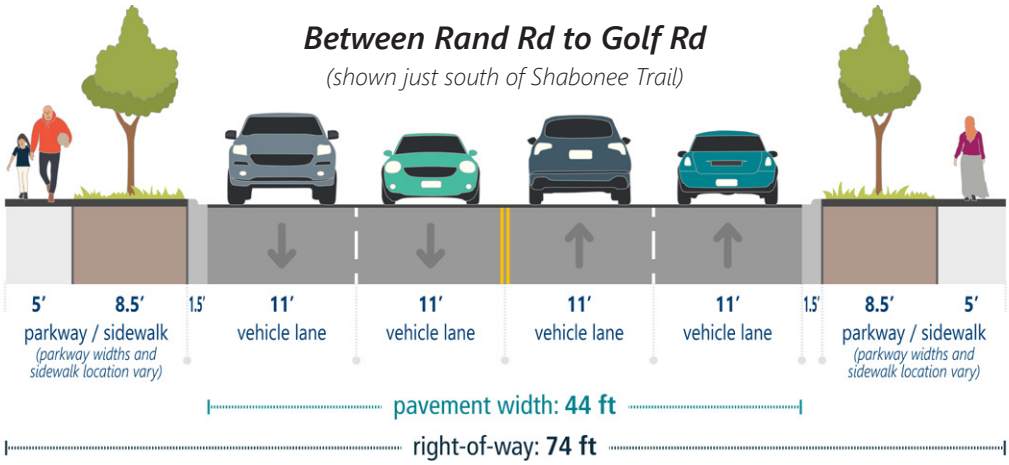


← West

Between Rand Rd to Golf Rd

(shown just south of Shabonee Trail)

East →

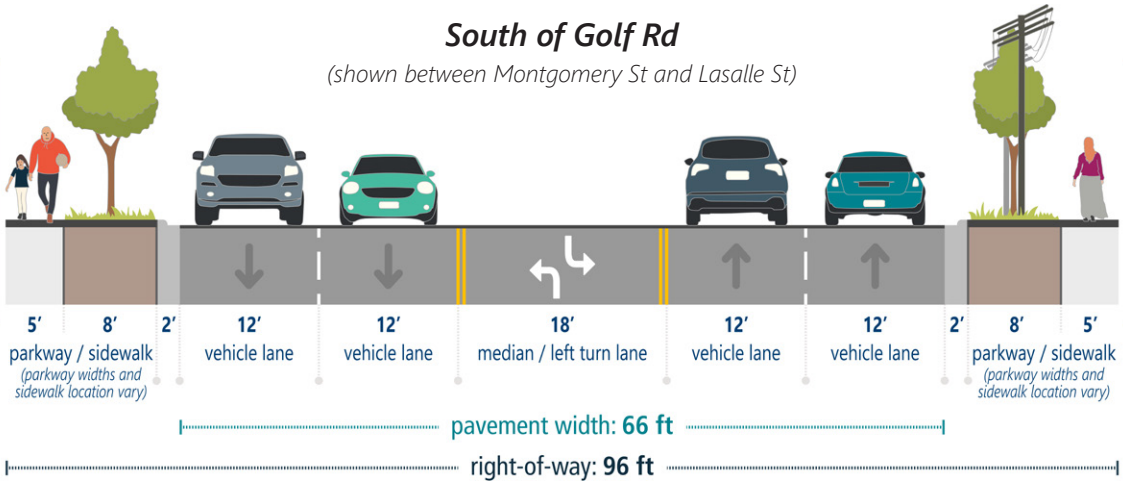


← West

South of Golf Rd

(shown between Montgomery St and Lasalle St)

East →





Looking south on IL-83 from west side at Gregory

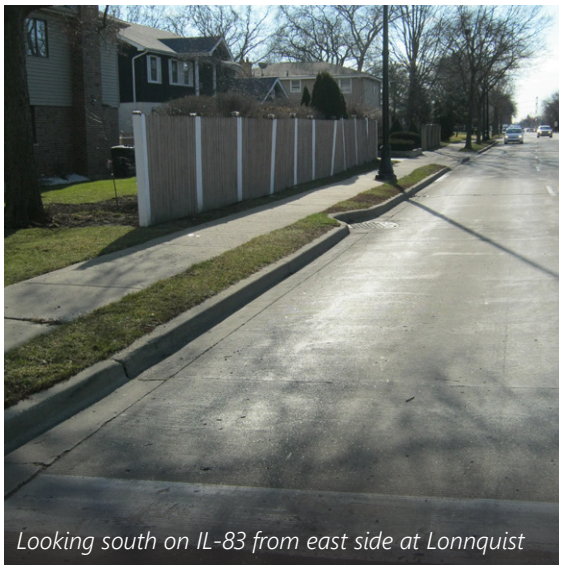

Looking south on IL-83 near railroad tracks


Looking north on IL-83 at Northwest Highway

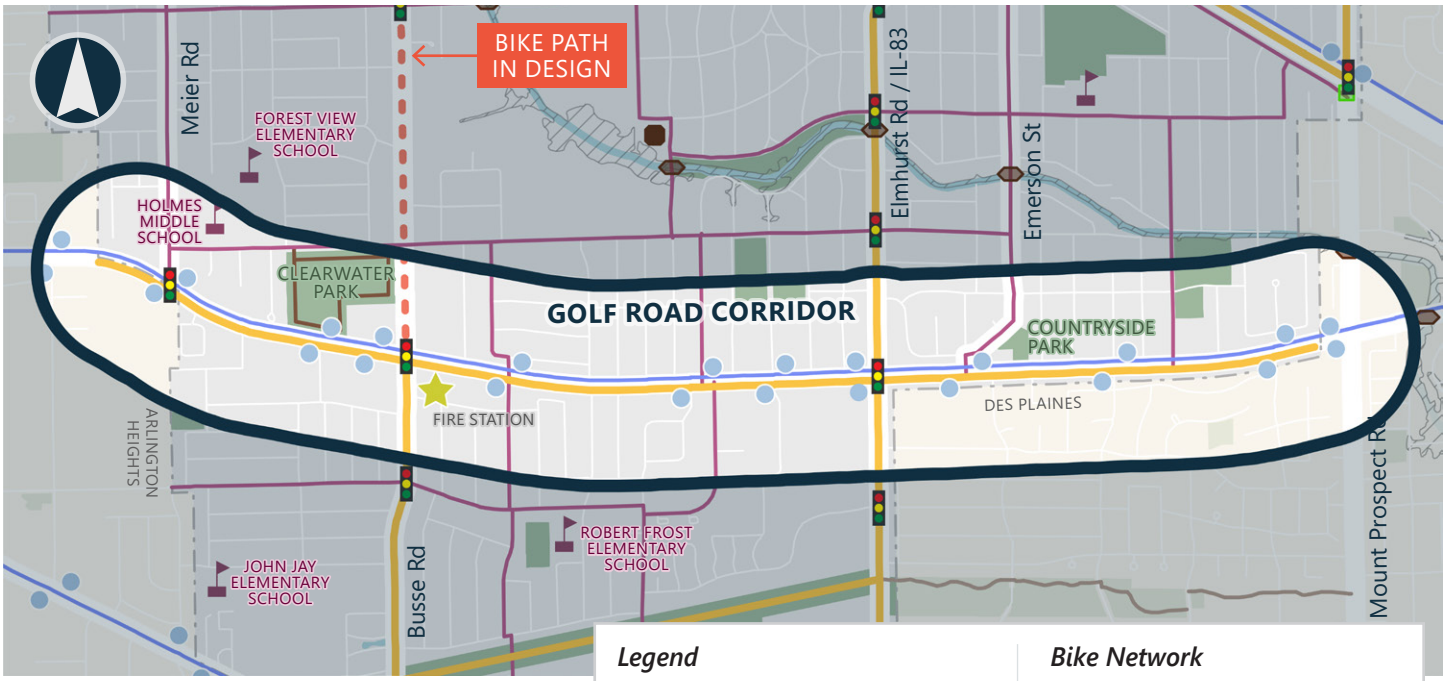

Looking north on IL-83 from west side at Lonnquist



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

Community Context

- 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



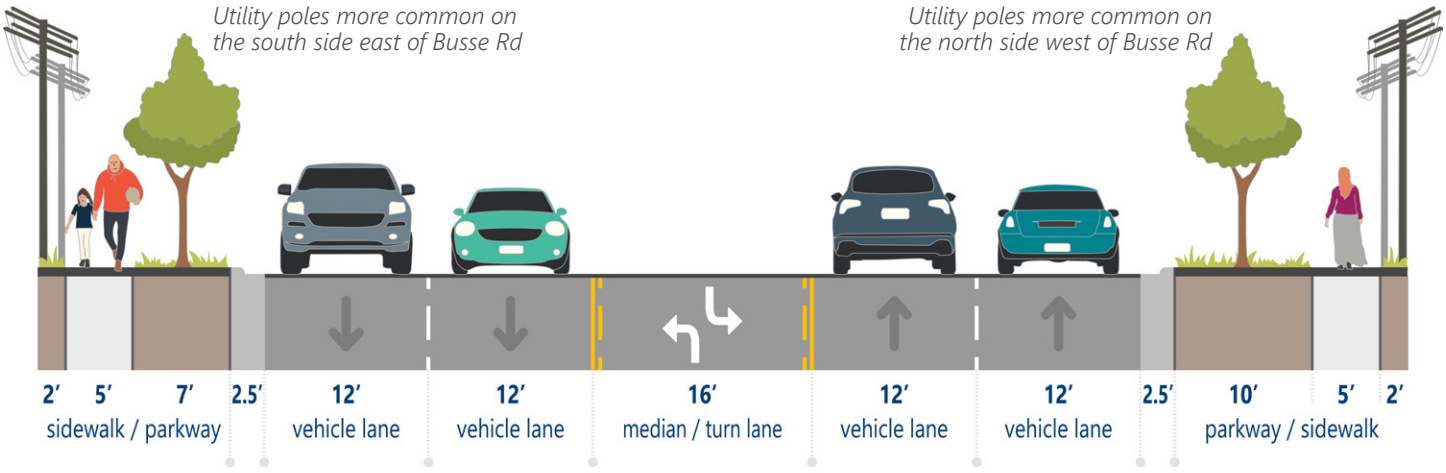
Looking east on the west leg of Golf at the IL-83 intersection

Typical Mid-Block Cross Section

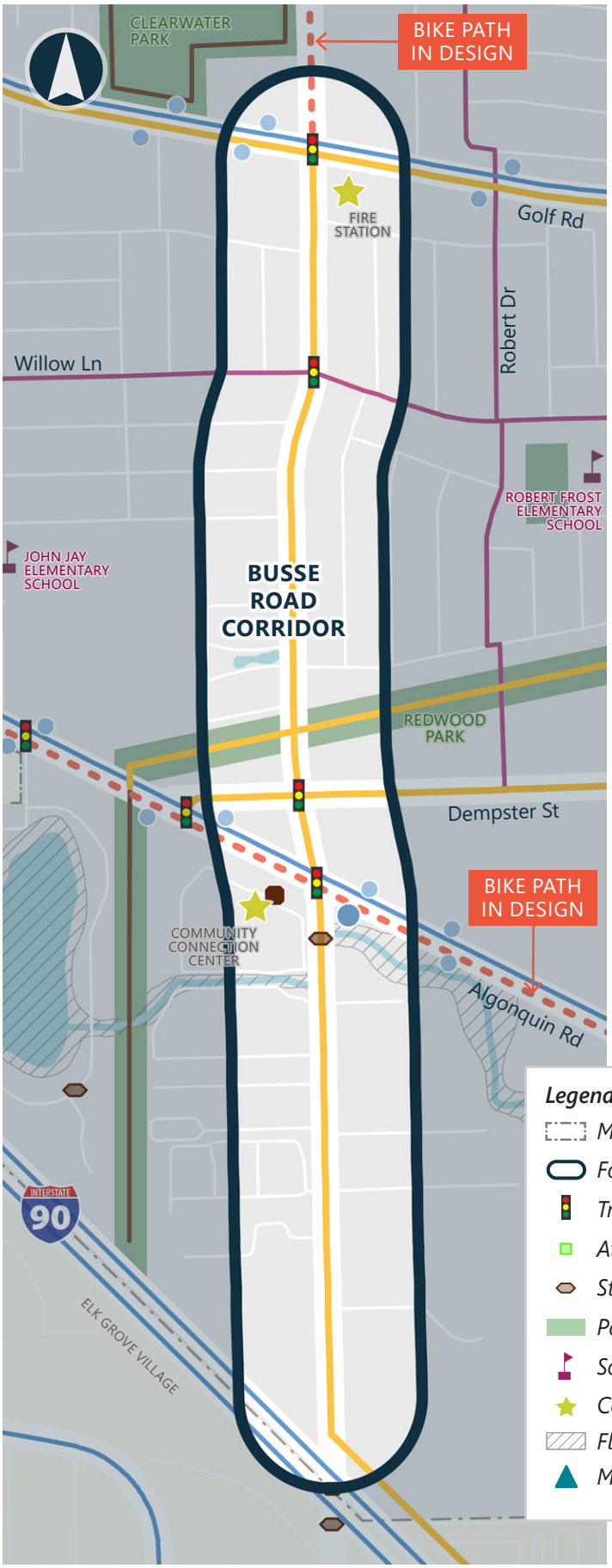
Looking West

(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)



Looking north on Busse from Willow

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

Community Context

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



Looking south on Busse from ComEd Right-of-Way



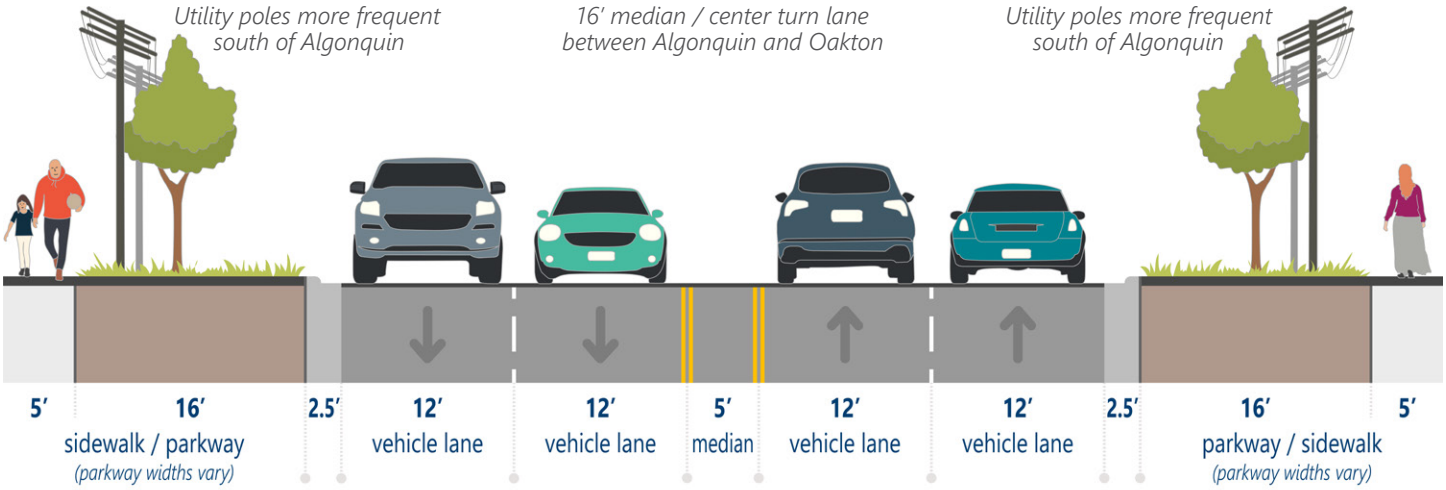
Looking south on Busse at Willow intersection

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



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

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

- 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



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



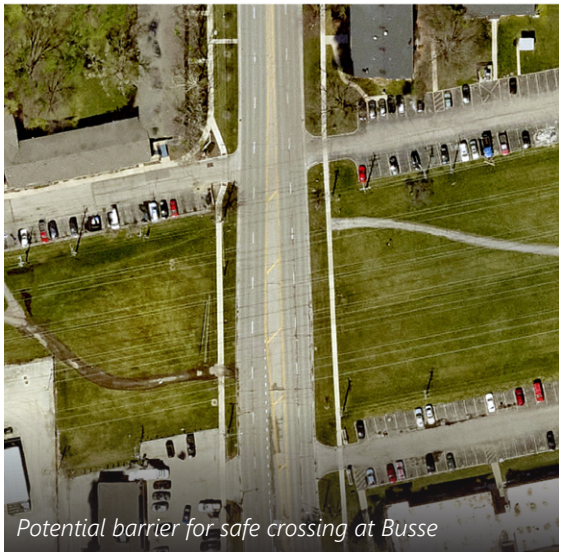
Looking east from IL-83 into trails in Des Plaines



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

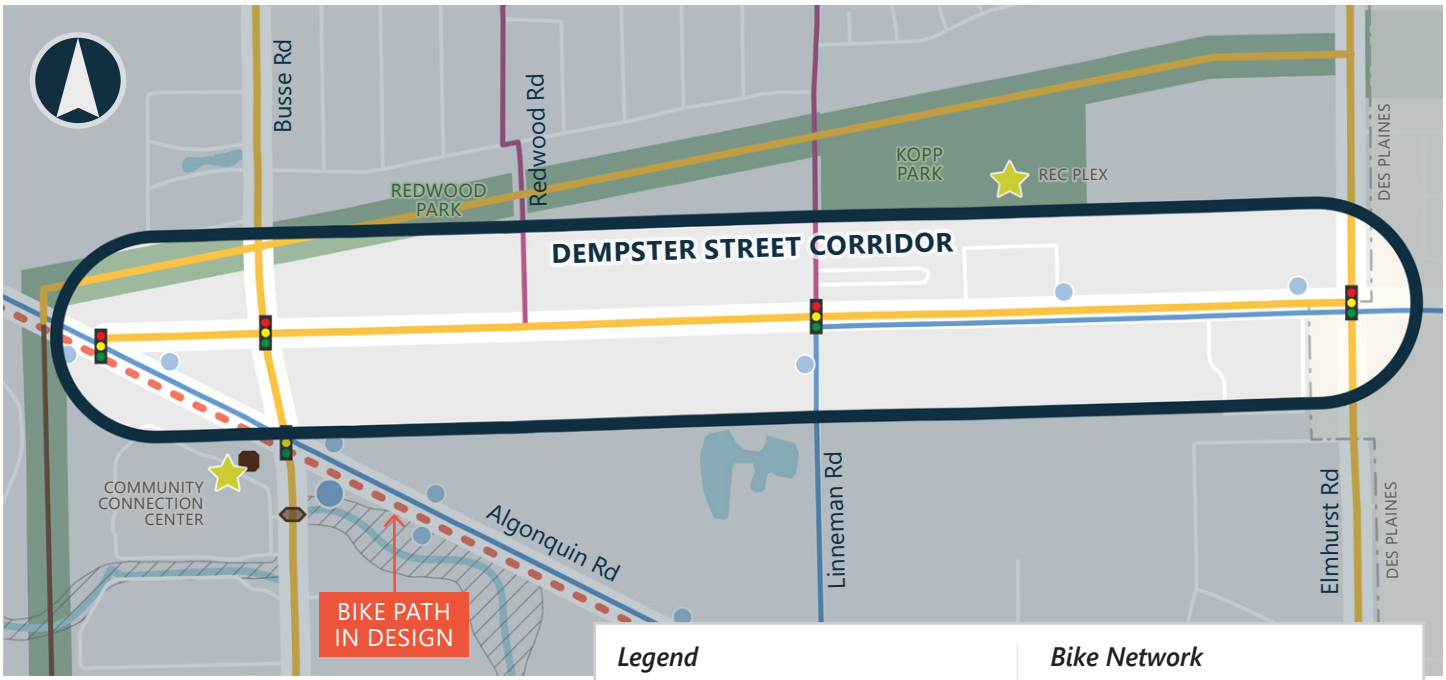


ComEd right-of-way trail crossing at Linneman



Potential barrier for safe crossing at Busse

16 Dempster Street



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

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

Community Context

- 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


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

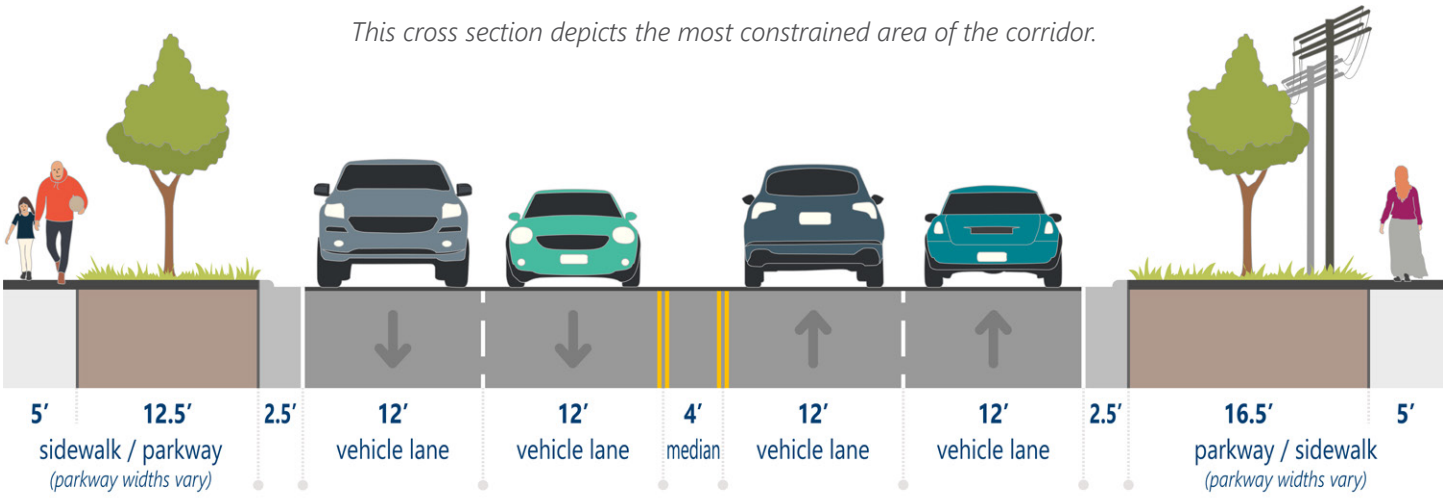
Typical Mid-Block Cross Section

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



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

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

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



Looking northwest between I-90 and residential area at Oakton



Looking northwest between I-90 and residential area at Oakton



Looking southeast from east side of Busse at I-90

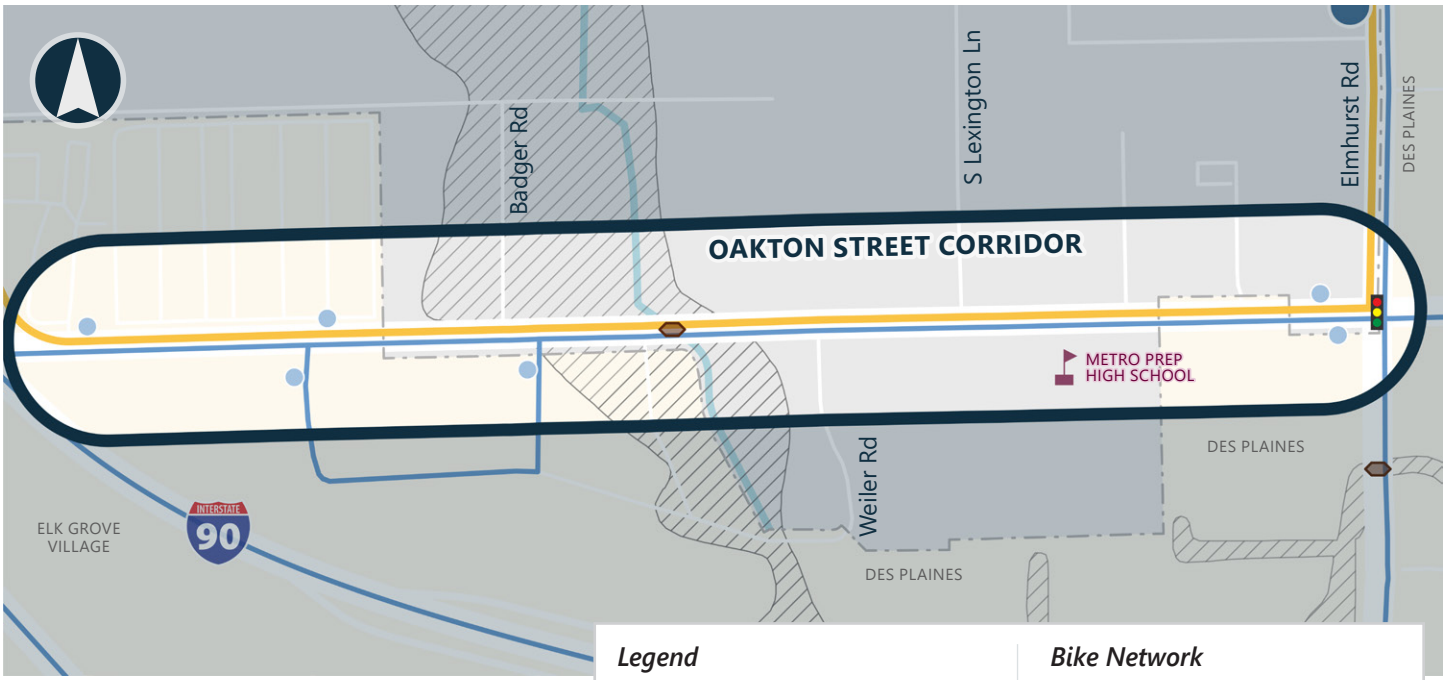


Looking northwest between I-90 and residential area at Oakton



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

Community Context

- 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

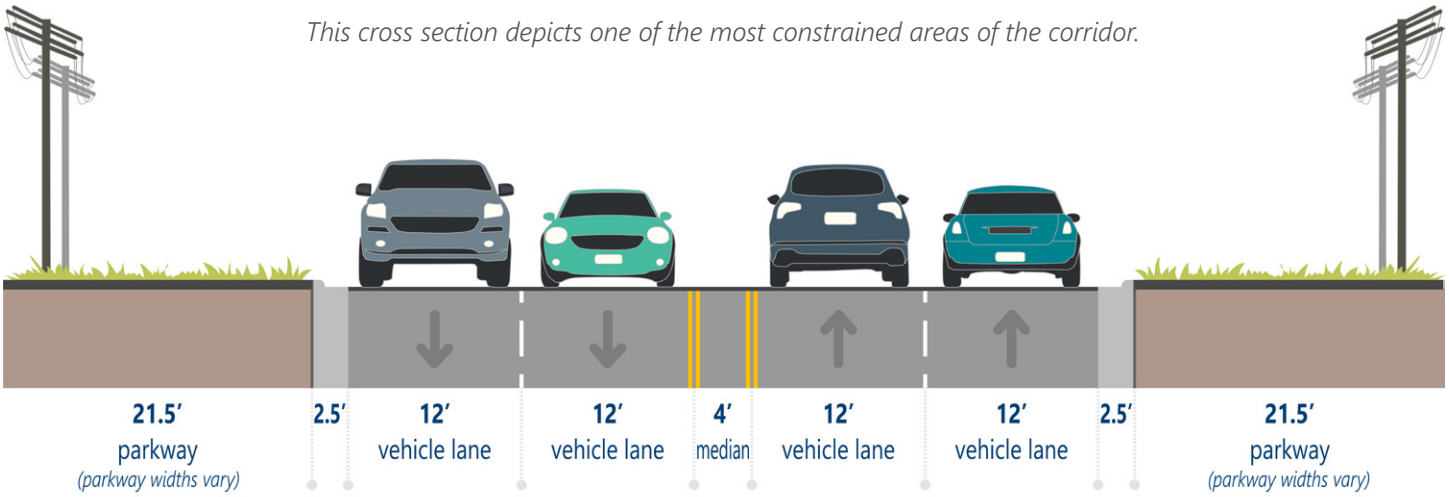
Typical Mid-Block Cross Section

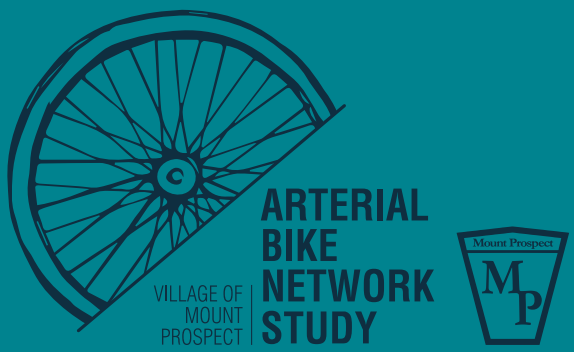
Looking West

(shown just west of the Higgins Creek Bridge)

← *South* *North* →

This cross section depicts one of the most constrained areas of the corridor.




VILLAGE OF
MOUNT
PROSPECT
ARTERIAL
BIKE
NETWORK
STUDY
Mount Prospect
MP

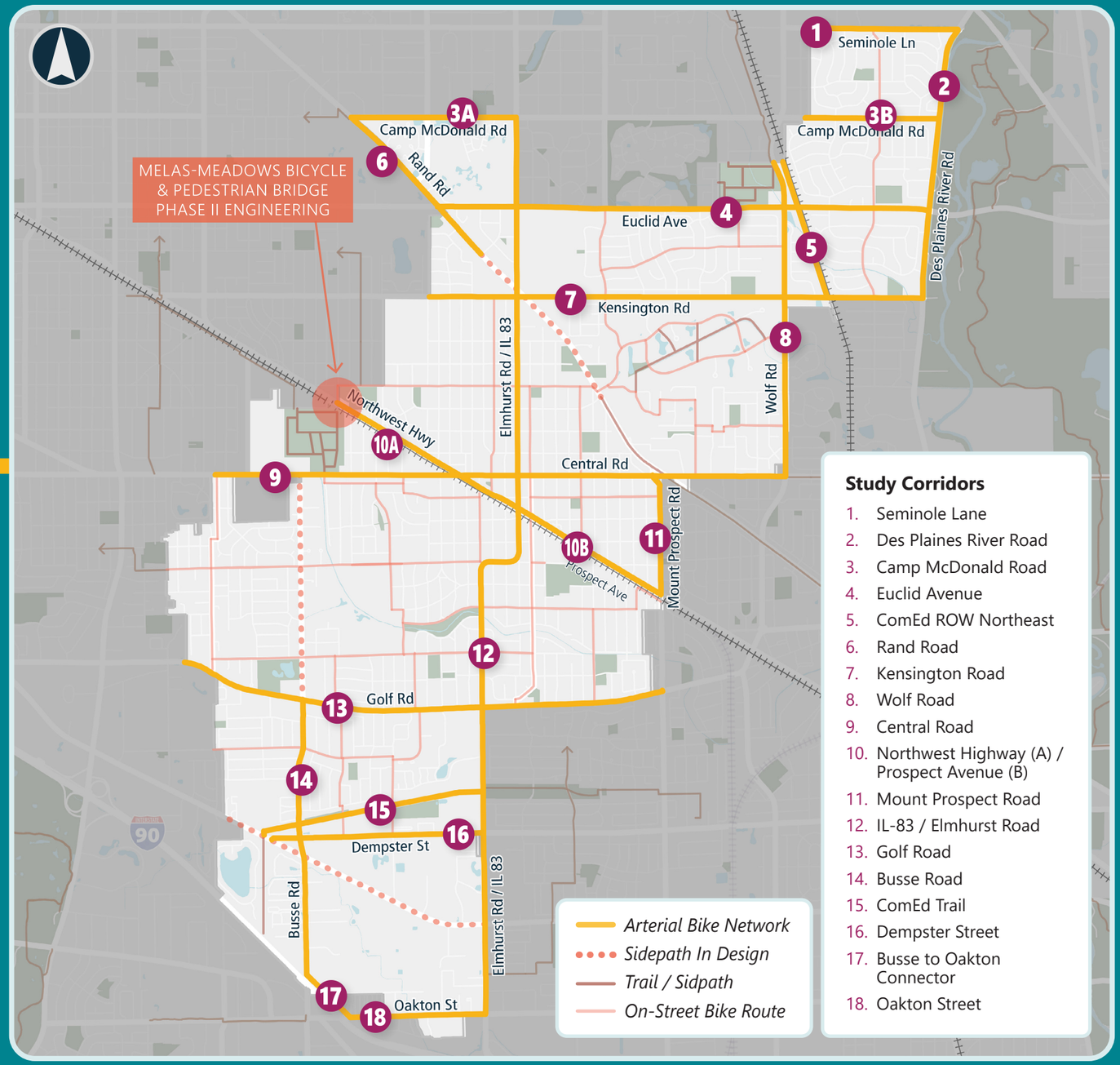
APPENDIX B

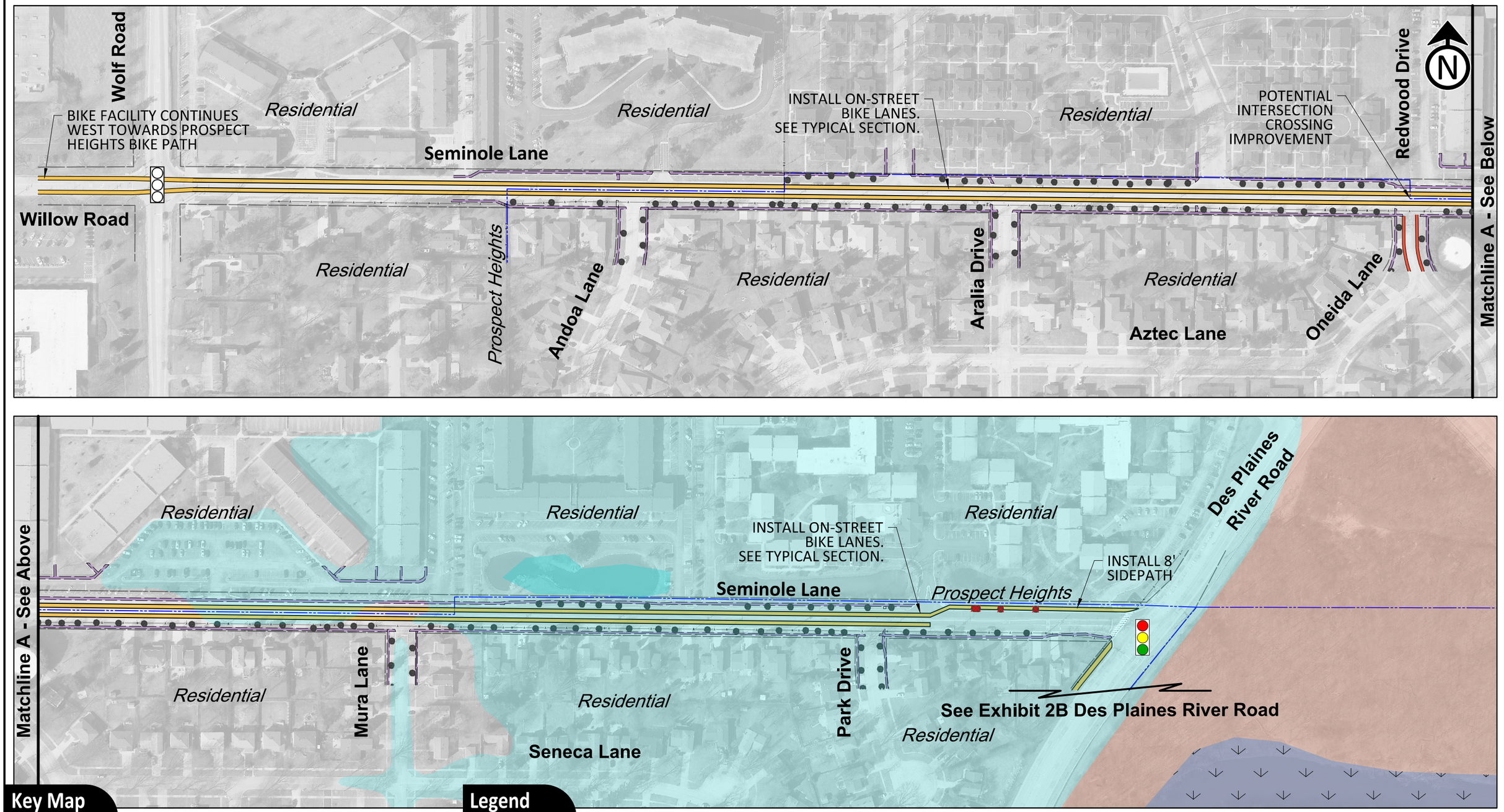
ARTERIAL BIKE NETWORK STUDY

VILLAGE OF MOUNT PROSPECT

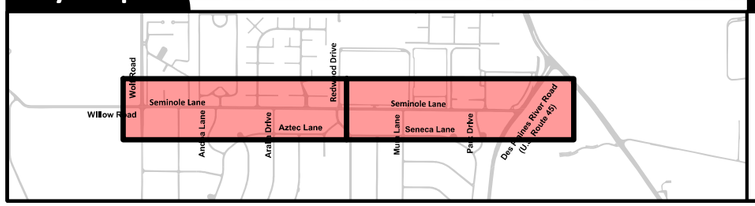
ARTERIAL BIKE NETWORK POTENTIAL BIKE FACILITY ALIGNMENTS

October 2024





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

Seminole Lane

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 1A

Residential

Commercial

See Exhibit 7C for Kensington Road

Residential

Hopi Lane

Des Plaines River Road

Unincorporated

INSTALL 10' SIDEPATH

Des Plaines River

Camp Pine Woods

Matchline A - See Below

Matchline A - See Above

Moki Lane

Residential

Ivy Lane

Commercial

See Exhibit 4C for Euclid Avenue

Chinkapin Oak Drive

Pin Oak Drive

Residential

Celtic Glen Drive

Matchline B - See Exhibit 2B

Dam No. 2 Woods

Des Plaines River Road

INSTALL 10' SIDEPATH

Lake Avenue

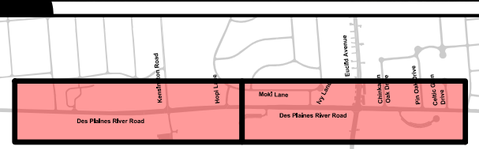
Unincorporated

Camp Pine Woods

BIKE FACILITY CONTINUES EAST TO DES PLAINES RIVER TRAIL

Camp Pine Woods

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
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- 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

Des Plaines River Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 2A

Matchline B - See Exhibit 2A

Tano Lane

Park Drive

Residential

Commercial

See Exhibit 3A for Camp McDonald Road

INSTALL 10' SIDEPATH

Residential

Woodview Drive

Park Drive

Residential

Des Plaines River Road

Unincorporated

Allison Woods

Des Plaines River

Matchline C - See Below

N

INSTALL 10' SIDEPATH

Residential

See Exhibit 1A for Seminole Lane

Park Drive

Residential

Matchline C - See Above

Des Plaines River Road

Unincorporated

Des Plaines River

Prospect Heights

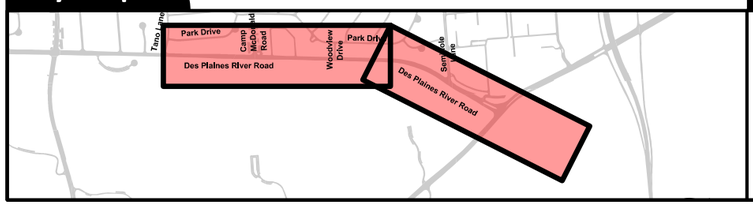
Milwaukee Avenue

Des Plaines River

Allison Woods

N

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

Des Plaines River Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 2B

U.S. Route 12 (Rand Road)

Residential

Dale Avenue

Residential

INSTALL 10' SIDE PATH

Schoenbeck Road

Camp McDonald Road

Prospect Heights

Rolling Green Country Club

See Exhibit 6A for Rand Road

Stonegate Manor

Residential

Matchline A - See Below

Dwight D. Eisenhower Elementary School

Elm Street

Gary Morava Recreation Center

Residential

INSTALL 10' SIDE PATH

IL Route 83 (Elmhurst Road)

Matchline A - See Above

Camp McDonald Road

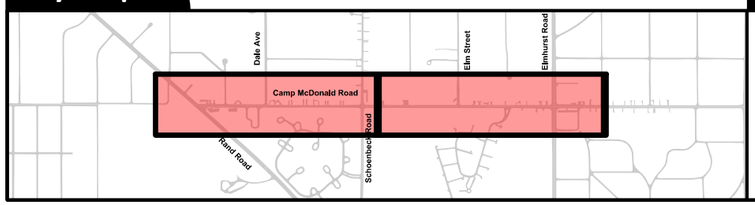
Prospect Heights

Old Orchard Country Club

See Exhibit 12F for Elmhurst Road

Residential

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

Camp McDonald Road (West)

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 3A

CONNECTION TO PROSPECT HEIGHTS BIKE PATH

Wolf Road

Residential

TRANSITION FROM ON-STREET BIKE LANE TO 8' SIDEPATH

Prospect Heights

Larch Drive

Residential

POTENTIAL INTERSECTION CROSSING IMPROVEMENT

Oneida Road

Residential

Camp McDonald Road

RAIL ROAD CROSSING

Canadian National

Residential

SPEED LIMIT 30

CONSIDER REDUCING SPEED LIMIT TO 30 MPH

Mandel Lane

ON-STREET BIKE LANES (SEE CROSS-SECTION)

Residential

Columbine Drive

Residential

Matchline A - See Below

Yuma Lane

Burning Bush Lane

Matchline A - See Above

Residential

POTENTIAL INTERSECTION CROSSING IMPROVEMENT

Residential

Park Drive

CONSIDER REDUCING SPEED LIMIT TO 30 MPH

River Road

Camp McDonald Road

SPEED LIMIT 30

ON-STREET BIKE LANES (SEE CROSS-SECTION)

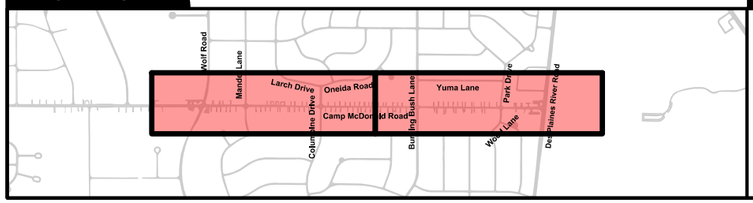
Residential

Residential

Wood Lane

Allison Woods

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

Camp McDonald Road (East)

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 3B

Prospect Heights

See Exhibit 6A for Rand Road

Old Orchard Country Club

Euclid Avenue

See Exhibit 12E for Elmhurst Road

Matchline A - See Below

Commercial

See Exhibit 6A for Rand Road

Thomas More Terrace

Residential

INSTALL 10' SIDEPATH

Meadow Lane

Residential

Wedgewood Lane

See Exhibit 12E for Elmhurst Road

Residential

Residential

The Bridge Community Church

Residential

Matchline A - See Above

Euclid Avenue

Prospect Heights

Matchline B - See Exhibit 4B

Commercial

Randhurst Village Drive

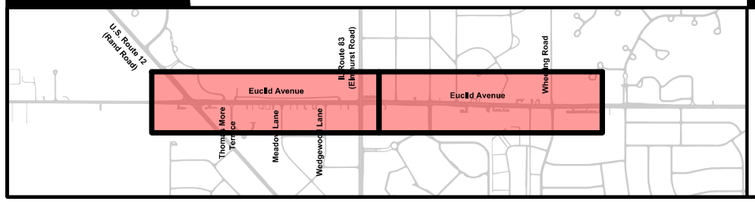
Commercial

INSTALL 10' SIDEPATH

Wheeling Road

Euclid Elementary School

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
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- Existing Sidewalk
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- Existing On-Street Bike Facility
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- 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

Euclid Avenue

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 4A

Matchline B - See Exhibit 4A

Residential

Residential

Fairway Drive

River Trails Park District

Euclid Avenue

Crabtree Lane

Hemlock Lane

INSTALL 10' SIDEPATH

Alder Lane

Westgate Road

Barberry Lane

Residential

Residential

Residential

Matchline C - See Below

See Exhibit 8B for Wolf Road

Commercial

Canadian National

Cree Lane

CONNECTION TO PROSPECT HEIGHTS BIKE PATH

River Trails Park District

Grace Evangelical Lutheran Church

See Exhibit 8B for Wolf Road

Residential

Matchline C - See Above

Euclid Avenue

RAILROAD CROSSING

Sycamore Lane

INSTALL 10' SIDEPATH

Barberry Lane

Azelea Lane

Basswood Lane

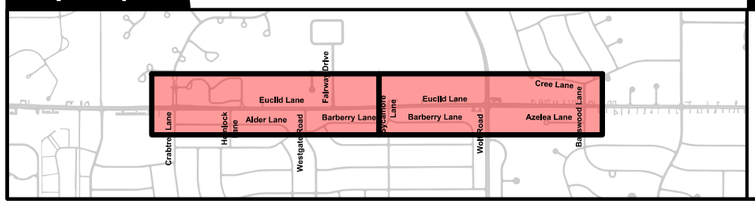
See Exhibit 8B for Wolf Road

Residential

Residential

Matchline D - See Exhibit 4C

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

Euclid Avenue

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 4B

Matchline D - See Exhibit 4B

Santee Lane

Pima Lane

Burning Bush Lane

Burning Bush Trails Park

Residential

Prospect Heights

N

See Exhibit 2A for Des Plaines River Road

Euclid Avenue

Matchline E - See Below

Residential

INSTALL 10' SIDEPATH

Residential

Commercial

See Exhibit 2A for Des Plaines River Road

Des Plaines River

Des Plaines River Trail

Matchline E - See Above

INSTALL 10' SIDEPATH

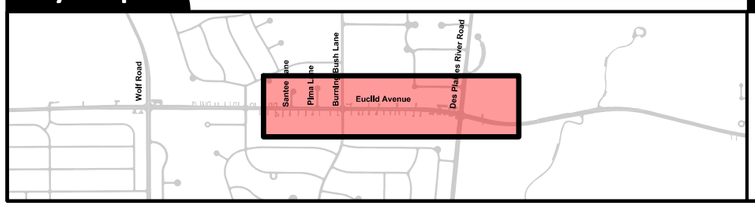
EXISTING 8' SIDEWALK

CONNECTION TO DES PLAINES RIVER TRAIL

Lake Avenue

Camp Pine Woods

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
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- 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

Euclid Avenue

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 4C

NO BIKE FACILITIES RECOMMENDED

Prospect Heights

Heritage Drive

Residential

See Exhibit 7C for Kensington Road

Des Plaines River

Canadian National

Residential

Quince Lane

Boulder Drive

See Exhibit 7C for Kensington Road

Matchline A - See Below

NO BIKE FACILITIES RECOMMENDED

Residential

Wolf Road

See Exhibit 4B for Euclid Avenue

Commercial

Prospect Heights Metra Station

Canadian National

Prospect Heights

Residential

Indigo Drive

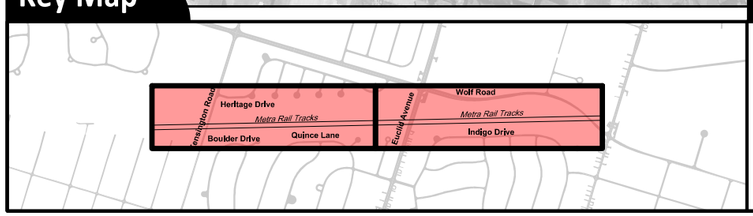
Residential

Commercial

See Exhibit 4B for Euclid Avenue

Matchline A - See Above

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

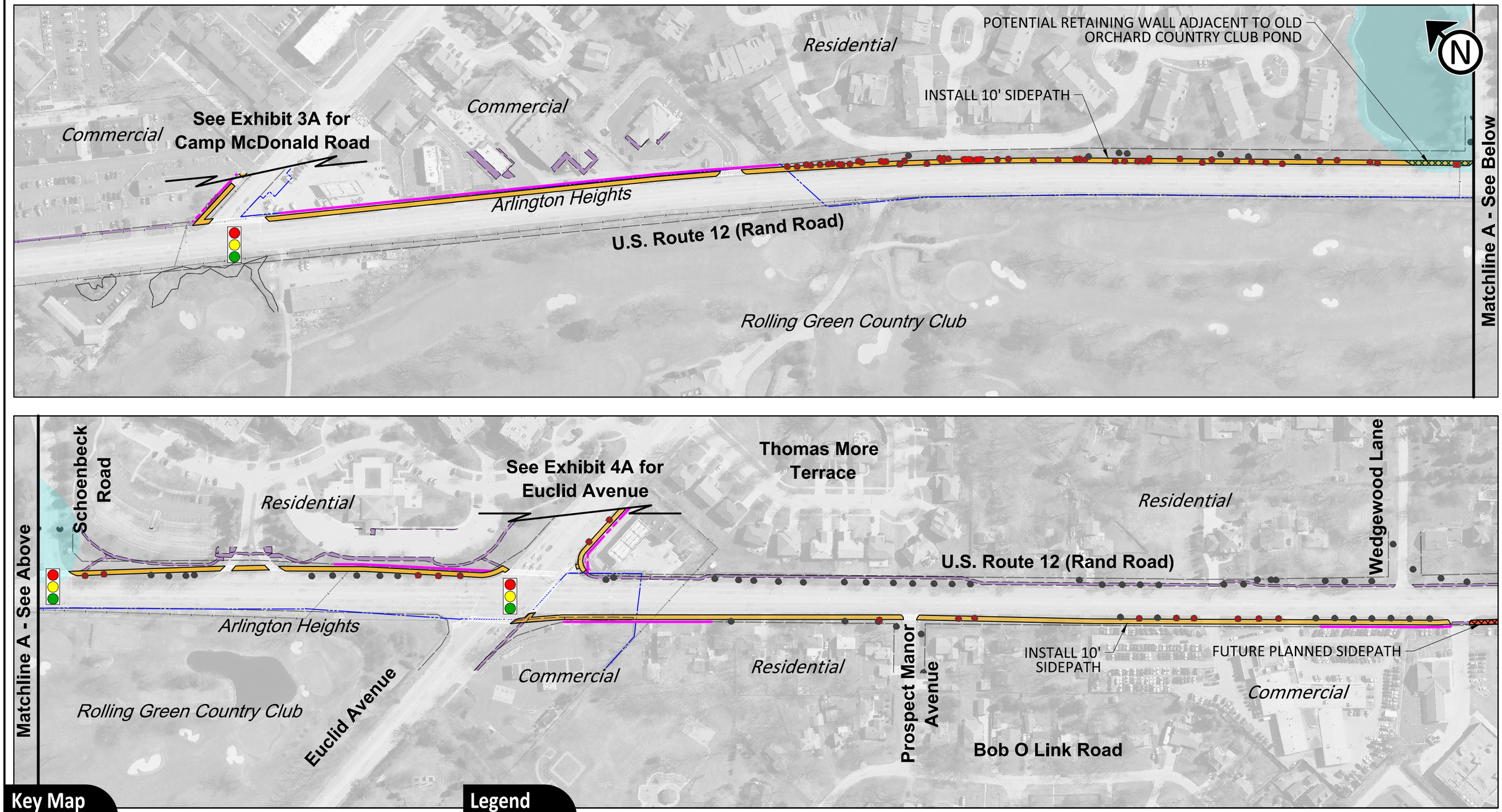
ComEd ROW Northeast

Potential Bike Facility Alignment

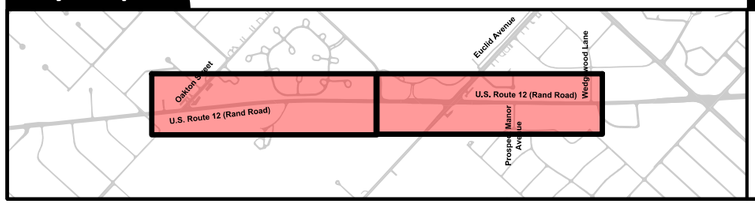
0' 100' 200'

February 2025

Exhibit 5A



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

Rand Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 6A

Residential

Residential

Residential

Kensington Road

Arlington Heights

Prospect High School

Matchline A - See Below

N

Matchline A - See Above

Forest Avenue

Fairview Avenue

Prospect Manor Avenue

Eastwood Avenue

Elmhurst Avenue

Russel Street

Pine Street

Wille Street

Arlington Heights

INSTALL 10' SIDEPATH

Residential

Residential

Kensington Road

Residential

Residential

Residential

POTENTIAL INTERSECTION CROSSING IMPROVEMENT

Commercial

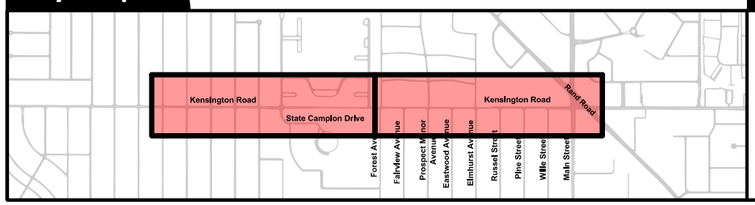
FUTURE PLANNED SIDEPATH

Rand Road

See Exhibit 12E for Main Street

Matchline B - See Exhibit 7B

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

Kensington Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 7A

Matchline B - See Exhibit 7A

FUTURE PLANNED SIDEPATH

INSTALL 10' SIDEPATH

Commercial

Kensington Road

Residential

Wheeling Road

Ironwood Drive

Residential

Commercial

Rand Road

Residential

Wilshire Drive

Garwood Drive

Commercial

Matchline C - See Below

Matchline C - See Above

Residential

Brentwood Lane

Greenfield Lane

Hemlock lane

Ironwood Drive

EXISTING SIDEWALK TO BE MAINTAINED

INSTALL 10' BIKE PATH

Residential

Westgate Road

Ironwood Drive

Residential

Newberry Lane

Matchline D - See Exhibit 7C

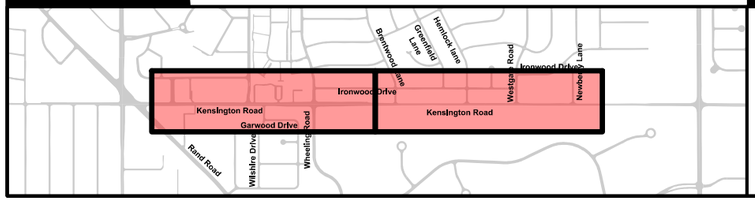
Kensington Road

Mount Prospect Police Department

Industrial

Industrial

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

Kensington Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 7B

Matchline D - See Exhibit 7B

Northwest Assembly of God

Residential

Heritage Drive

FUTURE PLANNED SIDEPATH

See Exhibit 5A for Metra Rail Track Trail

See Exhibit 8B for Wolf Road

Commercial

INSTALL 10' SIDEPATH

Kensington Road

Commercial

Commercial

See Exhibit 8B for Wolf Road

Residential

Canadian National

Des Plaines

Matchline E - See Below

Matchline E - See Above

Boulder Drive

Burning Bush Lane

River Trails School District 26

INSTALL 10' SIDEPATH

Mount Prospect Fire Department Station 14

Residential

See Exhibit 2A Des Plaines River Road

FUTURE PLANNED SIDEPATH

Residential

Commercial

Des Plaines

Kensington Road

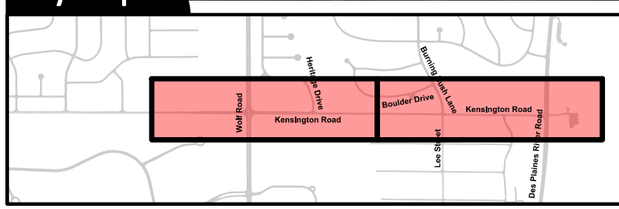
Lee Street

PROPOSED PEDESTRIAN BRIDGE

Residential

Residential

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
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- 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

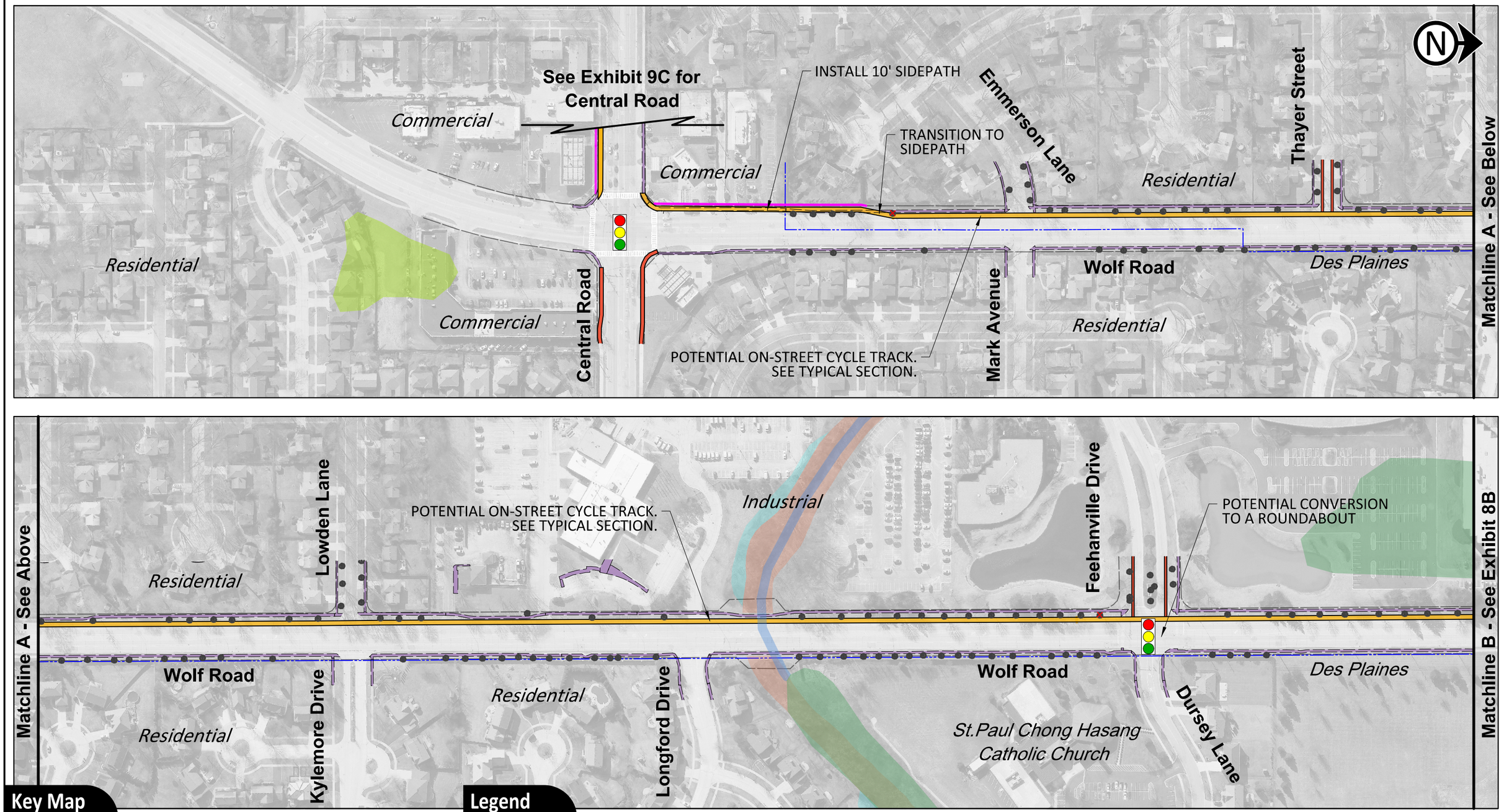
Kensington Road

Potential Bike Facility Alignment

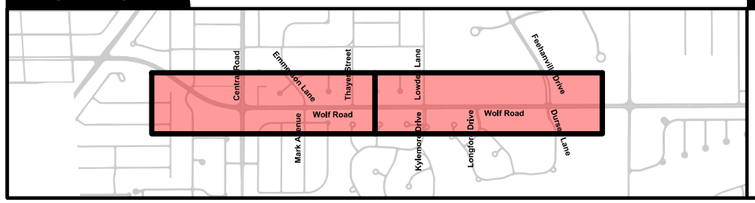
0' 100' 200'

February 2025

Exhibit 7C



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

Wolf Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 8A

Matchline B - See Exhibit 8A

See Exhibit 7C for Kensington Road

Industrial

Northwest Assembly of God

River Trails Middle School

Greenwood Drive

Dogwood Lane

Cedar Lane

See Exhibit 4B for Euclid Avenue

Barberry Lane

Residential

Wolf Road

Matchline C - See Below

Des Plaines

See Exhibit 7C for Kensington Road

POTENTIAL ON-STREET CYCLE TRACK. SEE TYPICAL SECTION.

Residential

Heritage Drive

TRANSITION TO SIDEPATH

See Exhibit 4B for Euclid Avenue

Commercial

Commercial

Freedom Court

Liberty Court

Independence Court

Regency Court

Matchline C - See Above

Euclid Avenue

Grace Evangelical Lutheran Church

INSTALL 10' SIDEPATH

CONNECTION TO PROSPECT HEIGHTS BIKE PATH

Prospects Heights

Residential

Camp McDonald Road

Woodland Trails Park

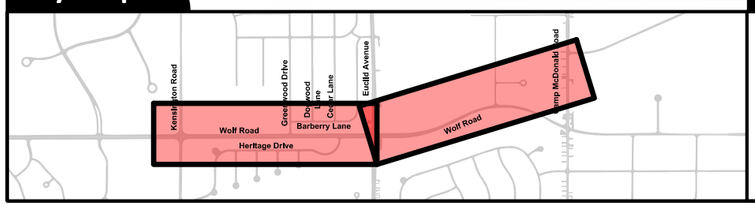
Wolf Road

Commercial

PROPOSED PEDESTRIAN CROSSING

Prospect Heights Metra Station

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
- Existing Path/Planned Path
- Existing On-Street Bike Facility
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- 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

Wolf Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 8B

Residential

Southminister Presbyterian Church

Residential

Arthur Avenue

Industrial

INSTALL 10' SIDEPATH

Arlington Heights

Central Road

Residential

Arlington Heights

Audrey Lane

Hatlen Avenue

Residential

Matchline A - See Below

Mount Prospect Public Works

TO DOWNTOWN ARLINGTON HEIGHTS

EXISTING MID-BLOCK CROSSING

Melas Park Soccer Field

CONNECTION TO IN DESIGN MELAS-MEADOWS BRIDGE

Central Road

Kenilworth Avenue

Waverly Place

Residential

Lancaster Street

Matchline A - See Above

Commercial

Arlington Heights

Busse Road

FUTURE PLANNED SIDEPATH

Westbrook Elementary

Weller Lane

W Busse Avenue

INSTALL 10' SIDEPATH

Bobby Lane

Kenilworth Avenue

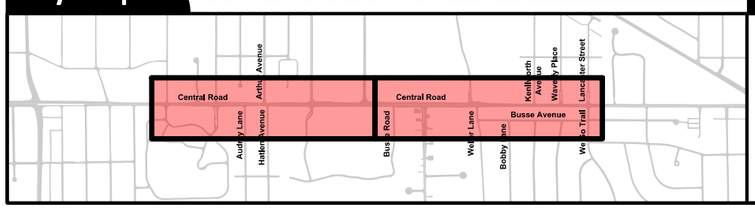
Residential

Waverly Place

We Go Trail

Matchline B - See Exhibit 9B

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

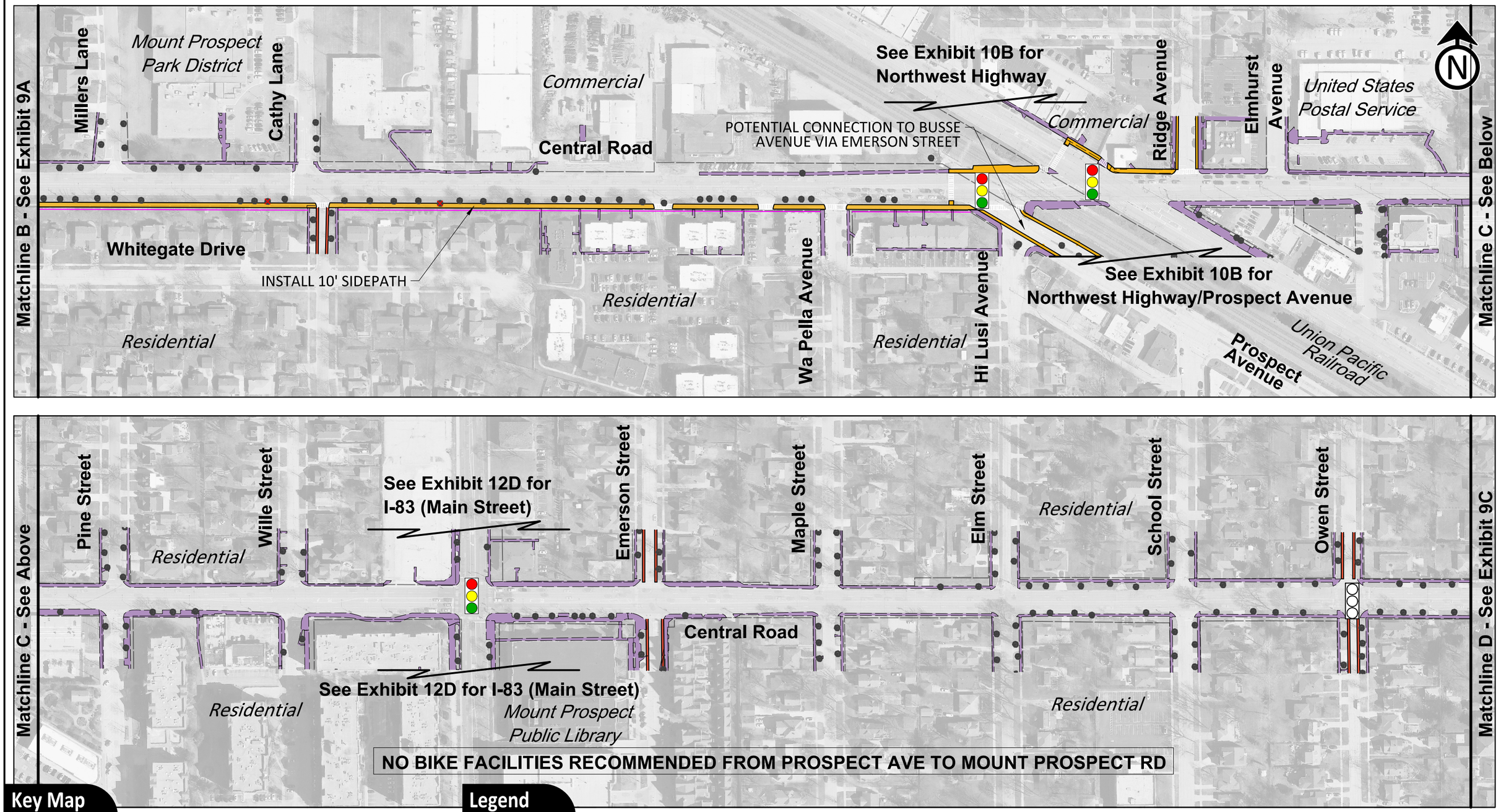
Central Road

Potential Bike Facility Alignment

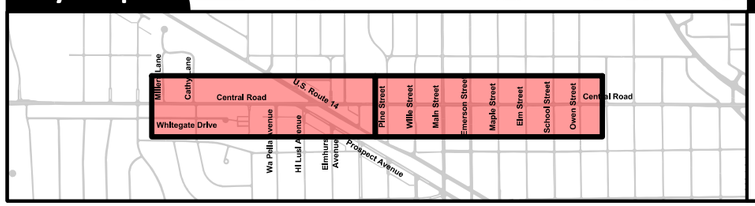
0' 100' 200'

February 2025

Exhibit 9A



Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
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- Existing On-Street Bike Facility
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- 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

Central Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 9B

Matchline D - See Exhibit 9B

William Street

Louis Street

Residential

Edward Street

Albert Street

Commercial

Central Road

Commercial

INSTALL 10' SIDEPATH

Residential

George Street

Residential

CONNECTION TO BUSSE AVENUE VIA MT PROSPECT ROAD

See Exhibit 11A for Mt Prospect Road

EXISTING SIDEPATH IN DES PLAINES TO DES PLAINES RIVER TRAIL

Commercial

U.S. Route 12 (Rand Road)

Commercial

Des Plaines

Matchline E - See Below

Matchline E - See Above

Westgate Road

Residential

Marcella Road

St Emily Catholic Church

Homer Lane

Green Lane

Full Gospel Chicago Church

Central Road

Stevenson Lane

Commercial

INSTALL 10' SIDEPATH

BIKE FACILITIES CONTINUE TO EAST RIVER ROAD

See Exhibit 8A for Wolf Road

Residential

Commercial

Des Plaines

Residential

Marcella Road

Clayton Lane

Patricia Lane

Residential

Jon Lane

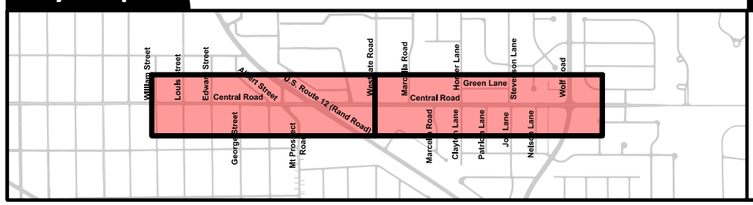
Nelson Lane

Commercial

Commercial

Wolf Road

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

Central Road

Potential Bike Facility Alignment

0' 100' 200'

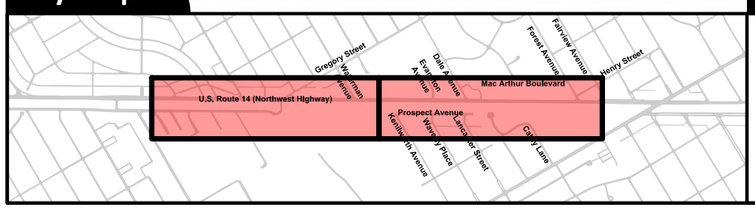
February 2025

Exhibit 9C

Gregory Street
Commercial
Arlington Heights
Waterman Avenue
N
U.S. Route 14 (Northwest Highway)
Union Pacific Railroad
POTENTIAL INTERSECTION CROSSING IMPROVEMENT
INSTALL 10' SIDEPATH
COORDINATE WITH ARLINGTON HEIGHTS TO EXTEND SIDEPATH TO THE NORTHWEST
Industrial
Arlington Heights
Melas Park
Matchline A - See Below

Meadows Park
Residential
Evanston Avenue
Dale Avenue
Commercial
Mac Arthur Boulevard
Residential
Forest Avenue
Henry Street
Fairview Avenue
Matchline A - See Above
U.S. Route 14 (Northwest Highway)
Union Pacific Railroad
Prospect Avenue
Kenilworth Avenue
Residential
Waverly Place
Residential
Lancaster Street
Cathy Lane
Residential
Commercial
INSTALL 10' SIDEPATH
MELAS MEADOWS PEDESTRIAN BRIDGE (IN DESIGN)
INSTALL ON-STREET BIKE LANES. ROUTE BIKES ON FOREST AVENUE, HENRY STREET AND RIDGE AVENUE TO CONNECT TO CENTRAL AVENUE SIDEPATH.
Matchline B - See Exhibit 10B

Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
- Existing Right-of-Way
- Existing Sidewalk
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- Existing On-Street Bike Facility
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- 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

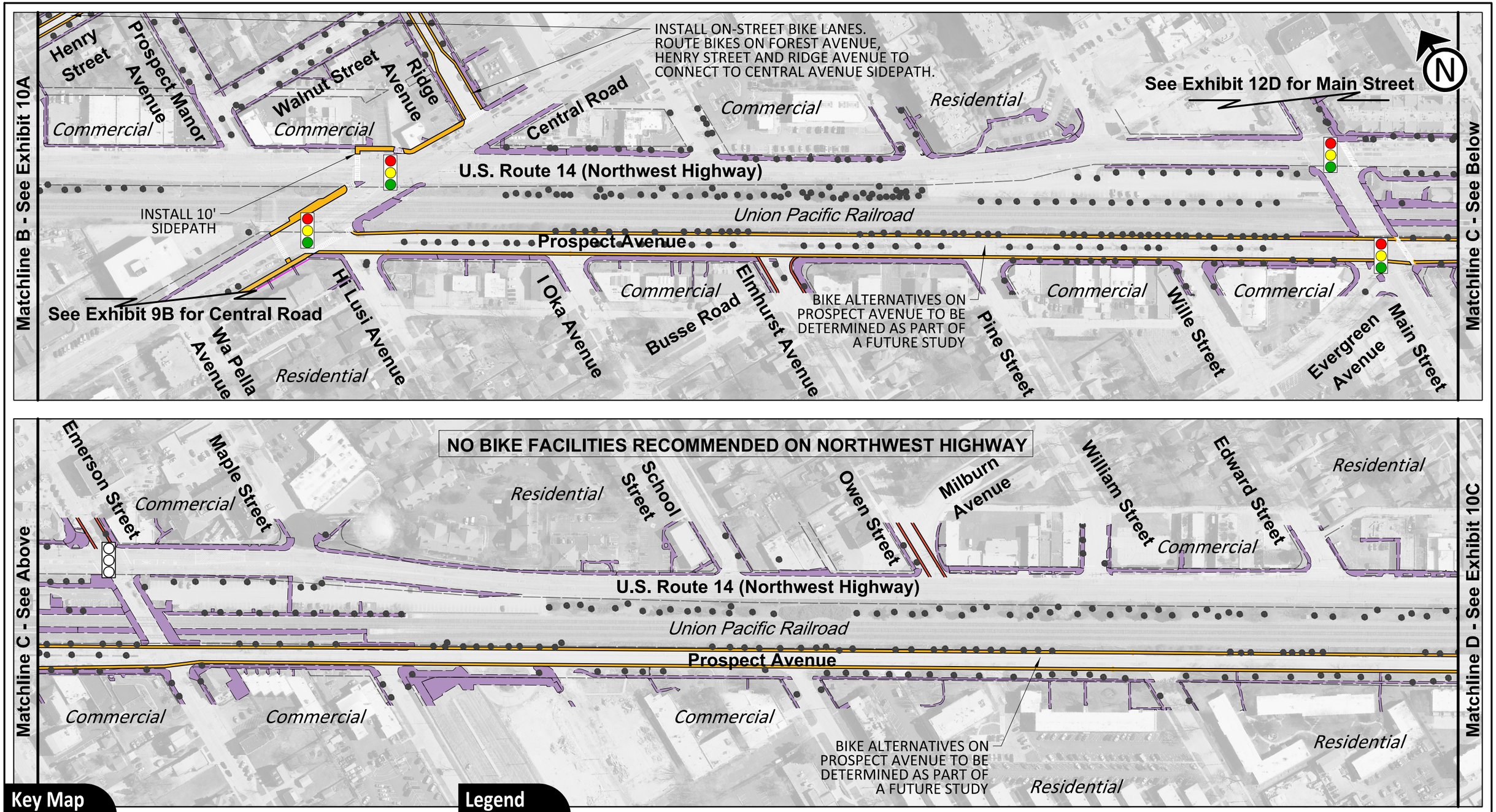
Northwest Highway/Prospect Avenue

Potential Bike Facility Alignment

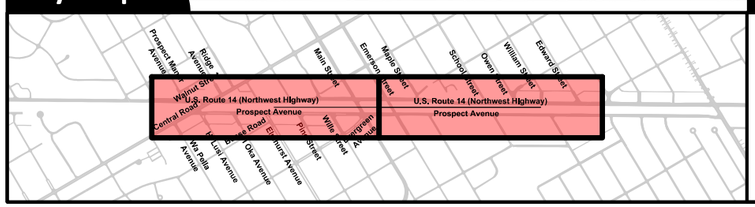
0' 100' 200'

February 2025

Exhibit 10A



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

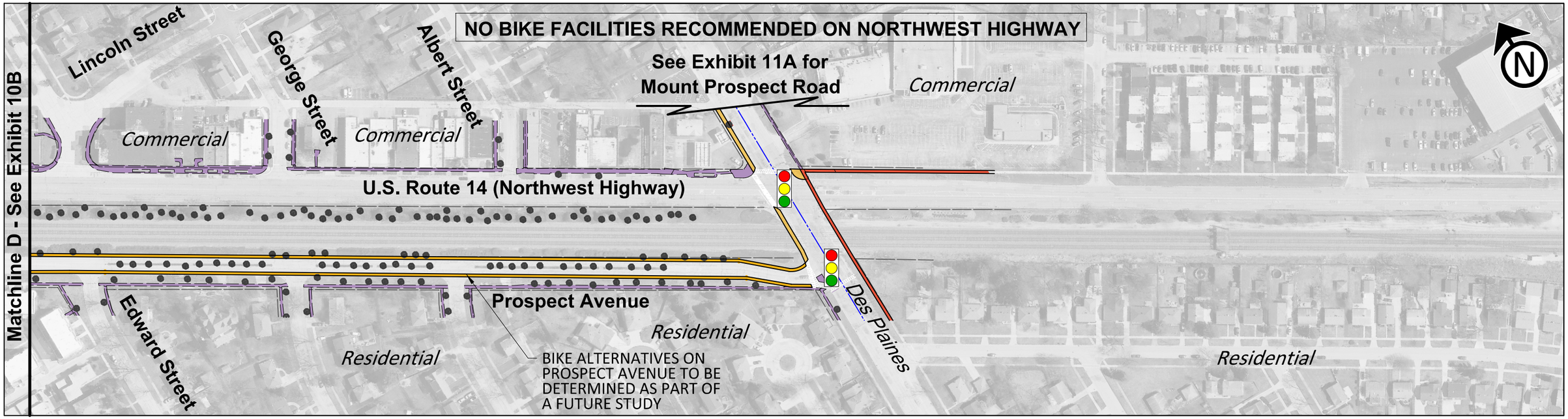
Northwest Highway/Prospect Avenue

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 10B



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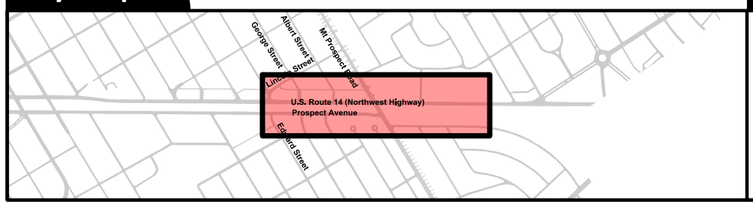

Legend

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Arterial Bike Network Study
Village of Mount Prospect

Northwest Highway/Prospect Avenue

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 10C

Residential

Morgan O'Brien Street

Marina Drive

Inner Cir Drive

PROSPECT AVENUE BIKE FACILITIES TO BE DETERMINED AS PART OF FUTURE STUDY

Prospect Avenue

See Exhibit 10C for Northwest Highway

Commercial

Albert Street

REMOVE SIDEWALK, INSTALL CURB AND GUTTER AND 8' SIDEPATH (SEE TYPICAL SECTION)

Residential

Lincoln Street

Des Plaines

Mount Prospect Road

Residential

Union Pacific Railroad

U.S. Route 14 (Northwest Highway)

Commercial

Residential

Matchline A - See Below

Matchline A - See Above

Milburn Avenue

Residential

Evergreen Avenue

Albert Street

Residential

Busse Avenue

See Exhibit 9C for Central Road

Des Plaines

Mount Prospect Road

Commercial

Commercial

U.S. Route 12 (Rand Road)

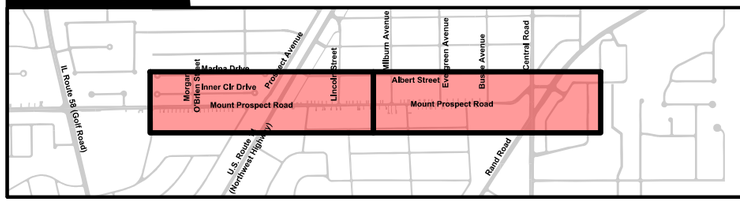
REMOVE SIDEWALK, INSTALL CURB AND GUTTER AND 8' SIDEPATH (SEE TYPICAL SECTION)

Residential

CONNECTION TO RAND ROAD AND DES PLAINES SIDEPATH

See Exhibit 9C for Central Road

Key Map



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- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

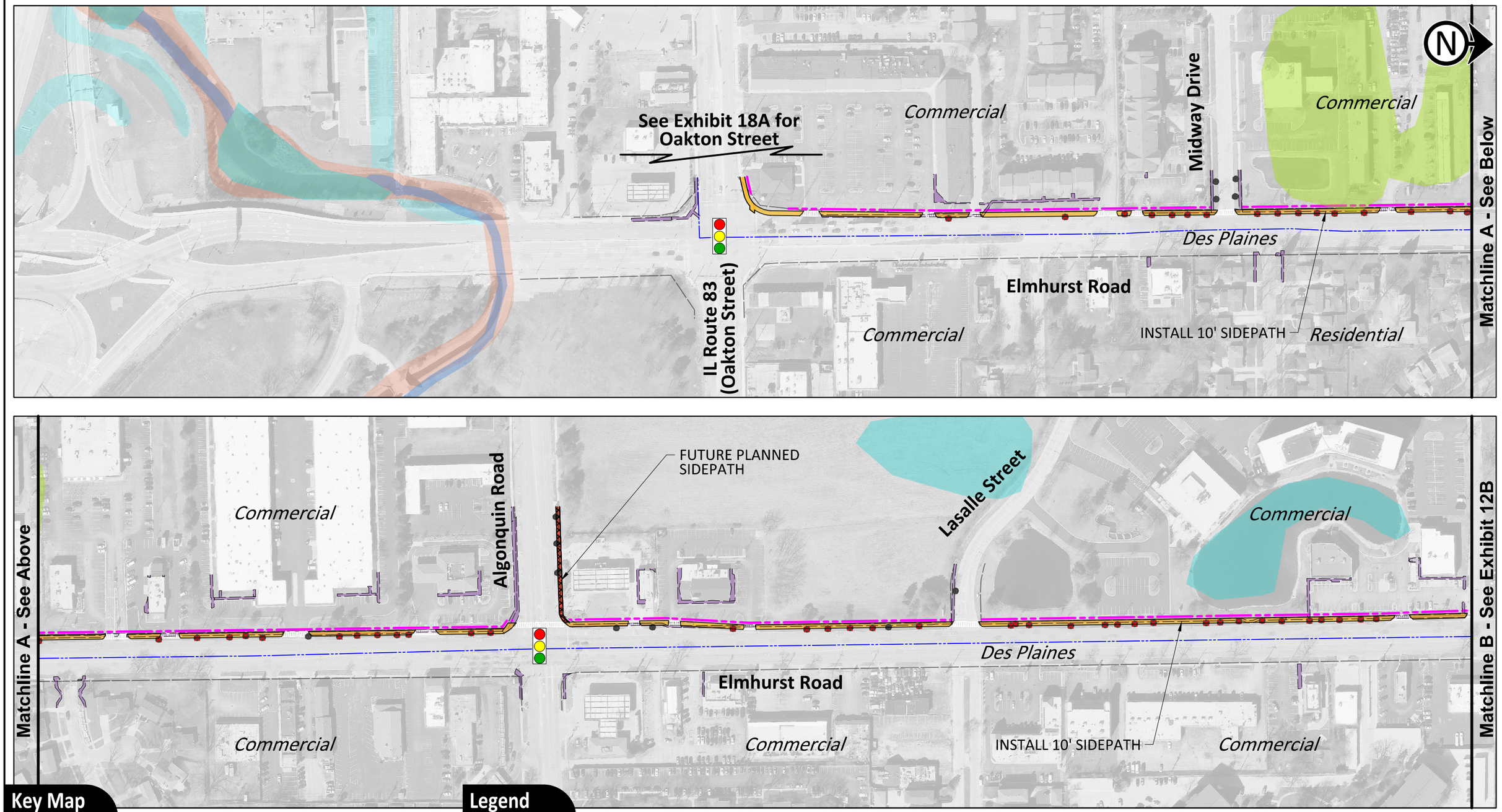
Mount Prospect Road

Potential Bike Facility Alignment

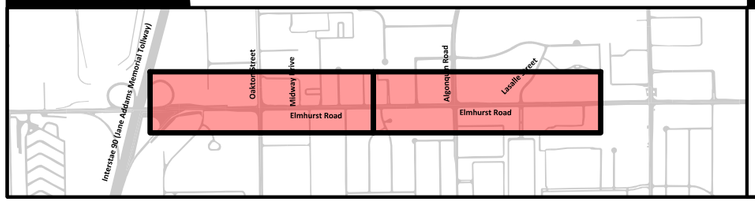
0' 100' 200'

February 2025

Exhibit 11A



Key Map



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- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Elmhurst Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 12A

Matchline B - See Exhibit 12A

See Exhibit 16B for Dempster Street

INSTALL 10' SIDEPATH

CONSIDER MID-BLOCK CROSSING TO PROVIDE CONNECTION FOR ComEd Trail

N

Des Plaines

Elmhurst Road

See Exhibit 16B for Dempster Street

Elmhurst Road

Kathleen Drive

ComEd TRAIL CROSSING (SEE EXHIBIT 15)

Millers Road

INVESTIGATE FEASIBILITY OF REMOVING SOUTHBOUND RIGHT TURN LANE

Lilian Lane

Westmere Road

Matchline C - See Below

I Oka Avenue

NO BIKE FACILITIES RECOMMENDED BETWEEN GOLF AND KENSINGTON

See Exhibit 13B for Golf Road

Matchline C - See Above

INSTALL 10' SIDEPATH

Sunset Road

Des Plaines

Elmhurst Road

CONNECTION TO EMERSON STREET BIKE ROUTE VIA GOLF ROAD AND COUNTY LANE

Lilian Lane

Dulles Road

Tower Drive

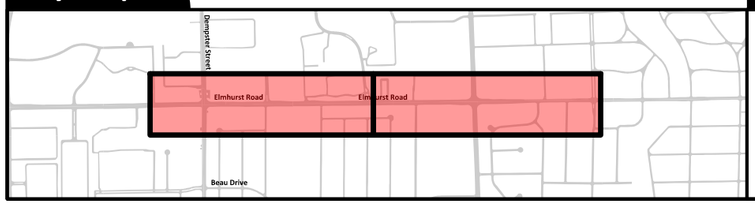
Orchard Place

Lonnquist Boulevard

Matchline D - See Exhibit 12C

See Exhibit 13B for Golf Road

Key Map



Legend

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- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Elmhurst Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 12B

NO BIKE FACILITIES RECOMMENED BETWEEN GOLF AND KENSINGTON

Matchline D - See Exhibit 12B

Hiawatha Trtail

Man-Awa Trail

Weller Creek

Council Trail

Elmhurst Road

Shabonee Trail

Byron Court

Pine Street

Matchline E - See Below

Elmhurst Avenue

N

Matchline F - See Exhibit 12D

I Oka Avenue

Elmhurst Avenue

Pine Street

Wille Street

Main Street

Lincoln Street

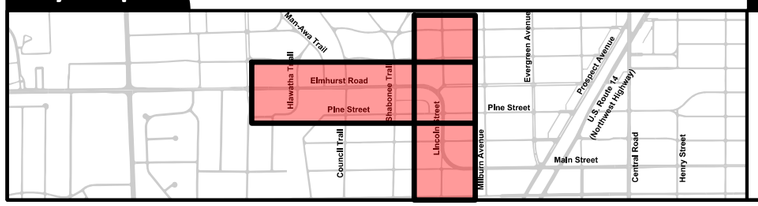
Elmhurst Road

NO BIKE FACILITIES RECOMMENED BETWEEN GOLF AND KENSINGTON

Matchline E
See Above

N

Key Map



Legend

- 100-Year Floodplain/Floodway
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- 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

Elmhurst Road

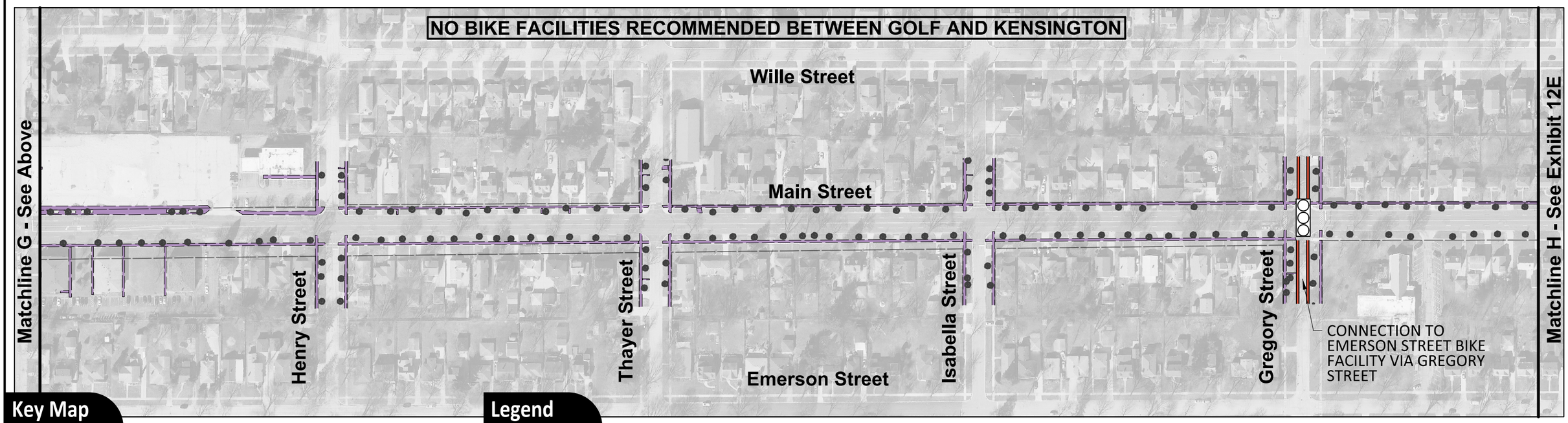
Potential Bike Facility Alignment

0' 100' 200'

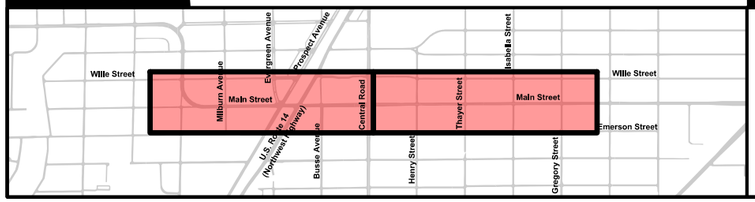
February 2025

Exhibit 12C





Key Map



Legend

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- Proposed Path
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- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Elmhurst Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 12D

NO BIKE FACILITIES RECOMMENDED BETWEEN GOLF AND KENSINGTON

Matchline H - See Exhibit 12D

Memory Lane

Highland Street

Wille Street

Main Street

Emerson Street

See Exhibit 7A for Kensington Road

FUTURE PLANNED SIDEPATH

U.S. Route 12 (Rand Road)

N

See Exhibit 7B for Kensington Road

Matchline I - See Below

Matchline I - See Above

Meadow Lane

Oxford Place

Elmhurst Road

See Exhibit 4A for Euclid Avenue

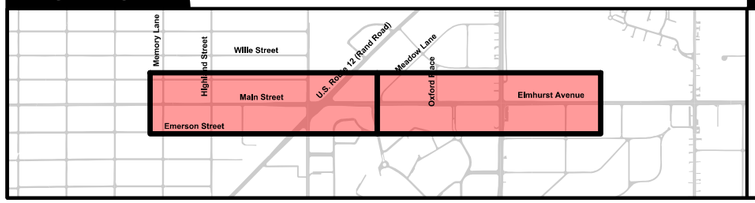
INSTALL 10' SIDEPATH

Prospect Heights

See Exhibit 4A for Euclid Avenue

Matchline J - See Exhibit 12F

Key Map



Legend

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- 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

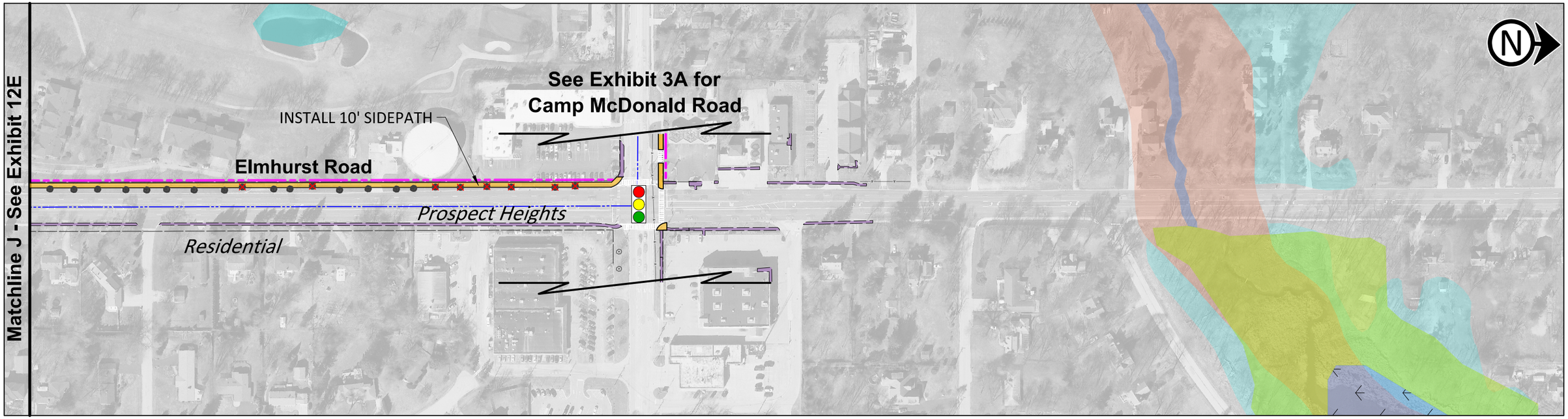
Elmhurst Road

Potential Bike Facility Alignment

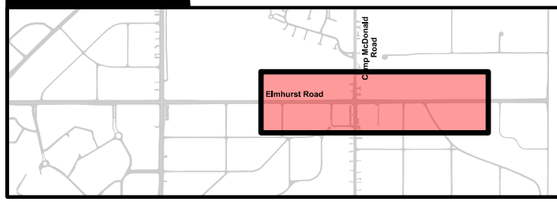
0' 100' 200'

February 2025

Exhibit 12E



Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
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- Existing Sidewalk
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- 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

Elmhurst Road

Potential Bike Facility Alignment

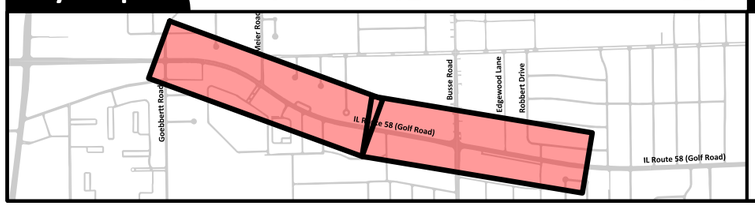
0' 100' 200'

February 2025

Exhibit 12F

Goebbert Road
Arlington Heights
Meier Road
INSTALL 10' SIDEPATH
Residential
Kennicott Place
IL Route 58 (Golf Road)
Residential
Arlington Heights
Grove Drive
IL Route 58 (Golf Road)
Matchline A - See Below
N
Matchline A - See Above
See Exhibit 14B for Busse Road
Edgewood Lane
Robbert Drive
Residential
Glenn Lane
Matchline B - See Exhibit 13B
FUTURE PLANNED SIDEPATH
IL Route 58 (Golf Road)
Oakwood Drive
INSTALL 10' SIDEPATH
See Exhibit 14B for Busse Road
Residential
Robbert Drive

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
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- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Golf Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 13A

Matchline B - See Exhibit 13A

Waverly Avenue

Lancaster Avenue

We Go Trail

See-Gwun Avenue

Na Wa Ta Avenue

Can-Dota Avenue

Wa Pella Avenue

Hi Lusi Avenue

Matchline C - See Below

Cypress Drive

IL Route 58 (Golf Road)

Linneman Road

INSTALL 10' SIDEPATH

Matchline C - See Above

I Oka Avenue

See Exhibit 12B for Elmhurst Road

Tower Drive

Country Lane

Maple Street

Elm Street

Matchline D - See Exhibit 13C

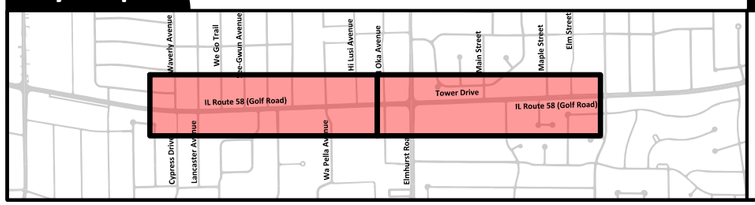
Mount Prospect
Des Plaines

IL Route 58 (Golf Road)

INSTALL 10' SIDEPATH

See Exhibit 12B for Elmhurst Road

Key Map



Legend

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- Proposed/Modified Structure
- Proposed Path
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- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

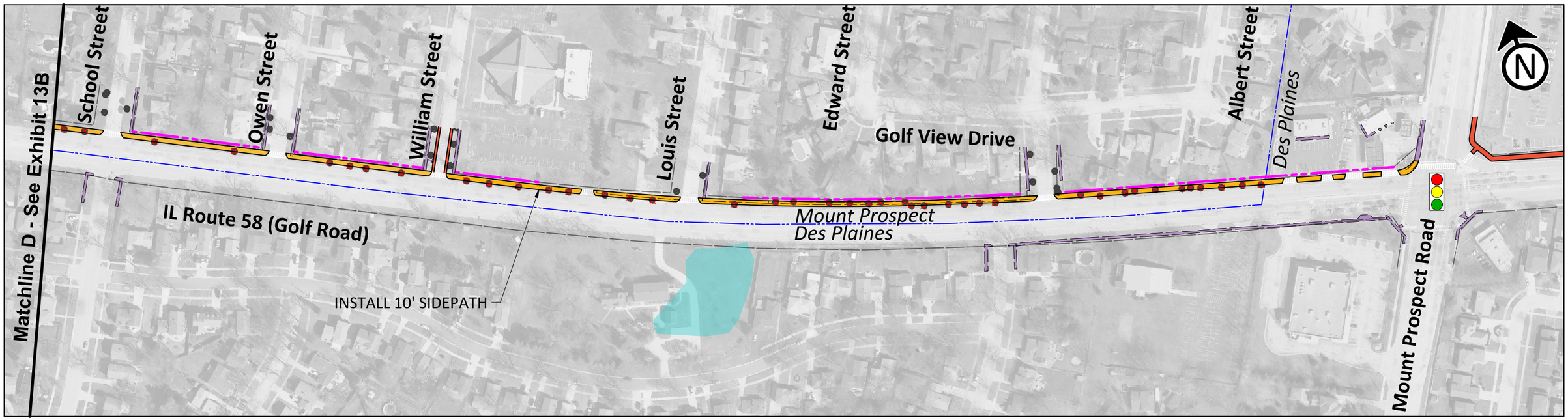
Golf Road

Potential Bike Facility Alignment

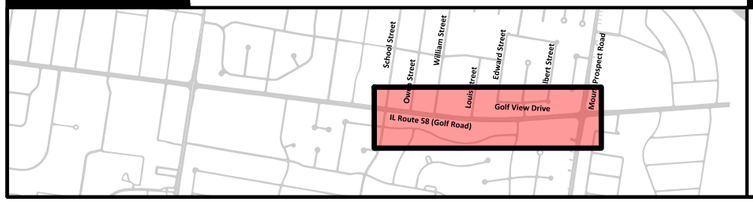
0' 100' 200'

February 2025

Exhibit 13B



Key Map



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Arterial Bike Network Study
Village of Mount Prospect

Golf Road

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 13C

Elk Grove Village

SIDEPATH CONTINUES
INTO ELK GROVE VILLAGE

Commercial

INSTALL
10' SIDEPATH

Residential

Victoria Drive

Dennis Drive

Sable Lane

N

I-90 (Jane Addams
Memorial Tollway)

Commercial

Addison Court

Kennet Drive

James Drive

Busse Road

Commercial

Matchline A - See Below

Matchline A - See Above

Crystal Lane

Crystal Lane

FUTURE SIDEPATH

See Exhibit 16A for
Dempster Street

Commercial

Commercial

ComEd TRAIL CROSSING
(SEE EXHIBIT 15A)

INSTALL
10' SIDEPATH

Busse Road

Commercial

Algonquin Road

See Exhibit 16A for
Dempster Street

Knights Bridge Drive

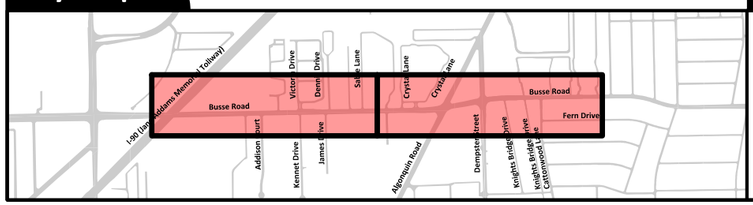
Knights Bridge Drive

Cattonwood Lane

Fern Drive

Matchline A - See Exhibit 1B

Key Map



Legend

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- Proposed/Modified Structure
- Proposed Path
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- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

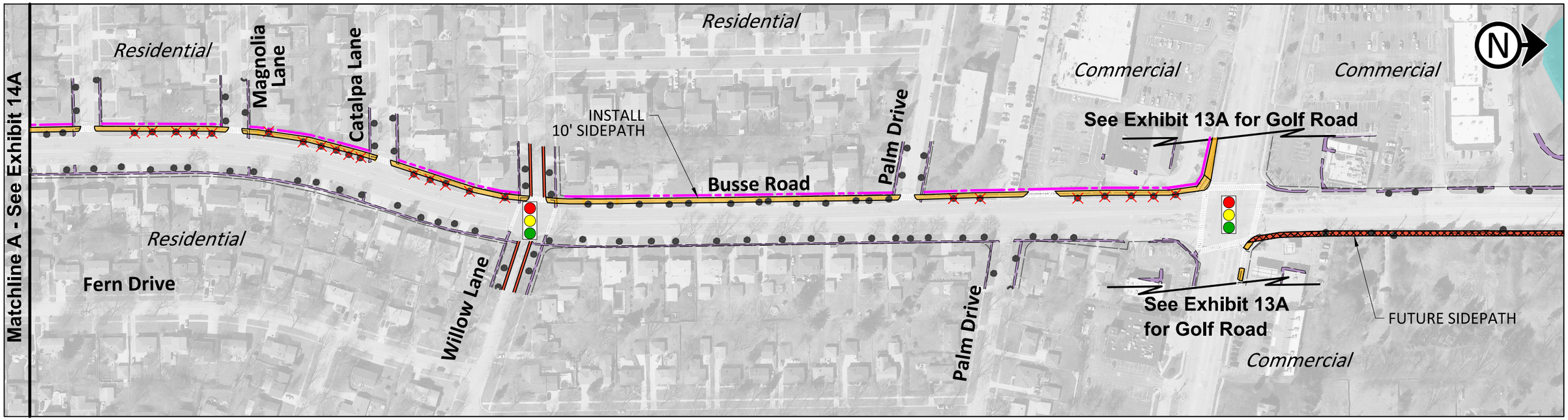
Busse Road

Potential Bike Facility Alignment

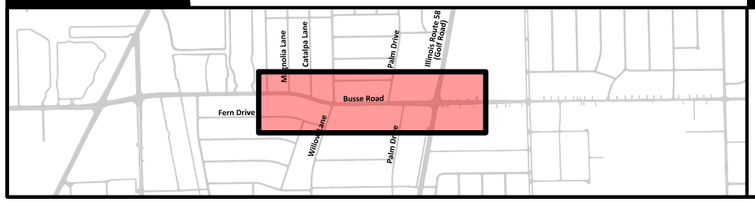
0' 100' 200'

February 2025

Exhibit 14A



Key Map



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- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

Busse Road

Potential Bike Facility Alignment

0' 100' 200'

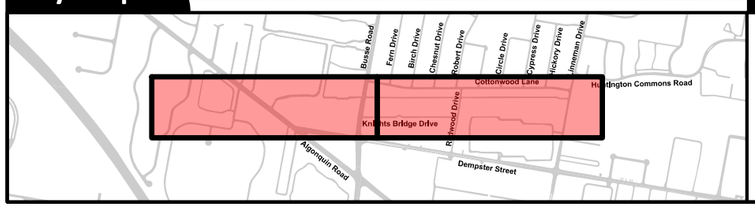
February 2025

Exhibit 14B

Commercial
Residential
Fern Drive
Algonquin Road
Commercial
FUTURE PLANNED SIDEPATH
INVESTIGATE POTENTIAL TRAIL REALIGNMENT
Residential
Residential
See Exhibit 14A
Busse Road
RECENTLY RESURFACED EXISTING 8' PATH
Commercial
PREFERRED ComEd TRAIL CROSSING AT NORTH LEG OF SIGNALIZED INTERSECTION OF DEMPSTER STREET
Dempster Street
Matchline A - See Below

Residential
Residential
Residential
Residential
Residential
Knights Bridge Drive
Cottonwood Lane
Residential
Iglesia Del Nazareno Ebenezer
Kopp Park
Kopp Park
Redwood Drive
Linneman Drive
EXISTING MID-BLOCK CROSSWALK
EXISTING MID-BLOCK CROSSWALK
Matchline A - See Above
Matchline A - See Exhibit 15B

Key Map



Legend

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- Proposed Path
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- Existing Tree/ Tree Removal
- Proposed Traffic Signal Modification
- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

ComEd Trail

Potential Bike Facility Alignment

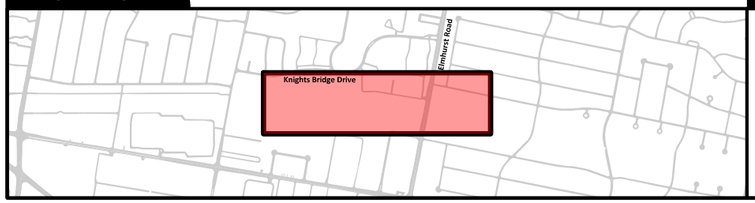
0' 100' 200'

February 2025

Exhibit 15A



Key Map



Legend

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- Existing Traffic Signal

Arterial Bike Network Study
Village of Mount Prospect

ComEd Trail

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 15B

Algonquin Road (IL Route 62)

Commercial

See Exhibit 14A for Busse Road

Residential

INSTALL
10' SIDEPATH

Redwood Drive

Dempster Street

Residential

FUTURE SIDEPATH

See Exhibit 14A for Busse Road

Industrial

Commercial

Matchline A - See Below

Matchline A - See Above

Linneman Road

Ida Court

Ida Court

Ida Court

Residential

Residential

INSTALL
10' SIDEPATH

Dempster Street

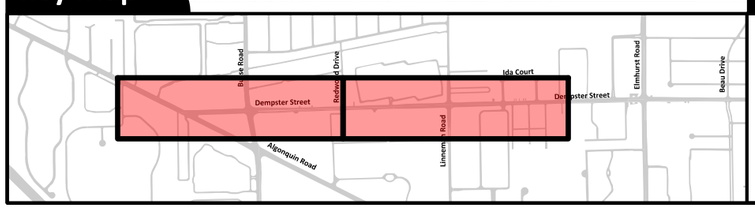
Industrial

Industrial

Residential

Matchline B - See Exhibit 16B

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

Dempster Street

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 16A



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
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- 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

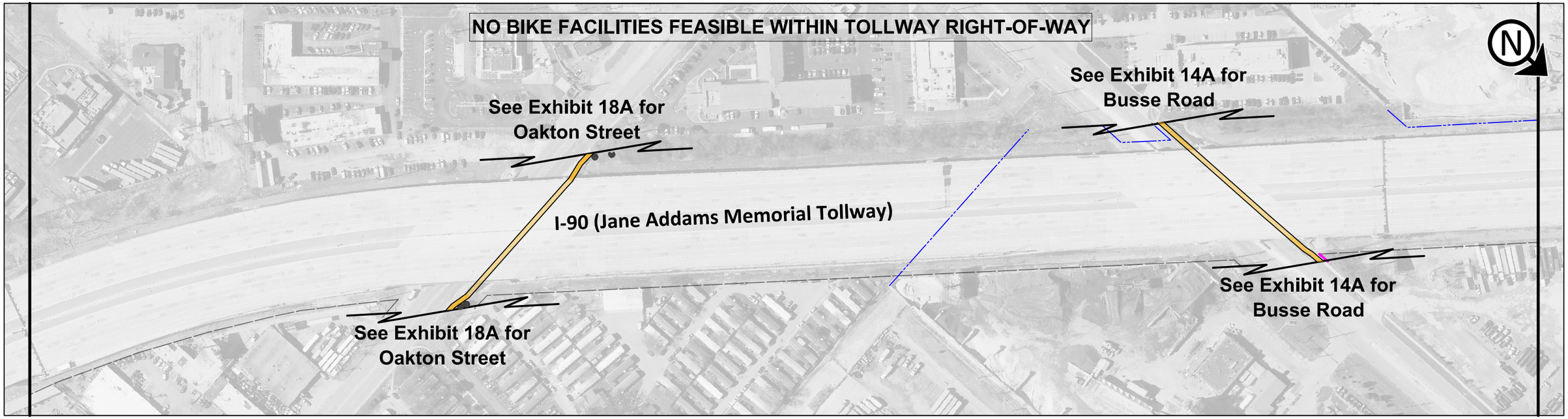
Dempster Street

Potential Bike Facility Alignment

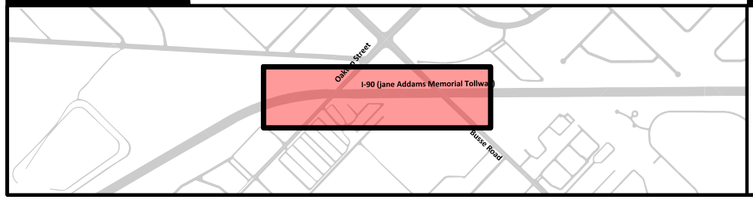
0' 100' 200'

February 2025

Exhibit 16B



Key Map



Legend

- 100-Year Floodplain/Floodway
- Existing Wetland
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- Existing On-Street Bike Facility
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- 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

Busse to Oakton Connector

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 17A

10' SIDEPATH CONTINUES TO ELK GROVE VILLAGE

I-90 (Jane Addams Memorial Tollway)

First Avenue

Residential

INSTALL 10' SIDEPATH

8th Avenue

Oakton Street

Badger Road

MODIFY STRUCTURE OVER HIGGINS CREEK

Higgins Creek

N

Matchline A - See Below

MODIFY EXISTING STORM WATER DETENTION FACILITY

Industrial

Hamilton Road

Industrial

Hamilton Road

Diane

Elizabeth Drive

Weiler Road

Commercial

Commercial

Residential

INSTALL 10' SIDEPATH

See Exhibit 12A for Elmhurst Road

Oakton Street

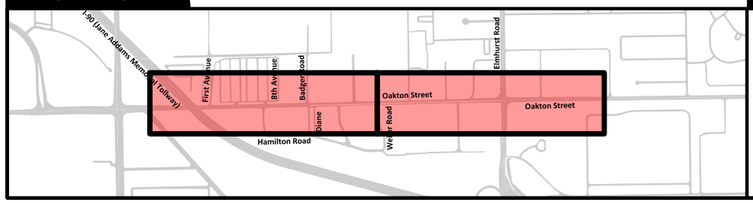
Matchline A - See Above

Weiler Road

Industrial

Metropolitan Water Reclamation District of Greater Chicago

Key Map



Legend

- 100-Year Floodplain/Floodway
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- Proposed/Modified Structure
- Proposed Path
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- Existing Tree/ Tree Removal
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Arterial Bike Network Study
Village of Mount Prospect

Oakton Street

Potential Bike Facility Alignment

0' 100' 200'

February 2025

Exhibit 18A

Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO: TRANSPORTATION SAFETY COMMISSION

FROM: PROJECT ENGINEER

DATE: MARCH 5, 2025

SUBJECT: ARTERIAL BIKE NETWORK STUDY

Overview: Staff is requesting review and approval of the final report for the Arterial Bike Network Study.

Background: The draft Arterial Bike Network Study was presented to the Transportation Safety Commission and the Committee of the Whole in February of 2025 for comment. Comments received at those meetings were incorporated into the final study.

Recommendation: Staff recommends the Transportation Safety Commission recommend the Village Board adopt the Arterial Bike Network Study and its appendixes.

Recommendation: The Transportation Safety Commission recommends the Mount Prospect Village Board adopt the Arterial Bike Network Study.

Options: Action at the discretion of the Commission.

Attachments:

- Arterial Bike Network Study Changes from Draft Report Memo
- Arterial Bike Network Study Executive Summary
- Arterial Bike Network Study – Final Report
- Arterial Bike Network Study – Appendix A – Existing Conditions Report
- Arterial Bike Network Study – Appendix B – Corridor Plan Sheets

1700 West Central Road, Mount Prospect, IL 60056 847-870-5640 publicworksdept@mountprospect.org

Mount Prospect Public Works Department

INTEROFFICE MEMORANDUM

TO:	DIRECTOR OF PUBLIC WORKS
FROM:	PROJECT ENGINEER
DATE:	MARCH 4, 2025
SUBJECT:	ARTERIAL BIKE NETWORK STUDY – FINAL CHANGES

The draft of the Arterial Bike Network Study was presented to the Transportation Safety Commission at the February 10th Meeting. It was then presented to the Village Board at the Committee of the Whole meeting on February 18th. The draft study was presented for comment. Below are the changes made to the final study as a result of comments received. There were no changes made to the existing conditions report or the corridor plan sheets.

- Page 49 – Euclid Avenue – East Section Cost Estimate Updated
- Page 56 – Kensington Road – Corridor Routing Updated
- Page 57 – Kensington Road – Facility Type Corrected
- Page 79 – IL 83 (Main Street) – Corridor Routing Updated
- Page 84 – Golf Road – Corridor Routing Updated
- Page 90 – ComEd Trail – Cost Estimate Updated
- Page 106 – Cost Estimate Table – Updated

There was discussion at the Transportation Safety Commission about safe crossings of arterial roads to access the proposed shared-use paths. The design and location of the crossings will be included in future design engineering of a corridor and are not a part of this study.

The full report and appendixes are available at the below link:
Mount Prospect ABNS

https://url.us.m.mimecastprotect.com/s/gnudC9rPAVIk78B6cofOUqrKUt?domain=civiltechinc0-my.sharepoint.com

Luke Foresman, PE

Project Engineer

1700 West Central Road, Mount Prospect, IL 60056 847-870-5640 publicworksdept@mountprospect.org