



Village of Mount Prospect
Village Board
Regular Meeting Agenda
50 S. Emerson St. Mount Prospect, IL 60056

August 19, 2025

Village Hall - 3rd Floor Board Room

7:00 PM

1. CALL TO ORDER

2. ROLL CALL

- 2.1. Posting of Colors by the Mount Prospect Police and Fire Department Honor Guard with the Pledge of Allegiance led by Trustee Vince Dante

3. APPROVAL OF MINUTES

- 3.1. Minutes of the regular meeting of the Village Board - August 6, 2025

4. MAYORS REPORT

- 4.1. Mayor's Comment
- 4.2. PROMOTIONS: Mount Prospect Police Department
 - Oath of Office | Promotion of Commander Joseph Kanupke to Deputy Chief of Administration
 - Oath of Office | Promotion of Sergeant William Ryan to Commander
 - Oath of Office | Promotion of Officer Anthony Leitzow to Sergeant
 - Oath of Office | Promotion of Investigator Andrea Kane to Sergeant
- 4.3. PROCLAMATION: School's Open - Safety Week, August 15-22, 2025

5. COMMUNICATIONS AND PETITIONS - CITIZENS TO BE HEARD

- 5.1. Individuals wishing to address the Village Board in person regarding issues not on the agenda must register to participate in the Citizens to Be Heard process. You may sign in before the meeting in person or by emailing your intent to speak to publiccomment@mountprospect.org no later than 1:00 p.m. on the day of the meeting.

6. CONSENT AGENDA

- 6.1. List of Bills - July 30, 2025 to August 12, 2025 - \$3,392,396.77
- 6.2. Approval of Closed Session Minutes - August 6, 2025
- 6.3. Motion to approve a change order for the purchase of 26 Cradlepoint R1900 routers that increase the 5-year agreement with Axon Enterprise, Inc annual cost to \$9,208.32, for a total of \$46,041.60 over a 5-year period, and with a new total amount not to exceed of \$1,764,804.40

7. OLD BUSINESS - None

8. NEW BUSINESS - None

9. VILLAGE MANAGER'S REPORT

9.1. As submitted

10. COMMITTEE OF THE WHOLE DISCUSSION ITEM

10.1. Presentation of the Mount Prospect Transit Study

11. ANY OTHER BUSINESS

12. ADJOURNMENT

ANY INDIVIDUAL WHO WOULD LIKE TO ATTEND THIS MEETING BUT BECAUSE OF A DISABILITY OR NEEDS SOME ACCOMMODATION TO PARTICIPATE, SHOULD CONTACT THE VILLAGE MANAGER'S OFFICE AT 847/392-6000, EXTENSION 5327

DRAFT



**Village of Mount Prospect
Regular Meeting of the Village Board
Wednesday, August 6, 2025 / 7:00 PM**

CALL TO ORDER

Mayor Hoefert called the Regular Meeting of the Village Board to order at 7:14 p.m. in the Board Room at Village Hall, 50 S. Emerson St.

ROLL CALL

Members present upon a roll call by the Village Clerk:

Mayor Paul Hoefert, Trustee Vincent Dante, Trustee Beth DiPrima, Trustee Terri Gens, Trustee Bill Grossi, Trustee John Matuszak, Trustee Colleen Saccotelli

Absent: None

2.1. Pledge of Allegiance – Led by Trustee Colleen Saccotelli

APPROVAL OF MINUTES

3.1. Minutes of the regular meeting of the Village Board - July 15, 2025

Motion by Terri Gens, second by Vincent Dante to approve the regular meeting minutes of the Village Board of July 15, 2025:

Yea: Vincent Dante, Beth DiPrima, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli

Nay: None

Final Resolution: Motion Passed

MAYORS REPORT

4.1. Mayor's Comment

No comment.

4.2. Reappointments to Board and Commissions

DRAFT

- Audit Commission - Timothy McDermott
- Economic Development Commission - Dan Novak

Motion by Bill Grossi, second by Vincent Dante to approve the reappointments to the Audit Committee and the Economic Development Commission:

Yea: Vincent Dante, Beth DiPrima, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli

Nay: None

Final Resolution: Motion Passed

COMMUNICATIONS AND PETITIONS - CITIZENS TO BE HEARD

Barbara Kulp

Mount Prospect resident

- Addressed the Board about noise problems with her neighbors; she reported sleep disturbances and physical discomfort caused by car door slamming and late-night car movements from neighbors.
- Suggested solutions to hold neighbors responsible, including forming a task force to handle neighbor issues, and left documentation with the Village Clerk for the board to review.

Louis Goodman

310 N. School St.

- Expressed concern regarding electric scooters, inquiring what the Village plans to do about them.

Mayor Hoefert informed him that the Board would be discussing the scooter issue in September.

Jeff Nejd

313 N. MacArthur

- Spoke about his family history in Mount Prospect and shared that his grandmother had passed away the previous Saturday at the age of 98. He expressed his gratitude to the community that gave so much to his family, which motivated him to run for trustee in 2019.

Mayor Hoefert thanked him for his comments and expressed condolences for his loss.

CONSENT AGENDA

Trustee Grossi announced his intention to recuse himself from voting on item 6.1, List of Bills, which includes two small items on page 4 regarding supplies for the Lions Festival and Carnival paid to Menards, due to his role on the Lions Club Executive Board.

DRAFT

Trustee DiPrima requested that item 6.6 be pulled from the consent agenda for separate discussion.

Motion by Colleen Saccotelli, second by Bill Grossi to approve the consent agenda as amended (with item 6.6 removed):

Yea: Vincent Dante, Beth DiPrima, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli

Nay: None

Final Resolution: Motion Passed

6.1. List of Bills - July 9, 2025, to July 29, 2025 - \$5,140,199.15

Recuse: Bill Grossi

6.2. Approval of Minutes - June 17, 2025 Closed Session meeting of the Village Board

6.3. Motion to waive the rule requiring two readings of an ordinance and adopt an ORDINANCE GRANTING A CONDITIONAL USE FOR A MASSAGE THERAPY ESTABLISHMENT AT THE PROPERTY 1518 NORTH ELMHURST ROAD, MOUNT PROSPECT, ILLINOIS (PZ-09-25)

Ordinance No. 6796

6.4. Motion to approve change order request from Engineering Resource

Associates for supplemental Phase I and Phase II Engineering Services for the Schoenbeck Road Improvements Project in an amount not to exceed \$163,226.

6.5. Motion to approve change order request from Patrick Engineering for

Rand/Kensington/Route 83 Intersection Improvements Phase II Engineering Services for an amount not to exceed \$159,585.

6.6. Motion to accept the lowest-cost, responsive bid to construct the Central Road & Weller Lane Crosswalk Modifications for an amount not to exceed \$258,247.

Removed from the consent agenda for separate discussion.

6.7. Motion to approve A RESOLUTION APPROVING A PLAT OF EASEMENT GRANT

FOR THE PROPERTY LOCATED AT 112 EAST NORTHWEST HIGHWAY, MOUNT PROSPECT, IL 60056

Resolution No. 23-25

Item removed from the consent agenda:

6.6 Motion to accept the lowest-cost, responsive bid to construct the Central Road & Weller Lane Crosswalk Modifications for an amount not to exceed \$258,247.

DRAFT

Sean Dorsey, Director of Public Works, presented information about the project to replace the existing rectangular rapid flash beacons at the intersection of Central and Weller. He explained that the current pedestrian crossing signals had been installed for approximately 10 years, and this project would replace them with overhead-style posts and arms. The recommendation came from the 2017 Central Road corridor study and an additional pedestrian crossing study led by the Federal Highway Commission in response to a 2015 accident at that crossing.

Mr. Dorsey explained that overhead signals and signage would make the crossing more apparent to drivers on four-lane highways. He noted this model had been adopted for other pedestrian crossing signals installed since then, including Central and Emerson, Main and Busse, and Central and Cathy. He added that the pedestrian crossing signal on Busse Road at Lonquist would be replaced with an overhead system as part of the Busse Road reconstruction project next year.

The Village received bids from four contractors, with the lowest cost bid submitted by Lions Electric for \$234,770. Mr. Dorsey noted that the bids were fairly close, indicating good interest in the project. He explained that the project had experienced some cost increases, primarily due to material costs and the lengthy process (18 months) to obtain an IDOT permit. Mr. Dorsey also mentioned that the existing solar-powered signals would be replaced with a hardwired connection to the electric system, which has proven more reliable in other locations.

Mr. Dorsey answered questions from the Board.

Public Comment:

Pam Nelson

Mount Prospect resident

- Spoke about safety concerns at the crossing; she relayed that several mothers at Westbrook had described dangerous conditions when crossing Central Road.
- Thanked the Board for addressing the issue and offered to help petition for a real stoplight at this crosswalk.

Mr. Dorsey responded, explaining that they had previously explored options for a flashing red light or HAWK system, but IDOT would not allow either in District 1. He also noted that the intersection did not meet any of IDOT's warrants for a traffic signal, making the current proposal the best available solution for improving pedestrian safety.

No further discussion.

Motion by Colleen Saccotelli, second by Vincent Dante, to accept the lowest-cost-responsive bid for the Central Road and Weller Lane crosswalk modifications as submitted by Lions Electric for an amount not to exceed \$258,247:

Yea: Vincent Dante, Beth DiPrima, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli

Nay: None

Final Resolution: Motion Passed

OLD BUSINESS – None

DRAFT

NEW BUSINESS

8.1. Motion to waive the rule requiring two readings of an ordinance and adopt AN ORDINANCE AMENDING CHAPTER 14 "ZONING" and AN ORDINANCE GRANTING A CONDITIONAL USE TO OPERATE AN ART STUDIO AT THE PROPERTY 350 WEST KENSINGTON ROAD SUITE 117 (PZ-08-25)

Jason Shallcross, Director of Community and Economic Development, presented a text amendment proposal for 350 West Kensington to allow art studios as conditional uses in the B1 zoning district, and a conditional use request for Bloom and Brush Art Studio.

Mr. Shallcross described the proposed business as a small art studio with two instructors and no more than ten students at a time, creating small artistic works. He explained that the location was just south of the Pickler Center off Rand Road, with single-family homes to the west and a daycare and office uses to the east. The center was fully improved with light office uses, including physical therapy offices.

He explained that currently, art, woodcraft studios, and sculptor/composer studios were not allowed in the B-1 zoning district. The petitioner was requesting a text amendment to make these conditional uses rather than permitted uses, which aligned with best practices for introducing new uses. Mr. Shallcross noted that dance and music academies were already permitted in the B-1 district, and the proposed art studio wouldn't be more intense than those uses.

Mr. Shallcross reviewed the floor plan and business materials, noting that if approved, the petitioner would be restricted to using only the materials listed in their business plan - typical light intensity items such as scissors, canvases, Mod Podge, and acrylic paints. The parking analysis showed the center had 31 stalls above code requirements.

The Planning and Zoning Commission unanimously recommended approval with conditions including: requiring a business license, restricting materials to those proposed, limiting occupancy to two instructors and ten students, restricting the business to painting and floor design (prohibiting incompatible uses like "rage rooms"), requiring an additional conditional use request if ownership changed, and meeting all applicable building and fire codes.

PJ Jelen, representing Bloom and Brush, explained that the business concept was born from her mother's previous 20-year floral design business. She planned to join her mother as a secondary instructor, creating a calm space for art classes while being respectful of the surrounding neighbors.

Mr. Shallcross and Ms. Jelen answered questions from the Board. Mr. Shallcross explained that any materials requiring venting would be addressed during the building permit process, but based on the proposed materials list, staff did not anticipate this being necessary.

Board Comments:

DRAFT

- Confirmed with the petitioner that there would be no kilns, glass blowing, or other heating systems, and that the business had no immediate plans to serve alcohol.
- Thanked the petitioner for choosing Mount Prospect

Public Comment:

Pam Nelson

Mount Prospect resident

- Expressed interest in potential partnerships with local non-profit boards such as the Library Foundation and Mount Prospect Historical Society for events.

Motion by Colleen Saccotelli, second by Terri Gens to waive the rule requiring two readings of an ordinance and adopt an ordinance amending Chapter 14 zoning and an ordinance granting a conditional use to operate an art studio at the property 350 West Kensington Road.

Yea: Vincent Dante, Beth DiPrima, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli

Nay: None

Final Resolution: Motion Passed

Ordinance Nos. 6797 (text amendments) and 6798 (conditional use)

8.2. Motion to Waive the Rules Requiring Two Readings of an Ordinance and Adopt AN ORDINANCE IMPLEMENTING A MUNICIPAL GROCERY RETAILERS' OCCUPATION TAX AND A MUNICIPAL GROCERY SERVICE OCCUPATION TAX FOR THE VILLAGE OF MOUNT PROSPECT

Amit Thakkar, Director of Finance, presented the proposed grocery tax. He explained that a 1% grocery tax had been in place since 1990, generating revenue of \$806,000 in 2022, \$886,000 in 2023, and \$923,000 in 2024. Public Act 103-0781 would remove this 1% tax effective January 1, 2026, but would allow municipalities to adopt their grocery tax up to 1%, which the state would continue to collect and administer.

Mr. Thakkar explained that to prevent disruption in revenue, the Village will need to adopt and file the ordinance before October 1. He observed that many neighboring communities, including Des Plaines, Elk Grove, Hoffman Estates, Morton Grove, Palatine, and Schaumburg, had already adopted or were in the process of adopting similar ordinances.

Mr. Thakkar emphasized that adopting the grocery tax would not add a new burden, and staff proposed using the revenue to fund public safety pensions and reduce property taxes. He explained that the State of Illinois requires pension funds to achieve 90% funding by 2040, but Mount Prospect has taken a more aggressive approach to fund 100% of its unfunded pension liability by that date. Between 2020 and 2025, required pension contributions increased by 55.1%.

The Village currently budgets \$2 million to abate property taxes for pensions, and with the additional \$923,000 from the grocery tax, could abate nearly \$2.9 million in property taxes. Mr. Thakkar also discussed recent changes to the sales tax law affecting out-of-state retailers, noting

DRAFT

that the Village had seen a 45.6% decrease in use tax allocation in April and could potentially lose close to \$1 million annually.

In response to frequently asked questions, Mr. Thakkar clarified that this was not a new tax, SNAP/food stamp purchases would remain exempt, all shoppers (not just residents) would pay the tax when buying groceries in Mount Prospect, and the revenue would be earmarked for pension abatement purposes, with analysis presented at each annual budget session.

Board comments:

- Expressed support for maintaining the tax, noting that it had been in place since 1990 and helped fund Village operations.
- Noted that not all items purchased at grocery stores are subject to the grocery tax, so the actual impact on families spending \$12,000 annually on groceries would be less than 1% of that amount.
- Supports the grocery tax as a critical and diverse revenue stream that helps ensure financial stability, noting that, unlike property taxes, this burden is shared by nonresidents who shop in the community.
- Emphasized the importance of protecting the Village from economic uncertainty.
- Expressed support for strengthening pensions with this tax revenue.
- The grocery tax will help diversify income streams and maintain financial stability.

Public Comment:

Pam Nelson

Mount Prospect resident

- Opposes the tax; the seemingly minimal 1% tax causes anxiety and stress for residents already dealing with high food prices.

Linda Waycie

Mount Prospect resident

- Shared data about cost-burdened households in the Village
- Suggested that removing the grocery tax would demonstrate compassion for residents facing difficult times.

Motion by Bill Grossi, second by John Matuszak to waive the rules requiring two readings of an ordinance and adopt an ordinance implementing a municipal grocery retailer's occupation tax and a municipal grocery service occupation tax for the Village.

Yea: Vincent Dante, Beth DiPrima, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli

Nay: None

Final Resolution: Motion Passed Ordinance

No. 6799

DRAFT

VILLAGE MANAGER'S REPORT

9.1. Motion to waive the requirements for public bidding and accept the proposal from LPS Pavement Company for brick sidewalk replacement associated with the Central Gateway Project for a cost not to exceed \$198,675.

Director of Public Works Sean Dorsey presented a proposal for replacing brick sidewalks around the Central Gateway Project. He explained that the existing concrete brick paver sidewalk had frequently failed throughout town due to road salt, and the Village was replacing these with clay fired brick which is more resistant to chlorides and decay.

Mr. Dorsey noted that similar replacements had been made at the train station, along Main Street, Route 83, Northwest Highway, and Emerson St. The proposed work included nearly 8,000 square feet of pink and gray brick around the perimeter and new brick installation in the center of the plaza, which would have a clock tower on a concrete foundation.

The Village approached its current brick paver contractor, LPS Pavement Company, which had been awarded a competitive three-year bid in 2024. LPS submitted a proposal honoring their existing bid prices for 2025. Mr. Dorsey emphasized that LPS had completed good work for the Village and other communities, including the Rand/Central/Mount Prospect intersection and the Main and Bussie crosswalk improvement.

Motion by Vincent Dante, second by Colleen Saccotelli to waive the requirements for public bidding and accept the proposal from LPS Pavement Company for brick sidewalk replacement associated with the Central Gateway Project for a cost not to exceed \$198,675:

Yea: Vincent Dante, Beth DiPrima, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli
Nay: None

Final Resolution: Motion Passed

9.2. Motion to accept the lowest-cost, responsive bid for the Central Gateway Site Work Project for a price not to exceed \$312,681.46.

Mr. Dorsey presented information on additional site work for the Central Gateway Project. The scope included creating the base curb and parking lot, milling the existing parking lot on Trezero's property, creating a new platform for a garbage enclosure, and milling and resurfacing the alley from the parking lot to Elmhurst Avenue. The work also included establishing a concrete ribbon or curb adjacent to the new brick pavers and installing the concrete foundation for the clock tower.

The Village received three bids, with the lowest from Alliance Contractors at \$284,255.87. Mr. Dorsey noted that all bids were closely distributed, indicating sufficient interest in the project. Staff recommended including a contingency for unforeseen field conditions. Alliance had

DRAFT

previously completed successful projects for the village, including the Rand/Central/Mount Prospect intersection and the Main and Busse crosswalk improvement.

Mr. Dorsey answered questions from the Board.

Motion by Vincent Dante, second by Colleen Saccotelli to o accept the lowest cost responsive bid for the Central Gateway Site Work Project for a price not to exceed \$312,681.46:

Yea: Vincent Dante, Beth DiPrima, Terri Gens, Bill Grossi, John Matuszak, Colleen Saccotelli

Nay: None

Final Resolution: Motion Passed

9.3. As submitted

Village Manager Michael Cassady noted that a workshop is scheduled for the following week at 6 PM, which would include presentations on the Space Needs study for the Community Connections Center, second-quarter financials, and the Community Investment Plan.

ANY OTHER BUSINESS

Trustee Saccotelli thanked the Village staff for a great Block Party weekend and National Night Out, which had good weather and a high turnout. She also mentioned the upcoming Family Health Fair at Busse Pocket Park on Wednesday from 6-7:30 PM, which would include free health screenings.

Mayor Hoefert echoed appreciation for the Block party and National Night Out events, noting the excellent attendance.

Trustee Grossi mentioned that the Lions' free Hearing and Vision Screening truck would be at the Family Health Fair.

ADJOURNMENT

With no additional business to conduct, Mayor Hoefert asked for a motion to adjourn. Trustee Matuszak, seconded by Trustee Grossi, motioned to adjourn the meeting. By unanimous voice vote, the August 6, 2025 Regular Meeting of the Village Board of Trustees adjourned at 8:45 p.m.

Respectfully submitted,

Karen M. Agoranos Village
Clerk



Item Cover Page

Subject

Meeting

Fiscal Impact (Y/N)

Dollar Amount

Budget Source

Category

Type

Mayor's Comment

August 19, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD

MAYORS REPORT

Presentation

Information**Discussion****Alternatives****Staff Recommendation****Attachments**

None



Item Cover Page

Subject	PROMOTIONS: Mount Prospect Police Department Oath of Office Promotion of Commander Joseph Kanupke to Deputy Chief of Administration Oath of Office Promotion of Sergeant William Ryan to Commander Oath of Office Promotion of Officer Anthony Leitzow to Sergeant Oath of Office Promotion of Investigator Andrea Kane to Sergeant
Meeting	August 19, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	
Dollar Amount	
Budget Source	
Category	MAYORS REPORT
Type	Presentation
<u>Information</u>	
<u>Discussion</u>	
<u>Alternatives</u>	
<u>Staff Recommendation</u>	
<u>Attachments</u>	
None	



Item Cover Page

Subject **PROCLAMATION: School's Open - Safety Week, August 15-22, 2025**

Meeting August 19, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD

Fiscal Impact (Y/N)

Dollar Amount

Budget Source

Category MAYORS REPORT

Type Presentation

Information

Discussion

Alternatives

Staff Recommendation

Attachments

1. School's Open Aug 2025

PROCLAMATION

“SCHOOL’S OPEN - SAFETY WEEK”

AUGUST 18 - 22, 2025

WHEREAS, children in the Village of Mount Prospect and all across the state and nation are beginning a new school year; and

WHEREAS, students will be walking or biking to school in neighborhoods on sidewalks and streets, approaching or waiting at school bus stops, and boarding or exiting from buses; and

WHEREAS, while the school year is in session, Mount Prospect motorists need to take extra precautions to drive carefully, and to observe and follow the rules of the road as they apply to school zones, including no cell phone usage; and

WHEREAS, motorists can help protect children by being especially careful near schools and in residential areas, being mindful of their speed, and observing traffic control devices; and

WHEREAS, it is equally important for motorists to respect school safety monitors as they perform their duties and adhere to their instructions.

NOW, THEREFORE, I, Paul Wm. Hoefert, Mayor of the Village of Mount Prospect do hereby proclaim August 18 - August 22 as

“SCHOOL’S OPEN – SAFETY WEEK”

In the Village of Mount Prospect, I encourage all motorists to help make this a safe year for all students throughout the Village of Mount Prospect and the surrounding communities.

Paul Wm. Hoefert
Mayor

ATTEST:

Karen M. Agoranos
Village Clerk

Dated this 19th day of August 2025



Item Cover Page

Subject **List of Bills - July 30, 2025 to August 12, 2025 - \$3,392,396.77**

Meeting August 19, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD

Fiscal Impact (Y/N)

Dollar Amount

Budget Source

Category CONSENT AGENDA

Type Action Item

Information

Attached is the List of Bills for July 30, 2025, to August 12, 2025 - \$3,392,396.77

Discussion

Alternatives

1. Approved the attached List of Bills for July 30, 2025, to August 12, 2025 - \$3,392,396.77.
2. Action at the discretion of the Village Board.

Staff Recommendation

Staff recommends approval of the attached List of Bills for July 30, 2025, to August 12, 2025 - \$3,392,396.77.

Attachments

1. List of Bills - July 30, 2025 to August 12, 2025

VILLAGE OF MOUNT PROSPECT

List of Bills

July 30, 2025 - August 12, 2025

Fund	Vendor Name	Invoice Description	Amount
001	General Fund		
	1400 BCD LLC	Refund Operating and Alarm License Fee #BL25-53	\$ 175.00
	A & J Sewer Service	St 11 triple basin cleaning 5/14/25	599.00
	Accurate Biometrics Inc	Fingerprinting Services - July 2025	192.00
	ACS State & Local Government Solutions	Illinois State Disbursement Unit 7.31.25	3,614.31
	Addison Building Material Co.	Crowd fencing cables for parade	231.05
		Street light bolts	63.51
	Advanced Landscaping LLC	Turf Mowing throughout the Village 7/7-7/28/25	4,699.44
	Air One Equipment, Inc.	Turnout Gear	3,512.00
		Helmets - replacement and stock/4 black 1 white 2 red	419.00
		Quarterly Air Quality Testing and Compressor Maintenance	59.95
		Gas for training generator	170.00
		Fuel for training saws	195.00
	Amazon Capital Services	Disposable plate containers	33.80
		Tool bag for new sawzall	26.00
		8/2/25 External hard drives for Investigations	287.50
		Credit Memo - returned pressure washer adapter	(9.99)
		Disposable paper containers returned	(33.80)
		7/26/25 Supplies for National Night Out	8.99
		Coffee stirrer, card stock, storage toolbox, Kleenex, plates	431.86
		Post-It Notes	23.63
		Office Supplies CD BIS 07/21/25	434.81
		Giveaway Bags	73.96
		Toner for BC Office	229.84
		Garden hose nozzle - St 12	22.41
		Service cart, acrylic signs, Billard cue tips	178.88
		7/25/25 Supplies for National Night Out	86.93
		Binders, sheet protectors and tabs for map	84.16
		Board game and Fan	29.87
		Pressure washer gun/rolling pin/storage containers/chip clips	161.59
		Hand sanitizer refills for the ambulances	273.42
		7/27/25 Supplies for National Night Out	64.78
	American Landscaping Inc.	Grass Cutting 209 N William 07/25/25	360.00
	AMS Store and Shred LLC	7/31/25 July 2025 Document destruction	80.00
	Anderson Lock Company	Keys for PD ET 8/1/25	19.08
	Armenakis Enterprises Ltd.	Double Door Commercial Refrigerators Block Party 7/25-7/26/25	1,138.50
		Kwik covers for 8ft and high top tables	1,271.20
	Axon Enterprise, Inc.	7/31/25 Body cam equipment supplies	498.00
	Bechtold, Mark	Reimburse training expenses 07/13-18/25	188.00
	Bond Conway Law Firm	July 2025 Administrative adjudication services	408.00
		Legal Adjudication services for July 2025	1,008.00
	Brichetto, Daniel	Refund Permit Fee #RB24-001971 (1411 Barberry)	100.00
	Builders Asphalt LLC	Patching material 7/18/25	137.94
		Patching material 7/21/25	200.64
		Patching material 7/22/25	798.60
	CBS Awards Inc	Retirement Plaques August 2025	126.00
		7/31/25 Retirement plaque	194.00
	Central Continental Bakery	Donuts for Block Party crew	82.08
	Chem-Wise Pest Management	2000 E Kensington 7/23/25 pest control	30.00
		911 E Kensington 7/23/25 pest control	40.00
		111 E Rand 7/23/25 pest control	40.00
		1700 W Central 8/1/25 pest control	215.00
	Civiltech Engineering Inc	Transit Study Consulting Services 6/28/25-7/25/25	11,111.75
	Clerk of the Circuit Court of McHenry County	Garnishment 7.31.25	547.85
	Comcast	21 S Emerson 8/1-8/31/2025 Internet	187.40
		7/18-8/17/25 1700 W Central cable	32.07
		8/4-9/3/25 Comcast business services	489.03
		8/4-9/3/25 Comcast business services	169.76
	Conrad Polygraph, Incorporated	Candidate Polygraph 7/22/25	200.00
		July 2025 Pre-employment polygraph exams	700.00
	Constellation NewEnergy, Inc.	6/5-7/17/25 Traffic light electricity	19,594.63
		6/12-7/14/25 21 S Emerson electricity	63.85

VILLAGE OF MOUNT PROSPECT

List of Bills

July 30, 2025 - August 12, 2025

Fund	Vendor Name	Invoice Description	Amount
001	General Fund (continued)		
	Constellation NewEnergy, Inc. (continued)	6/16-7/16/25 1901 1/2 E Seminole electricity	47.43
	Cook County Government	Traffic Signal maintenance 4/1-6/30/25	4,132.53
	Elevated Safety LLC	Rope Ops 6/9 – 6/12/2025	1,000.00
	EMS Management & Consultants Inc	Ambulance Billing Service - March 2025	9,873.75
		Ambulance Billing Service - April 2025	6,991.93
		Ambulance Billing Service - May 2025	18,899.32
		Ambulance Billing Service - June 2025	9,224.97
	Endeavor Health Medical Group	07/02/25 Medical services	153.00
		07/08/25 Medical services	48.00
		07/10/25 Medical services	480.00
		07/10/25 Medical services	563.00
		07/11/25 Medical services	280.00
		07/10/25 Medical services	31.00
		07/28/25 Medical services	107.00
	Experian	Background checks 6/28-7/25/25	102.48
	Federal Express Corp	Shipping charges 7/22/25	59.07
		Shipping late charge	9.22
	Fire Pension Fund	Fire Pension 7.31.25	34,920.45
	First Security Systems, Inc.	Fire alarm programming VH 6/30/25	1,277.95
	Five Star Valet	Valet Services Restaurant Row - July 2025	3,410.00
	Froggys Fog LLC	Liquid smoke fluid for training evolutions	479.96
	G & J Associates, Inc.	CCC signage	192.15
	Galeno, Jim	7/15/25 Entertainment for National Night Out	450.00
	Gambino Landscaping and Brick Paving, Inc.	Irrigation System Maintenance throughout VOMP 7/14-7/16/25	2,125.00
	Gordon Flesch Company, Inc.	Leasing Contract M204292 08/22/25-09/21/25	3,186.49
	ICMA Retirement Trust - 457	MissionSquare 7.31.25	51,318.07
	Illinois American Water Company	Sewer Service 1415 E Algonquin 7/2-8/1/25	206.55
		2000 E Kensington 8/1-8/29/25	57.78
	Illinois Department of Revenue	IL State Withholding 7.31.25	57,500.80
	Illinois State Treasurer	1/1-3/31/25 Traffic light maintenance	14,088.63
	Imaging Essentials Inc	7/1-7/31/25 KIP Maintenance	60.00
	IMRF	IMRF July 2025	229,313.41
	Indestructo Rental Company	Tables/Tents/Chairs for 2025 Block Party 7/25-7/26/25	2,890.00
	Initium Health	Consulting Services - Final Needs Assessment	56,000.00
	Intergovernmental Per.ben.coop	IPBC - August 2025	505.00
	Internal Revenue Service	Federal Tax Liability 7.31.25	258,582.77
	International Assoc of Arson Investigators IL Chap	Training registration 09/15-17/25	300.00
		Training registration 09/15-17/25	300.00
	Intoximeters, Inc.	8/6/25 Breathalyzer supplies	177.75
	J&F Concrete Lifting Corp	Sidewalk mud jacking 7/22/25	4,562.00
	Jones and Bartlett Publishers Inc.	Instructor II textbooks	80.21
	Kanupke, Joseph	Reimburse expenses for training course 07/06-25/25	244.99
	Kim, Joshua	Refund Permit Fee #CB25-000189 (1144 Elmhurst)	450.00
	Klein, Thorpe and Jenkins, LTD	Additional legal services for June 2025	4,650.00
	Emergency Assistance	Emergency Assistance	456.00
	Language Line Services, Inc.	Over the phone interpretation - July 2025	130.99
	Language Testing International Inc	Candidate 2nd language testing 11/8/24	98.00
	Lee Jensen Sales Co Inc	Generator for Block Party 7/25-7/26/25	310.00
	LexisNexis Risk Data Management Inc.	July 2025 Background checks	200.00
	Lps Pavement Co.	Brick Maintenance at various locations 8/5/25	5,239.00
		Brick Maintenance at various locations 8/5/25	14,768.25
	Lyle Sumek Associates Inc	Strategic Planning Consultation and Fees - May 2025	20,791.54
	Mac Strategies Group Inc	Consulting Legislative and Lobbying Services August 2025	5,000.00
	Maxx Contractors Corp	Debris Hauling and Aggregate Material Delivery 7/22-7/23/25	396.20
		Debris Hauling and Aggregate Material Delivery 7/24/25	150.31
		Debris Hauling and Aggregate Material Delivery 7/29/25	395.05
		Debris Hauling and Aggregate Material Delivery 7/30/25	180.82
	McHenry County College	Company Fire Officer 4/1/25-5/23/25	4,050.00
	Meltzer, Purtill, & Stelle LLC	Legal Services Prestige Feed period ending 7/31/25	14,623.00
	Menards Inc	Material for block party set up	45.91
		PD HVAC supplies	129.82

VILLAGE OF MOUNT PROSPECT

List of Bills

July 30, 2025 - August 12, 2025

Fund	Vendor Name	Invoice Description	Amount
001	General Fund (continued)		
	Menards Inc (continued)	Gorilla Black Tape for Block Party	74.90
		Block party floor protection for restaurants	419.60
		Floor protection for block party	273.90
		Electrical material needed for block party	409.54
		7/29/25 ET supplies	7.29
		St #14 hose bib	17.99
		ET supplies 07/30/22	4.94
		Equipment maintenance supplies 07/30/25	7.29
	Metro Door and Dock, Inc.	St #13 Tower door repair 8/4/25	465.00
	Metro Federal Credit Union	MP Fire Local 4119 Dues 7.31.25	3,160.80
	Michael Wagner & Sons, Inc.	St #14 bathroom repair supplies	58.06
	Morton Suggestion Co.	7/29/25 Supplies for National Night Out	1,541.22
	Motorola Solutions, Inc.	Vehicle manger device license fee 05/01/25-04/30/26	1,683.00
	Mount Prospect Historical Society	2025 Budget Allocation - August 2025	4,166.66
	Mount Prospect Paint, Inc.	VH touch up paint	59.91
		VH touch up paint	103.67
	Multisystem Management Company	Custodial Services for all Buildings June 2025	17,211.36
		Custodial Services for all Buildings July 2025	16,051.79
	Nationwide Mutual Insurance Company	Nationwide 7.31.25	24,930.24
	NCPERS Group Life Insurance	NCPERS Invoice Pmt 08.2025	377.60
	Nelson, Karyn	Reimburse CIT conference expenses 6/25-6/26/25	260.80
	Neopost USA Inc.	Postage Machine Replenishment 7/7/25	3,000.00
	NICOR	Gas Service 1325 N River 6/18-7/18/25	57.30
		Gas Service 1807 N River 6/19-7/21/25	58.29
	Northeastern IL Public Safety Training	Crisis Communications for Public Safety 10/8-10/9/25	375.00
	Northwest Central Dispatch System	Member Assessment - September 2025	32,935.22
	Northwest Police Academy	8/4/25 Training class	50.00
	NW Superior Concrete	Refund Permit Fee #RB24-001874 (507 Prospect Manor)	100.00
	Pace Systems Inc	Pace software agreement 09/28/25-09/27/26	4,790.00
	Pacific Biomedical Inc	Glucometer Strips & Control Solutions	248.82
	Paymerang LLC	Monthly Service Fee - July 2025	400.00
	Per Mar Security Services	Overnight Security Services Downtown Block Party 7/26/25	70.00
	Police Pension Fund	Police Pension 7.31.25	40,729.23
	Purple Rose Florist Inc.	Floral Arrangements July-August 2025	275.00
	Quadient Leasing USA Inc	Ink Cartridge for Mail Machine	248.90
	Record-A-Hit Inc	7/10/25 Entertainment for National Night Out	815.00
	Registration Fee Trust	Wisconsin DOT Driver Abstract Fee	7.00
	Reliance Standard Life Insurance Co.	Reliance July 2025	3,749.16
	Rentokil North America, Inc.	Pest control for the CCC - September 2025	58.85
	Republic Services, Inc.	Refuse Disposal 7/1/2025-7/31/25	5,380.04
	Savage Training Group LLC	Training registration 08/07/25	912.00
	Service Sanitation Inc	Porta Potties/Handwash Block Party 7/25-7/26/25	3,640.00
	Skorob, Natalia	Senior Services- Zumba - 7/11/2025	60.00
		Senior Services- Zumba - 8/1/2025	60.00
	Steiner Electric Company	VH lamps	422.70
	Stephen A Laser Associates PC	Candidate Assessments	2,200.00
		08/07/25 Employment testing	2,800.00
	TERRA Engineering Ltd	20 West storm water management system evaluation 7/16/25	4,850.00
	Terrace Supply Company	Conversion kit for torch	238.47
	Texas A&M Engineering Extension Service	Advance Bulk Fuel Storage Response 8/5-8/7/25	2,640.00
	The Spin of It LLC	Face painter for Family Health Fair	210.00
	The Stevens Group LLC	7/29/25 Memo pads	50.00
	Thompson Elevator Inspections Service Inc	Elevator plan review 903 Hi Lusi 07/23/25	75.00
		Elevator plan review 571 Huntington Commons 07/30/25	75.00
	T-Mobile USA Inc	06/21/25-07/20/25 Charges for increased data lines	542.17
	Todays Uniforms Inc	Promotional initial issue	59.80
	Township High School District 214	Bus service for 2025 VFW Memorial Day parade	1,112.40
	TransUnion Risk and Alternative Data Solutions Inc	July 2025 Background checks	323.80
	Uline Inc.	ET supplies 07/29/25	645.42
	UniFirst Corporation	Uniform Rental Services 7/25/25	250.56
	UniFirst First Aid Corp	50 S Emerson 8/5/25 AED Inspection	66.15

VILLAGE OF MOUNT PROSPECT

List of Bills

July 30, 2025 - August 12, 2025

Fund	Vendor Name	Invoice Description	Amount
001 General Fund (continued)			
	UniFirst First Aid Corp (continued)	111 E Rand 8/5/25 AED Inspection	26.46
		911 Kensington 8/5/25 AED inspection	66.15
		1601 W Golf 8/5/25 AED Inspection	13.23
		1711 W Algonquin 8/5/25 AED inspection	13.23
		1415 E Algonquin 8/5/25 AED inspection	13.23
	Union Pacific Railroad	Meeting to discuss MP train station 10/14/24	107.93
	Vantagepoint Transfer Agents	RHS Grievance Settlement 7.31.25	2,227.00
	Verizon Wireless Services LLC	Cellular Service & Equipment Charges 6/20-7/19/25	5,052.83
	View Transit LLC	Bus Shelter Advertising for 2025 Block Party	625.00
	Village of Mount Prospect	Fringe Benefit - Auto	410.45
	W. W. Grainger, Inc.	Drain gun for pipe cleaning	540.63
	Warehouse Direct	Binders and Post-It Notes	68.84
	West Central Municipal Conference	Trees for replacement/reforestation throughout VOMP	38,890.00
	Wisconsin Department of Revenue	WI State Withholding Tax 07.2025	1,744.86
	Z Search Recruiting, Inc.	Photography services for 2025 Block Party 7/25-7/26/25	1,500.00
001 General Fund Total			\$ 1,139,834.51
020 Capital Improvement Fund			
	Ciorba Group Inc	Melas-Meadows Pedestrian Bridge -Phase II 5/31-6/27/25	\$ 24,799.12
	Stryker Sales Corporation	Blood pressure cuffs for new monitors	630.00
		Printers/Storage Bags/Straps/Modems for new monitors	25,875.00
020 Capital Improvement Fund Total			\$ 51,304.12
023 Street Improvement Construction Fund			
	Builders Paving LLC	Street Resurfacing 7/2/25	\$ 739,273.72
023 Street Improvement Construction Fund Total			\$ 739,273.72
040 Refuse Disposal Fund			
	ICMA Retirement Trust - 457	MissionSquare 7.31.25	\$ 128.40
	Illinois Department of Revenue	IL State Withholding 7.31.25	561.39
	IMRF	IMRF July 2025	6,299.72
	Internal Revenue Service	Federal Tax Liability 7.31.25	3,410.66
	Kiran Sidhpura	Utility Refund - 1826 Tano Ln	19.32
	Larry H. Ladendorf	Utility Refund - 1713 Laurel Dr	72.81
	Nationwide Mutual Insurance Company	Nationwide 7.31.25	425.74
	NCPERS Group Life Insurance	NCPERS Invoice Pmt 08.2025	16.00
	Republic Services, Inc.	Municipal Refuse Disposal 7/1-7/31/25	15,306.27
		Refuse Disposal 7/1/2025-7/31/25	273,757.35
	Third Millennium Associates Inc	E-Bill Server & Transaction Fees July 2025	69.16
040 Refuse Disposal Fund Total			\$ 300,066.82
043 Asset Seizure Fund			
	InVeris Training Solutions	8/6/25 Work on PD range	\$ 3,800.00
043 Asset Seizure Fund Total			\$ 3,800.00
046 Foreign Fire Tax Board Fund			
	Comcast	7/26/25 - 8/25/25 Cable 1415 Algonquin Rd	\$ 324.40
		8/11/25 - 9/10/25 Cable 1601 Golf Rd	224.42
	Desert Plunge	2 Cold plunge tubs w/accessories for St 12&14	6,483.58
046 Foreign Fire Tax Board Fund Total			\$ 7,032.40
049 Prospect and Main TIF District			
	Lps Pavement Co.	Brick Maintenance at various locations 8/5/25	\$ 16,764.35
		Brick Maintenance at various locations 8/5/25	47,257.14
049 Prospect and Main TIF District Total			\$ 64,021.49

VILLAGE OF MOUNT PROSPECT

List of Bills

July 30, 2025 - August 12, 2025

Fund	Vendor Name	Invoice Description	Amount
050 Water and Sewer Fund			
	ACS State & Local Government Solutions	Illinois State Disbursement Unit 7.31.25	\$ 11.54
	Addison Building Material Co.	Material for PWX comp	81.67
		Sakrete leak stopper	106.90
		Recipro blades	132.70
		Fan for BPS 11	161.97
	Alexander Chemical	6/26-7/29/25 Chlorine cylinder rental fee	26.41
	Badger Meter Inc	Gateway charges & Beacon Host 7/25, Endpoint 10/25	3,779.07
	Baxter & Woodman, Inc.	Transducer repair/troubleshooting at BPS 5 6/19-7/11/25	1,785.25
		Design/Inspection Deep Well 16 rehab project 6/17-7/10/25	550.00
		Combined Sanitary Rehab - Inspect Services 6/16-7/11/25	25,151.30
	Go Painters Inc	Hydrant Painting Project 7/30/25	43,818.00
	Gordon Flesch Company, Inc.	Leasing Contract M204292 08/22/25-09/21/25	159.83
	HBK Water Meter Service	Meter replacements/building inspections 7/17-7/30/25	6,510.00
		BPS 11 Replacement flow meter 7/30/25	14,345.18
	ICMA Retirement Trust - 457	MissionSquare 7.31.25	2,019.54
	Ihor Hutnyk	Utility Refund - 1011 Pendleton Pl	39.38
	Illinois Department of Revenue	IL State Withholding 7.31.25	4,482.03
	IMRF	IMRF July 2025	39,812.43
	Internal Revenue Service	Federal Tax Liability 7.31.25	26,826.79
	Kapuscinski, Ryan	Safety Shoe Reimbursement	225.00
	Maxx Contractors Corp	Debris Hauling and Aggregate Material Delivery 7/22-7/23/25	2,030.00
		Debris Hauling and Aggregate Material Delivery 7/24/25	770.10
		Debris Hauling and Aggregate Material Delivery 7/29/25	2,024.16
		Debris Hauling and Aggregate Material Delivery 7/30/25	926.56
	Menards Inc	Material needed to build PWX competition obstacles	217.59
	Metron-Farnier, LLC.	Metron water meter 3 inch	1,918.89
	Nationwide Mutual Insurance Company	Nationwide 7.31.25	1,657.51
	NCPERS Group Life Insurance	NCPERS Invoice Pmt 08.2025	121.60
	NICOR	6/20-7/22/25 117 N Waverly natural gas	149.33
		6/23-7/23/25 1 W Wa Pella natural gas	151.19
	Prosafety, Inc.	White marking paint	218.40
	Purple Rose Florist Inc.	Sympathy Arrangement 5/29/25	145.00
	Reliance Standard Life Insurance Co.	Reliance July 2025	272.52
	Third Millennium Associates Inc	E-Bill Server & Transaction Fees July 2025	578.82
	UniFirst Corporation	Uniform Rental Services 7/25/25	87.72
	United States Postal Service	EPS Postage - July 2025	6,573.64
	Verizon Wireless Services LLC	Cellular Service & Equipment Charges 6/20-7/19/25	685.75
	Ziebell Water Service Products	Copper fittings for lead service replacement	1,508.62
		Brass fittings for irrigation piping on Prospect and Albert	716.13
		Sanitary couplings for Busse sewer repair	692.26
050 Water and Sewer Fund Total			\$ 191,470.78
051 Village Parking System Fund			
	AT & T Corp.	6/20-7/19/25 Phone Maple Deck	\$ 699.64
	Constellation NewEnergy, Inc.	6/12-7/14/25 301 S Maple electricity	677.98
	Flowbird America Inc	Flowbird Transactions - June 2025	223.65
	Multisystem Management Company	Custodial Services for all Buildings June 2025	1,122.48
		Custodial Services for all Buildings July 2025	1,046.86
	Steiner Electric Company	Exterior LED lighting	1,397.50
051 Village Parking System Fund Total			\$ 5,168.11
052 Parking System Revenue Fund			
	Flowbird America Inc	Flowbird Transactions - June 2025	\$ 687.75
	Multisystem Management Company	Custodial Services for all Buildings June 2025	374.16
		Custodial Services for all Buildings July 2025	348.95
	NICOR	Gas Service 11 E NWH 6/23-7/23/25	54.53
052 Parking System Revenue Fund Total			\$ 1,465.39

VILLAGE OF MOUNT PROSPECT

List of Bills

July 30, 2025 - August 12, 2025

Fund	Vendor Name	Invoice Description	Amount
060	Vehicle Maintenance Fund		
	Advance Stores Company, Inc.	Filters for stock	\$ 111.27
	Al Warren Oil Co Inc	Diesel fuel for July 2025	23,295.00
	Alexander Equipment Company Inc	Chipper knives and fluid for stock	426.50
	Arlington Heights Ford	Rear bumper cap	6.41
		Timing parts for 621	127.65
		Seat cushion and cover for 4542	445.88
		639 Clock spring	202.20
		4542 Drivers seat cover	363.43
		4529 Shock and bearing plates front struts	404.40
		627 Drivers window master switch	127.40
		Spare key for 509 6/27/25	375.00
		Credit core return	(38.57)
		Credit Warranty PTU 354	(1,378.45)
	Chicago Parts & Sound LLC	Core return	(75.00)
		Battery stock and core 610	170.92
		613 Alternator and pulley	430.03
		Filters for stock	20.48
		4529 Lower Ball joint	57.67
		Scrap battery credit	(18.00)
		Batteries for stock 2727	906.42
		Battery and core 601	142.53
	Elliott Auto Supply Co, Inc.	602 Rear shocks	146.00
	Foster Coach Sales Inc.	Opticom lamp for 526	148.96
	Genuine Parts Company Inc	644 Oil Filter	5.45
		640 Engine mount boot and clamp	81.00
		613 Motor mounts	73.87
		602 A/C Oil	36.32
		602 A/C hose	145.25
		Stock dye A/C 1234YF	45.06
		A/C dye for 1234YF	19.48
		Ignition switch 635	45.82
		Credit return	(83.50)
		320 L/F ABS Sensor	40.51
		Thermal tape for shop	53.34
		601 Fuse	6.31
	ICMA Retirement Trust - 457	MissionSquare 7.31.25	2,408.35
	Illinois Department of Revenue	IL State Withholding 7.31.25	1,511.58
	IMRF	IMRF July 2025	12,353.39
	Internal Revenue Service	Federal Tax Liability 7.31.25	9,193.58
	James Drive Safety Lane LLC	Safety lane inspections second half of July 2025	246.00
	MacQueen Equipment LLC	514 Window door latch clips	25.57
		530 Center caps	158.03
		516 Air tanks	507.97
		516 Axle seat	471.85
		512 Def cap	132.07
	Nationwide Mutual Insurance Company	Nationwide 7.31.25	22.50
	NCPERS Group Life Insurance	NCPERS Invoice Pmt 08.2025	28.80
	Newark Corporation	Switches for plow trucks	15.50
	Pomp's Tire Service, Inc.	Tires for 530	1,460.12
		Tires for 516	1,440.12
	Professional Finish Inc.	Wash bay supplies	414.12
	Reliance Standard Life Insurance Co.	Reliance July 2025	353.68
	Ronco Industrial Supply	Label maker for shop	288.64
	Rush Truck Centers of Illinois, Inc.	Stock filters	1,079.36
		4509 Boost valve	354.63
		Credit return sensor	(125.93)
		4527 Low air buzzer alarm	171.31
	Terrace Supply Company	Tank rentals for July 2025	32.55
	Valvoline Inc	Antifreeze and oil for stock	523.10
	Verizon Wireless Services LLC	Cellular Service & Equipment Charges 6/20-7/19/25	253.20
	Wentworth Tire Service	Heavy Duty truck tires	1,048.76

VILLAGE OF MOUNT PROSPECT

List of Bills

July 30, 2025 - August 12, 2025

Fund	Vendor Name	Invoice Description	Amount
060	Vehicle Maintenance Fund (continued)		
	Wentworth Tire Service (continued)	Tires credit	(1,048.76)
		Tire repair for 4502 7/8/25	78.00
		Tires for 500	638.16
		Tire repairs for 4564 and 524 7/15/25	148.00
		Tires for 4540, 326 and OLD2744	1,187.02
060	Vehicle Maintenance Fund Total		\$ 62,238.31
061	Vehicle Replacement Fund		
	Suburban Accents Inc	07/24/25 Squad conversion P-38	\$ 1,295.00
061	Vehicle Replacement Fund Total		\$ 1,295.00
063	Risk Management Fund		
	Favia, Joseph	PSEBA Reimbursement - August 2025	\$ 1,249.12
	Integral Construction	Prevailing wage work hang doors in work out at VH 6/5/25	2,645.00
	Intergovernmental Per.ben.coop	IPBC - August 2025	782,869.09
	Intergovernmental Risk Management Agency	Deductible - July 2025	14,136.00
		Deductible - July 2025	(3,582.80)
	Michael Wagner & Sons, Inc.	Sink drain kits	45.00
		Mixing valves	226.56
	Mount Prospect Public Library	IMRF Health Insurance Deductions - July 2025	2,687.97
	RB Construction Inc	VH gym shower wall system for 2 ADA bathrooms 7/16/25	18,200.00
	Ricker, Jeffrey	PSEBA Reimbursement - July 2025	606.00
	Uline Inc.	VH workout room bathroom accessories	238.04
	W. W. Grainger, Inc.	Shower rod for VH work out room	56.14
063	Risk Management Fund Total		\$ 819,376.12
073	Escrow Deposit Fund		
	ABC Plumbing Heating Cooling	Refund Escrow Permit #RB250761 (305 Edward)	\$ 100.00
		Refund Escrow Permit #RB250925 (212 Stevenson)	100.00
		Refund Escrow Permit #RB251204 (1811 Palm)	100.00
	ABT Home Services	Refund Escrow Permit #RB250915 (1518 Larch)	100.00
	All Around Property Preservation LLC	Refund Escrow Permit #RB251171 (1805 Cree)	100.00
	Aqua Doctor Plumbing LLC	Refund Escrow Permit #RB250172 (209 S Pine)	500.00
	Atanus, Ronald	Refund Escrow Permit #RB250828 (1017 Cypress)	100.00
	Atlas Restoration LLC	Refund Escrow Permit #RB250755 (206 Edward)	100.00
	Babicz, Damain	Refund Escrow Permit #RB240853 (1417 Sauk)	350.00
	Bergeron, Jennifer	Refund Escrow Permit #RB250715 (702 Fairview)	100.00
	Brichetto, Daniel	Refund Escrow Permit #RB241971 (1411 Barberry)	100.00
	CSM Irrigation Inc	Refund Escrow Permit #RB250943 (2120 White Oak)	100.00
	DeMarr Sealcoating	Refund Escrow Permit #CB250135 (505 Golf)	1,000.00
	Dembowski, John	Refund Escrow Permit #RB250834 (321 Edward)	100.00
	G Rabine & Sons	Refund Escrow Permit #CB250166 (824 Rand)	1,000.00
	Griffin, Kristine	Refund Escrow Permit #RB250984 (708 Cathy)	100.00
	Kapital Electric	Refund Escrow Permit #RB251134 (209 Euclid)	100.00
	Kaplan Paving	Refund Escrow Permit #RB251188 (1022 Church)	100.00
	Kerr Mechanical Corp	Refund Escrow Permit #RB251194 (1207 Busse)	100.00
	Kwiatkowski, John	Refund Escrow Permit #RB250686 (1622 Oneida)	100.00
	LaMarr, Tyler	Refund Escrow Permit #RB251099 (1209 Greenacres)	100.00
	Legacy Home Services	Refund Escrow Permit #RB251075 (1316 Columbine)	100.00
		Refund Escrow Permit #RB251196 (718 Elmhurst)	100.00
	NW Superior Concrete	Refund Escrow Permit #RB241874 (507 Prospect Manor)	100.00
	Penco Electric	Refund Escrow Permit #RB250789 (603 St Cecilia)	100.00
		Refund Escrow Permit #RB251091 (410 S Mt Prospect)	100.00
	Perma Seal Basement Systems	Refund Escrow Permit #RB250484 (1106 Greenwood)	100.00
	Ricks Sewer and Drain	Refund Escrow Permit #RB251016 (610 NaWaTa)	100.00
	Rosagas, Alan	Refund Escrow Permit #RB250451 (629 George)	100.00
	Skor Construction Inc	Refund Escrow Permit #RB250425 (222 Yates)	150.00
	Source Solar LLC	Refund Escrow Permit #RB251108 (115 Can Dota)	100.00

VILLAGE OF MOUNT PROSPECT
List of Bills
July 30, 2025 - August 12, 2025

Fund	Vendor Name	Invoice Description	Amount
073	Escrow Deposit Fund (continued)		
	Tony Cimbalo Construction Inc	Refund Escrow Permit #RB250065 (1103 Westgate)	150.00
	Unity Solar Group	Refund Escrow Permit #RB250949 (415 Larkdale)	100.00
	Windfree Wind & Solar Energy Design	Refund Escrow Permit #RB250980 (1627 Dogwood)	100.00
	X-Pert Landscaping	Refund Escrow Permit #RB251074 (1705 Rusty)	100.00
073	Escrow Deposit Fund Total		\$ 6,050.00
Grand Total			\$ 3,392,396.77



Item Cover Page

Subject	Approval of Closed Session Minutes - August 6, 2025
Meeting	August 19, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	
Dollar Amount	
Budget Source	
Category	CONSENT AGENDA
Type	Action Item

Information

Discussion

Alternatives

Staff Recommendation

Attachments

None



Item Cover Page

Subject	Motion to approve a change order for the purchase of 26 Cradlepoint R1900 routers that increase the 5-year agreement with Axon Enterprise, Inc annual cost to \$9,208.32, for a total of \$46,041.60 over a 5-year period, and with a new total amount not to exceed of \$1,764,804.40
Meeting	August 19, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	Y
Dollar Amount	\$82,498.00
Budget Source	Police Department Technology Replacement Fund
Category	CONSENT AGENDA
Type	Budget Item

Information

In August of 2024, the Police Department and Village IT Department began working with Axon Enterprise, Inc to draft a quote for Axon Body 4 body-worn camera's and Fleet 3 in-car video camera's for the Police Department's patrol fleet. As part of that package, a Cradlepoint router is required for each squad car.

The Cradlepoint router plays a crucial role in enabling the full functionality of the Axon Fleet 3 in-car camera system. It acts as the central communication hub for the entire in-vehicle setup, providing reliable and secure wireless connectivity for our squad cars.

The Police Department utilizes the Verizon private network for the cellular network for our squad cars. The VPN creates a dedicated and highly secure cellular network for our department, separate from the public internet. This tailored network allows for enhanced security, customized performance, and greater control over our department's critical data and devices.

During the early quote discussions, Axon suggested using the Cradlepoint R920 router for the project. Village IT staff advised the Axon team that our police department used the Verizon private network. Axon advised the R920 router would work with the network. The quote was then completed and the Cradlepoint R920 was specified for the work.

The Village Board approved the 5-year agreement with Axon Enterprise, Inc at the December 3, 2024, meeting for a total amount not to exceed \$1,718,762.80. The cover memo and Axon quote from December 3, 2024, are attached.

Discussion

Prior to installation of the Fleet 3 in-car camera system and Cradlepoint R920 router by the

Axon install team, the Axon install team made the determination that the R920 router was not compatible with the Village's VPN. Each department squad car would have a computer, Fleet 3 camera, and Axon hub that all need to communicate with each other. Each of these pieces of hardware requires an ethernet connection to the router to allow them to communicate with each other and the cellular network. The R920 router that was originally specified for the work only has 2 ethernet ports and 3 are required to properly connect these devices. The Axon Fleet 3 installation team made the determination that the Cradlepoint R1900 router would be needed for the installation. The Cradlepoint R1900 router contains 4 ethernet ports and would allow for the computer, Fleet 3 camera, and Axon hub to all be connected and communicate with each other and the cellular network as intended. The R1900 however, comes at an increased cost over the R920 that was originally specified and priced into our department Axon contract.

Purchasing the Cradlepoint R1900 routers would increase the annual cost by \$16,499.60 over 5 years with a total cost of \$82,498.00. This cost would be split over 5 annual payments over the life of the 5-year contract. The Police Department would then receive an annual credit from Axon for the cost of the 26 Cradlepoint R920 routers that were originally included in the Axon contract. Axon will credit our annual contract payment in the amount of \$7,291.28 for the return each year over the 5-year life of the contract. The total credit over the 5 years of the contract will be \$36,456.40.

The net annual increase would be \$9,2008.34 with a total increase of \$46,041.60.

Alternatives

1. Accept the change order for the purchase of 26 Cradlepoint R1900 routers that increase the 5-year agreement with Axon Enterprise, Inc annual cost to \$9,208.32, for a total of \$46,041.60 over a 5-year period, and with a new total amount not to exceed of \$1,764,804.40.
2. Action at the discretion of the Village Board.

Staff Recommendation

Motion to approve a change order for the purchase of 26 Cradlepoint R1900 routers that increase the 5-year agreement with Axon Enterprise, Inc annual cost to \$9,208.32, for a total of \$46,041.60 over a 5-year period, and with a new total amount not to exceed of \$1,764,804.40 (\$1,718,762.80 + \$46,041.60).

Attachments

1. 12.03.2024 Axon Cover Page and Quote
2. ADM 25-165 Request to Purchase New Cradlepoint Routers
3. Axon Quote-R1900 Routers



Item Cover Page

Subject	Motion to accept the proposed five-year agreement with Axon Enterprise for the purchase of 90 Axon body-worn cameras, 26 in-car cameras, and a digital evidence management system to include hardware, accessories, installation and software for a 5-year period with an annual cost of \$343,752.56 and a total cost not to exceed \$1,718,762.80.
Meeting	December 3, 2024 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	Y
Dollar Amount	\$1,718,762.80
Budget Source	CIP Technology Replacement Fund
Category	VILLAGE MANAGER'S REPORT
Type	Budget Item

Information

Current WatchGuard mobile-video recorder in-car cameras and body-worn cameras were purchased in 2019 and 2020 respectively. The equipment is reaching its end-of-life and is in need of replacement. The Department is also looking to make a number of improvements and increase efficiencies to enhance capabilities in the areas of digital evidence collection and management. Staff looked at camera providers and determined Axon Enterprise, Inc. was best suited to satisfy the Department's needs. Axon provided a comprehensive proposal to replace existing body-worn cameras and in-car cameras with improved hardware and to also fulfill our need for improvements in digital evidence collection and management. The proposed 5-year agreement with Axon would provide the police department with the following equipment and software.

Discussion

Axon Body 4

The Department's current WatchGuard V300 body-worn cameras have experienced numerous reliability issues in their 4 years of service. There are currently 90 V300 body-worn cameras in service. 60 of the body-worn cameras and 170 detachable body-worn camera batteries have been replaced since May 2021 for various reasons. Staff have reported numerous issues with the V300 body-worn cameras audio periodically cutting out. Staff manually resets all 90 body-worn cameras once a week to remedy this audio issue.

This agreement with Axon would provide the department with Axon Body 4 body-worn cameras. The Axon Body 4 body-worn camera is used by most major police departments in the United States, including the Chicago Police Department, Los Angeles Police Department, and the Dallas Police Department. The majority of communities surrounding Mount Prospect also use Axon body-worn cameras. The Axon Body 4 is the most popular police body-worn

camera on the market. Officers field tested these cameras for 90 days and found them to be reliable. The Body 4 batteries lasted well beyond the end of the testing officers shifts.

This proposed agreement with Axon provides for a hardware refresh at 2 ½ years and 5 years. The department would receive brand new body-worn cameras at the middle and end of the contract. Further improving the reliability of officers' body-worn cameras. Issues with the Body 4 that develop between replacement periods will be fully covered by warranty at no additional cost to the Department.

Axon Fleet 3

The Department currently utilizes the WatchGuard Mobile Video Recorder for an in-car camera in every front-line patrol vehicle. The WatchGuard in-car cameras are reaching their end-of-life and are in need of replacement.

The Axon Fleet 3 Mobile Video Recorder is an advanced in-car camera system ensuring high quality video capture for patrol vehicles. The cameras are covered with a full warranty and a hardware refresh after 5-years. Installation of the Axon 3 camera into the Village's fleet of 26 front-line patrol vehicles is included in the price of this contract.

Unlimited Axon and 3rd Party Storage and Channel Services

There is currently no central location where all of the Department's digital evidence can be stored. Body-worn camera and in-car video media is stored in WatchGuard's EvidenceLibrary.com cloud-based storage system. Evidence photos are stored on the Lynx cloud-based system and any third-party media (store video, Ring video, cell phone video, photographs, etc) is stored on a USB drive or DVD and then placed into the Evidence Room. This fragmenting of digital media makes it difficult and time-consuming for staff to obtain videos needed for investigations.

The Axon agreement allows for the storage of media (body-worn camera, in-car video, evidentiary photographs, and 3rd party videos such as witness cell phone video, Ring doorbell video, or store surveillance video) in one location; that being Axon's Evidence.com cloud-based digital media storage site. Another benefit of Axon's [Evidence.com](https://evidence.com) cloud-based site is the ability to easily share photos and videos with other law enforcement agencies and the Cook County State's Attorney's Office. [Evidence.com](https://evidence.com) is the Cook County State's Attorney's preferred method for sharing digital media. [Evidence.com](https://evidence.com) is fully CJIS compliant and is rated FedRamp High, the certification required by most Federal agencies and Federal contractors.

The Channel Services feature, included in this agreement with Axon, will transfer any existing videos stored on the current WatchGuard EvidenceLibrary.com storage system and move it over to Axon's Evidence.com system.

Redaction Assistant

Records staff currently utilizes the Motorola WatchGuard Redactive Assistant redaction software. FOIA laws require redacting specific elements of a body-worn or in-car camera video before it can be released. The Records Section receives an average of 7-10 FOIA requests for camera footage per week. It takes approximately 4-hours to properly redact a 30-minute body-worn camera video.

The Axon Redaction Assistant utilizes artificial intelligence to improve the time it takes to redact a body-worn camera video for a FOIA request. Axon estimates it would take approximately 1-hour to redact a 30 minute body-worn camera video using Axon's redaction software. Given the number of FOIA requests the department receives, staff estimates the

Axon Redaction Assistant will save Records staff multiple hours of labor time per week in redactions.

Community Request and Portal

Video evidence is a key part of most investigations. If a Patrol Officer or Investigator currently wants to obtain a video from a witness, such as a cell phone video or store surveillance video, they have to drive to the location and pick up the footage. This can be a very time-consuming process.

With Axon's Community Request feature, if a Patrol Officer or Investigator needs a video or photo, they use an app on their cell phone and text a link to the witness. The witness then submits the video or photo through the link. The digital media goes directly into Evidence.com and is tagged with the proper police report number. Once the digital media is uploaded to Axon's site, officers can immediately access and view the media. This can all be done without the officer leaving their desk, giving them more time to work on the investigative side of the case.

Live-Streaming

Axon Respond live-streaming allows real-time video streaming from either body-worn cameras or in-car mobile cameras. Giving the Department the ability to access a body-worn camera or in-car camera that is recording. These video feeds can be used to provide Incident Commanders with a complete picture of an evolving critical incident.

Automatic License Plate Reader via In-car camera

The Axon Fleet 3 Mobile Video Recorders in squad cars would also serve as Automatic License Plate Readers. This will enhance the officers' ability to identify stolen vehicles and suspects.

Auto-Tagging

Axon's Auto-Tagging takes information from the Computer Aided Dispatch system and tags it in Evidence.com. With the existing WatchGuard camera system, when an officer creates a recording using either their body-worn camera or in-car camera, the Officer is required to manually enter a classification code as to why the recording was made. This lets the system know how long the video needs to be retained, per State retention laws. While the vast majority of videos are labeled correctly, errors can sometimes occur. These errors could result in difficulty in finding videos for cases or an improperly tagged video not being retained for the proper period of time. This creates an administrative burden for staff to correct these improperly labeled videos. Auto-Tagging automates this process and removes human error to ensure that our videos have complete and correct information attached.

Auto-Transcription

Auto-Transcription automatically transcribes the audio captured on an officer's body-worn camera recording. This allows officers to quickly review videos and shorten the time it takes to write reports. Auto-Transcription also gives officers the ability to search their video for keywords and go immediately to that portion of the video for review. Officers must manually search their body-worn camera video for these key moments with the current WatchGuard system.

Installation

Installation of the new technology along with training is included in the agreement. This will provide for a smooth transition for the department from the current body-worn camera vendor to the Axon system.

Funding

Funding for the annual cost of this purchase is provided in the 2025 CIP under the Technology Replacement Fund. The total budgeted amount for this purchase is \$1,718,762.80 over a 5-year period, which equates to \$343,752.56 annually. The 2025 CIP has funding available for the \$343,752.56, which we would be required to pay Axon in 2025.

Alternatives

1. Accept the proposed 5-year agreement with Axon Enterprise, Inc for the purchase of 90 new body-worn cameras, 26 in-car cameras, and a digital evidence management system to include hardware, accessories, installation and software for an amount not to exceed \$1,718,762.80.
2. Action at the discretion of the Village Board.

Staff Recommendation

Staff recommends the purchase of 90 Axon body-worn cameras, 26 in-car cameras, and a digital evidence management system to include hardware, accessories, installation and software for a 5-year period with an annual cost of \$343,752.56 and a total cost not to exceed \$1,718,762.80.

Attachments

1. Axon Quote



Axon Enterprise, Inc.
17800 N 85th St.
Scottsdale, Arizona 85255
United States
VAT: 86-0741227
Domestic: (800) 978-2737
International: +1.800.978.2737

Q-598516-45594.591DA

Issued: 10/29/2024

Quote Expiration: 12/06/2024

Estimated Contract Start Date: 04/01/2025

Account Number: 112751

Payment Terms: N30

Delivery Method:

SHIP TO	BILL TO
Mount Prospect Police Dept.- IL 911 E Kensington Rd Mount Prospect, IL 60056-1283 USA	Mount Prospect Police Dept.- IL 911 E Kensington Rd Mount Prospect IL 60056-1283 USA Email:

SALES REPRESENTATIVE	PRIMARY CONTACT
David Arth Phone: Email: darth@axon.com Fax:	Bart Tweedie Phone: 847-818-5243 Email: btweedie@mountprospect.org Fax: (847) 392-1070

Quote Summary

Program Length	60 Months
TOTAL COST	\$1,718,762.80
ESTIMATED TOTAL W/ TAX	\$1,718,762.80

Discount Summary

Average Savings Per Year	\$70,647.04
TOTAL SAVINGS	\$353,235.20

Payment Summary

Date	Subtotal	Tax	Total
Mar 2025	\$343,752.56	\$0.00	\$343,752.56
Mar 2026	\$343,752.56	\$0.00	\$343,752.56
Mar 2027	\$343,752.56	\$0.00	\$343,752.56
Mar 2028	\$343,752.56	\$0.00	\$343,752.56
Mar 2029	\$343,752.56	\$0.00	\$343,752.56
Total	\$1,718,762.80	\$0.00	\$1,718,762.80

Quote Unbundled Price:	\$2,071,998.00
Quote List Price:	\$1,856,034.00
Quote Subtotal:	\$1,718,762.80

Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

Item	Description	Qty	Term	Unbundled	List Price	Net Price	Subtotal	Tax	Total
Program									
Fleet3A	Fleet 3 Advanced	26	60	\$308.27	\$254.57	\$252.87	\$394,477.20	\$0.00	\$394,477.20
B00020	BUNDLE - UNLIMITED	90	60	\$165.30	\$140.82	\$131.58	\$710,532.00	\$0.00	\$710,532.00
A la Carte Hardware									
H00001	AB4 Camera Bundle	90			\$849.00	\$849.00	\$76,410.00	\$0.00	\$76,410.00
H00002	AB4 Multi Bay Dock Bundle	12			\$1,638.90	\$1,638.90	\$19,666.80	\$0.00	\$19,666.80
A la Carte Software									
73618	AXON COMMUNITY REQUEST	90	60		\$10.85	\$10.85	\$58,590.00	\$0.00	\$58,590.00
73682	AXON EVIDENCE - AUTO TAGGING LICENSE	90	60		\$10.85	\$10.85	\$58,590.00	\$0.00	\$58,590.00
73478	AXON EVIDENCE - REDACTION ASSISTANT USER LICENSE	95	60		\$10.85	\$10.85	\$61,845.00	\$0.00	\$61,845.00
85760	AXON AUTO-TRANSCRIBE - UNLIMITED SERVICE	95	60		\$22.57	\$22.57	\$128,649.00	\$0.00	\$128,649.00
100165	AXON EVIDENCE - STORAGE - THIRD PARTY UNLIMITED	90	60		\$32.76	\$32.76	\$176,904.00	\$0.00	\$176,904.00
ProLicense	Pro License Bundle	6	60		\$43.40	\$43.33	\$15,598.80	\$0.00	\$15,598.80
A la Carte Services									
99901	AXON ACCELERATE CONFERENCE REGISTRATION	2			\$849.00	\$0.00	\$0.00	\$0.00	\$0.00
73896	AXON STANDARDS - IMPLEMENTATION SERVICE	1			\$30,000.00	\$0.00	\$0.00	\$0.00	\$0.00
100159	AXON FLEET 3 - SERVICES - ALPR API INTEGRATION	1			\$3,000.00	\$0.00	\$0.00	\$0.00	\$0.00
80190	AXON EVIDENCE - CHANNEL SERVICES	1			\$50,000.00	\$0.00	\$0.00	\$0.00	\$0.00
100610	AXON SIGNAL - INSTALLATION SERVICE - VIRTUAL	1			\$1,500.00	\$1,500.00	\$1,500.00	\$0.00	\$1,500.00
79999	AXON EVIDENCE - IMPLEMENTATION FOR AUTO TAGGING/PERFORMANCE	1			\$3,000.00	\$3,000.00	\$3,000.00	\$0.00	\$3,000.00
85144	AXON BODY - PSO - STARTER	1			\$13,000.00	\$13,000.00	\$13,000.00	\$0.00	\$13,000.00
Total							\$1,718,762.80	\$0.00	\$1,718,762.80

Delivery Schedule

Hardware

Bundle	Item	Description	QTY	Shipping Location	Estimated Delivery Date
AB4 Camera Bundle	100147	AXON BODY 4 - CAMERA - NA US FIRST RESPONDER BLK RAPIDLOCK	90	1	03/01/2025
AB4 Camera Bundle	100147	AXON BODY 4 - CAMERA - NA US FIRST RESPONDER BLK RAPIDLOCK	3	1	03/01/2025
AB4 Camera Bundle	100466	AXON BODY 4 - CABLE - USB-C TO USB-C	99	1	03/01/2025
AB4 Camera Bundle	74028	AXON BODY - MOUNT - WING CLIP RAPIDLOCK	99	1	03/01/2025
AB4 Multi Bay Dock Bundle	100206	AXON BODY 4 - 8 BAY DOCK	12	1	03/01/2025
AB4 Multi Bay Dock Bundle	70033	AXON - DOCK WALL MOUNT - BRACKET ASSY	12	1	03/01/2025
AB4 Multi Bay Dock Bundle	71019	AXON BODY - DOCK POWERCORD - NORTH AMERICA	12	1	03/01/2025

Hardware

Bundle	Item	Description	QTY	Shipping Location	Estimated Delivery Date
BUNDLE - UNLIMITED	100681	AXON SIGNAL - SIDEARM SENSOR ONLY	90	1	03/01/2025
BUNDLE - UNLIMITED	71044	AXON SIGNAL - BATTERY - CR2430 SINGLE PACK	180	1	03/01/2025
Fleet 3 Advanced	100989	AXON FLEET - CRADLEPOINT R920-C7A+5YR NETCLOUD	26	1	03/01/2025
Fleet 3 Advanced	70112	AXON SIGNAL - SIGNAL UNIT	26	1	03/01/2025
Fleet 3 Advanced	71200	AXON FLEET - AIRGAIN ANT - 5-IN-1 2LTE 2WIFI 1GNSS BL	26	1	03/01/2025
Fleet 3 Advanced	72036	AXON FLEET 3 - STANDARD 2 CAMERA KIT	26	1	03/01/2025
BUNDLE - UNLIMITED	73309	AXON BODY - TAP REFRESH 1 - CAMERA	93	1	09/01/2027
BUNDLE - UNLIMITED	73689	AXON BODY - TAP REFRESH 1 - DOCK MULTI BAY	12	1	09/01/2027
BUNDLE - UNLIMITED	73310	AXON BODY - TAP REFRESH 2 - CAMERA	93	1	03/01/2030
BUNDLE - UNLIMITED	73688	AXON BODY - TAP REFRESH 2 - DOCK MULTI BAY	12	1	03/01/2030
Fleet 3 Advanced	72040	AXON FLEET - TAP REFRESH 1 - 2 CAMERA KIT	26	1	03/01/2030

Software

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
BUNDLE - UNLIMITED	73638	AXON STANDARDS - LICENSE	90	04/01/2025	03/31/2030
BUNDLE - UNLIMITED	73680	AXON RESPOND PLUS - LICENSE	90	04/01/2025	03/31/2030
BUNDLE - UNLIMITED	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	900	04/01/2025	03/31/2030
BUNDLE - UNLIMITED	73686	AXON EVIDENCE - STORAGE - UNLIMITED (AXON DEVICE)	90	04/01/2025	03/31/2030
BUNDLE - UNLIMITED	73746	AXON EVIDENCE - ECOM LICENSE - PRO	90	04/01/2025	03/31/2030
Fleet 3 Advanced	80400	AXON EVIDENCE - FLEET VEHICLE LICENSE	26	04/01/2025	03/31/2030
Fleet 3 Advanced	80401	AXON FLEET 3 - ALPR LICENSE - 1 CAMERA	26	04/01/2025	03/31/2030
Fleet 3 Advanced	80402	AXON RESPOND - LICENSE - FLEET 3	26	04/01/2025	03/31/2030
Fleet 3 Advanced	80410	AXON EVIDENCE - STORAGE - FLEET 1 CAMERA UNLIMITED	52	04/01/2025	03/31/2030
Pro License Bundle	73683	AXON EVIDENCE - STORAGE - 10GB A LA CARTE	18	04/01/2025	03/31/2030
Pro License Bundle	73746	AXON EVIDENCE - ECOM LICENSE - PRO	6	04/01/2025	03/31/2030
A la Carte	100165	AXON EVIDENCE - STORAGE - THIRD PARTY UNLIMITED	90	04/01/2025	03/31/2030
A la Carte	73478	AXON EVIDENCE - REDACTION ASSISTANT USER LICENSE	95	04/01/2025	03/31/2030
A la Carte	73618	AXON COMMUNITY REQUEST	90	04/01/2025	03/31/2030
A la Carte	73682	AXON EVIDENCE - AUTO TAGGING LICENSE	90	04/01/2025	03/31/2030
A la Carte	85760	AXON AUTO-TRANSCRIBE - UNLIMITED SERVICE	95	04/01/2025	03/31/2030

Services

Bundle	Item	Description	QTY
Fleet 3 Advanced	73391	AXON FLEET 3 - DEPLOYMENT PER VEHICLE - NOT OVERSIZED	26
A la Carte	100159	AXON FLEET 3 - SERVICES - ALPR API INTEGRATION	1
A la Carte	100610	AXON SIGNAL - INSTALLATION SERVICE - VIRTUAL	1
A la Carte	73896	AXON STANDARDS - IMPLEMENTATION SERVICE	1
A la Carte	79999	AXON EVIDENCE - IMPLEMENTATION FOR AUTO TAGGING/PERFORMANCE	1
A la Carte	80190	AXON EVIDENCE - CHANNEL SERVICES	1
A la Carte	85144	AXON BODY - PSO - STARTER	1
A la Carte	99901	AXON ACCELERATE CONFERENCE REGISTRATION	2

Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
BUNDLE - UNLIMITED	80464	AXON BODY - TAP WARRANTY - CAMERA	90	03/01/2026	03/31/2030
BUNDLE - UNLIMITED	80464	AXON BODY - TAP WARRANTY - CAMERA	3	03/01/2026	03/31/2030
BUNDLE - UNLIMITED	80465	AXON BODY - TAP WARRANTY - MULTI BAY DOCK	12	03/01/2026	03/31/2030
Fleet 3 Advanced	80379	AXON SIGNAL - EXT WARRANTY - SIGNAL UNIT	26	03/01/2026	03/31/2030

Warranties

Bundle	Item	Description	QTY	Estimated Start Date	Estimated End Date
Fleet 3 Advanced	80495	AXON FLEET 3 - EXT WARRANTY - 2 CAMERA KIT	26	03/01/2026	03/31/2030

Shipping Locations

Location Number	Street	City	State	Zip	Country
1	911 E Kensington Rd	Mount Prospect	IL	60056-1283	USA

Payment Details

Mar 2025

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 1	100159	AXON FLEET 3 - SERVICES - ALPR API INTEGRATION	1	\$0.00	\$0.00	\$0.00
Year 1	100165	AXON EVIDENCE - STORAGE - THIRD PARTY UNLIMITED	90	\$35,380.80	\$0.00	\$35,380.80
Year 1	100610	AXON SIGNAL - INSTALLATION SERVICE - VIRTUAL	1	\$300.00	\$0.00	\$300.00
Year 1	73478	AXON EVIDENCE - REDACTION ASSISTANT USER LICENSE	95	\$12,369.00	\$0.00	\$12,369.00
Year 1	73618	AXON COMMUNITY REQUEST	90	\$11,718.00	\$0.00	\$11,718.00
Year 1	73682	AXON EVIDENCE - AUTO TAGGING LICENSE	90	\$11,718.00	\$0.00	\$11,718.00
Year 1	73896	AXON STANDARDS - IMPLEMENTATION SERVICE	1	\$0.00	\$0.00	\$0.00
Year 1	79999	AXON EVIDENCE - IMPLEMENTATION FOR AUTO TAGGING/PERFORMANCE	1	\$600.00	\$0.00	\$600.00
Year 1	80190	AXON EVIDENCE - CHANNEL SERVICES	1	\$0.00	\$0.00	\$0.00
Year 1	85144	AXON BODY - PSO - STARTER	1	\$2,600.00	\$0.00	\$2,600.00
Year 1	85760	AXON AUTO-TRANSCRIBE - UNLIMITED SERVICE	95	\$25,729.80	\$0.00	\$25,729.80
Year 1	99901	AXON ACCELERATE CONFERENCE REGISTRATION	2	\$0.00	\$0.00	\$0.00
Year 1	B00020	BUNDLE - UNLIMITED	90	\$142,106.41	\$0.00	\$142,106.41
Year 1	Fleet3A	Fleet 3 Advanced	26	\$78,895.43	\$0.00	\$78,895.43
Year 1	H00001	AB4 Camera Bundle	90	\$15,282.00	\$0.00	\$15,282.00
Year 1	H00002	AB4 Multi Bay Dock Bundle	12	\$3,933.36	\$0.00	\$3,933.36
Year 1	ProLicense	Pro License Bundle	6	\$3,119.76	\$0.00	\$3,119.76
Total				\$343,752.56	\$0.00	\$343,752.56

Mar 2026

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 2	100159	AXON FLEET 3 - SERVICES - ALPR API INTEGRATION	1	\$0.00	\$0.00	\$0.00
Year 2	100165	AXON EVIDENCE - STORAGE - THIRD PARTY UNLIMITED	90	\$35,380.80	\$0.00	\$35,380.80
Year 2	100610	AXON SIGNAL - INSTALLATION SERVICE - VIRTUAL	1	\$300.00	\$0.00	\$300.00
Year 2	73478	AXON EVIDENCE - REDACTION ASSISTANT USER LICENSE	95	\$12,369.00	\$0.00	\$12,369.00
Year 2	73618	AXON COMMUNITY REQUEST	90	\$11,718.00	\$0.00	\$11,718.00
Year 2	73682	AXON EVIDENCE - AUTO TAGGING LICENSE	90	\$11,718.00	\$0.00	\$11,718.00
Year 2	73896	AXON STANDARDS - IMPLEMENTATION SERVICE	1	\$0.00	\$0.00	\$0.00
Year 2	79999	AXON EVIDENCE - IMPLEMENTATION FOR AUTO TAGGING/PERFORMANCE	1	\$600.00	\$0.00	\$600.00
Year 2	80190	AXON EVIDENCE - CHANNEL SERVICES	1	\$0.00	\$0.00	\$0.00
Year 2	85144	AXON BODY - PSO - STARTER	1	\$2,600.00	\$0.00	\$2,600.00
Year 2	85760	AXON AUTO-TRANSCRIBE - UNLIMITED SERVICE	95	\$25,729.80	\$0.00	\$25,729.80
Year 2	99901	AXON ACCELERATE CONFERENCE REGISTRATION	2	\$0.00	\$0.00	\$0.00
Year 2	B00020	BUNDLE - UNLIMITED	90	\$142,106.41	\$0.00	\$142,106.41
Year 2	Fleet3A	Fleet 3 Advanced	26	\$78,895.43	\$0.00	\$78,895.43
Year 2	H00001	AB4 Camera Bundle	90	\$15,282.00	\$0.00	\$15,282.00
Year 2	H00002	AB4 Multi Bay Dock Bundle	12	\$3,933.36	\$0.00	\$3,933.36
Year 2	ProLicense	Pro License Bundle	6	\$3,119.76	\$0.00	\$3,119.76
Total				\$343,752.56	\$0.00	\$343,752.56

Mar 2027						
Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 3	100159	AXON FLEET 3 - SERVICES - ALPR API INTEGRATION	1	\$0.00	\$0.00	\$0.00
Year 3	100165	AXON EVIDENCE - STORAGE - THIRD PARTY UNLIMITED	90	\$35,380.80	\$0.00	\$35,380.80
Year 3	100610	AXON SIGNAL - INSTALLATION SERVICE - VIRTUAL	1	\$300.00	\$0.00	\$300.00
Year 3	73478	AXON EVIDENCE - REDACTION ASSISTANT USER LICENSE	95	\$12,369.00	\$0.00	\$12,369.00
Year 3	73618	AXON COMMUNITY REQUEST	90	\$11,718.00	\$0.00	\$11,718.00
Year 3	73682	AXON EVIDENCE - AUTO TAGGING LICENSE	90	\$11,718.00	\$0.00	\$11,718.00
Year 3	73896	AXON STANDARDS - IMPLEMENTATION SERVICE	1	\$0.00	\$0.00	\$0.00
Year 3	79999	AXON EVIDENCE - IMPLEMENTATION FOR AUTO TAGGING/PERFORMANCE	1	\$600.00	\$0.00	\$600.00
Year 3	80190	AXON EVIDENCE - CHANNEL SERVICES	1	\$0.00	\$0.00	\$0.00
Year 3	85144	AXON BODY - PSO - STARTER	1	\$2,600.00	\$0.00	\$2,600.00
Year 3	85760	AXON AUTO-TRANSCRIBE - UNLIMITED SERVICE	95	\$25,729.80	\$0.00	\$25,729.80
Year 3	99901	AXON ACCELERATE CONFERENCE REGISTRATION	2	\$0.00	\$0.00	\$0.00
Year 3	B00020	BUNDLE - UNLIMITED	90	\$142,106.41	\$0.00	\$142,106.41
Year 3	Fleet3A	Fleet 3 Advanced	26	\$78,895.43	\$0.00	\$78,895.43
Year 3	H00001	AB4 Camera Bundle	90	\$15,282.00	\$0.00	\$15,282.00
Year 3	H00002	AB4 Multi Bay Dock Bundle	12	\$3,933.36	\$0.00	\$3,933.36
Year 3	ProLicense	Pro License Bundle	6	\$3,119.76	\$0.00	\$3,119.76
Total				\$343,752.56	\$0.00	\$343,752.56

Mar 2028						
Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 4	100159	AXON FLEET 3 - SERVICES - ALPR API INTEGRATION	1	\$0.00	\$0.00	\$0.00
Year 4	100165	AXON EVIDENCE - STORAGE - THIRD PARTY UNLIMITED	90	\$35,380.80	\$0.00	\$35,380.80
Year 4	100610	AXON SIGNAL - INSTALLATION SERVICE - VIRTUAL	1	\$300.00	\$0.00	\$300.00
Year 4	73478	AXON EVIDENCE - REDACTION ASSISTANT USER LICENSE	95	\$12,369.00	\$0.00	\$12,369.00
Year 4	73618	AXON COMMUNITY REQUEST	90	\$11,718.00	\$0.00	\$11,718.00
Year 4	73682	AXON EVIDENCE - AUTO TAGGING LICENSE	90	\$11,718.00	\$0.00	\$11,718.00
Year 4	73896	AXON STANDARDS - IMPLEMENTATION SERVICE	1	\$0.00	\$0.00	\$0.00
Year 4	79999	AXON EVIDENCE - IMPLEMENTATION FOR AUTO TAGGING/PERFORMANCE	1	\$600.00	\$0.00	\$600.00
Year 4	80190	AXON EVIDENCE - CHANNEL SERVICES	1	\$0.00	\$0.00	\$0.00
Year 4	85144	AXON BODY - PSO - STARTER	1	\$2,600.00	\$0.00	\$2,600.00
Year 4	85760	AXON AUTO-TRANSCRIBE - UNLIMITED SERVICE	95	\$25,729.80	\$0.00	\$25,729.80
Year 4	99901	AXON ACCELERATE CONFERENCE REGISTRATION	2	\$0.00	\$0.00	\$0.00
Year 4	B00020	BUNDLE - UNLIMITED	90	\$142,106.41	\$0.00	\$142,106.41
Year 4	Fleet3A	Fleet 3 Advanced	26	\$78,895.43	\$0.00	\$78,895.43
Year 4	H00001	AB4 Camera Bundle	90	\$15,282.00	\$0.00	\$15,282.00
Year 4	H00002	AB4 Multi Bay Dock Bundle	12	\$3,933.36	\$0.00	\$3,933.36
Year 4	ProLicense	Pro License Bundle	6	\$3,119.76	\$0.00	\$3,119.76
Total				\$343,752.56	\$0.00	\$343,752.56

Mar 2029						
Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 5	100159	AXON FLEET 3 - SERVICES - ALPR API INTEGRATION	1	\$0.00	\$0.00	\$0.00
Year 5	100165	AXON EVIDENCE - STORAGE - THIRD PARTY UNLIMITED	90	\$35,380.80	\$0.00	\$35,380.80
Year 5	100610	AXON SIGNAL - INSTALLATION SERVICE - VIRTUAL	1	\$300.00	\$0.00	\$300.00
Year 5	73478	AXON EVIDENCE - REDACTION ASSISTANT USER LICENSE	95	\$12,369.00	\$0.00	\$12,369.00
Year 5	73618	AXON COMMUNITY REQUEST	90	\$11,718.00	\$0.00	\$11,718.00
Year 5	73682	AXON EVIDENCE - AUTO TAGGING LICENSE	90	\$11,718.00	\$0.00	\$11,718.00
Year 5	73896	AXON STANDARDS - IMPLEMENTATION SERVICE	1	\$0.00	\$0.00	\$0.00
Year 5	79999	AXON EVIDENCE - IMPLEMENTATION FOR AUTO TAGGING/PERFORMANCE	1	\$600.00	\$0.00	\$600.00
Year 5	80190	AXON EVIDENCE - CHANNEL SERVICES	1	\$0.00	\$0.00	\$0.00

Mar 2029

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Year 5	85144	AXON BODY - PSO - STARTER	1	\$2,600.00	\$0.00	\$2,600.00
Year 5	85760	AXON AUTO-TRANSCRIBE - UNLIMITED SERVICE	95	\$25,729.80	\$0.00	\$25,729.80
Year 5	99901	AXON ACCELERATE CONFERENCE REGISTRATION	2	\$0.00	\$0.00	\$0.00
Year 5	B00020	BUNDLE - UNLIMITED	90	\$142,106.41	\$0.00	\$142,106.41
Year 5	Fleet3A	Fleet 3 Advanced	26	\$78,895.43	\$0.00	\$78,895.43
Year 5	H00001	AB4 Camera Bundle	90	\$15,282.00	\$0.00	\$15,282.00
Year 5	H00002	AB4 Multi Bay Dock Bundle	12	\$3,933.36	\$0.00	\$3,933.36
Year 5	ProLicense	Pro License Bundle	6	\$3,119.76	\$0.00	\$3,119.76
Total				\$343,752.56	\$0.00	\$343,752.56

Tax is estimated based on rates applicable at date of quote and subject to change at time of invoicing. If a tax exemption certificate should be applied, please submit prior to invoicing.

Standard Terms and Conditions

Axon Enterprise Inc. Sales Terms and Conditions

Axon Master Services and Purchasing Agreement:

This Quote is limited to and conditional upon your acceptance of the provisions set forth herein and Axon's Master Services and Purchasing Agreement (posted at <https://www.axon.com/sales-terms-and-conditions>), as well as the attached Statement of Work (SOW) for Axon Fleet and/or Axon Interview Room purchase, if applicable. In the event you and Axon have entered into a prior agreement to govern all future purchases, that agreement shall govern to the extent it includes the products and services being purchased and does not conflict with the Axon Customer Experience Improvement Program Appendix as described below.

ACEIP:

The Axon Customer Experience Improvement Program Appendix, which includes the sharing of de-identified segments of Agency Content with Axon to develop new products and improve your product experience (posted at www.axon.com/legal/sales-terms-and-conditions), is incorporated herein by reference. By signing below, you agree to the terms of the Axon Customer Experience Improvement Program.

Acceptance of Terms:

Any purchase order issued in response to this Quote is subject solely to the above referenced terms and conditions. By signing below, you represent that you are lawfully able to enter into contracts. If you are signing on behalf of an entity (including but not limited to the company, municipality, or government agency for whom you work), you represent to Axon that you have legal authority to bind that entity. If you do not have this authority, please do not sign this Quote.

Signature

Date Signed

10/29/2024





MOUNT PROSPECT POLICE DEPARTMENT

FORMAL MEMORANDUM

ADM 25-165

CONTROL NUMBER

TO: MIKE CASSADY, VILLAGE MANAGER

FROM: MIKE ETERNO, POLICE CHIEF

SUBJECT: AXON PURCHASE – CHANGE ORDER

DATE: AUGUST 6, 2025

In August of 2024, the Police Department and Village IT Department began working with Axon Enterprise, Inc to draft a quote for Axon Body 4 body-worn camera's and Fleet 3 in-car video camera's for the Police Department's patrol fleet. As part of that package, a Cradlepoint router is required for each squad car.

The Cradlepoint router plays a crucial role in enabling the full functionality of the Axon Fleet 3 in-car camera system. It acts as the central communication hub for the entire in-vehicle setup, providing reliable and secure wireless connectivity for our squad cars.

The Police Department utilizes the Verizon private network for the cellular network for our squad cars. The VPN creates a dedicated and highly secure cellular network for our department, separate from the public internet. This tailored network allows for enhanced security, customized performance, and greater control over our department's critical data and devices.

During the early quote discussions, Axon suggested using the Cradlepoint R920 router for the project. Village IT staff advised the Axon team that our police department used the Verizon private network. Axon advised the R920 router would work with the network. The quote was then completed and the Cradlepoint R920 was specified for the work.

Prior to installation of the Fleet 3 in-car camera system and Cradlepoint R920 router by the Axon install team, the Axon install team made the determination that the R920 router was not compatible with the Village's VPN. Each department squad car would have a computer, Fleet 3 camera, and Axon hub that all need to communicate with each other. Each of these pieces of hardware requires an ethernet connection to the router to allow them to communicate with each other and the cellular network. The R920 router that was originally specified for the work only has 2 ethernet ports and 3 are required to properly connect these devices. The Axon Fleet 3 installation team made the determination that the Cradlepoint R1900 router would be needed for the installation. The Cradlepoint R1900 router contains 4 ethernet ports and would allow for the computer, Fleet 3 camera, and Axon hub to all be connected and communicate with each other and the cellular network as intended. The R1900 however, comes at an

increased cost over the R920 that was originally specified and priced into our department Axon contract.

The R1900 routers increase the total contract cost by \$82,498.00. This cost would be split over 5 annual payments over the life of the 5-year contract. The Police Department would then receive an annual credit from Axon for the cost of the R920 routers that were originally included in the Axon contract.

STAFF RECOMMENDATION

Staff recommends approving this change order and the purchase of twenty-six (26) Cradlepoint R1900 routers for a annual cost of \$16,499.60 over 5 years with a total cost of \$82,498.00.

The twenty-six (26) Cradlepoint R920 routers will be returned to Cradlepoint for a credit. Axon will credit our annual contract payment in the amount of \$7,291.28 for the return each year over the 5-year life of the contract. The total credit over the 5 years of the contract will be \$36,456.40.

The total annual cost increase will be \$9,208.32 over 5 years for a total increased cost of \$46,041.60.



Axon Enterprise, Inc.
17800 N 85th St.
Scottsdale, Arizona 85255
United States
VAT: 86-0741227
Domestic: (800) 978-2737
International: +1.800.978.2737

Q-726414-45869DB

Issued: 07/31/2025

Quote Expiration: 08/20/2025

Estimated Contract Start Date: 10/01/2025

Account Number: 112751

Payment Terms: N30

Mode of Delivery: UPS-GND

Credit/Debit Amount: \$0.00

SHIP TO	BILL TO
Mount Prospect Police Dept.- IL 911 E Kensington Rd Mount Prospect, IL 60056-1283 USA	Mount Prospect Police Dept.- IL 911 E Kensington Rd Mount Prospect IL 60056-1283 USA Email:

SALES REPRESENTATIVE	PRIMARY CONTACT
Daniel Birt Phone: Email: dbirt@axon.com Fax:	Bart Tweedie Phone: 847-818-5243 Email: btweedie@mountprospect.org Fax: (847) 392-1070

Quote Summary

Program Length	54 Months
TOTAL COST	\$82,498.00
ESTIMATED TOTAL W/ TAX	\$82,498.00

Discount Summary

Average Savings Per Year	\$0.00
TOTAL SAVINGS	\$0.00

Payment Summary

Date	Subtotal	Tax	Total
Sep 2025	\$16,499.60	\$0.00	\$16,499.60
Mar 2026	\$16,499.60	\$0.00	\$16,499.60
Mar 2027	\$16,499.60	\$0.00	\$16,499.60
Mar 2028	\$16,499.60	\$0.00	\$16,499.60
Mar 2029	\$16,499.60	\$0.00	\$16,499.60
Total	\$82,498.00	\$0.00	\$82,498.00

Quote Unbundled Price:	\$82,498.00
Quote List Price:	\$82,498.00
Quote Subtotal:	\$82,498.00

Pricing

All deliverables are detailed in Delivery Schedules section lower in proposal

Item	Description	Qty	Term	Unbundled	List Price	Net Price	Subtotal	Tax	Total
A la Carte Hardware									
72032	AXON FLEET - CABLE - ETHERNET CAT6 20 FT	26			\$25.00	\$25.00	\$650.00	\$0.00	\$650.00
101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	26			\$149.00	\$149.00	\$3,874.00	\$0.00	\$3,874.00
100146	AXON FLEET - CRADLEPOINT R1900-5GB-GA+5YR NETCLOUD	26			\$2,999.00	\$2,999.00	\$77,974.00	\$0.00	\$77,974.00
Total							\$82,498.00	\$0.00	\$82,498.00

Delivery Schedule

Hardware

Bundle	Item	Description	QTY	Shipping Location	Estimated Delivery Date
A la Carte	100146	AXON FLEET - CRADLEPOINT R1900-5GB-GA+5YR NETCLOUD	26	1	09/01/2025
A la Carte	101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	26	1	09/01/2025
A la Carte	72032	AXON FLEET - CABLE - ETHERNET CAT6 20 FT	26	1	09/01/2025

Shipping Locations

Location Number	Street	City	State	Zip	Country
1	911 E Kensington Rd	Mount Prospect	IL	60056-1283	USA

Payment Details

Sep 2025

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 1	100146	AXON FLEET - CRADLEPOINT R1900-5GB-GA+5YR NETCLOUD	26	\$15,594.80	\$0.00	\$15,594.80
Annual Payment 1	101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	26	\$774.80	\$0.00	\$774.80
Annual Payment 1	72032	AXON FLEET - CABLE - ETHERNET CAT6 20 FT	26	\$130.00	\$0.00	\$130.00
Total				\$16,499.60	\$0.00	\$16,499.60

Mar 2026

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 2	100146	AXON FLEET - CRADLEPOINT R1900-5GB-GA+5YR NETCLOUD	26	\$15,594.80	\$0.00	\$15,594.80
Annual Payment 2	101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	26	\$774.80	\$0.00	\$774.80
Annual Payment 2	72032	AXON FLEET - CABLE - ETHERNET CAT6 20 FT	26	\$130.00	\$0.00	\$130.00
Total				\$16,499.60	\$0.00	\$16,499.60

Mar 2027

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 3	100146	AXON FLEET - CRADLEPOINT R1900-5GB-GA+5YR NETCLOUD	26	\$15,594.80	\$0.00	\$15,594.80
Annual Payment 3	101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	26	\$774.80	\$0.00	\$774.80
Annual Payment 3	72032	AXON FLEET - CABLE - ETHERNET CAT6 20 FT	26	\$130.00	\$0.00	\$130.00
Total				\$16,499.60	\$0.00	\$16,499.60

Mar 2028

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 4	100146	AXON FLEET - CRADLEPOINT R1900-5GB-GA+5YR NETCLOUD	26	\$15,594.80	\$0.00	\$15,594.80
Annual Payment 4	101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	26	\$774.80	\$0.00	\$774.80
Annual Payment 4	72032	AXON FLEET - CABLE - ETHERNET CAT6 20 FT	26	\$130.00	\$0.00	\$130.00
Total				\$16,499.60	\$0.00	\$16,499.60

Mar 2029

Invoice Plan	Item	Description	Qty	Subtotal	Tax	Total
Annual Payment 5	100146	AXON FLEET - CRADLEPOINT R1900-5GB-GA+5YR NETCLOUD	26	\$15,594.80	\$0.00	\$15,594.80
Annual Payment 5	101924	AXON FLEET - TAOGLAS ANT - 7-IN-1 4CELL 2WIFI 1GNSS INT	26	\$774.80	\$0.00	\$774.80
Annual Payment 5	72032	AXON FLEET - CABLE - ETHERNET CAT6 20 FT	26	\$130.00	\$0.00	\$130.00
Total				\$16,499.60	\$0.00	\$16,499.60

Tax is estimated based on rates applicable at date of quote and subject to change at time of invoicing. If a tax exemption certificate should be applied, please submit prior to invoicing.

Standard Terms and Conditions

Axon Enterprise Inc. Sales Terms and Conditions

Axon Master Services and Purchasing Agreement:

This Quote is limited to and conditional upon your acceptance of the provisions set forth herein and Axon's Master Services and Purchasing Agreement (posted at <https://www.axon.com/sales-terms-and-conditions>), as well as the attached Statement of Work (SOW) for Axon Fleet and/or Axon Interview Room purchase, if applicable. In the event you and Axon have entered into a prior agreement to govern all future purchases, that agreement shall govern to the extent it includes the products and services being purchased and does not conflict with the Axon Customer Experience Improvement Program Appendix as described below.

ACEIP:

The Axon Customer Experience Improvement Program Appendix, which includes the sharing of de-identified segments of Agency Content with Axon to develop new products and improve your product experience (posted at www.axon.com/legal/sales-terms-and-conditions), is incorporated herein by reference. By signing below, you agree to the terms of the Axon Customer Experience Improvement Program.

Acceptance of Terms:

Any purchase order issued in response to this Quote is subject solely to the above referenced terms and conditions. By signing below, you represent that you are lawfully able to enter into contracts. If you are signing on behalf of an entity (including but not limited to the company, municipality, or government agency for whom you work), you represent to Axon that you have legal authority to bind that entity. If you do not have this authority, please do not sign this Quote.

Signature

Date Signed

7/31/2025





Item Cover Page

Subject

Meeting

Fiscal Impact (Y/N)

Dollar Amount

Budget Source

Category

Type

As submitted

August 19, 2025 - REGULAR MEETING OF THE MOUNT
PROSPECT VILLAGE BOARD

VILLAGE MANAGER'S REPORT

Presentation

Information

Discussion

Alternatives

Staff Recommendation

Attachments

None



Item Cover Page

Subject	Presentation of the Mount Prospect Transit Study
Meeting	August 19, 2025 - REGULAR MEETING OF THE MOUNT PROSPECT VILLAGE BOARD
Fiscal Impact (Y/N)	
Dollar Amount	
Budget Source	
Category	COMMITTEE OF THE WHOLE DISCUSSION ITEM
Type	Presentation

Information

A key component of the Mount Prospect Strategic Plan is the Aging in Community initiative. In 2023, the Age Friendly Task Force completed a three-year action plan which identified transportation as one of the five priority areas, with the goal of increasing access to transportation for all Mount Prospect via public and other transportation programs. Objectives of this goal included hiring an independent firm to conduct a transit study in Mount Prospect to identify gaps in service and barriers to accessing transportation for community members with a focus on older adults and persons with disabilities.

The last transit study completed for the Village of Mount Prospect in 2009 identified key issues including service gaps and demand for continuous north-south bus service. These issues still exist for residents who rely on public transportation for various reasons including aging-related issues and economic barriers to owning a car.

Discussion

Purpose

The purpose of the study is to better understand the transportation needs and barriers to accessing transportation of Mount Prospect's transit-dependent population. The study includes a review of existing conditions, public and stakeholder engagement, and a transit analysis which will help to identify opportunities and develop recommendations to improve mobility for current and future users of the transit network.

Request for Proposal Process

A Request for Proposals for consultant firms to conduct a transit study in the Village of Mount Prospect was posted on the Demandstar website.

Key tasks to be performed included:

- Assess current transportation options and identify service gaps.
- Identify barriers to using transportation services.
- Host a public meeting and/or meet with seniors and residents facing transportation

barriers.

- Explore opportunities for local and regional partnerships.
- Prioritize recommendations for services that would address gaps and barriers and identify any future Village costs.
- Present final study to the Village Board.

The Village received three proposals. The consulting firms' technical and cost proposals were reviewed based on their understanding of project goals and their methodology of the study process. All three firms were interviewed by a panel of Village staff and rated according to content, scope, understanding of project goals, cost and organizational capacity and experience. At the conclusion of the interview process, Civiltech was identified as the preferred firm with Nelson Nygaard as a subconsultant.

On September 17, 2024, the Human Services Department presented the proposal from Civiltech to conduct a transit study for the Village of Mount Prospect for an amount not to exceed \$98,000. The Village Board approved this proposal. The cost of the Transit Study was covered by funds from The American Rescue Plan Act.

Transit Study

The study was initiated in the fall of 2024 and began with a review of existing conditions, including socioeconomic data, transit infrastructure, travel patterns and a comprehensive inventory of transit services. Community engagement was an essential part of the Transit Study. One-on-one meetings with various transit agencies, transportation operators, or municipalities that run or contract transportation services provided insights into the challenges and opportunities of running their own services.

Input from Mount Prospect residents was sought via focus groups held at two senior housing buildings. Participants had varying experience and reliance on public transportation but noted their potential need for alternative options, other than a personal vehicle, in the future. Many were unaware of all available options, and some expressed that physical access and safety getting to transit is a major barrier. Many preferred a more individual curb to curb service for both comfort and physical accessibility.

A pop-up event was held in South Mount Prospect at the RecPlex in conjunction with a community listening session for the Community Needs Assessment. Feedback included concerns about safety, both reaching transit stops and crossing intersections near bus stops, and the general lack of connectivity between north and south areas of Mount Prospect. Residents expressed an interest in expanding Pace On-Demand service in Mount Prospect similar to that offered in Arlington Heights.

In addition to focused engagement and one-on-one conversations, a public survey was open between February and April 2025 and was accessible online and as a hard copy. The survey was available in both English and Spanish. Over 600 respondents completed the survey.

Survey respondents noted several barriers to access public transportation or to reach their destination including:

- Transit does not go where needed
- Need for more frequent service
- Transit only serves a portion of trip
- Transit stops are too far from home

General Recommendations

Based on the transit analysis and feedback from community engagement, it is clear there are varying needs reflecting the diversity of the community. The report provides the following five recommendations to address a gap in service, each playing a role in creating a stronger transportation system:

A. Establish New Transit Service

- Fixed-Route Shuttle
- Microtransit with Hubs

B. Explore Transit Alternatives

- Taxi or Rideshare Subsidy Program
- Collaboration with Neighboring Communities and Local Transportation Providers

C. Adjust Current Transit Service

- Pace Fixed-Route Transit Service

D. Improve Access to Transit

- Improve Pedestrian Access
- Improve Bus Stop Infrastructure

E. Increase Transit Awareness

- Mobility Management Program
- Transit Awareness Initiative

This report also includes transit case studies, both locally and nationally, with communities comparable to Mount Prospect. These case studies offer valuable insights and potential options for meeting Mount Prospect's needs.

Conclusion

This transit study provides the Village of Mount Prospect with comprehensive data to guide decision-making regarding the future of transportation in and around Mount Prospect. This assessment was conducted by Civiltech under contract with the Village of Mount Prospect. The findings and recommendations reflect extensive community input gathered through culturally responsive methods including multilingual survey, targeted outreach to underserved populations, and engagement with transit providers serving vulnerable populations.

Civiltech will present the transit study findings and recommendations.

Follow the link below to the final report:

[Mount Prospect Transit Study Final Report 081125.pdf](#)

Alternatives

1. Civiltech will present the Transit Study findings and recommendations.
2. Action at the discretion of the Village Board.

Staff Recommendation

This is an informational presentation.

Attachments

1. Mount Prospect Transit Study_Village Board Presentation_081925
2. Mount Prospect Transit Study_Final Report_081125



Village of Mount Prospect

**TRANSIT
STUDY**



Village Board Presentation

August 19, 2025

Agenda

1. Project Overview
2. Existing Conditions
3. Community Engagement
4. Recommendations
5. Next Steps



Project Overview



What is a Transit Study?

- Planning-level study
- Provides a range of options that fill gaps for the Village
- Roadmap to prioritize future projects
- Support for grant applications
- Supports Village-wide initiatives and community needs

What is not a Transit Study?

- Does not provide permanent or final design specifications or immediate service changes

What is needed before implementation?

- Further feasibility or analysis needed for each option
- Potentially additional community engagement

How does this plan guide implementation?

- Includes prioritization of each recommendation
- Establishes next steps and potential timelines to assist in determining which options best meet the Village's needs

Study Goals

Meet the current and future needs of residents

- Demographics
 - › Aging population
 - › Transit-dependent communities
- Future changes to transit and commuting habits

Expand transportation options

Encourage alternate modes of transportation

- Transit
- Active transportation



Why Develop this Plan Now?

Aging in Community Initiative

- Aging population in Mount Prospect: 14.8% (2000) compared to 18.1% (2024)
- As people age, traditional transportation modes such as driving, walking, and fixed-route public transportation become increasingly difficult to access and use

Village Strategic Plan 2019

- › Village Board identified "Aging in Community" as a high priority

Age Friendly Task Force

- › Developed a three-year action plan
- › Transportation identified as a high priority

Transportation Work Group

- › Group formed to address transportation goals and objectives outlined in the action plan

Mount Prospect Transit Study (*this plan*)

Additional Planning Considerations



Integration with ongoing transit initiatives

- Pace ReVision
- Metra
- Township Services

Alignment with other Village plans

- Community Connections Center Needs Assessment
- Arterial Bike Network Study
- Connect South Mount Prospect Sub-Area Plan

Regional collaboration

- CMAP PART
- Cook County Transit Plan
- RTA Strategic Plan



Project Timeline

Winter 2024 – Spring 2025

**Review Existing Conditions +
Develop Transit Recommendations**

Spring 2025 – Summer 2025

**Finalize Transit Recommendations
+ Develop Final Report**

**Stakeholder
Focus Groups**
Feb 2025

Pop-Up Event
Mar 2025

Public Survey
Mar - Apr 2025

**Share Report + Present
to Village Board**
August 2025

Transportation in Mount Prospect Today

Types of Transit Services

Fixed-Route

- Operates on a set schedule
- Runs between established stops or stations that typically do not vary
- High-ridership capacity
- Limited flexibility
- Can pose accessibility challenges for certain populations (e.g., older adults, individuals with disabilities)

Examples: Pace bus, Metra

Demand Response

- “On-call” services where passengers request rides in advance and vehicles are dispatched to pick up and drop off passengers at locations and times that suit their needs
- Operate in service zones (defined geographic areas of operation)
- Often have requirements based on age or disability
- Susceptible to reliability issues (e.g., when demand outpaces availability)

Examples: Pace On Demand, Pace ADA Paratransit, Township Transportation Services

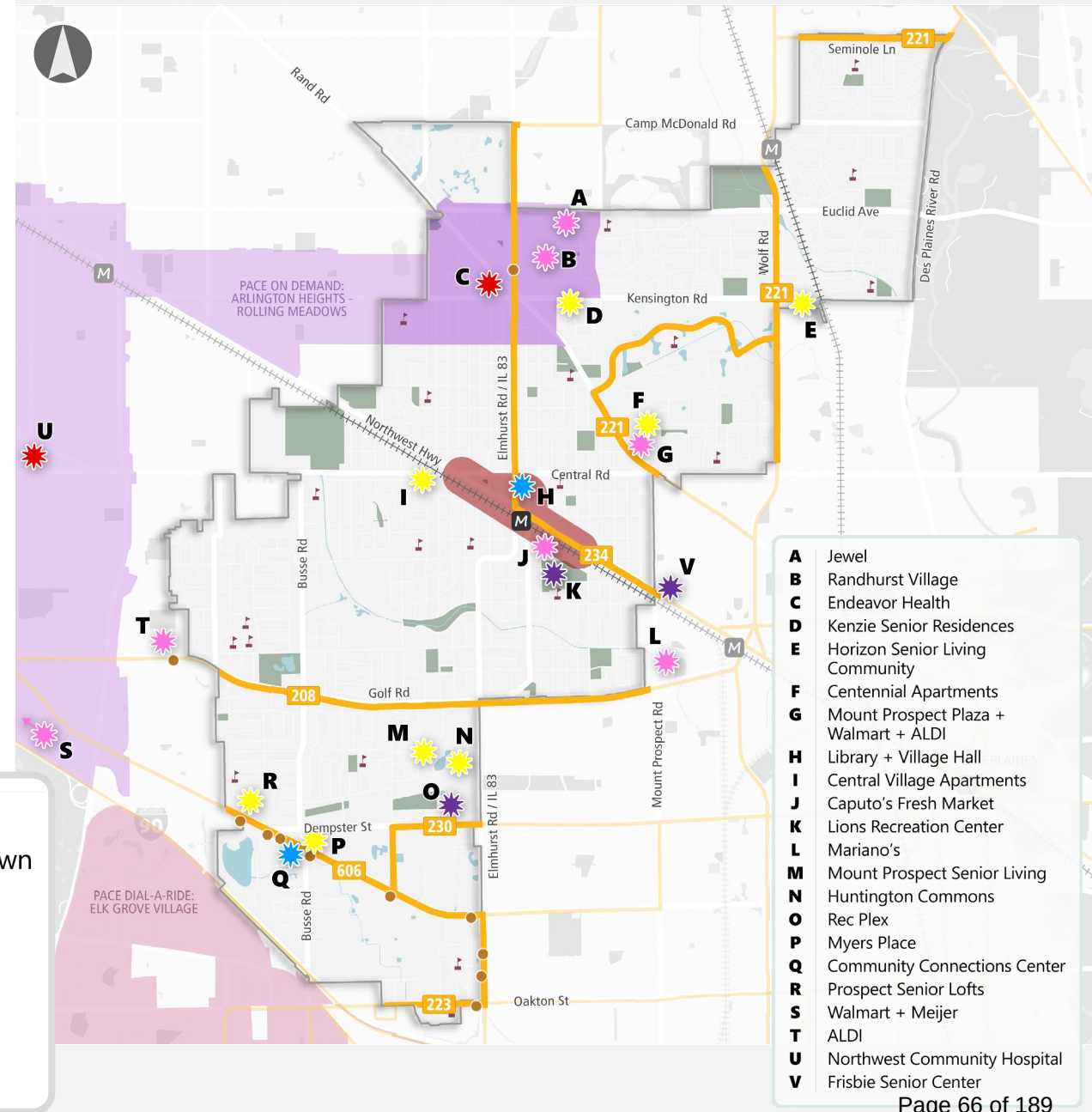
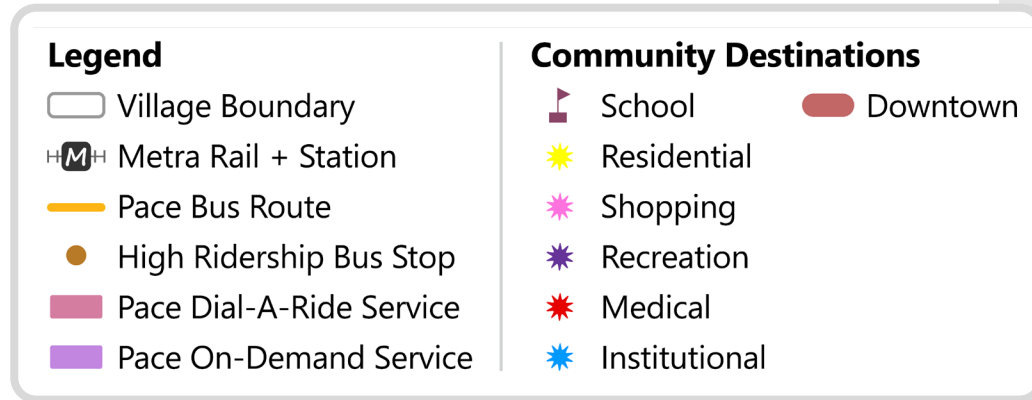
Transit Services

Service	Service Type	Service Area	Service	Population Served	Eligible Trips
Pace Suburban Bus	Fixed Route	Inter-Suburban	Daily Route Dependent	General Public	All
Pace On Demand	Demand Response	Local	Weekdays 6:10am to 6:30pm	General Public	All
Metra Rail	Fixed Route	Regional	Daily Approx. 4am to 12am	General Public	All
Wheeling Township Senior Bus	Demand Response	Local	Weekdays 9am to 3:30pm	Seniors (60+) People with Disabilities	All Medical Prioritized
Elk Grove Township Transportation Service	Demand Response	Local	Weekdays 10:30am to 3:00pm	Seniors (55+) People with Disabilities	All Medical Prioritized
TRIP Program	Demand Response	Local	Unknown	Seniors (60+) People with Disabilities	Medical Only
Elk Grove Village Pace Dial-A-Ride	Demand Response	Local	Weekdays 9am to 6pm + until 4pm Saturdays	Seniors (60+) People with Disabilities + Youth	All
Arlington Rides	Taxi Subsidy	Subject to Taxi Company	Subject to Taxi Company	Low-Income Seniors People with Disabilities	All
Elk Grove Township Taxi Discount Card	Taxi Subsidy	Subject to Taxi Company	Subject to Taxi Company	Seniors (55+) People with Disabilities	All
Connections to Care	Demand Response	Northwest Suburbs	Unknown	Seniors (60+)	Medical Only
Pace Paratransit	Demand Response	Regional	Within Pace's fixed route service area (e.g., $\frac{3}{4}$ of a mile from any fixed bus route)	Seniors People with Disabilities	All
Pace Rideshare Access Program (RAP)	Demand Response	Regional	Within Pace's ADA paratransit service area (e.g., $\frac{3}{4}$ of a mile from any fixed bus route)	ADA Paratransit-certified customers who choose to take rides with Uber or UZURV	All

Community Destinations

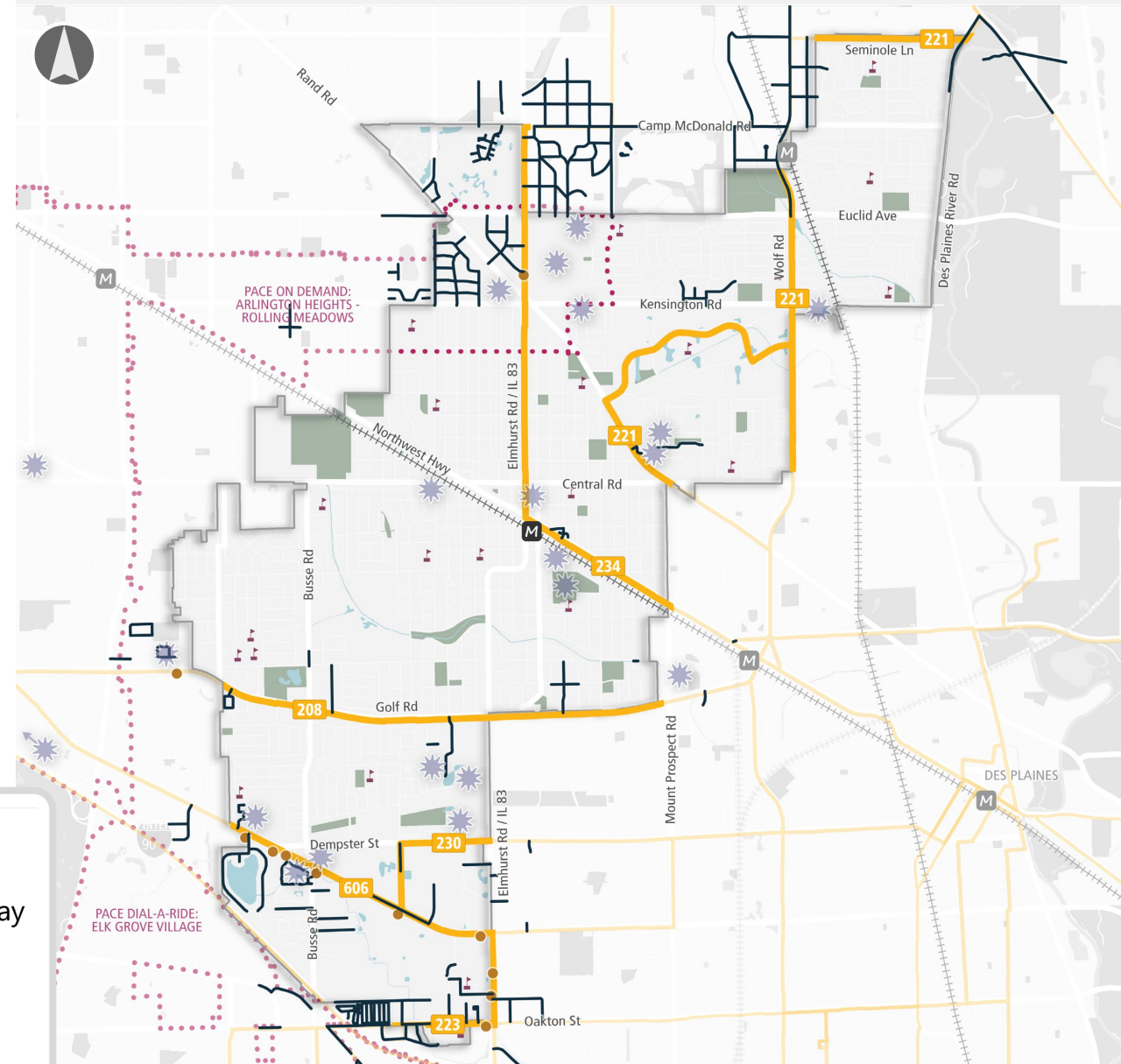
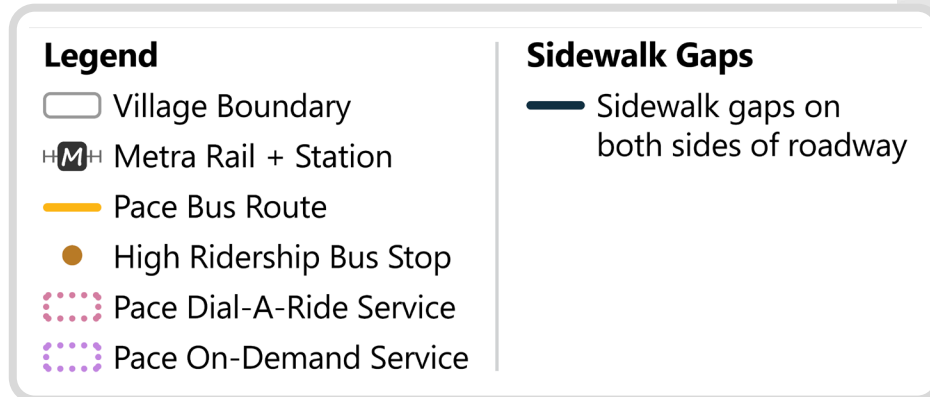
Key destinations that people who rely on transit are trying to visit:

- Medical Facilities
- Schools
- Institutional Buildings
- Shopping Centers
- Other Transportation Facilities



Access to Transit

- Sidewalk gaps: Areas that lack sidewalks within ¼ mile of Pace bus stop or Metra station
- Barriers to transit services
- Few gaps in Downtown Mount Prospect



Active Transportation Network

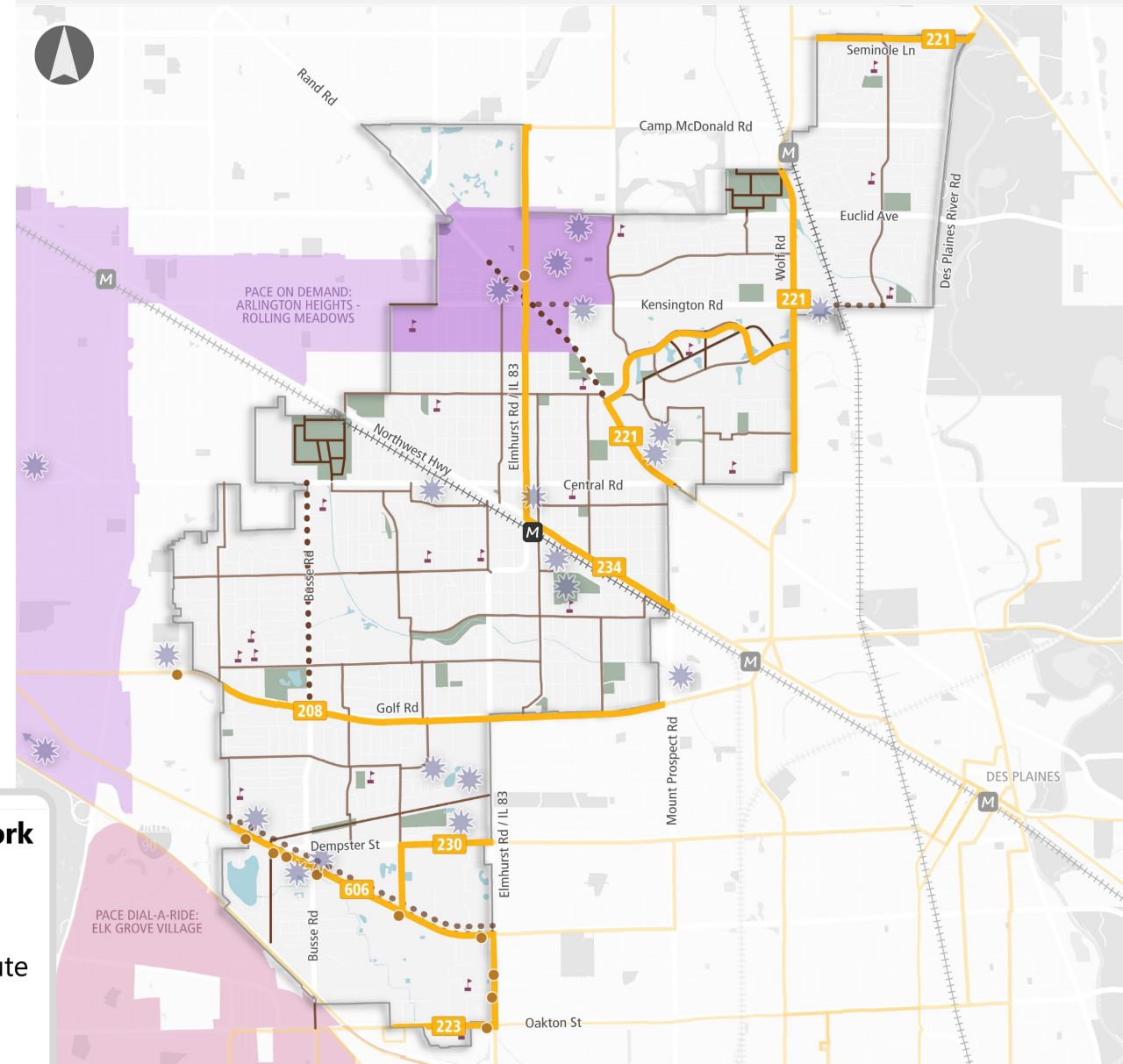
- Robust on-street bike network, mostly on residential streets
- Implementation of Arterial Bike Network Study recommendations will further build out sidepath network connecting to bus routes and stops

Legend

-  Village Boundary
-  Metra Rail + Station
-  Pace Bus Route
-  High Ridership Bus Stop
-  Pace Dial-A-Ride Service
-  Pace On-Demand Service

Active Transportation Network

-  Sidepath in Design
-  Existing Trail or Sidepath
-  Existing On-Street Bike Route



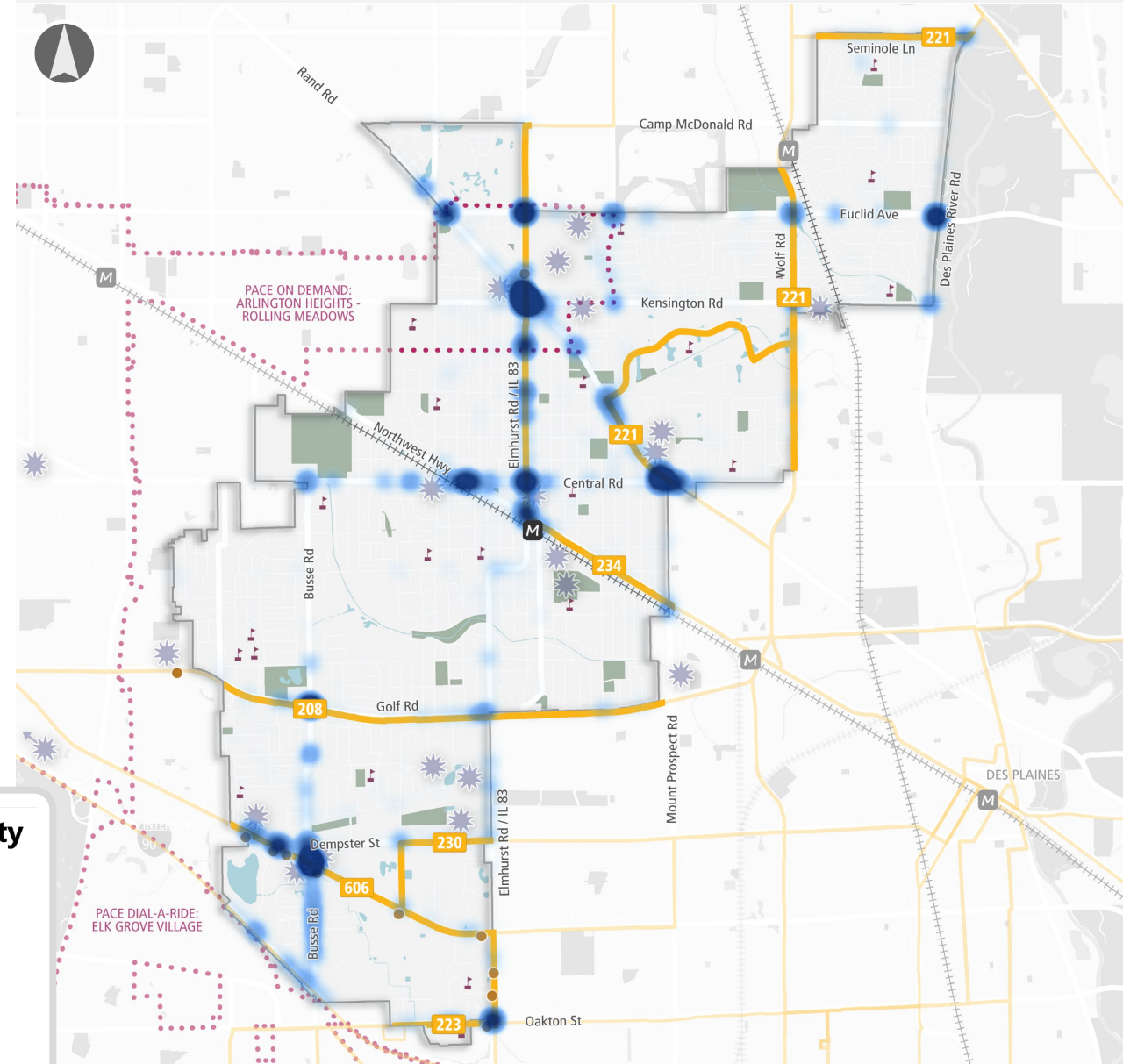
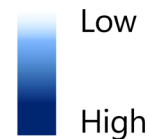
Safety

- Hot spot crash analysis for all modes, all injury levels between 2019-2023
- Locations with high bus stop ridership and safety concerns:
 - › Elmhurst Rd / IL-83 near Rand and Kensington | **Route 234**
 - › Algonquin Rd near Busse and Dempster | **Route 606**
 - › Elmhurst Rd / IL-83 near Oakton | **Route 223**

Legend

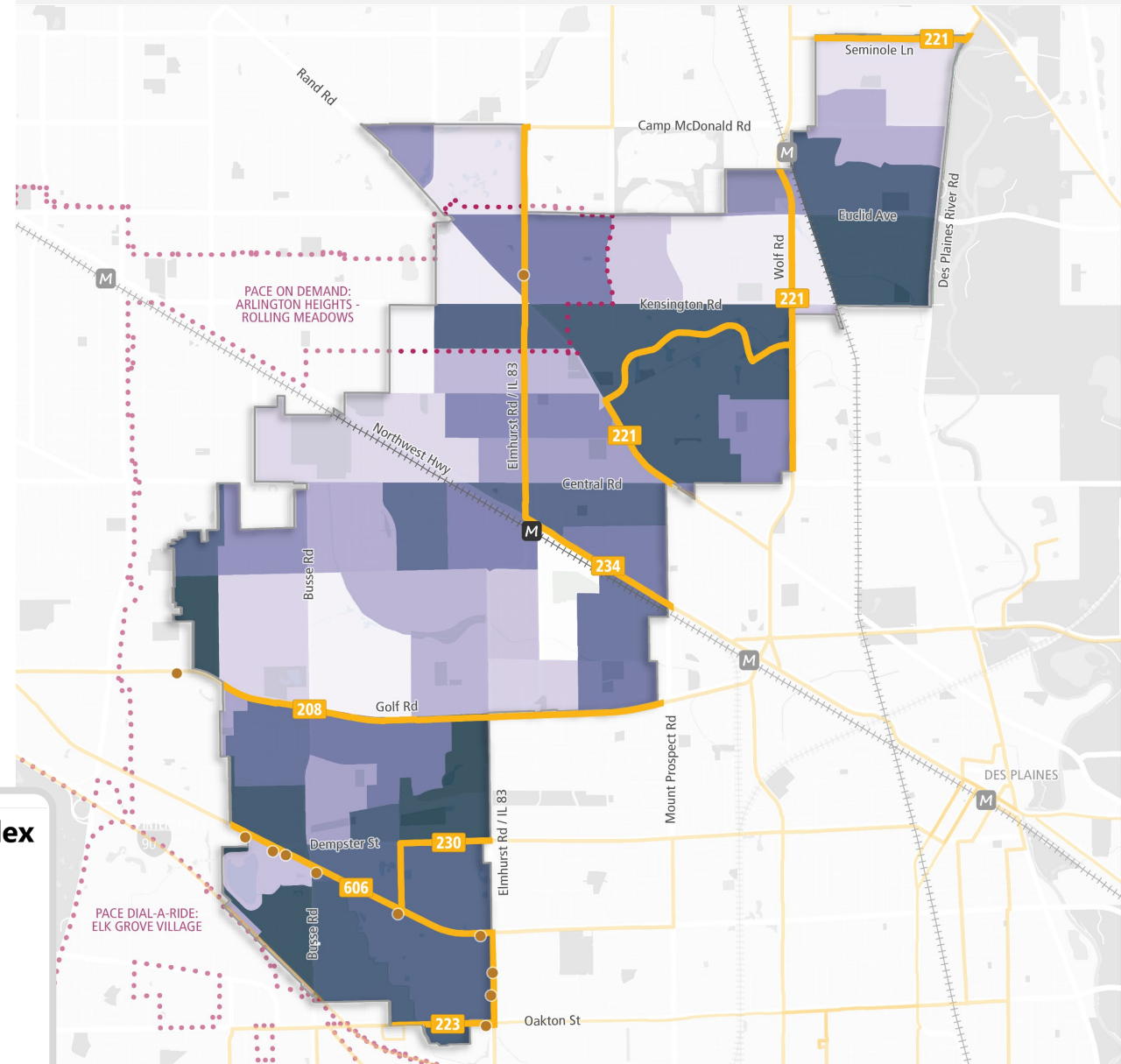
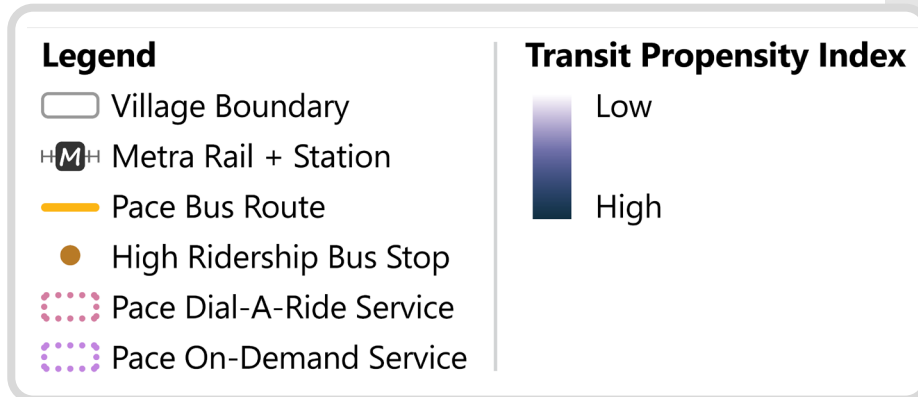
- Village Boundary
- Ⓜ Metra Rail + Station
- Pace Bus Route
- High Ridership Bus Stop
- ⋯ Pace Dial-A-Ride Service
- ⋯ Pace On-Demand Service

Crash Density



Transit Propensity Index

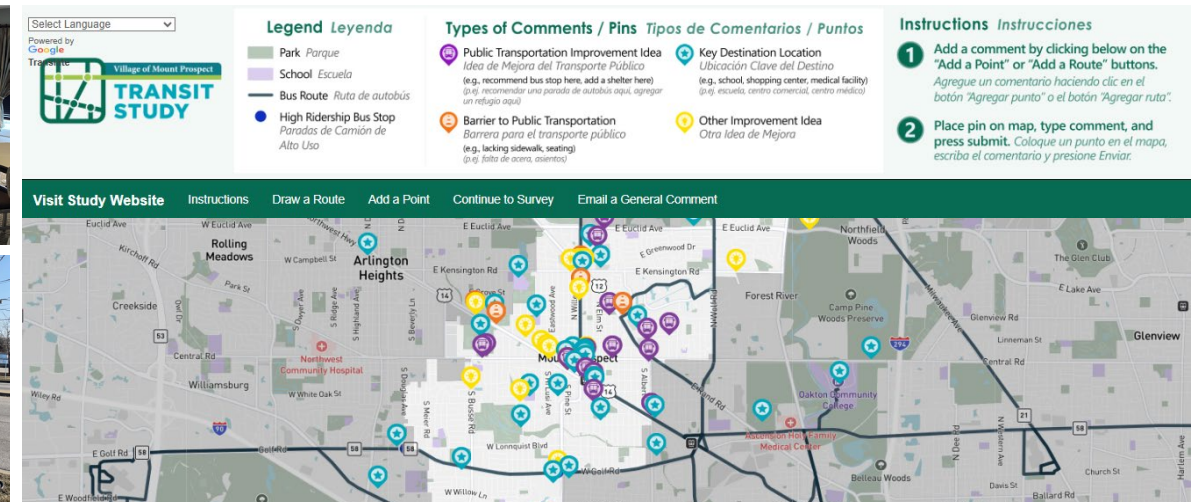
- Helps determine where residents are more likely to utilize transit, based on 7 factors:
 - › Households without access to a vehicle
 - › Population density
 - › Population age 65+
 - › Population age 18 or younger
 - › Households with a person with a disability
 - › Households in poverty
 - › Populations with limited English-speaking ability



Community Engagement

Engagement Opportunities

- Online interactive comment map
- Public survey *with over 600+ responses*
- Focus group sessions
- Pop-up event
- Stakeholder meetings
- Project website



Survey Respondent Locations

*for all respondents who shared their home address or nearest intersection

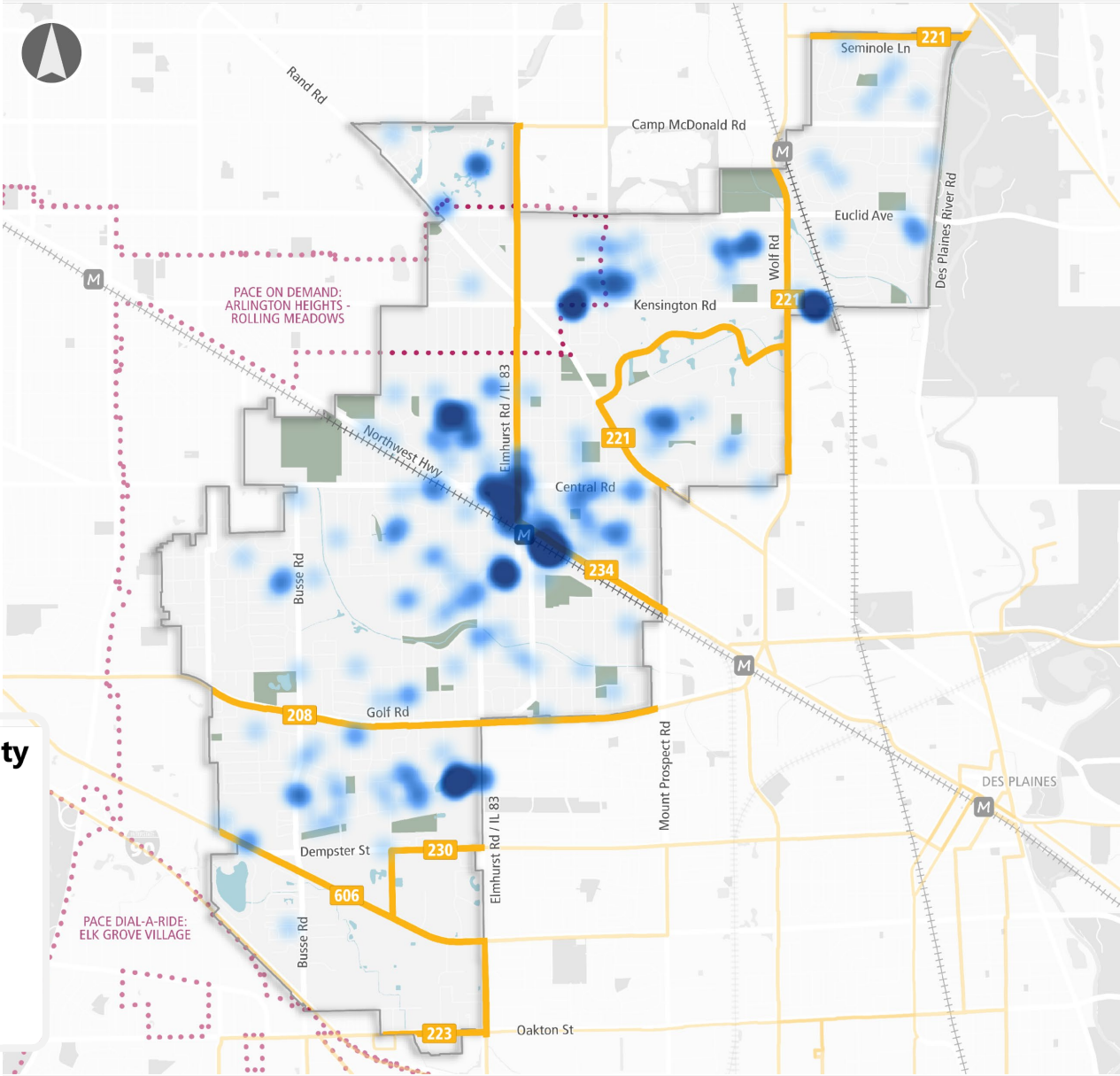
Legend

- Village Boundary
- Metra Rail + Station
- Pace Bus Route
- Pace Dial-A-Ride Service
- Pace On-Demand Service

Address Density

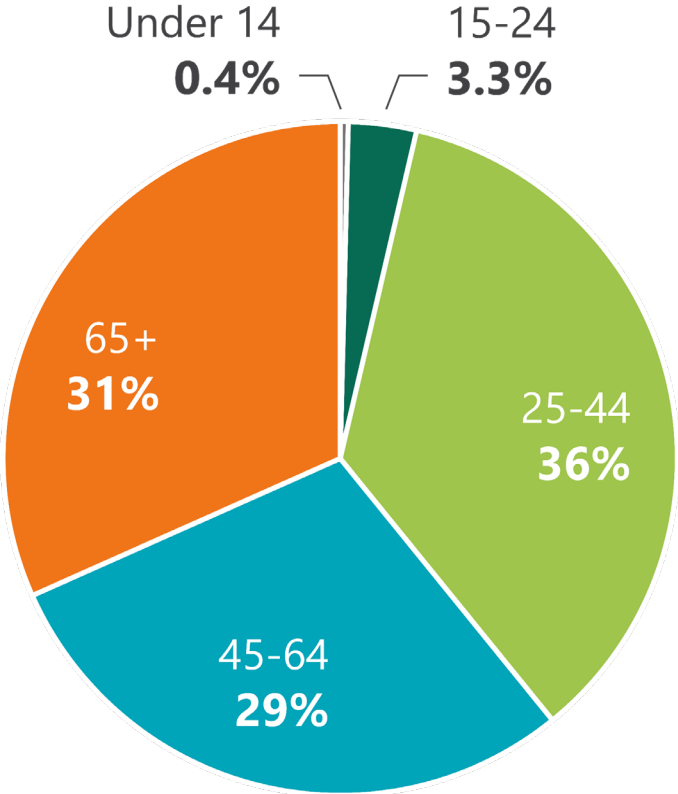
Less

More

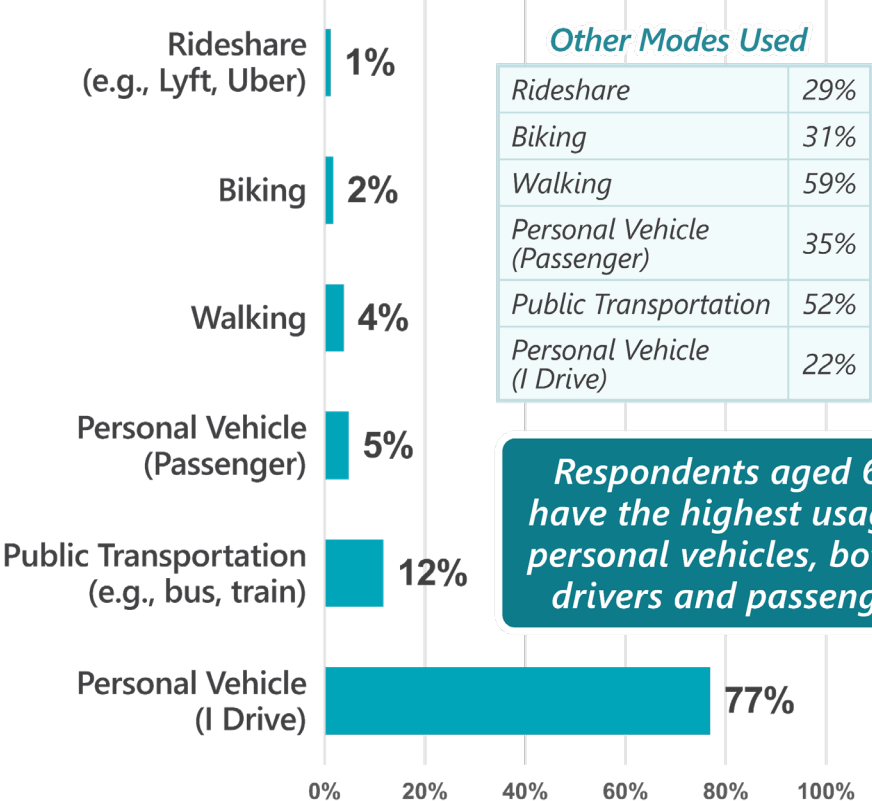


Survey Results

Age of Respondents



Primary Mode of Transportation



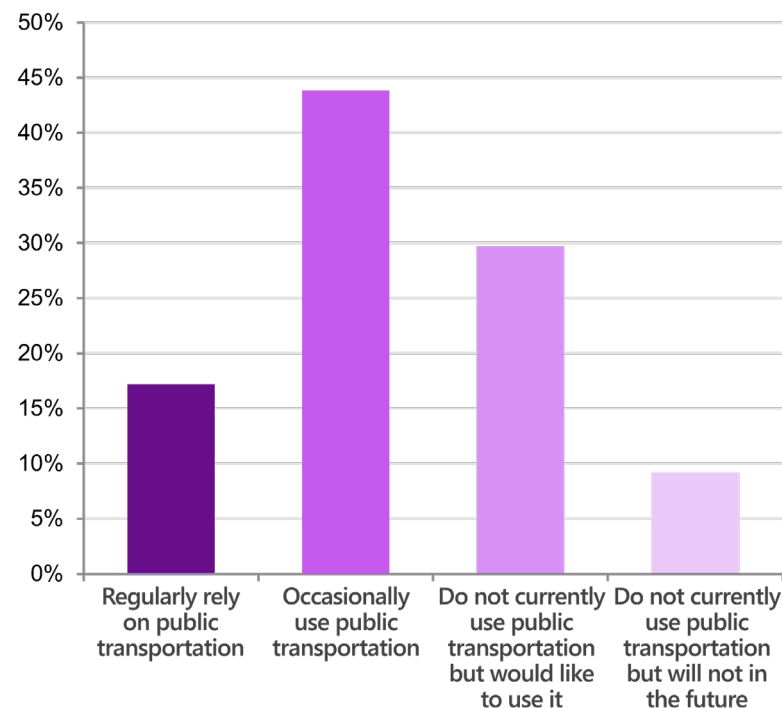
Other Modes Used

Rideshare	29%
Biking	31%
Walking	59%
Personal Vehicle (Passenger)	35%
Public Transportation	52%
Personal Vehicle (I Drive)	22%

Respondents aged 65+ have the highest usage of personal vehicles, both as drivers and passengers

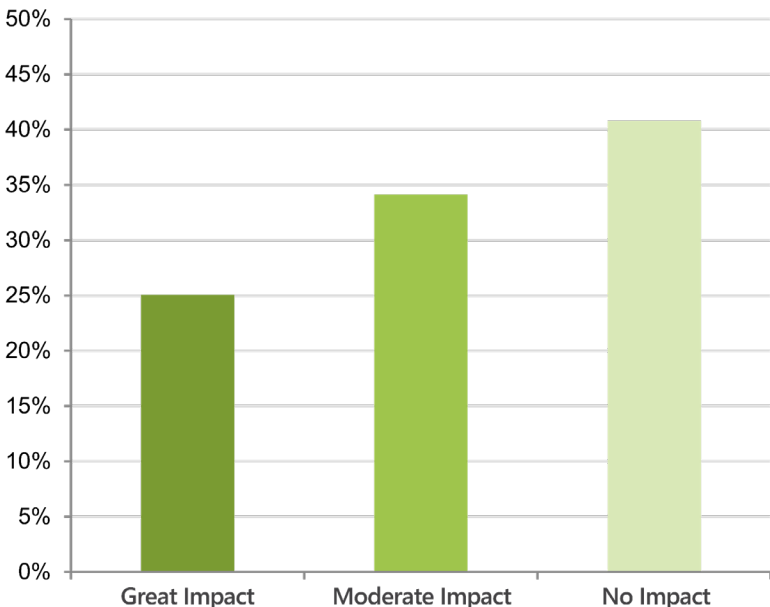
Survey Results

Public Transportation Reliance



Respondents aged 65+ are 2x more likely to say they "would like to use transit more" than other age groups

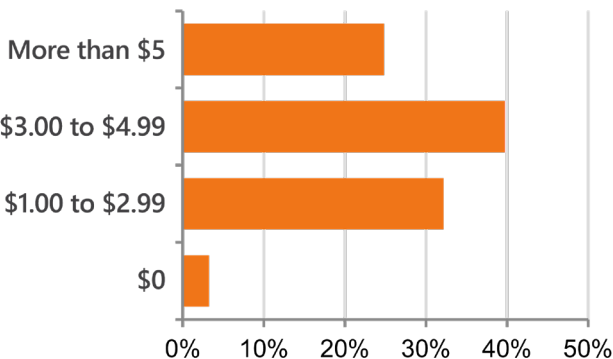
Public Transportation Impact



Working age individuals (ages 16-64) note that public transportation has a greater impact on their ability to get around

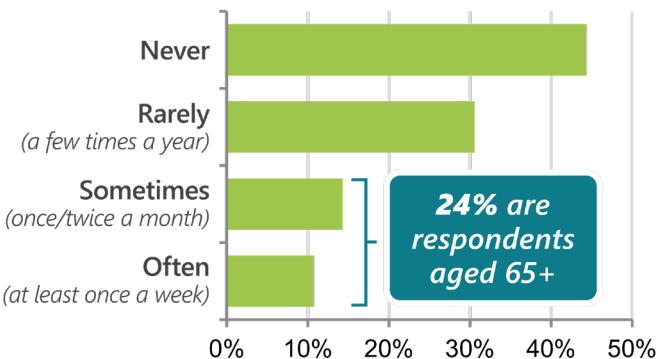
Public Transportation Cost

Question: How much are you willing to spend to get to these destinations with public transportation?



Ability to Reach Destination

Question: How frequently are you unable to go somewhere because you do not have a way to get there?



Survey Results

Barriers to Public Transportation

Question: What prevents you from using public transportation more?

Top Barriers

- Transit does not go where needed
- Need for more frequent service
- Transit stops are too far from home
- Unsure of available transit options

68% of respondents said they “prefer to use their own personal vehicle”

Respondents between the ages 45-64 and 65+ note “transit stops are too far from home” as a top barrier

Respondents under 24 and 65+ note “unsure of the available transit options” as a top barrier

Improvements to Public Transportation

What public transportation improvement would you prioritize?

Top Improvements

- Connect Pace bus service to more destinations
- Establish a Pace On-Demand or Dial-A-Ride program
- Create a taxi or rideshare subsidy program
- Improve connectivity to transit

64% of respondents said if public transportation improvements were made, then they would likely use it more often

Respondents aged 65+ have the highest interest in offering more on-demand or subsidized type of services

Preferred Type of Public Transportation

If your private vehicle was no longer an option in the future, which transportation options would you potentially use?

Top Preferences

- Pace
- Rideshare
- Metra
- On-Demand Services

*Respondents aged 65+ are **1.5-2x** more likely to prefer on-demand services than any other age group*

Respondents between the ages 45-64 were more likely to prefer rideshare services than any other age group

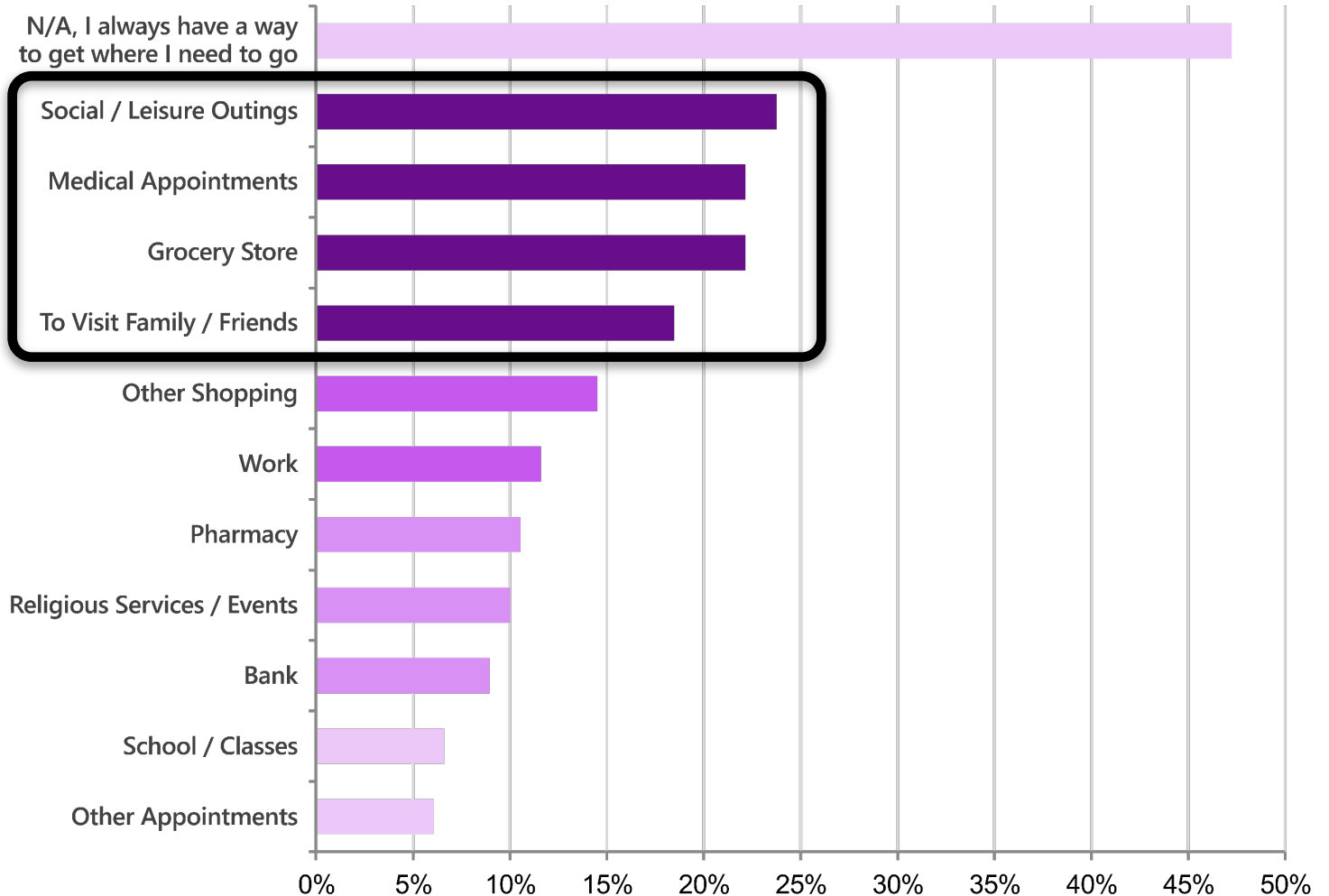
Survey Results

Top Locations/Trips

- Social or Leisure Outings
- Medical Appointments
- Grocery Stores
- To Visit Family or Friends

Preferred Destinations

Question: Where would you like to go but are unable due to limited transportation?



All age groups would like to reach the grocery store, visit friends and family, or access social and leisure outings with greater reliability

Respondents aged 65+ have the highest desire to reach medical appointments with greater reliability compared to any other age group

Potential Mobility Solutions

Potential Solutions Overview

Establish New Transit Service

- A** Fixed-Route Shuttle
- B** Microtransit with Hubs

Explore Transit Alternatives

- C** Taxi or Rideshare Subsidy Program
- D** Collaboration with Neighboring Communities and Local Transportation Providers

Adjust Current Transit Service

- E** Pace Fixed-Route Transit Service

Improve Access to Transit

- F** Improve Pedestrian Access
- G** Improve Bus Stop Infrastructure

Increase Transit Awareness

- H** Mobility Management Program
- I** Transit Awareness Initiative

Establish New Transit Service

A Fixed-Route Shuttle

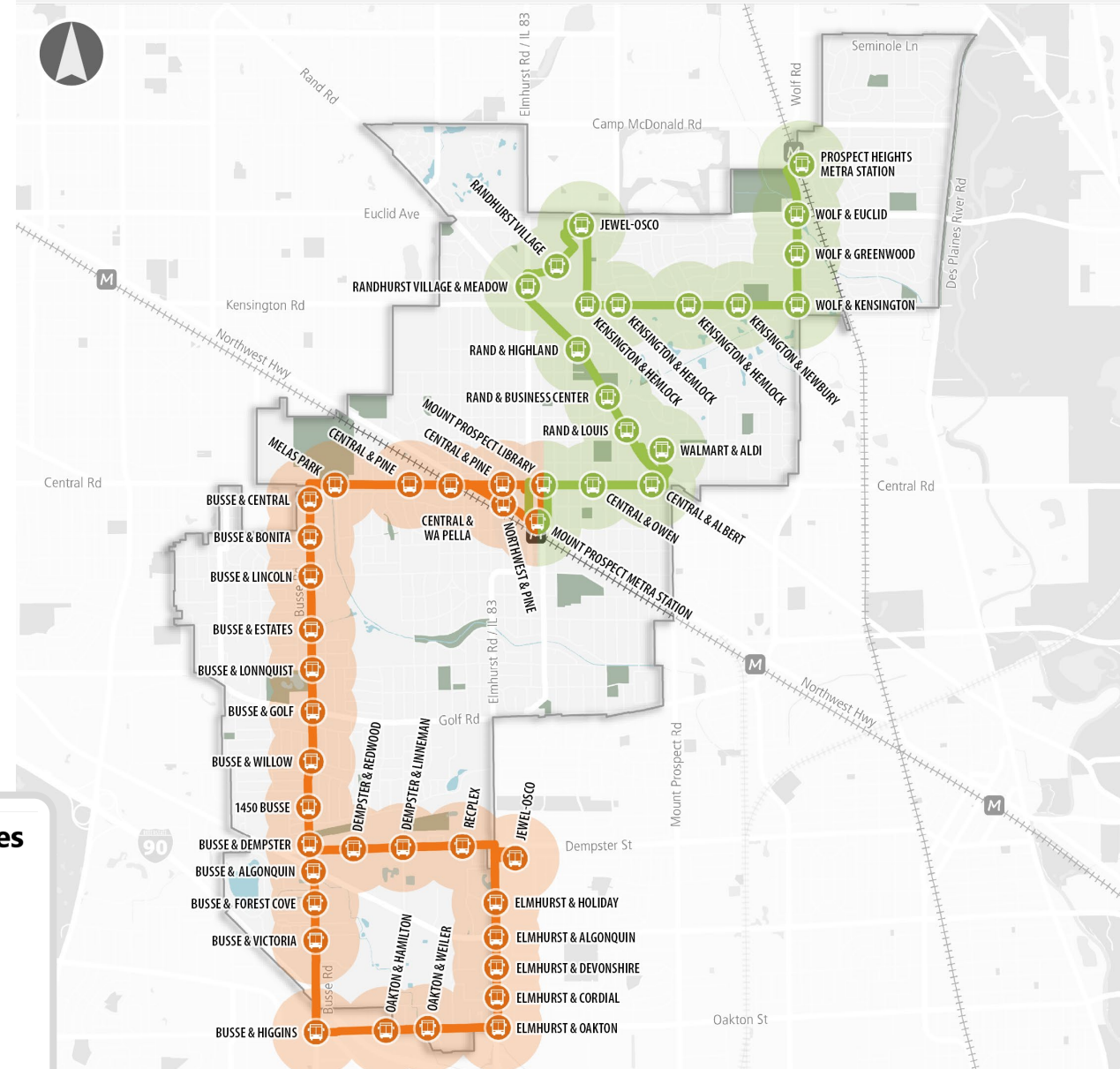
- This option would have two shuttles operated or contracted by Mount Prospect to complement Pace local bus services
- The shuttles would be open to the general public and operate at 60-minute frequencies

Legend

-  Village Boundary
-  Metra Rail + Station

Proposed Village Shuttles

-  North Shuttle Route
-  South Shuttle Route
-  Shuttle Stops
-  5-minute Walk Shed



B Microtransit (Hubs)

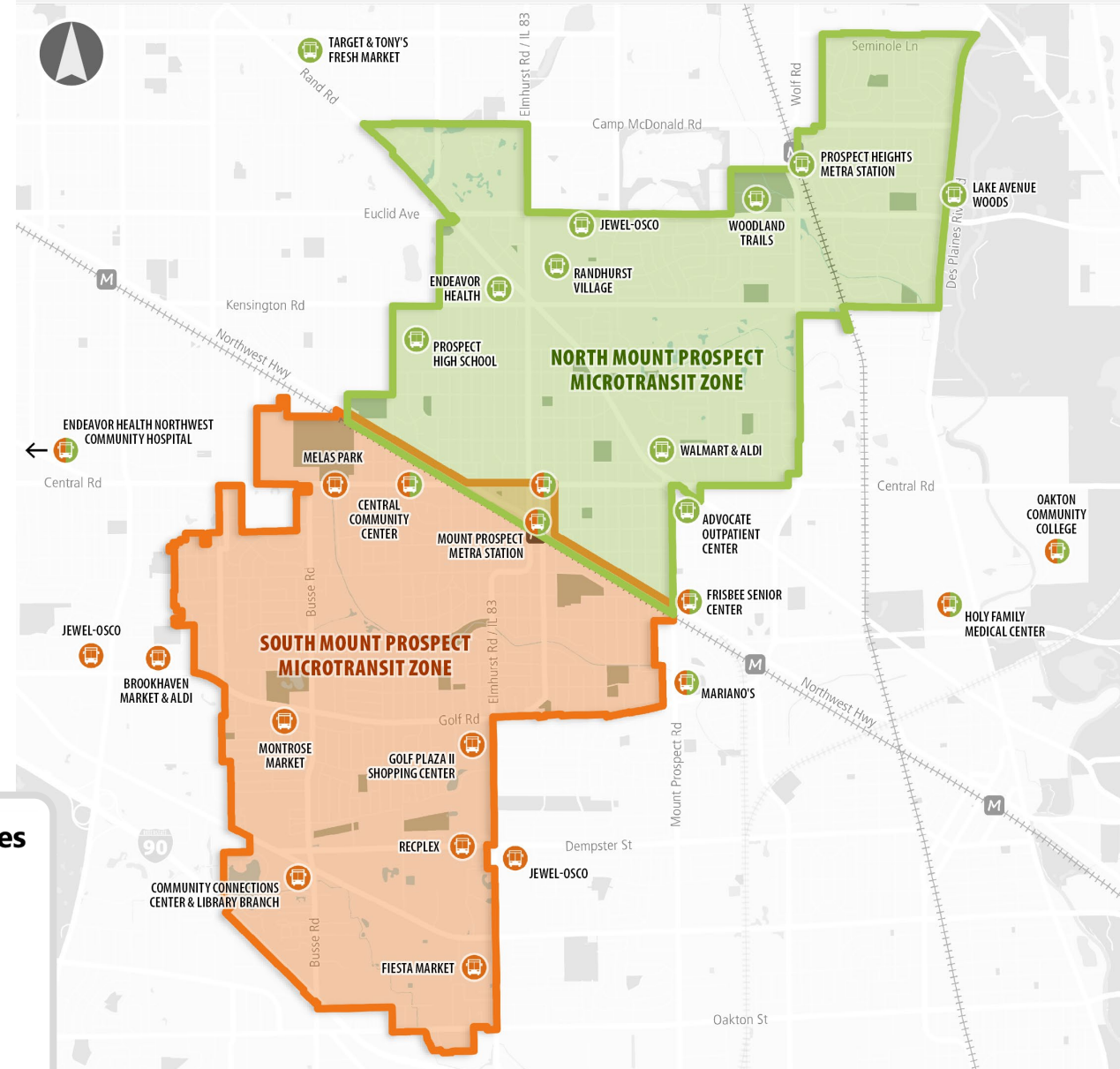
- This option would implement a north and south microtransit zone within Mount Prospect
- The service model operates as same-day demand response service with wait-times of about 30 minutes

Legend

-  Village Boundary
-  Metra Rail + Station

Proposed Microtransit Zones

-  North Shuttle Route
-  South Shuttle Route
-  Service Hub
Trips need to start or end at a service hub



Explore Transit Service Alternatives

C Taxi or Rideshare Subsidy Program

- Creates a pilot program that subsidizes private rideshare or taxi rides for individuals
- Typically geared toward seniors and people with disabilities

D Collaboration with Neighboring Communities and Local Transportation Providers

- Collaboration can strengthen available transportation options, both within and outside of Village boundaries
- Potential IGA with bordering townships or villages to extend their on demand service into Mount Prospect

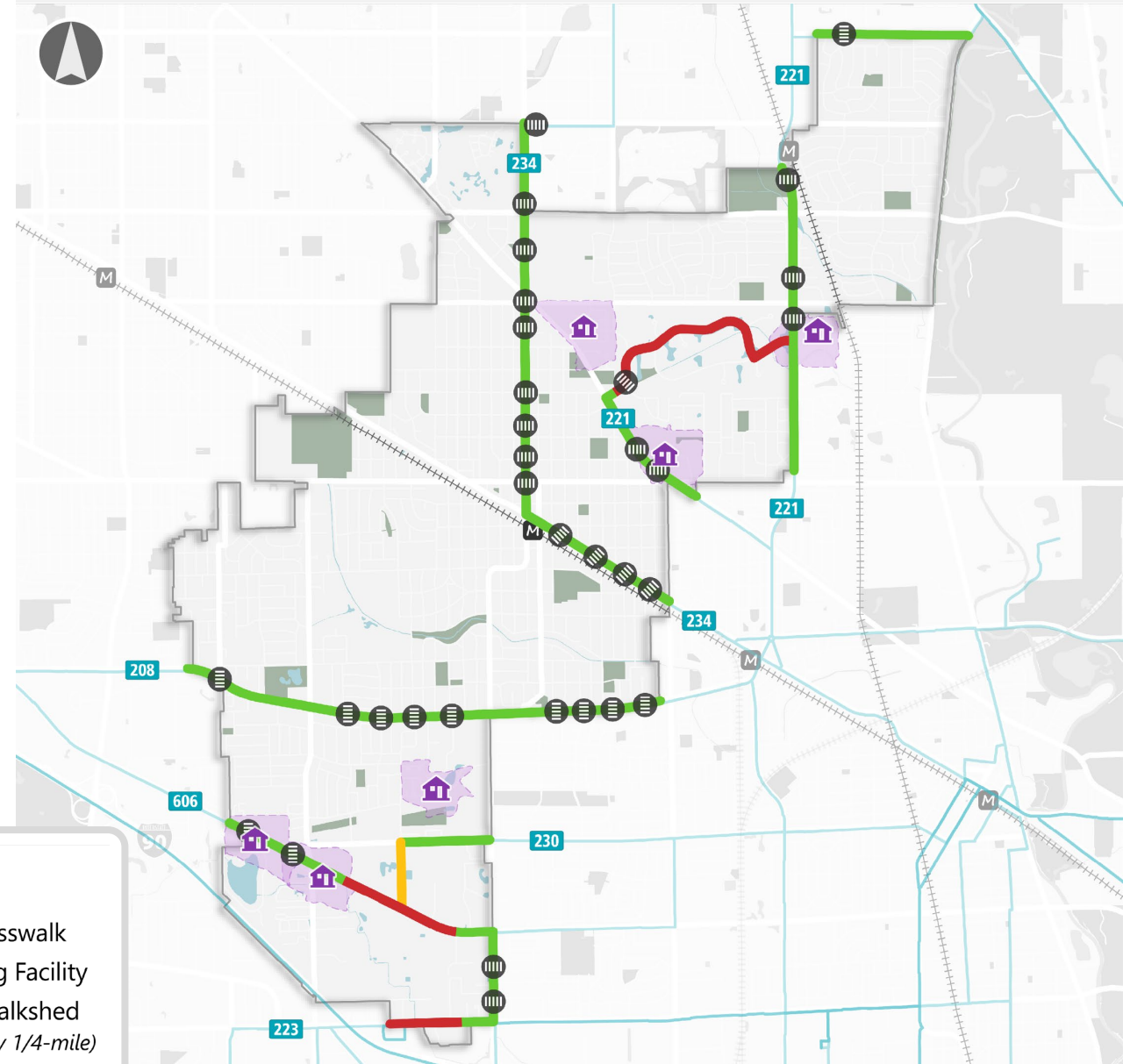
Adjust Current Transit Service

E Pace Fixed-Route Transit Service

- Share recommended routing and service changes identified by the community, especially while Pace's ReVision Plan is still under development
 - › Enhanced north-south connection (e.g., extend Route 234 on Elmhurst Road)
 - › Increased service frequency
 - › Connections to more destinations (e.g., Randhurst Village, downtown, grocery stores, Northwest Community Hospital)

F Improve Pedestrian Access

- Fill in sidewalk gaps, upgrade existing sidewalks in poor or moderate condition, ensure ADA-compliance, and install or enhance crossings at/near transit stops



Legend

- Village Boundary
- Ⓜ Metra Rail + Station
- Pace Bus Route

Transit Access Analysis

as a measure of sidewalk quality and crosswalks

- Poor
- Moderate
- Good

- ⦿ Marked Crosswalk
- 🏠 Senior Living Facility
- 🌿 5-minute Walkshed (approximately 1/4-mile)

Improve Access to Transit

G Improve Bus Stop Infrastructure

- Calls for further assessment of the bus stop infrastructure within the Village
- Determine where bus stop signage and amenities could be improved (e.g., bus shelters, benches, bike racks)

Existing



Potential



H Mobility Management Program

Mobility Manager Role

- Establishes a Mobility Manager to serve as a point of contact between providers and for residents planning transit trips

One-Call/One-Click Mobility Information Centers

- An information hub that helps riders determine which services best address their mobility needs based on information they input (e.g., origin, destination, demographic qualifiers)

I Transit Awareness Initiative

- Builds on the Village's current Aging in Community initiative and Transportation Working Group to establish an awareness campaign
- Village would review current materials and outlets for communicating transportation services and then develop ways to enhance each

Evaluation Criteria



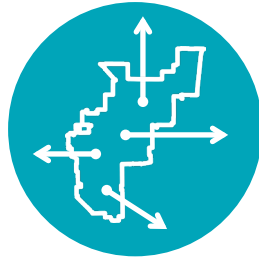
LOW COST



**EASE OF
IMPLEMENTATION**



**IMPROVES ACCESS FOR
TRANSIT-DEPENDENT
POPULATIONS**



**ENHANCES REGIONAL
CONNECTIVITY**

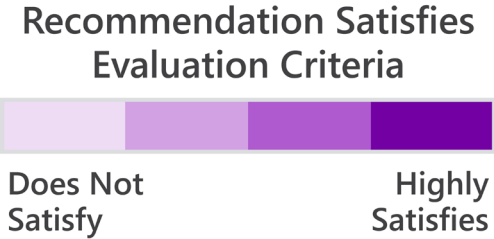


**ENHANCES LOCAL
CONNECTIVITY**



**ADDRESSES
COMMUNITY-
IDENTIFIED BARRIERS**

Evaluation Matrix



Recommendation		Low Cost to Village	Ease of Implementation for Village	Improves Access for Transit-Dependent Populations	Enhances Local Connectivity	Enhances Regional Connectivity	Addresses Community-Identified Barrier
Village-Managed Transportation Services							
A	Taxi / Rideshare Subsidy Program						
B	Village Shuttle						
C	Village Microtransit						
Other Transportation Enhancements							
E	Adjust Pace Fixed Route						
F	Access to Transit Improvements						
G							
H	Mobility Manager Program						
I	Transit Awareness Initiative						

Next Steps

Immediate Next Steps

Less than 1 Year

Immediate Recommendations (Less than 1 Year)

Recommendation	Phasing Description
A Taxi or Rideshare Subsidy Program Pilot	• Determine program specifications/parameters • Contact taxi or rideshare companies to establish contract option • Reach out to neighboring communities who have established programs
B Fixed-Route Shuttle Pilot C and Microtransit Pilots	• Confirm shuttle or microtransit • Establish operating model
D Collaboration with Neighboring Communities	• Meet with neighboring townships to discuss possibility of IGA • Continue to convene the Aging in Community Transportation Working Group (TWG) • Coordinate meetings with representatives from neighboring communities
E Pace Fixed-Route Transit Service	• Share recommended Pace bus routing and key connections with Pace • Coordinate meetings with Pace to discuss upcoming collaboration and plans
F Improve Pedestrian Access G and Bus Stop Infrastructure	• Program identified sidewalk or shared-use path improvements on transit routes • Program bus stop infrastructure improvements for high ridership Pace stops
H Mobility Management Program	• Designate a Mobility Manager • Setup set up one-call/one-click mobility information centers (website)
I Transit Awareness Initiative	• Initiate campaign (develop branding and public-friendly print transit materials) • Reach out to RTA Mobility Management Division to discuss potential support and collaboration

Short-Term Next Steps

1 to 2 Years

Short-Term Recommendations (1 to 2 Years)

Recommendation	Phasing Description
A Taxi or Rideshare Subsidy Program Pilot	• Pilot taxi or rideshare subsidy program for one year • Review pilot effectiveness after one year • Implement permanently if successful
B Fixed-Route Shuttle Pilot	<i>If this option is selected to pilot, rather than Microtransit:</i> • Conduct public engagement and service marketing • Conduct site assessment for exact shuttle stop locations
C Microtransit Pilot	<i>If this option is selected to pilot, rather than a Fixed-Route Shuttle:</i> • Evaluate and procure microtransit software to manage and run program • Procure vehicles • Conduct public engagement and service marketing
I Transit Awareness Initiative	• Launch awareness campaign

Thank You!
Any Questions?



Village of Mount Prospect

TRANSIT STUDY



Village of Mount Prospect

TRANSIT STUDY

August 2025





PREPARED BY



Table of Contents

Section 1: Study Overview 5

 Study Goals and Purpose 6

 Study Timeline and Approach 7

 Planning Considerations 7

 Why Develop this Plan Now? 14

Section 2: Current State of Transit 17

 Existing Services 19

 Transit in Mount Prospect 19

 Potential Transit Market 24

Section 3: Community Engagement 43

 What We Heard 45

 How We Got The Word Out 53

Section 4: Transit Case Studies 55

 Local Case Studies 56

 Nationwide Case Studies 60

Section 5: Mobility Solutions..... 65

 Establish New Transit Service 68

 Explore Transit Service Alternatives 73

 Adjust Current Transit Service 75

 Improve Access to Transit 80

 Increase Transit Awareness 84

Section 6: Setting the Plan In Motion 89

 Evaluation Criteria 90

 Evaluation Matrix 92

 Recommendation Phasing 93

 Funding Opportunities 96





STUDY OVERVIEW

Section 1

Study Goals and Purpose

This plan was developed to understand and serve the public transportation needs of those who live, work, and visit Mount Prospect. It seeks to identify opportunities and develop specific recommendations to improve mobility for current and future users of the transit network.

The Village of Mount Prospect is dedicated to providing residents with diverse mobility options that meet their varied needs. A key focus of the plan is ensuring that those who rely on transit services, particularly older adults and other transit-dependent populations, have access in the future. This plan establishes a framework that allows the Village to preserve and expand mobility options to address evolving barriers, shifting trends, and future challenges to transit.

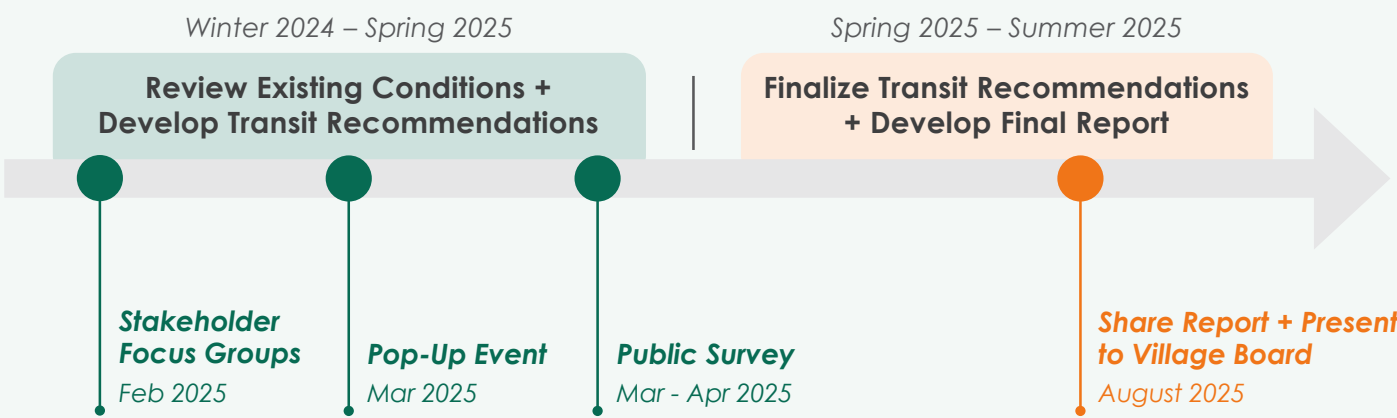
The Village of Mount Prospect has a robust transportation system – local roads, interstate roadways, bicycle and pedestrian paths, Metra Commuter Rail, Pace Suburban Bus, and a range of on-demand transit services. Despite available services, many residents are unable or choose not to take advantage of existing public transit for a variety of reasons. This plan seeks to optimize current resources for residents and to investigate potential transit opportunities to expand mobility options.



Timeline and Approach

The Village initiated this plan in Fall 2024. First steps included a review of existing conditions such as travel patterns and a comprehensive inventory of transit services to understand how people travel within Mount Prospect, as well as to nearby surrounding destinations. The Village engaged community members in early 2025 to gather first-hand transportation experiences, including insights and

perspectives from residents. Feedback from a public survey and stakeholder focus groups highlighted the challenges current and potential transit users face and opportunities for improvement. The project team synthesized the data analysis, stakeholder feedback, and research to create the final report, which includes a list of transit recommendations.



Planning Considerations

While the focus of this plan is to improve transit options for people traveling to, from, and within Mount Prospect, it is vital to understand the regional context of public transportation. Incorporating the findings and recommendations of existing local and regional initiatives and policies in this transit study provides direction and helps guide recommended improvements within the Village. Additionally, a comprehensive picture of ongoing planning efforts at the local level and in neighboring municipalities can

foster better coordination between governments and agencies. Coordination between local and regional governing bodies is crucial for the development of a more effective transportation network. Recently completed plans, along with ongoing studies, are included on the following page. All current public transportation services connect to neighboring municipalities or regional networks, so understanding these plans and their priorities could allow for future regional improvements.



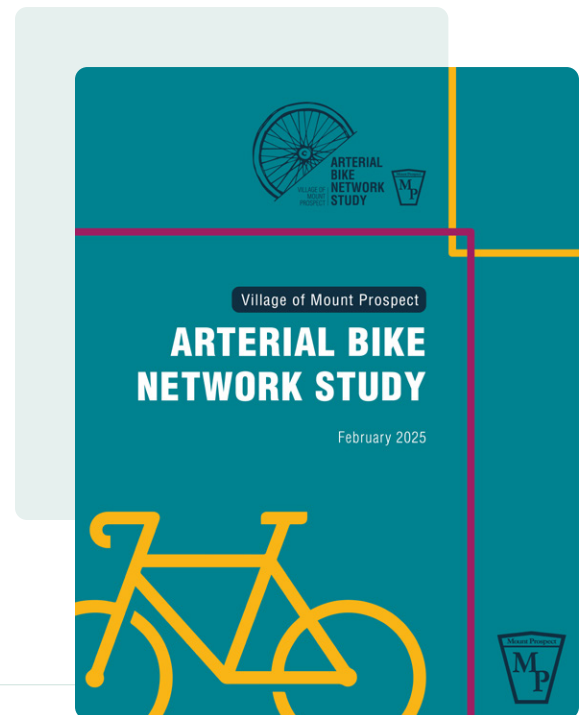
Local Plans

Community Connections Center Needs Assessment (Ongoing, anticipated 2025)

In 2024, the Community Connections Center (CCC), a satellite location of the Human Services Department located in South Mount Prospect, marked its 15th anniversary. This location is a shared space with the Mount Prospect Public Library-South Branch. The CCC has grown significantly over the last 15 years, both in size and in the range of services it offers to the community. To ensure the CCC continues to meet the evolving needs of residents, the Village is conducting a needs assessment to evaluate the potential for expansion. The process includes a survey as well as focus groups, which one session was coordinated with this Transit Study. An area of focus for the needs assessment is transportation, including public transportation.

Arterial Bike Network Study (2025)

The ***Arterial Bike Network Study*** focuses on adding or improving bike facilities on arterial corridors, which are important roadways for connectivity within and beyond Village boundaries. This plan presents network design concepts that increase the bicyclist level of comfort along arterial roadways with the goal of improving safety and promoting active transportation. Active transportation facilities such as sidewalks and shared-use paths can provide key links to public transportation, often filling critical “first-mile” and “last-mile” connections to transportation facilities. Integration and coordination of these efforts enhance transit accessibility and contribute to network efficiency. Evaluated arterial roads with transit connections as part of this bike study include Golf Road, Dempster Street, Northwest Highway, and Wolf Road.

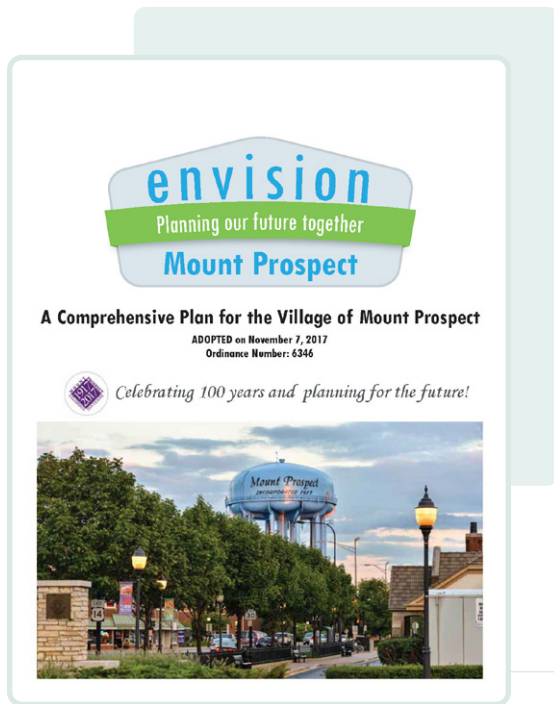


Aging in Community Action Plan (2023)

The Village launched the Aging in Community Initiative in 2019 with the mission of strengthening community infrastructure and systems that enhance the lives of older adults. The ***Action Plan*** lays out concrete goals and objectives that will enhance age-friendly features of the community and advance Mount Prospect as an accessible, inclusive community where older adults thrive and have the tools to navigate the aging process. Transportation is a priority area and includes the goals of “decreasing barriers to transportation for older adults” and “increasing access to all of Mount Prospect via public and other transportation programs”. The plan recognizes the heavy dependence on private vehicles and the importance of public transit services, particularly for older adults who can no longer drive themselves. Next steps include training older adults on currently available transportation services as well as increasing access by addressing barriers and gaps in service that older adults and people with disabilities face.

Connect South Mount Prospect Sub-Area Plan (2020)

The *South Mount Prospect Sub-Area Plan 2020 Update* is a long-range plan updated for South Mount Prospect. The plan refines the framework of the goals, objectives, and implementation program to create an inclusive south side, and a 'desired future,' for residents and businesses. This plan notes the need for a better public transit connection between South Mount Prospect and the rest of the Village, a need that has long been expressed by the community. Connecting South Mount Prospect to major centers such as the Mount Prospect downtown, Kensington Business Center, and Randhurst Village can fill a major service gap within the Village. Currently, the average time to travel north-south across the Village, by bus, is approximately 1.5 hours. Additionally, current transportation for seniors and persons with disabilities have restrictive hours and routes.



Envision Mount Prospect (2017)

Envision Mount Prospect is the most recent update to the Village's Comprehensive Plan. The plan identifies issues, opportunities, and trends in the community, and highlights the Village's commitment to supporting the mobility needs of residents and visitors. One guiding principle directly addresses mobility and seeks to "ensure the transportation system is well connected, provides alternate modes of transportation, promotes an active lifestyle, and is adaptable to the mobility needs of the community." Specific goals include "provide a transportation system that offers safe, healthy, and reliable forms of mobility for people of all ages, income levels, and abilities" and "ensure the adaptability of the transportation system to address the changing mobility needs of the community." This transit study supports and furthers these goals by providing a comprehensive and up-to-date evaluation of mobility needs and opportunities.

Public Transportation System Plan Report (2009)

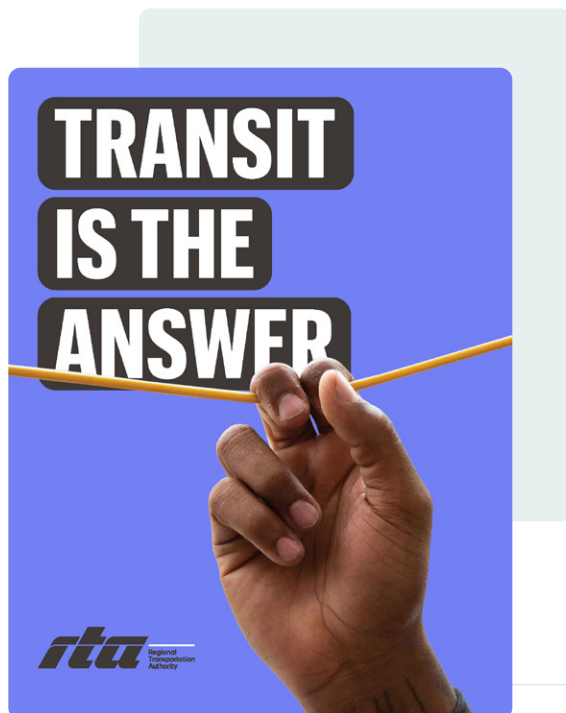
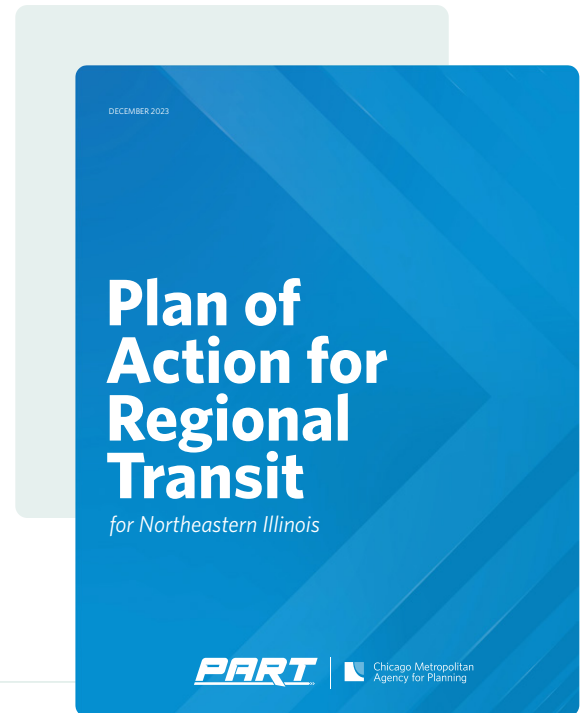
The *Public Transportation System Plan* was initiated under the Regional Transportation Authority (RTA)'s Community Planning Program, and makes recommendations for an improved multi-modal system in Mount Prospect. The opportunities identified to improve public transportation include addressing service gaps, implementation of a north-south bus route, improved connections to key destinations, and enhanced pedestrian and bikeway connections to transit facilities. The plan makes several routing and service change recommendations for Pace bus routes 208, 694 (no longer in service), and 234. It also calls for an expansion of Metra service, preparing for the STAR Line before its cancellation. It saw on-demand services as an option in north Mount Prospect, proposing the implementation of a Call and Ride service in the area.



Regional Plans

Chicago Metropolitan Agency for Planning's Plan of Action for Regional Transit (2023)

The *Plan of Action for Regional Transit (PART)* outlines recommendations for securing funding from legislative bodies for public transit improvements and programs. This plan was created to address the significant revenue loss facing transit agencies due to the COVID-19 pandemic. The plan envisions expanded service levels for transit, an integrated fare system for the region's separate transit agencies, and a more accessible system for current and potential users. The plan highlights the critical role in ensuring mobility, bolstering the economy, combating climate change, and fighting inequity. It addresses topics like regional fare systems, sales tax, farebox recovery ratios, and governance. Although this plan does not include specific recommendations for municipalities, it underscores the importance of transit to the Chicago metropolitan region.



Regional Transportation Authority's Strategic Plan (Transit is the Answer) (2023)

Transit is the Answer is the first strategic plan released by the Regional Transportation Authority after the emergence of the COVID-19 pandemic. Shifting travel habits throughout the region and the agency's response to these changes are the center of the plan. It highlights the importance of regional public transportation, particularly its contribution to the economy, environmental benefits, and impacts on equity. This plan underscores the regional nature of public transportation and focuses on the importance of partnership between agencies and government entities. It proposes the adoption of new funding and advocacy opportunities to ensure the transportation network remains robust throughout the Chicagoland region and positions itself to meet the evolving trends in transportation.

My Metra Our Future Strategic Plan (2023)

Metra's most recent 5-Year strategic plan, *My Metra Our Future* addresses some of the challenges transit agencies are facing: the acceleration of new travel demand patterns and funding uncertainty. Shifting toward a "regional rail" service model, rather than the commuter rail service that Metra has long operated, is central to the plan's vision, and includes service changes aimed at serving trip types beyond the peak period service for downtown that are most associated with commuter rail. These include bolstering connections between communities outside of downtown Chicago and increasing service for midday and weekends. Since adoption of the plan, Metra has implemented several changes to its service. Bicycles and scooters are also now allowed on all trains, providing a first-mile last-mile solution.



Cook County Transit Plan (2022)

The 2022 *Transit Plan* is Cook County's first-ever transit plan. It was developed with the goals of increasing overall transit ridership, focusing on the needs of transit reliant communities, and increasing the seamlessness of transit services. The plan identifies 35 projects, programs, and policies that the County can support through direct investment, studies, advocacy, and other actions to achieve its goals. Categories of investments include better bus services, accessibility improvements, enhanced bike and pedestrian access to transit, service changes, and fare integration. This document demonstrates Cook County's dedication to improving transit and underscores the value of a well-functioning public transportation network.

Connecting Cook County 2040 Long Range Transportation Plan (2016)

Connecting Cook County is the County's current long-range transportation plan (LRTP). It expresses the value of the transportation system as one of the County's greatest assets and identifies impediments and opportunities to enhancing the system. While this plan is nearly 10 years old and was created before the significant shifts in mobility brought by the COVID-19 pandemic, many of the takeaways remain relevant today. A section of this plan focuses on public transportation and the importance of access to transit, through walking and biking. At the time of this report, the County is currently undergoing a 2050 update to their LRTP, and public transportation is anticipated to be a core priority again.

Pace ReVision Plan (2025, expected)

Development of the *Pace ReVision Plan* is currently underway, with the full plan expected to be released in 2025. It is a comprehensive network restructuring project that will significantly alter existing service and routes, planning for scenarios based on different levels of funding, and grounded in the values of accessibility, equity, and productivity as outlined in Pace's *Driving Innovation Strategic Plan*.

Initial network concepts were released in 2024 and outline the anticipated changes to Pace's network and service. While still under development, the available network concepts provide insight into potential outcomes of the plan. Network concepts and the accompanying Executive Summary establish two concepts for the system: ridership and coverage. Implementation of the plan's network and service changes are expected to begin in 2026.

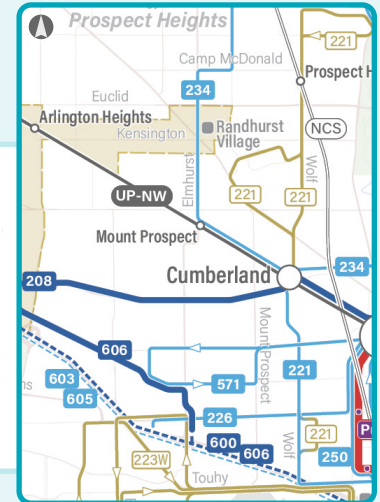
The **ridership concept** is focused on prioritizing frequency of service on high-ridership routes in dense and populated areas along direct routes. This concept rests on the assumption that more frequent service is more useful to potential riders, incentivizing them to use the service as it becomes more competitive against car travel.

Potential Impact to Mount Prospect Service

Under the ridership concept, routes that travel through Mount Prospect would be consolidated. New and consolidated routes would run along Wolf, Algonquin, Rand, Northwest Highway, and Golf – which is slated to become a future Pulse route. These routes would provide service every 15 to 30 minutes. Routes in the preliminary network ridership concept would no longer run along local roads, focusing instead on primary arterials allowing for more efficient and direct service.

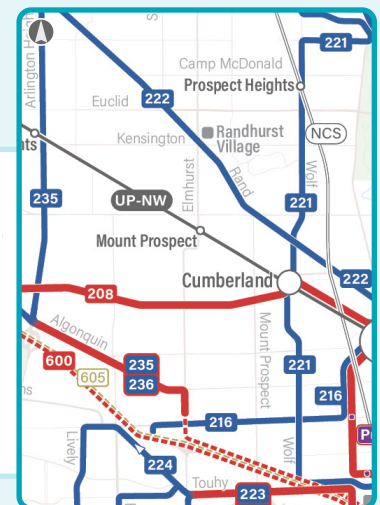
Existing Service

The bus comes about every...



Ridership Concept

The bus comes about every...





Coverage Concept

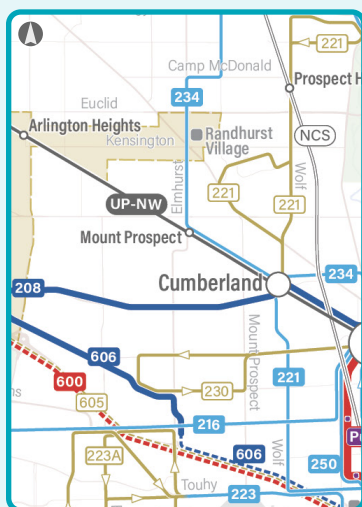
The bus comes about every...



The **coverage concept** looks to provide as many people as possible with access to transit services – resulting in longer routing and travel times but serving more destinations. This concept operates under the assumption that reaching more places is desirable at the expense of greater frequency.

Potential Impact to Mount Prospect Service

Under the coverage concept, all existing bus routes that service the Village would maintain the same frequencies – primarily 40-60 minutes intervals – with slight realignments to some routes (e.g., Route 234). While service frequency does not improve, more bus routes would be added, with the potential to serve more Mount Prospect residents and more destinations but likely requires transfers between multiple routes for some riders. New roads serviced include Euclid and Central. Additionally, IL 83/Elmhurst would have a nearly complete north-south route, spanning almost the entire length of the Village, and connect to downtown Des Plaines. Wolf would also gain a permanent fixed route with a frequency of 40-60 minutes, instead of its current limited service.



Limited Investment Concept

The bus comes about every...



The **limited investment concept** illustrates what Pace might do if the state legislature acts to close the regional funding gap, but does not provide additional transit support. This concept includes an increase in weekend service, local network changes in some areas, and improvements to frequencies on some future Pulse corridors.

Potential Impact to Mount Prospect Service

Under the limited investment concept, all service and bus routes remain nearly the same as existing conditions (e.g., service frequency, routing). The only change is to Route 230 that serves the commercial area and other businesses between Dempster and Algonquin just west of IL 83/Elmhurst – the route would become a limited service route (buses arriving every 60 minutes or more).

*As of July 2025, lawmakers in Illinois have failed to pass legislation aimed at filling the Regional Transportation Authority's budget gap.

Why Develop this Plan Now?

A major impetus for creating this transit plan is to meet the evolving transportation needs of a changing population. In line with national trends, the population of older adults in Mount Prospect is growing and is expected to increase substantially in the coming years. In 2000, the proportion of residents aged 65 and over was about 14.8% compared to 18.1% today. Compared to other regions, Mount Prospect has a relatively high population of people aged 65 and over, with approximately 18.1% compared to the Chicago metropolitan area's number of

15.1%. In 2019, the Village Board identified "Aging in Community" as a high priority in the Village's Strategic Plan. The Village convened an Age Friendly Task Force, which developed a three-year action plan. Transportation was identified as a high priority, and a transportation work group was formed to address the transportation goals and objectives outlined in the action plan. As people age, traditional transportation modes such as driving, walking, and fixed-route public transportation become increasingly difficult to access and use.



In 2007, the Village conducted a feasibility study evaluating the needs of South Mount Prospect and to determine the viability of a neighborhood resource center that would reduce barriers to accessing social services and other community services. One such barrier identified was transportation. The Village opened the Community Connections Center in 2009 which is located within walking distance of multifamily housing units. Many of the residents who access services at the Community Connections Center live at or below 200% of the federal poverty level in zero or one-car households. Residents without vehicles typically rely on public

transportation to access services, get to work, and to enjoy all that Mount Prospect has to offer. Current public transportation or alternative services may not be available to all residents and others do not directly connect to major Village destinations, making travel time lengthy within the community.

While this study grew out of the Aging in Communities initiative, this plan can improve public transportation access and mobility options for all Mount Prospect residents.





CURRENT STATE OF TRANSIT

Section 2

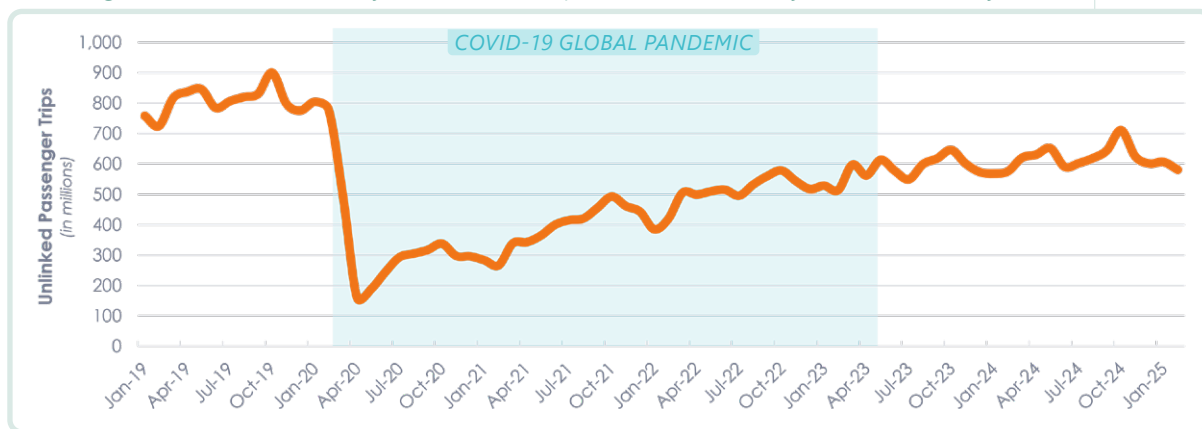


State Of Transit

Across the country, public transportation has experienced a series of recent challenges. The COVID-19 pandemic greatly affected the demand for public transit due to changes in work habits and travel patterns.

Since the lowest levels in April 2020, ridership has recovered significantly at the national level, though remains at around 77% (**Figure 1**) of pre-pandemic levels according to recent figures released by the Federal Transit Administration. Changing travel habits, the increased prevalence of remote work, and questions surrounding public transit funding are some of the uncertainties that transit agencies, riders, and communities are now facing nationwide, including locally in the Chicagoland region. By understanding existing conditions, community needs, and beginning to plan now for the future, communities can equip themselves with a framework to advocate for and implement effective transit solutions.

Figure 1. National Monthly Transit Ridership, All Modes (January 2019 to February 2025)



Source: National Transit Database

The Chicago Urbanized Area transit network is experiencing similar trends and challenges that are faced at the national level. Post-pandemic ridership recovery varies between transit services. Regional and suburban services have experienced lower recovery levels in ridership than services that operate mostly within the City of Chicago, likely reflecting the varied demographic and socio-economic conditions of the metropolitan area. While the largest transit services still lag pre-pandemic ridership levels, some have recovered and experienced ridership growth beyond 2019 levels. Ridership on Pace ADA Paratransit has nearly recovered, with ridership exceeding its 2019 pre-pandemic level in recent months. Understanding national and regional transit trends can help communities and agencies align efforts to target populations that may benefit most from expanded or enhanced transit services.

Uncertainty surrounding funding for public transit is another critical concern for many riders, communities, and agencies. At the national level, temporary federal funding to transit agencies was approved during the pandemic. This funding was intended to provide stability to agencies while ridership and funding recovered. In many areas this funding is quickly running out. As of July 2025, lawmakers in Illinois have failed to pass legislation aimed at filling the Regional Transportation Authority's budget gap. Without more funding, it is likely that transit agencies will face service cuts, layoffs, fare increases, or other measures aimed at reducing operating budgets.

Existing Services

Several transit services and programs are available to Mount Prospect residents, workers, and visitors. Regional commuter rail, fixed-route bus, and on-demand services provide mobility options within the Village, to neighboring communities, and regionally. These transit options can be grouped into two service types: fixed-route and demand response. Each type generally caters to a different type of trip.

Fixed-Route

Fixed-route service is the most common and well-known type of public transit. It operates on a set schedule and runs between established stops or stations that typically do not vary, providing a sense of reliability. It usually has a high-ridership capacity, using buses and trains large enough to accommodate many travelers at a single time over a wide coverage area. Fixed-route services offer many benefits as they are typically more cost-effective, less harmful to the environment, and provide reductions in individual car trips, congestion, and parking needs. While fixed-route service offers many benefits, it is limited with flexibility and can pose accessibility challenges for certain populations, particularly for older adults and individuals with disabilities.

Demand Response

Demand response services, sometimes called microtransit or on-demand, are “on-call” services where passengers request rides in advance and vehicles are dispatched to pick up and drop off passengers at locations and times that suit their needs. These services meet the needs of those who cannot rely on fixed-route service, and often have ridership requirements based on age or disability. They operate in service zones – which are defined geographic areas of operation. Demand response services are highly effective at expanding coverage in low-density areas where fixed-route service is unproductive due to long distances between destinations or low ridership. Demand response services are highly susceptible to reliability issues; reliability tends to suffer when demand outpaces availability.



Transit in Mount Prospect

Pace Suburban Bus

Pace Fixed-Route Service

Pace operates bus routes throughout the Chicago metropolitan area serving more than 200 communities and is an important transit option for travelers throughout the suburbs. Multiple bus routes travel through Mount Prospect and provide connections to neighboring communities and multi-modal transit centers. **Table 1** lists the routes that currently provide service to the Village. As of September 2024, routes 208 and 223 experience the highest ridership. Route 208 provides east-west connection via Golf Road to Woodfield Mall/Streets of Woodfield Shopping Center in Schaumburg (western terminus) and Downtown Evanston (eastern terminus). Route 223 provides a shorter east-west connection via Touhy Avenue and Higgins Road linking the industrial areas of south Mount Prospect – via Oakton Street – and Elk Grove Village (western terminus) to the Rosemont Transit Center (eastern terminus).

Table 1. Mount Prospect Pace Suburban Bus Routes

Route	Ridership (Sep 2024)	Communities and Destinations Served
208: Golf Road	1,398	Evanston, Skokie, Morton Grove, Niles, Des Plaines, Arlington Heights, Rolling Meadows, Schaumburg
221: Wolf Road	444	Des Plaines, Wheeling, Prospect Heights
223: Elk Grove - Rosemont Station	1,381	Rosemont, Elk Grove, Des Plaines
226: Oakton	456	Chicago, Skokie, Niles, Morton Grove, Park Ridge
230: South Des Plaines	200	Des Plaines, Rosemont Transit Center
234: Wheeling - Des Plaines	169	Des Plaines, Prospect Heights, Arlington Heights, Wheeling, Buffalo Grove
606: Northwest Limited	955	Schaumburg, Arlington Heights, Rolling Meadows

Source: Pace

Pace On Demand

Pace On Demand offers a reservation-based, ADA accessible, shared-ride service. Reservations can be made up to 7 days in advance and as little as ten minutes prior to pick-up time, based on availability. Space is available on a first-come, first-served basis. On Demand is open to the general public, so anyone can book a trip and ride the service, as long as the trip starts and ends within one of the On Demand zones.

Currently, a small portion of northwest Mount Prospect, including Randhurst Village, is served by the Arlington Heights - Rolling Meadows On Demand service area. Only Mount Prospect residents who live within this zone are eligible to use the service, and can only travel to destinations within its boundary.



Source: Pace

Pace ADA Paratransit

Pace ADA Paratransit is provided for customers whose disability or health condition prevents them from using CTA and Pace fixed-route services for some or all their travel. Riders need to undergo a certification process through the Regional Transportation Authority (RTA) to become eligible to use the service. Trips are provided only during the same operating hours and within the same geographic areas as fixed-route services. It operates throughout the six-county region that is served by the RTA.

Paratransit services are essential for people with disabilities as many are unable to drive themselves or utilize other modes of public transit. For many people who utilize the service, it is the only affordable option for travel. Unlike the decline in ridership on fixed-route service, ridership on ADA Paratransit remains high (see **Figure 2**). In 2024, an average of 50 trips originated within Mount Prospect and an average of 50 trips had destinations within Mount Prospect per weekday.



Source: Pace

Pace Rideshare Access Program (RAP)

Pace Rideshare Access Program (RAP) is a new travel option for eligible RTA-certified ADA Paratransit riders. This service is a subsidy offered by Pace to customers who choose to take rides with Uber or UZURV – reducing the cost for riders and allowing more flexibility since they do not have to reserve their rides in advance.

Eligible riders enrolled in RAP will pay the first \$2.00 of the cost of a trip taken with Uber or UZURV if the origin and destination of the trip is within Pace's ADA Paratransit service area (i.e., $\frac{3}{4}$ of a mile from any Pace or CTA fixed bus route). Pace will subsidize the cost of the trip after the first \$2.00, not to exceed \$30.00. Pace will reimburse the rideshare provider for the subsidized portion of the cost of the trip and will subsidize no more than eight trips per day for each eligible rider enrolled in RAP.

Metra Rail

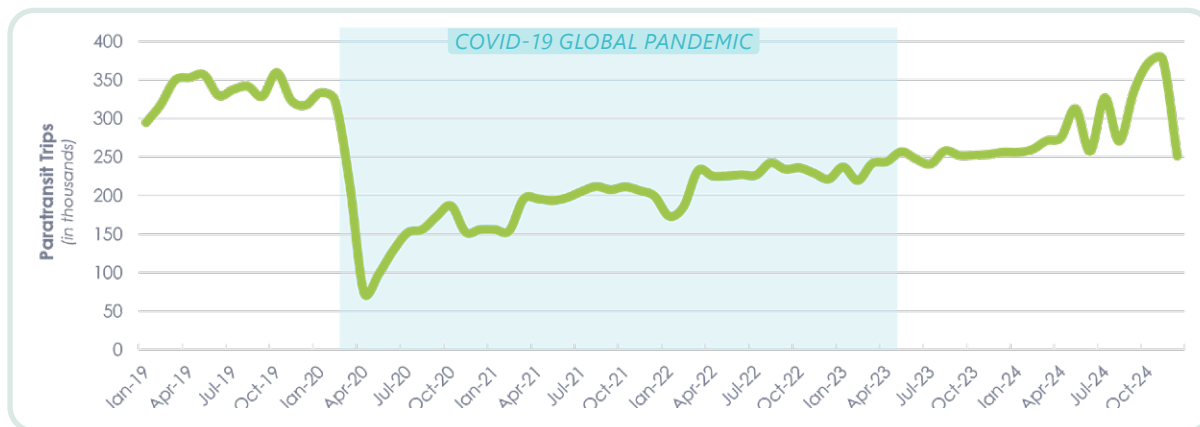
Mount Prospect is served directly by the Union Pacific Northwest (UP-NW) Line, which runs from Harvard, Illinois to Ogilvie Transportation Center in downtown Chicago. The Mount Prospect Metra station is located in the Village's downtown. The Prospect Heights Metra Station lies just outside of the Village's municipal boundary – along Wolf Road between Euclid Avenue and Camp McDonald Road – but is still easily accessible by Mount Prospect residents. This station is served by the North Central Service (NCS) Line, which runs from Antioch, Illinois to Chicago Union Station. Ridership on the Metra has decreased dramatically in recent years (see **Figure 3**). According to the most recent data released by the RTA, the lines which serve Mount Prospect – the UP-NW Line and the NCS Line – have experienced declines in ridership of 46% and 60% respectively. Despite these changes,

the Metra rail service remains a vital and valuable community and regional asset, as well as an important option for travel.

Other Services

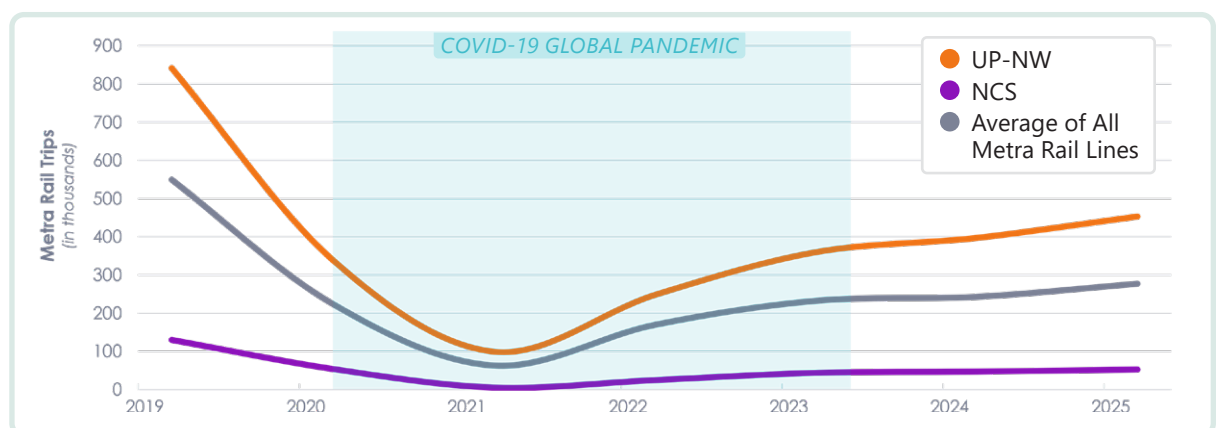
Additional services are available and operated at smaller local levels. These include ride programs that are administered through entities such as townships, municipalities, and community organizations, such as the Wheeling Township Senior and Disability Bus Service, Elk Grove Township Transportation Service, and Connections to Care. These programs may have ridership requirements such as age and disability. Due to their small scales, they often have limited capacity and require booking far in advance. Due to these constraints, medical trips are often prioritized over trips for other purposes. Some of these services have limited crossover into Mount Prospect.

Figure 2. Monthly Pace ADA Paratransit Ridership (January 2019 to December 2024)



Source: Regional Transportation Authority (RTA)

Figure 3. Comparison of March Metra Ridership by Select Lines (2019 to 2025)



Source: Metra



Table 2. Current Transit Services in Mount Prospect or Surrounding Communities

Service	Service Type	Service Area	Service	Population Served	Eligible Trips
Pace Suburban Bus	Fixed Route	Inter-Suburban	Daily Route Dependent	General Public	All
Pace On Demand*	Demand Response	Local	Weekdays 6:10 am to 6:30 pm	General Public	All
Metra Rail	Fixed Route	Regional	Daily Approx. 4 am to 12 am	General Public	All
Wheeling Township Senior Bus	Demand Response	Local	Weekdays 9 am to 3:30 pm	Seniors (60+) People with Disabilities	All (Medical Prioritized)
TRIP Program (Wheeling and Elk Grove Townships)	Demand Response	Local	-	Seniors (60+) People with Disabilities	Medical Only
Elk Grove Township Transportation Service*	Demand Response	Local	Weekdays 10:30 am to 3:00 pm	Seniors (55+) People with Disabilities	All (Medical Prioritized)
Elk Grove Village Pace Dial-A-Ride	Demand Response	Local	Weekdays 9 am to 6 pm + until 4 pm Saturdays	Seniors (60+) People with Disabilities Youth	All
Arlington Rides*	Taxi Subsidy	Subject to Taxi Company	Subject to Taxi Company	Low-Income Seniors People with Disabilities	All
Elk Grove Township Taxi Discount Card*	Taxi Subsidy	Subject to Taxi Company	Subject to Taxi Company	Seniors (55+) People with Disabilities	All
Connections to Care	Demand Response	Northwest Suburbs	-	Seniors (60+) People with Disabilities	Medical Only
Pace Paratransit	Demand Response	Regional	Within Pace's fixed route service area (e.g., $\frac{3}{4}$ of a mile from any fixed bus route)	Seniors People with Disabilities	All
Pace Rideshare Access Program (RAP)	Demand Response	Regional	Within Pace's ADA paratransit service area (e.g., $\frac{3}{4}$ of a mile from any fixed bus route)	ADA Paratransit-certified customers who choose to take rides with Uber or UZURV	All

*This transportation program does not serve or has very limited service within Mount Prospect.



Source: Elk Grove Township



Source: Pace



Source: Daily Herald



Source: Chicago Tribune



Source: Village of Schaumburg

Clockwise from top left: 1) Elk Grove Township Transportation Service vehicle equipped with ADA-compliant ramp, 2) Uber rider helping a passenger using Pace's Rideshare Access Program (RAP), 3) Wheeling Township Senior Bus vehicle fleet, 4) Village of Schaumburg's Dial-A-Ride Transportation vehicle provided in partnership with Pace , and 5) Metra station platform in downtown Mount Prospect

Potential Transit Market

A primary focus of this study is to align efforts to reach those who are most likely to utilize and benefit from enhanced transit options. A base understanding of this context helps frame the state of transit in Mount Prospect and provides a framework for developing implementable recommendations that enhance public transportation options and reduce barriers.

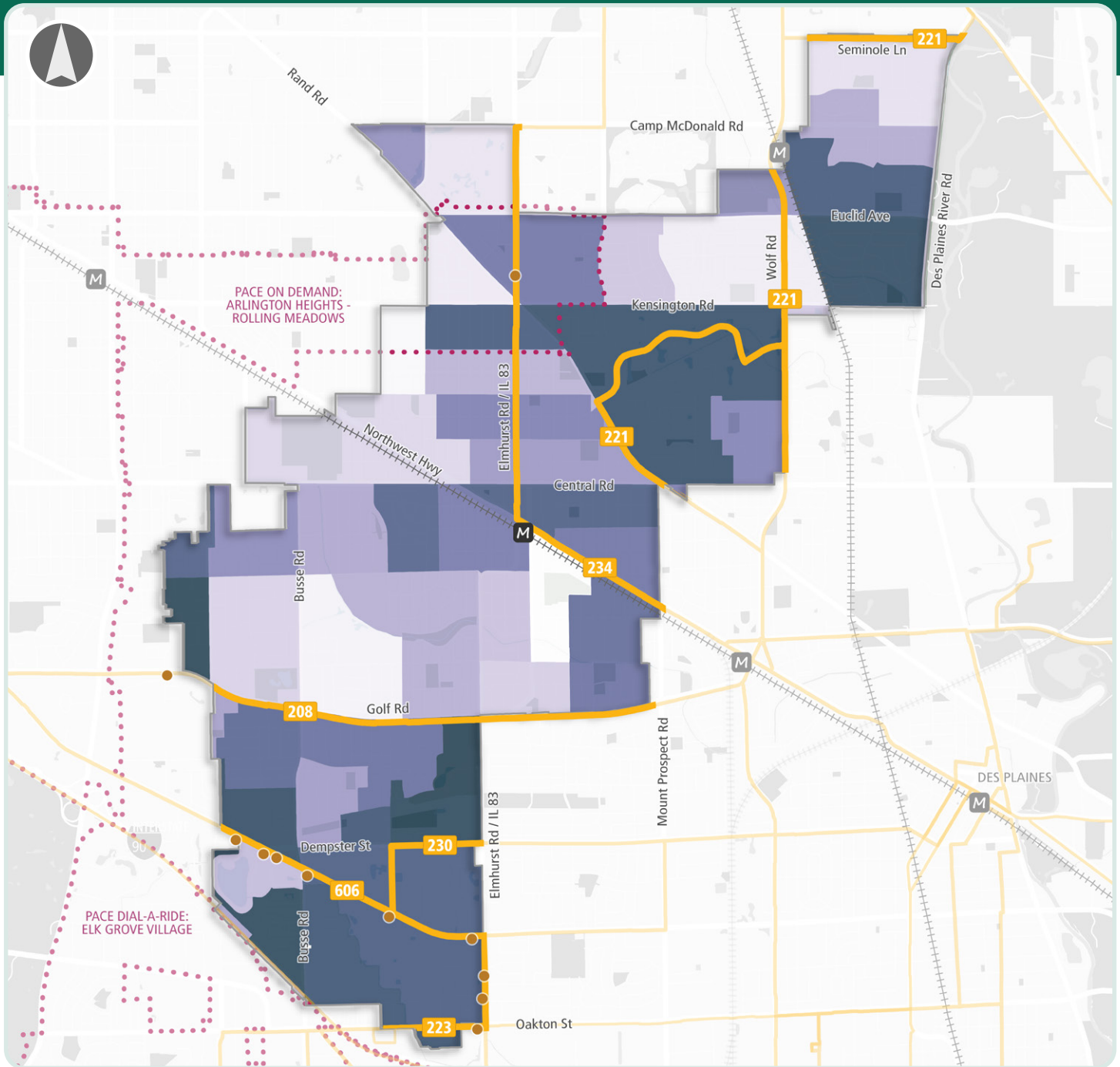
Transit-Propensity Index

An initial step of this process was determining where more transit-dependent populations may live in the Village by creating a Transit Propensity Index. This index uses demographic data at the U.S. census block group level to see in which areas of Mount Prospect people may be more likely to rely on public transportation. Some information regarding transit use was directly self-reported, while other sources are used to infer transit-propensity. This index provides a base from which data analysis and community engagement efforts can build to develop targeted recommendations. This index uses seven variables as inputs:

- Households without access to a vehicle
- Population density
- Population age 65 or older
- Population age 18 or younger
- Households with a person with a disability
- Households in poverty
- Populations with limited English-speaking ability

The following geographic areas have high Transit Propensity Index scores: the northeastern corner of the Village, north-central area between Kensington Road and Rand Road, and the southern portion of the Village south of Golf Road (see **Figure 4**).

Figure 4. Transit Propensity Index



Source: U.S. Census Bureau,
ACS 5-Year Estimates (2019-2023)

Legend

- Village Boundary
- Metra Rail + Station
- Pace Bus Route
- High Ridership Bus Stop
- Pace Dial-A-Ride Service
- Pace On-Demand Service

Transit Propensity Index

- Low
- High

Key Destinations

Key destinations are places that people regularly need to or want to go. They generally include residential areas, shopping centers, recreational facilities, and medical and institutional services. Locations were identified through various public input opportunities during the study process, including a survey, online interactive comment map, focus groups, stakeholder meetings, and Village staff. Most destinations were contained within Village boundaries or nearby communities, suggesting a large interest in having alternative transportation methods to reach community assets and services (see **Figure 5**).

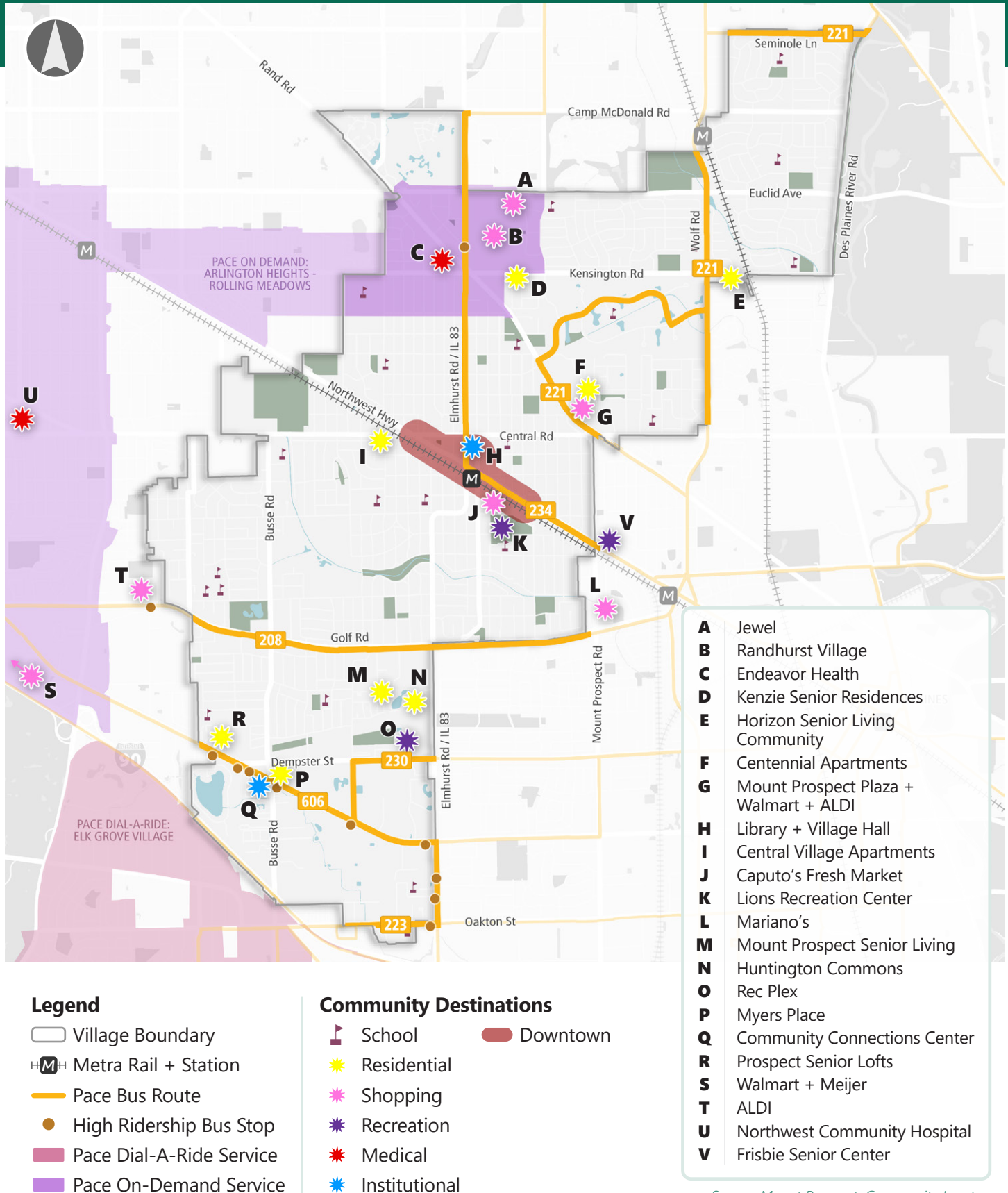


Source: Mount Prospect Park District



Clockwise from top left: 1) RecPlex recreation facility on Dempster Street, 2) Randhurst Village, an open-air mixed-use center, in north Mount Prospect, and 3) Central Community Center on Central Road

Figure 5. Community Destinations



Access to Transit

Most transit trips begin with a walk, bike ride, or roll to a bus stop, train station, or other facility. Looking at the infrastructure that provides connections between transit and a home location is crucial to assessing the real-life experience of a transit rider. A well-connected network of sidewalks and bicycle facilities significantly improves safety and makes transit easier to access, improving its convenience and attractiveness as an option for travel.

Sidewalk Gaps and Walkability

One way to analyze walkability is to look at areas where there are missing sidewalk connections, or sidewalk gaps. The map on the following page shows where these sidewalk gaps exist (see **Figure 6**). In Mount Prospect, most sidewalk gaps are in the northern and southern portions of the community. Many sidewalk gaps are also located along bus routes and near Metra rail stations.

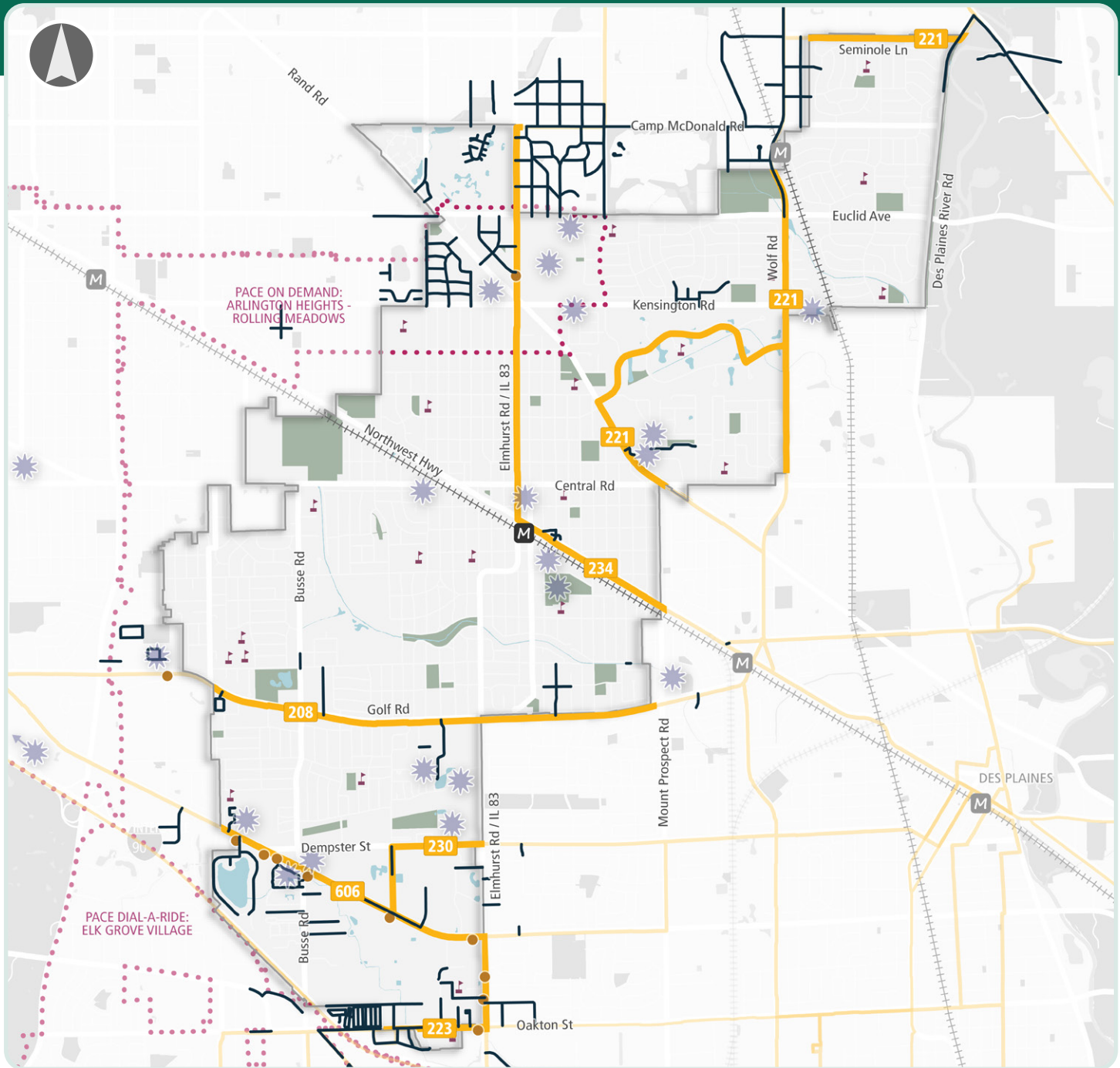


Left: Sidewalk gap along a Pace bus route on Golf Road (looking west on south side of Golf toward Meier)



Right: Sidewalk gap along a Pace bus route on Oakton Street (looking west on south side of Oakton at Elizabeth)

Figure 6. Sidewalk Gaps



Source: Mount Prospect, CMAP

Legend

- Village Boundary
- Metra Rail + Station
- Pace Bus Route
- High Ridership Bus Stop
- Pace Dial-A-Ride Service
- Pace On-Demand Service

Sidewalk Gaps

- Sidewalk gaps on both sides of roadway

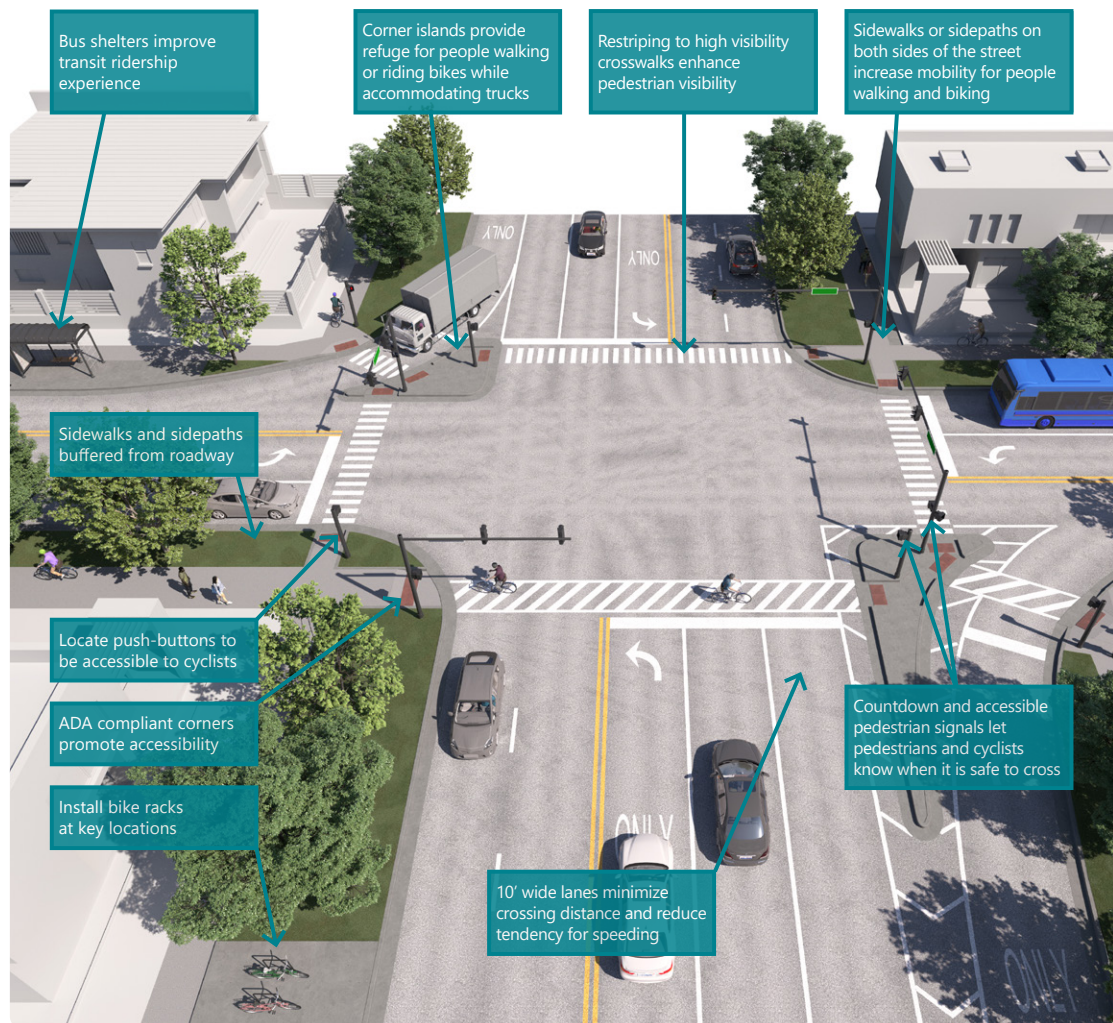


Bike Network

In addition to sidewalks, the presence of bicycle facilities enhance the overall connectivity of the transit network. There are generally few bike lanes and shared-use paths that connect to other bicycle facilities, with nearly all shared-use paths located within parks (see **Figure 7**). The Village has recently adopted its *Arterial Bike Network Study*, which proposes a series of shared-use paths and other improvements along Mount Prospect's busiest roadways. The implementation of these recommendations could make multi-modal trips, particularly bicycle-to-Metra trips, more feasible for commuters.

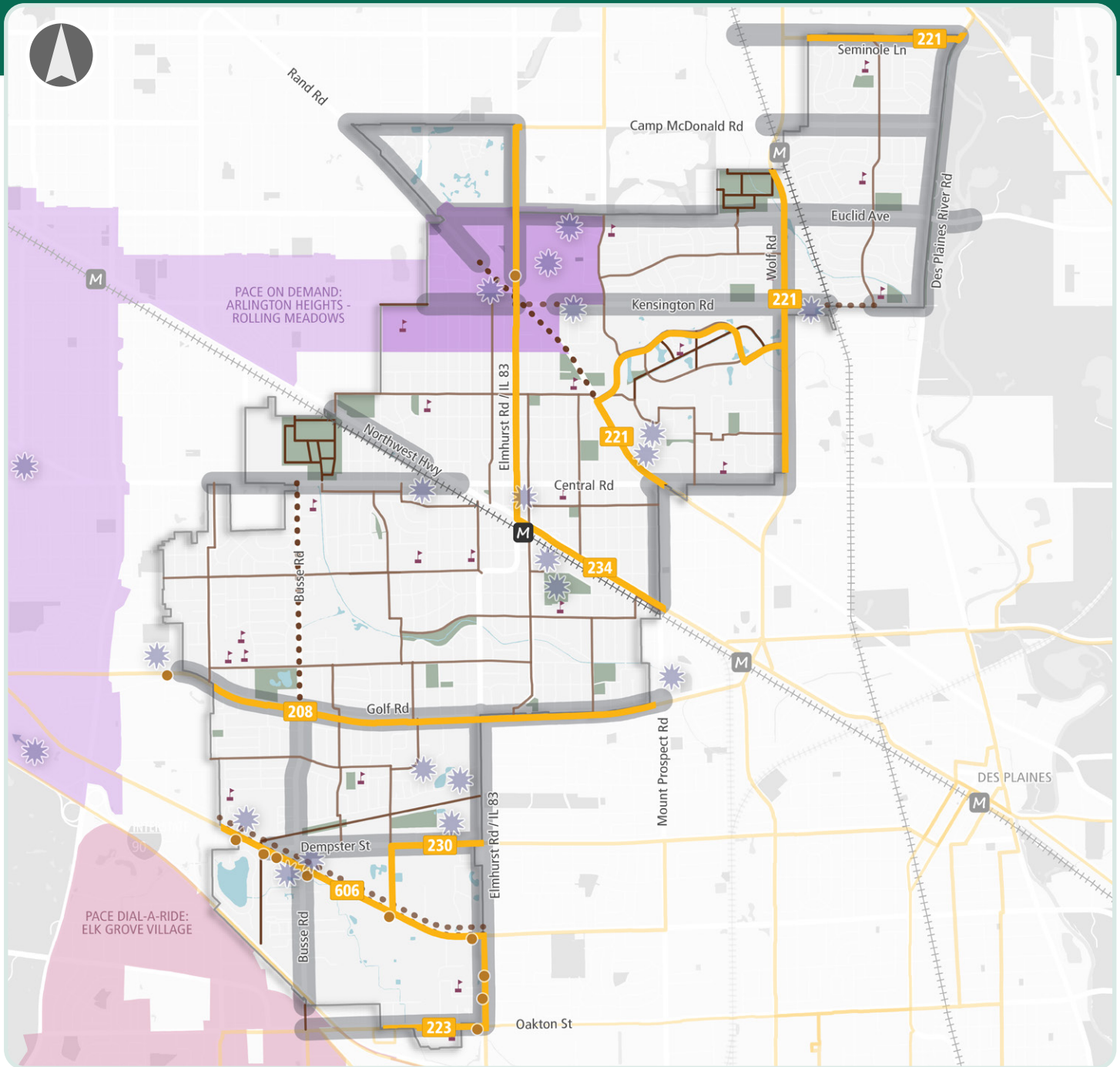
Intersection Design Example

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



An excerpt from the Village's Arterial Bike Network Study demonstrating best practices for designing a multimodal signalized intersection.

Figure 7. Active Transportation Network



Source: Mount Prospect

Legend

- Village Boundary
- Metra Rail + Station
- Pace Bus Route
- High Ridership Bus Stop
- Pace Dial-A-Ride Service
- Pace On-Demand Service

Active Transportation Network

- Sidepath in Design
- Existing Trail or Sidepath
- Existing On-Street Bike Route
- Arterial Bike Network Routes



Safety

A Village-wide hot spot analysis of all non-interstate crashes revealed areas with high concentrations of crashes. Crash hot spots tended to occur along highly trafficked roadways with high speeds of travel. In Mount Prospect, this includes intersections of major arterial roads: Elmhurst Road, Algonquin Road, Northwest Highway, Rand Road, and Central Road. Locations with safety concerns near high ridership bus stops include Elmhurst Road/IL 83 near Rand Road and Kensington Road (Route 234), Algonquin Road near Busse Road and Dempster Street (Route 606), Elmhurst Road/IL 83 near Oakton Street (Route 223), see **Figure 8**.

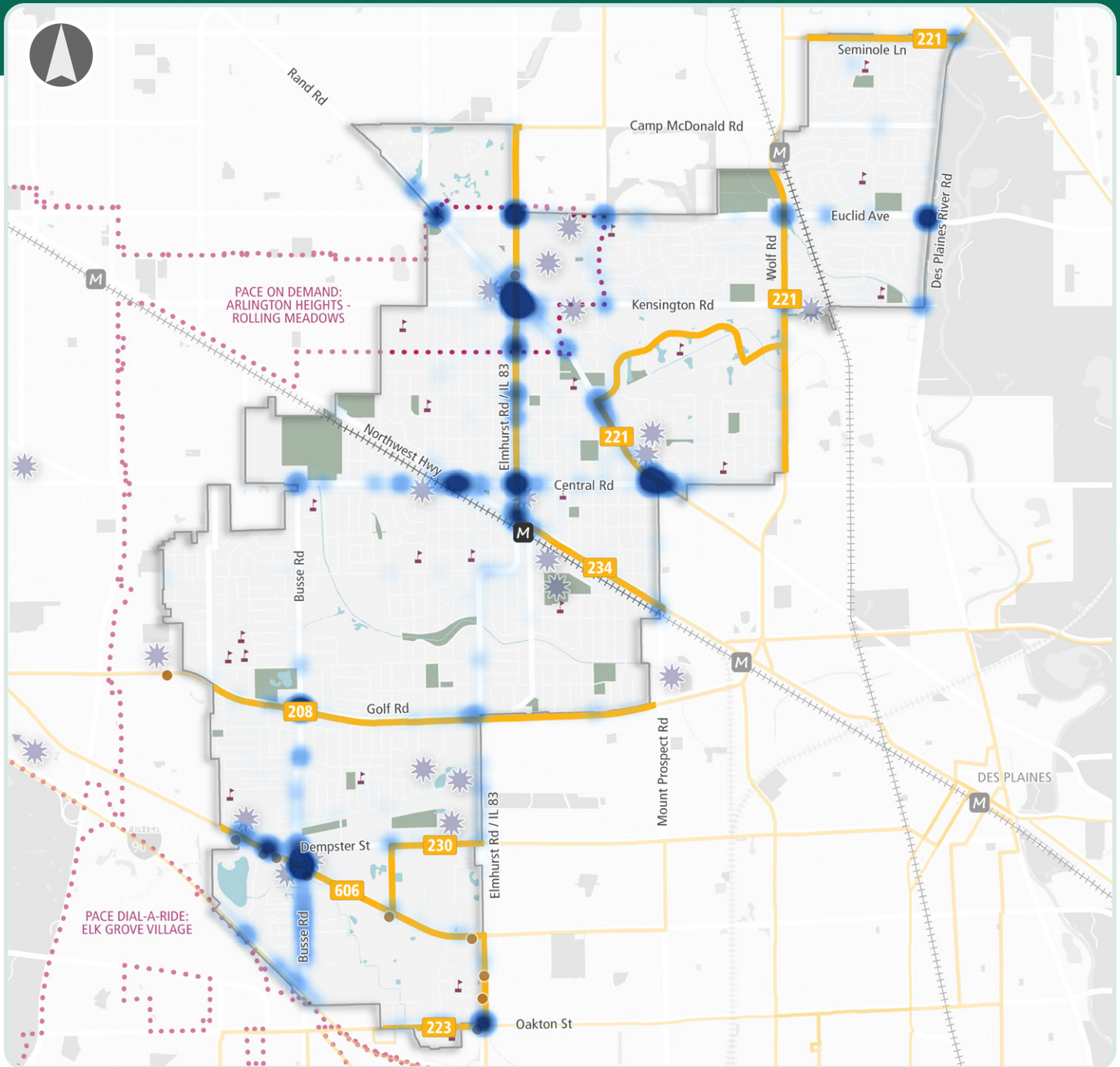


Left: Busy multimodal intersection at Algonquin Road and Busse Road



Right: Complex intersection with heavy traffic near Kensington Road, Rand Road, and Elmhurst Road

Figure 8. Crash Hot Spots (2019-2023) | all modes, all injury levels



Source: IDOT

Legend

- Village Boundary
- Metra Rail + Station
- Pace Bus Route
- High Ridership Bus Stop
- Pace Dial-A-Ride Service
- Pace On-Demand Service

Crash Density

- Low
- High

Jobs and Employment

Commutes to the workplace are an important generator of trips. There is a significant inflow and outflow of workers to and from Mount Prospect for work. The U.S. Census Bureau estimates that nearly 94% of the approximately 27,000 workers living in Mount Prospect travel to a different community for work. Conversely, about 90% of the jobs in Mount Prospect are held by people living in a different community (see **Table 3**).¹

The largest job hubs in Mount Prospect are located south of Dempster Street between Busse Road and Elmhurst Road, near downtown, and along Kensington Road (see **Figure 9**). According to the Village, major employers in Mount Prospect include CVS Caremark, Robert Bosch Tool Corporation, Cummins-Allison, the Village of Mount Prospect, and Mount Prospect School District 57.² As of 2022, nearly 5.6% of residents reported using transit as their primary mode of travel to work, significantly lower than Cook County's figure of 14.3%.³ Transit connections to workplaces are vital, particularly for low-income or zero- and one-car household workers.

Table 3. Locations for People Working and Living within Mount Prospect

Home Locations of People Working in Mount Prospect		Work Locations for People Living in Mount Prospect	
Location	Percent (%)	Location	Percent (%)
Chicago	13.1%	Chicago	17.8%
Mount Prospect	8.9%	Mount Prospect	6.5%
Arlington Heights	5.2%	Arlington Heights	5.7%
Des Plaines	3.8%	Des Plaines	4.3%
Schaumburg	2.5%	Schaumburg	3.9%
Elk Grove Village	2.5%	Elk Grove Village	3.6%
Glenview	1.7%	Glenview	2.6%
Wheeling	1.6%	Wheeling	2.1%
Northbrook	1.5%	Northbrook	1.9%
Park Ridge	1.5%	Park Ridge	1.7%
<i>All Other Locations</i>	<i>57.6%</i>	<i>All Other Locations</i>	<i>50.0%</i>

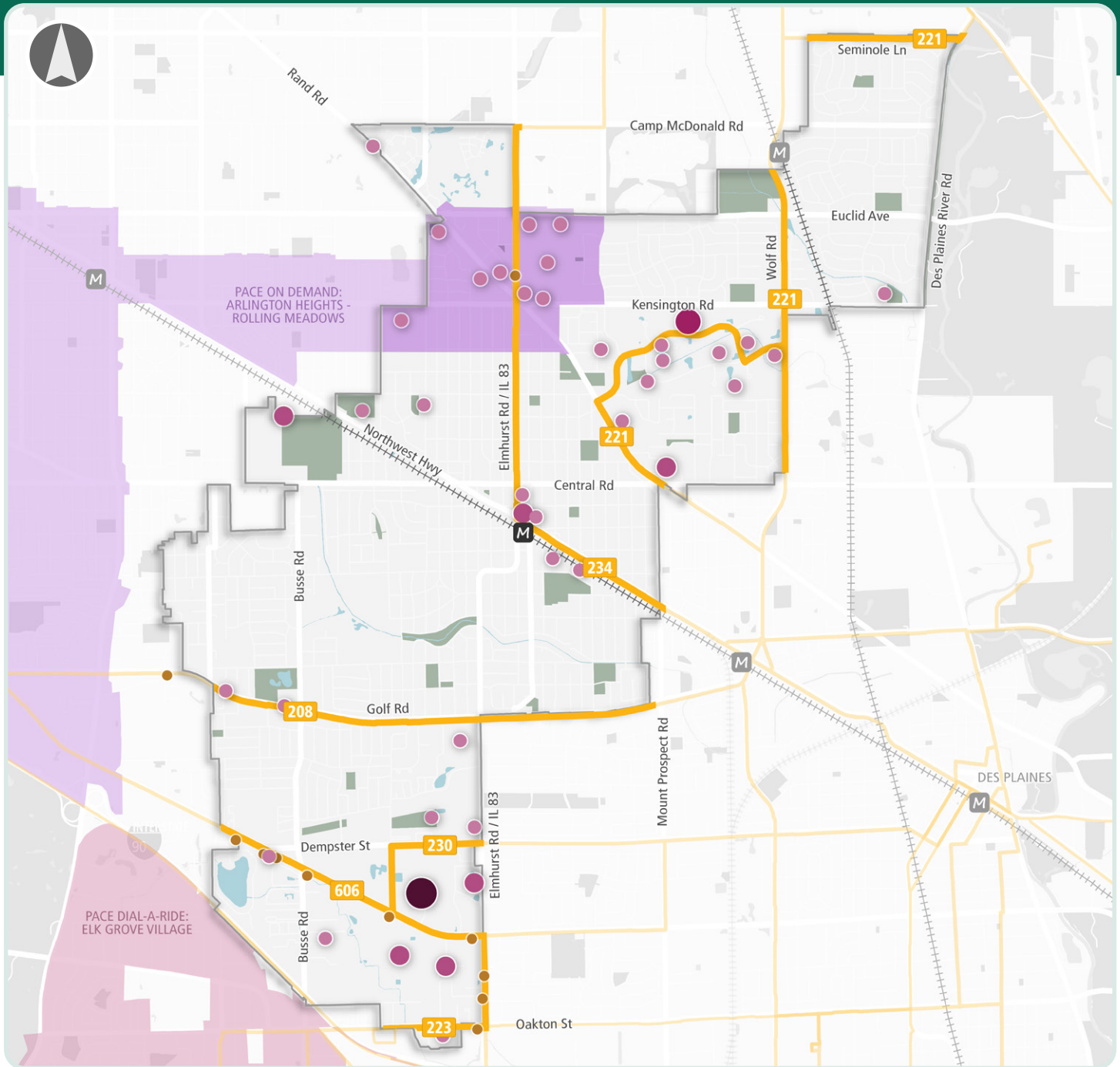
Source: Census OnTheMap

¹ Census OnTheMap

² 2022 Annual Comprehensive Financial Report

³ CMAP Community Data Snapshot

Figure 9. Job Density



Source: U.S. Census Bureau

Legend

- Village Boundary
- Metra Rail + Station
- Pace Bus Route
- High Ridership Bus Stop
- Pace Dial-A-Ride Service
- Pace On-Demand Service

of Jobs per Census Block

- 100 to 499
- 500 to 999
- 1,000 to 1,499
- More than 1,500

Travel Patterns

Location-Based Services

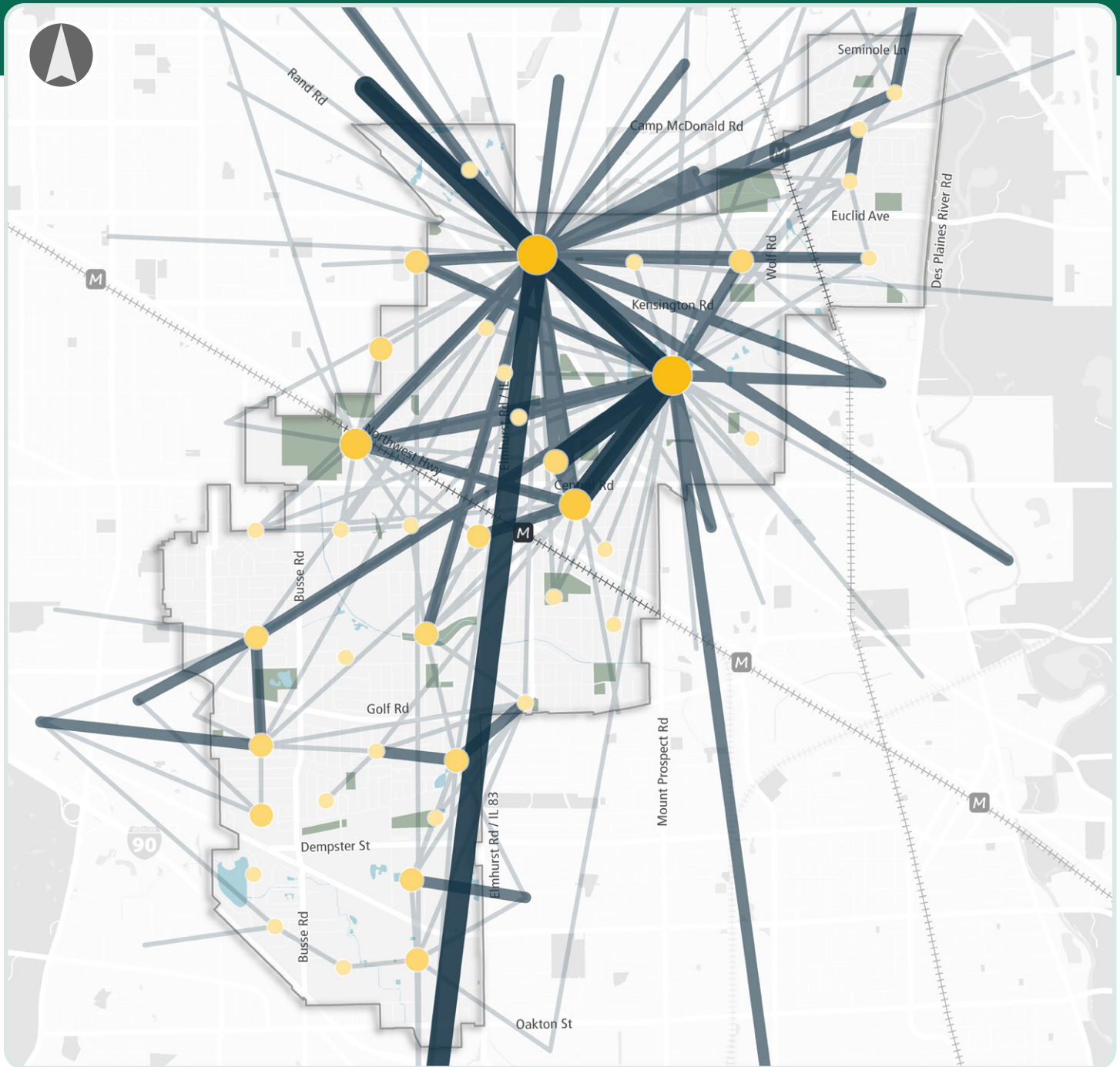
Travel patterns were analyzed for Mount Prospect and surrounding communities using Replica data gathered over two distinct periods. Replica compiles real-time travel data across multiple sources to provide a comprehensive picture of trips occurring across transportation modes in select geographies. This data is then modeled to provide a “replica” of existing trips and characteristics of trip takers, origins, and destinations. For this analysis, two datasets were used: model data presented at the census block group level depicting typical weekday travel patterns for a one-day period in Spring 2024 and a dataset at the census tract level containing all trips that occurred between September 8th and November 8th, 2024.

Model data for a typical weekday shows strong, representative travel patterns for modes that consistently have high daily usage, such as walking, biking, and private automobile trips. Although transit travel patterns can be extracted from this model data, the number of trips occurring within Mount Prospect and surrounding census block groups are too few to meaningfully describe transit travel patterns or identify prevailing transit trends. Of the 135,826 daily trips across all modes in the Mount Prospect area, only 169 were designated as transit trips, too few to accurately identify major origin and destination block groups and travel flows. 22,613 trips were cyclist or pedestrian trips, illustrating clear pedestrian and cyclist flows within the region. All travel flows and bicycle and pedestrian travel flows are illustrated in **Figures 10 and 11**, respectively.

Both the all-modes and bike-pedestrian travel flow maps show the largest origins and destinations occurring within the vicinity of Randhurst Village and Mount Prospect Plaza. Other notable destinations include the block groups containing Melas Park and the Central Community Center as well as Downtown Mount Prospect. Bike-pedestrian travel flows are shorter in length, with most happening between adjacent census block groups. All-modes trips were overall longer in length, but there were several private automobile travel flows under one mile in length with over 500 cumulative trips. This indicates strong reliance on private automobiles regardless of trip length. Several of these trips could be served by other travel modes, including walking, cycling, or transit. Additionally, there are strong all-modes travel flows across the village from the southwest to northeast, but these flows are less common across bike-ped and transit trips. This could indicate strong travel barriers from the UP-NW line and other major arterial streets for non-automotive modes.

As seen in **Figure 12**, the clearest representation of transit travel flows summarizes 5,849 transit trips over a two-month period. These trips comprise 68% of all 849,583 trips that occurred across all modes in this period. Of these trips, the majority terminated outside Mount Prospect in the City of Chicago, pointing to Metra ridership and weekday commute patterns. Only 1,052 trips had origins and destinations within Mount Prospect and its neighboring census tracts. Because this trip data is compiled at the census tract level rather than the block group level, it is harder to isolate specific points of interest within the tract; all destinations symbolized on the travel flow map represent the centroids of census tracts rather than exact origin or destination coordinates. As with the block group-level travel flow maps, however, the top census tracts for transit coincide with the locations of Randhurst Village, Mount Prospect Plaza, and Downtown Mount Prospect. Prospect Heights and Arlington Heights also serve as key destinations for transit given wider Pace suburban bus coverage in these communities.

Figure 10. Travel Patterns for All Transportation Modes



Source: Replica

Legend

- Village Boundary
- M Metra Rail + Station

Trip Flow Count

Between Census Block Groups

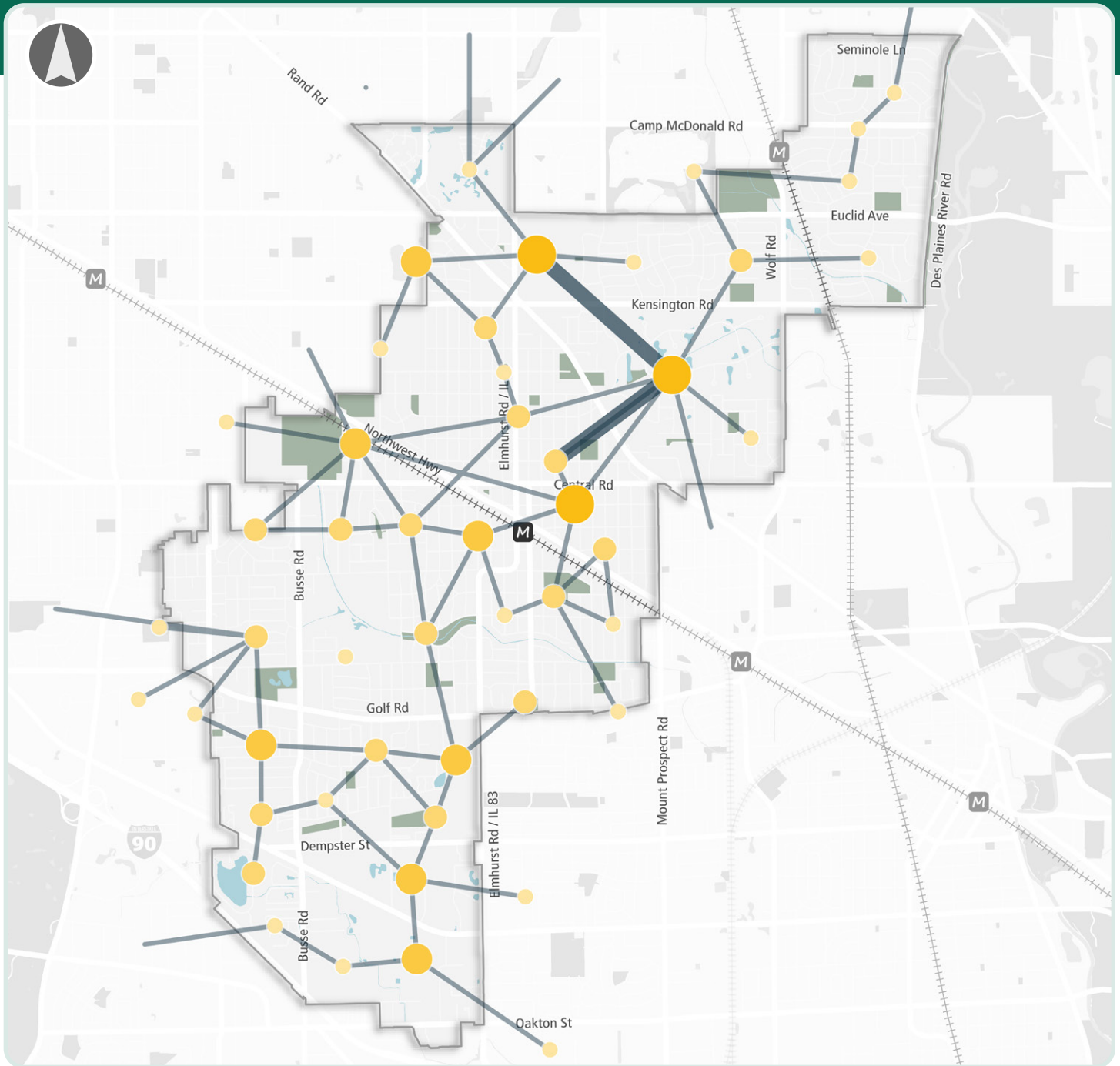
- 100 to 199
- 200 to 499
- 500 to 1,999
- 2,000 to 5,000

Origin-Destination Count

By Census Block Groups

- 1,000 to 2,499
- 2,500 to 4,999
- 5,000 to 9,999
- 10,000 to 20,000

Figure 11. Travel Patterns for People Walking, Biking, and Rolling



Source: Replica

Legend

- Village Boundary
- M Metra Rail + Station

Trip Flow Count

Between Census Block Groups

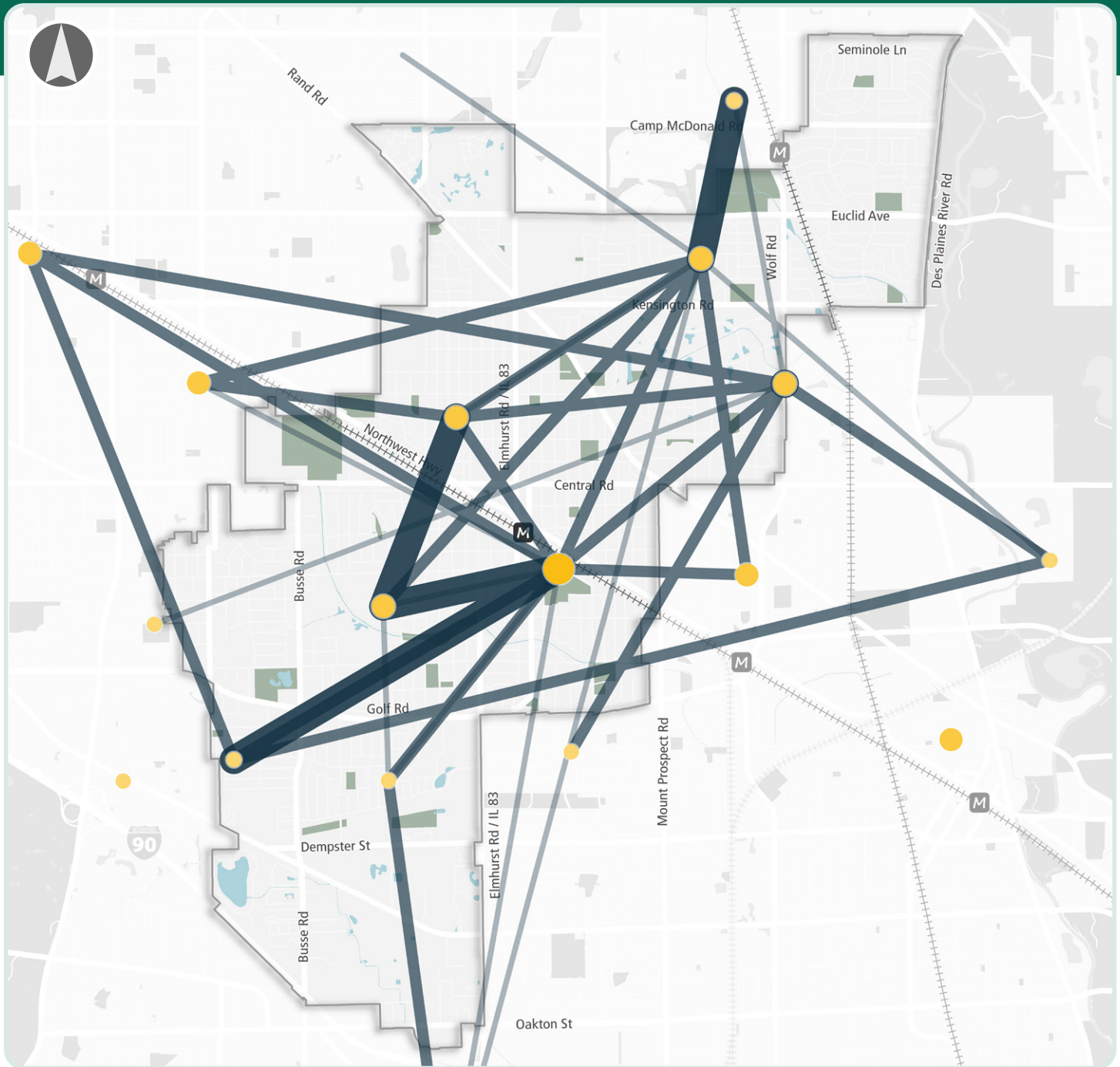
- 25 to 99
- 100 to 499
- 500 to 999
- 1,000 to 2,100

Origin-Destination Count

By Census Block Groups

- 100 to 249
- 250 to 499
- 500 to 999
- 1,000 to 2,650

Figure 12. Travel Patterns for People Using Public Transit



Source: Replica

Legend

- Village Boundary
- Metra Rail + Station

Trip Flow Count

Between Census Tracts

- 1 to 9
- 10 to 19
- 20 to 25

Origin-Destination Count

By Census Tracts

- 25 to 49
- 50 to 99
- 100 to 149
- 150 to 600

*excluding trips to Chicago / Loop



Pace ADA Paratransit

ADA Paratransit trip data from Pace recorded between January 1, 2024 and December 15, 2024 shows key transit destinations inside and outside of Mount Prospect. 4,110 of 21,253 ADA Paratransit trips with either an origin or destination in Mount Prospect occurred entirely within the Village (see **Table 4**). Other common origins and destinations included Skokie, Arlington Heights, Des Plaines, and Rolling Meadows. Non-ADA trip origins and destinations include Arlington Heights, Rolling Meadows, Chicago, and Mount Prospect (see **Table 5**).

Table 4. ADA Trips within a Community

Municipality	Number of ADA Trips with an Origin or Destination
Skokie	4,283
Mount Prospect	4,110
Des Plaines	2,287
Arlington Heights	2,169
Rolling Meadows	1,903
Morton Grove	896
Elk Grove Village	630
Wheeling	440
Schaumburg	473
Evanston	441
Other	3,621
Total	21,253

Source: Pace

Table 5. Non-ADA Trips by Origin and Destination

Municipality	Origin Trip Count	Destination Trip Count	Total
Rolling Meadows	45	47	92
Chicago	27	29	56
Arlington Heights	24	33	57
Mount Prospect	18	18	36
Palatine	16	15	31
Des Plaines	14	18	32
Schaumburg	13	14	27
Park Ridge	10	12	22
Elgin	5	0	5
Hoffman Estates	4	5	9
Glenview	2	2	4
Total	178	193	371

Source: Pace



Clockwise from top left: 1) Downtown Mount Prospect, a hub for commercial activity and accessing transit, walking, and bicycling, 2) Transit riders waiting at a Pace bus stop on Elmhurst Road just north of Oakton, 3) Bicyclist crossing Oakton Street after getting off a Pace bus, 4) Metra train leaving the Mount Prospect train station, and 5) Pace bus stop with a clear desire path on Oakton Street just east of Badger

hear from you!
y for the Mount Prospect Transit Study to
ion options within and around the Village.

ect Transit study?
conducting a comprehensive
nsportation options. The goal
ow public transportation can
ount Prospect. The Village will be
t options and identifying barriers
at we can work to improve.

vey?
stand how those who live, work, and visit
rospect use public transportation today or
the future. This survey asks **21** questions and
roximately **10** minutes to complete.
letting this survey, we encourage you to add your
ur interactive map. You can place pins on specific
s where you would like connections on public
rtation, draw potential transit routes, and note
ssues: <https://wikimapping.com/Mount-Prospect-Transit-Study.html>
Once completed, you also can enter a raffle to win one of
two \$100 VISA gift cards.
k you for your valuable feedback. We look forward to
ing to improve transportation options for everyone
the Village! Please contact the project team at
nsitStudy.org with any comments or questions.
ompleting the survey, please call the Village of
in Services Department at 847-870-5680.

**TAKE THE
SURVEY TODAY!**

visit the link below
<https://tinyurl.com/MpTransitStudy>

— OR —
scan the QR code



For additional information about the study,
please visit:
www.mountprospect.org/transitstudy



¡Queremos saber su opinión!
Por favor complete una encuesta para el estudio de Transporte Público de Mount Prospect para ayudar a mejorar las opciones de transporte dentro y alrededor de Vía.

¿Qué es el Estudio de Mount Prospect?
La Villa de Mount Prospect está llevando a cabo una evaluación exhaustiva de las opciones de transporte público en la Villa, el objetivo de este estudio es identificar como el transporte público puede servir los residentes de Mount Prospect mejor. La Villa va a revisar servicios actuales de transporte público e identificar barreras y brechas de servicio las cuales podemos mejorar.

¿Qué es esta encuesta?
Queremos comprender como aquellos que viven, trabajan y juegan en Mount Prospect utilizan el transporte público hoy en día o como lo podrían utilizar en el futuro. Esta encuesta consiste de 21 preguntas tomadas aproximadamente 10 minutos para completar. Después de completar esta encuesta, le invitamos que visite nuestro mapa interactivo y añada sus ideas. Puede colocar pines en ubicaciones donde desea conexiones en el transporte público, dibujar posibles rutas de tránsito y añadir problemas de acceso. <https://wikimapping.com/Mount-Prospect-Transit-Study.html>

Una vez ya completada, también puede participar en un sorteo para ganar una de dos tarjetas de regalo VISA de \$100. Gracias por sus valiosos comentarios. Esperamos seguir mejorando las opciones de transporte para todos en la Villa. Por favor, envíe sus comentarios y preguntas al equipo del proyecto al correo electrónico info@mountprospect.org

Para obtener ayuda o hacer preguntas sobre esta encuesta llame al Humán Services Department o Servicio Humano de la Villa de Mount Prospect al 847-870-5680.

¡COMPLETE LA ENCUESTA HOY!

visite el enlace a continuación
<https://tinyurl.com/MpTransitStudy>

— O —
escanee el código QR



Por favor no olvide
dejar a un lado este
www.mountprospect.org/transitstudy



COMMUNITY ENGAGEMENT

Section 3

Community Engagement

Community engagement was an essential part of the Transit Study. While data analysis can provide trends on where people are going and how they are getting there, it does not tell you where people want to go but cannot, or the difficulties people experience when traveling to their destinations.

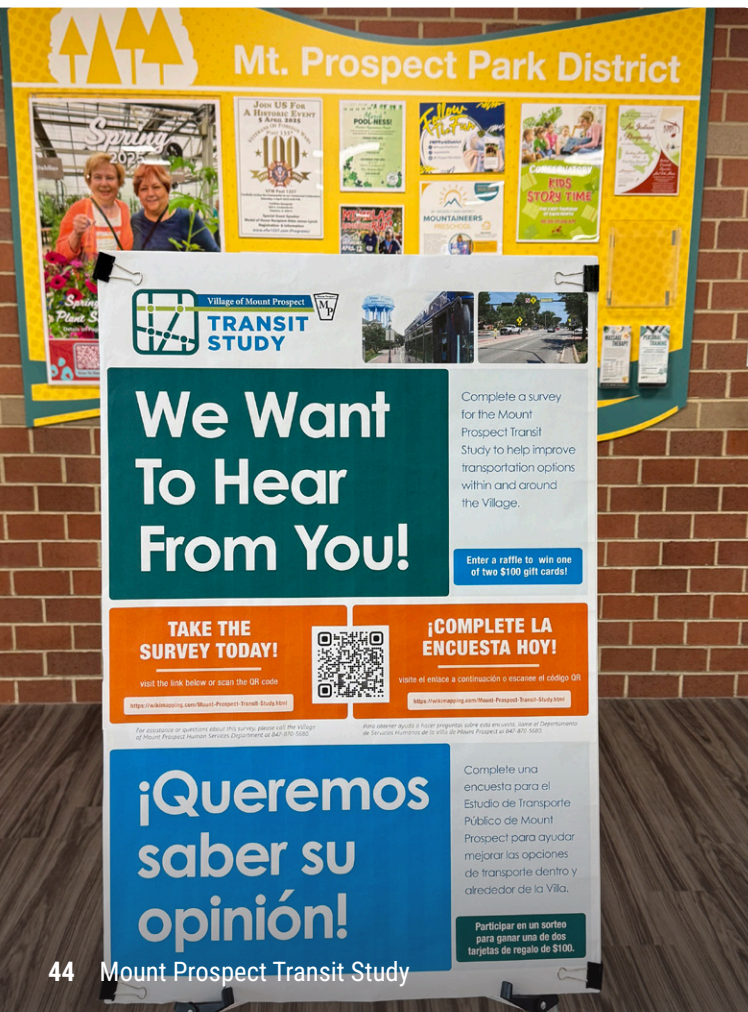
The Village prioritized developing a robust engagement strategy, which maximized feedback opportunities and public participation on topics such as:

- Current transit use and travel habits
- Barriers to using public transportation
- Opportunities for improvement
- Destinations people need to reach
- Public sentiment

The Village and project team took a multi-pronged approach, which included engagement opportunities for the general public, as well as focused engagement activities for more extensive one-on-one conversations. The information gathered through public participation was crucial in framing the recommendations and the overall findings of the Transit Study.

Left: Pop-up event at the RecPlex

Right: Study overview presentation at the Horizon Independent Senior Living focus group



What We Heard

Focus Groups

Two focus groups were held at different senior housing facilities, Mount Prospect Horizon Independent Senior Living and the Kenzie Senior Residences. In small groups, participants were invited to discuss the study and provide insights on barriers to transit use, perception of transit, desired destinations, and gaps in service. Individuals who joined the focus groups had varying experience with and reliance on public transportation but also noted their potential need for alternative options other than a personal vehicle in the future. Many participants were unaware of all available options and requested additional information and guidance on where and how to sign up for programs for which they were eligible.

Participants also expressed that physical access and safety getting to transit is a major barrier. While some individuals use fixed-route transit, many preferred a more individual or private experience (e.g., door-to-door or curb-to-curb services)—for both comfort and due to physical ability. There was also an interest in reaching destinations not currently served by accessible and frequent transit, such as outside the Village for medical appointments (particularly outside Elk Grove or Wheeling Townships), downtown Mount Prospect on weekends or during special events, or last-minute trips to grocery stores or the movies.

Many participants relied on other community members or family members for transportation and learned about additional transportation options by word of mouth. There was an overall interest in learning more and finding affordable, accessible transportation options.

These meetings supplemented existing condition findings and survey responses, providing meaningful context to input gathered on a larger scale, and allowing for more in-depth input from a community that may be more transit-dependent.



From top to bottom: 1) Focus group participants at the Kenzie Senior Residences, 2) Study overview presentation at the Horizon Independent Senior Living focus group, and 3) Focus group participants from the Kenzie Senior Residences

Online Interactive Comment Map

Community members were invited to identify areas and aspects of the transit network on a virtual input map by leaving point markers at specific locations and providing detailed comments. The input map was open for comments between February and April 2025. The website containing the input map was visited by over 300 unique visitors who identified 83 unique points. Users were also allowed to leave comments on points that had been placed by other community members. This information proved to be a valuable complement to the public survey by allowing individuals to highlight areas directly on a map. Locations and comments are categorized into five topics:

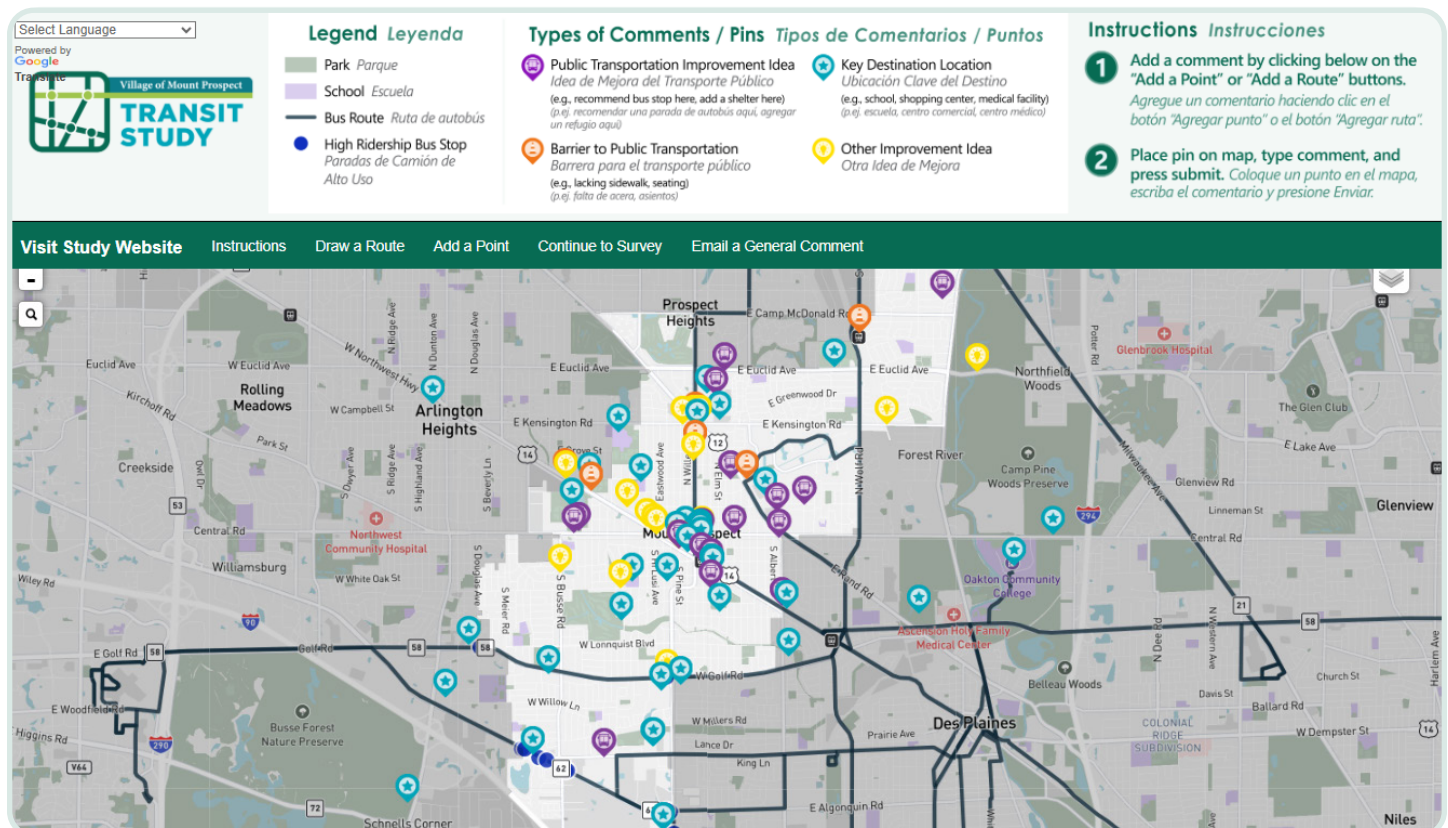
- Public Transportation Improvement Idea
- Barrier to Public Transportation
- Other Improvement Idea
- Key Destination
- My Starting Location for Trips using Transit

Comments were spread throughout Mount Prospect and neighboring communities (see **Figure 13**). Takeaways from the online virtual map include:

Key Destinations (51% of comments) generally exhibited the widest spatial distribution and extended well outside of Mount Prospect. Grocery stores, parks, schools, medical facilities, and shopping centers were the most frequently noted destinations. The five locations mentioned the most within Mount Prospect included Mount Prospect Library, Downtown Mount Prospect, Randhurst Village, Jewel near Randhurst Village, and the RecPlex. Notable locations outside Mount Prospect include Endeavor Health Northwest Community Hospital (Arlington Heights), Lutheran General Hospital (Park Ridge), Woodfield Mall (Schaumburg), Frisbee Senior Center (Des Plaines), and Trader Joe's (Arlington Heights).

Public Transportation Improvement Ideas (22% of comments) highlighted the areas of the community respondents would like to reach as well as parts of the Village in need of improved public transportation

Figure 13. Interactive Online Comment Map



services. Several comments mention the lack of service in northeastern Mount Prospect – calling for new bus routes along Central Road, Camp McDonald Road, or Euclid Avenue – and noted that a bus route between this part of the community and the Prospect Heights Metra Station would benefit current commuters and potential future transit users. Respondents also described the need for improved north-south connections, suggesting new bus routes along Mount Prospect Road and Elmhurst Road.

Other Transportation Ideas (21% of comments) included suggestions for bicycle and pedestrian facilities and other changes to the transportation network. Many comments called for bike lanes and other traffic-calming measures on Lincoln Road, Busse Road, and Northwest Highway, highlighting the importance of a safe and interconnected transportation network across all modes.

Barriers to Public Transportation (7% of comments) clustered near busy arterial roads, including Northwest Highway, Mount Prospect Road, and Rand Road. Improving pedestrian access at these points may allow users to reach nearby transit services more comfortably.

Stakeholder Meetings

One-on-one meetings with various transit agencies, transportation operators, or municipalities that run or contract transportation services provided insights into the challenges and opportunities of running their own services – each representing various scales of operation (e.g., regionally, township, municipal). All discussions helped shape the trade-offs between different transportation alternatives that could be brought to Mount Prospect.

A conversation with the Village-organized Aging in Community Transportation Working Group was held early in the planning process to provide a study overview and hear initial thoughts on barriers and opportunities to transit within and around Mount Prospect. The group noted that transit options can be very fragmented in the region surrounding Mount Prospect, the importance of local governing bodies (e.g., municipalities, townships) keeping open dialogues with each other, and key destinations around or near Mount Prospect such as

grocery stores and community centers. This group convenes monthly to discuss transit related topics and updates, and consists of representatives from Pace, Wheeling Township, Elk Grove Township, Connections to Care, a Mount Prospect resident involved in the Aging in Community Initiative, and various Mount Prospect departments.

Additional conversations were held with Pace Suburban Bus, Wheeling Township, Elk Grove Township, Village of Arlington Heights, and Village of Schaumburg. During these one-on-one discussions, all groups noted the value of providing alternative options to fixed-route transit, especially for populations who may be less mobile or do not have access to a private vehicle. All entities were open to future collaboration and ongoing discussions as the transportation landscape continues to evolve, and the needs of their community members shift.

Public Survey

A public survey was open between February and April 2025 and was accessible online and as a hard copy. Over 600 respondents completed the survey. The insights obtained from this survey provide important information on residents' travel habits and preferences, particularly about their relationship to and usage of public transportation.

The majority of respondents said their primary mode of transportation is their own personal vehicle, however public transportation was the next most used mode. While nearly 1/5 of respondents said they “regularly rely on public transportation”, these respondents also noted several barriers to access public transportation or to reach their destination including:

1. Transit does not go where needed
2. Need for more frequent service
3. Transit only serves a portion of trip
4. Transit stops are too far from home

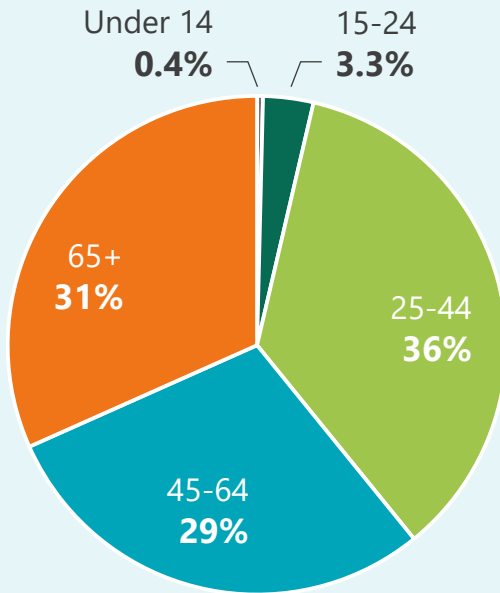
Nearly 1/3 of respondents said they “do not currently use public transportation but would like to use it”, with many of these respondents aged 65+. The following pages provide a more detailed overview of the survey responses.



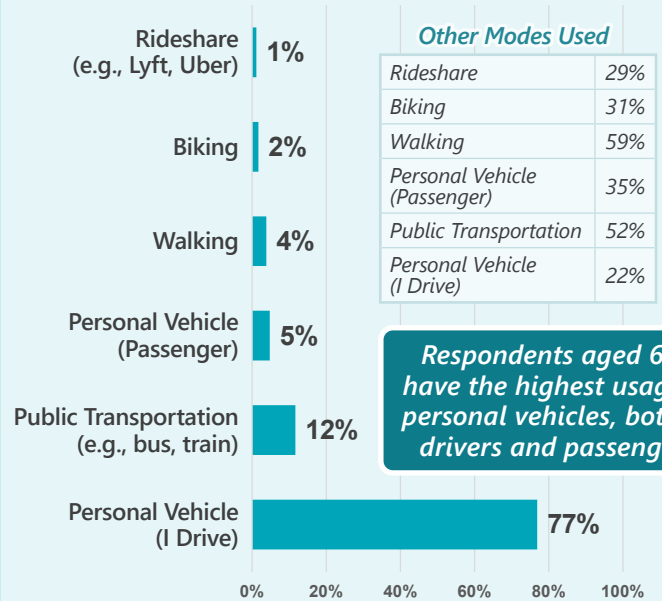
Results for All Responses

TOTAL SURVEY RESPONSES: 668

Age of Respondents



Primary Mode of Transportation

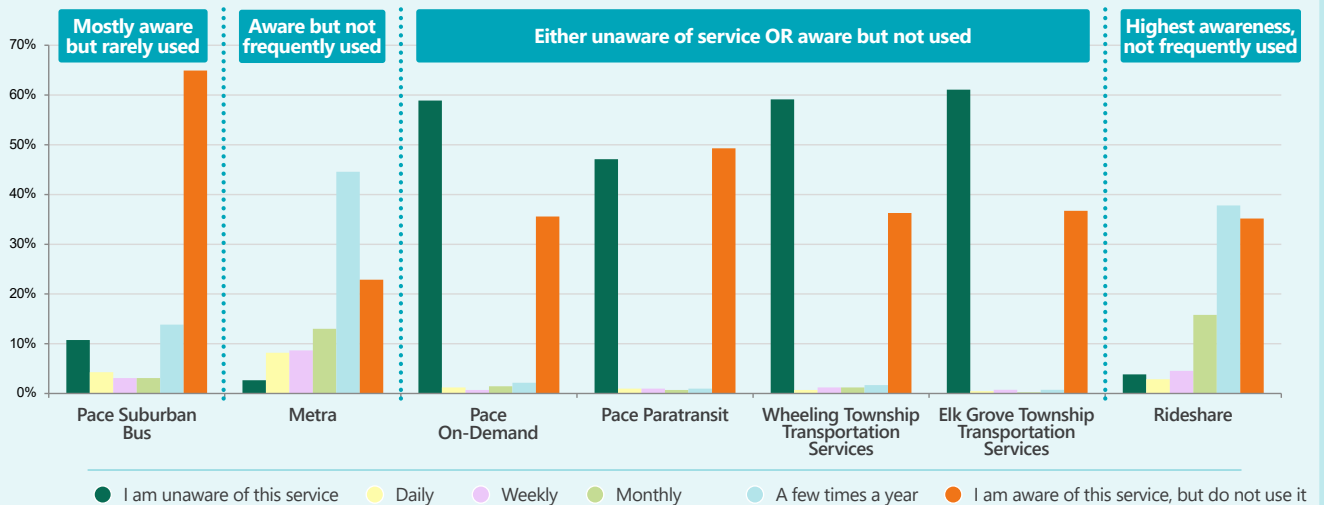


Other Modes Used

Rideshare	29%
Biking	31%
Walking	59%
Personal Vehicle (Passenger)	35%
Public Transportation	52%
Personal Vehicle (I Drive)	22%

Respondents aged 65+ have the highest usage of personal vehicles, both as drivers and passengers

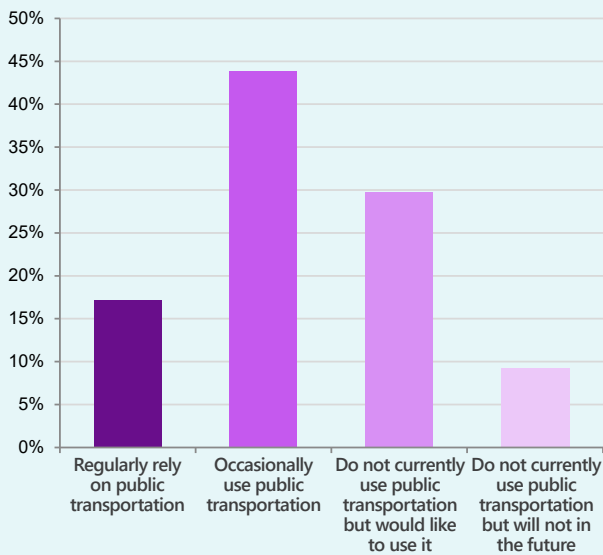
Usage and Awareness of Transportation Options



Results for All Responses

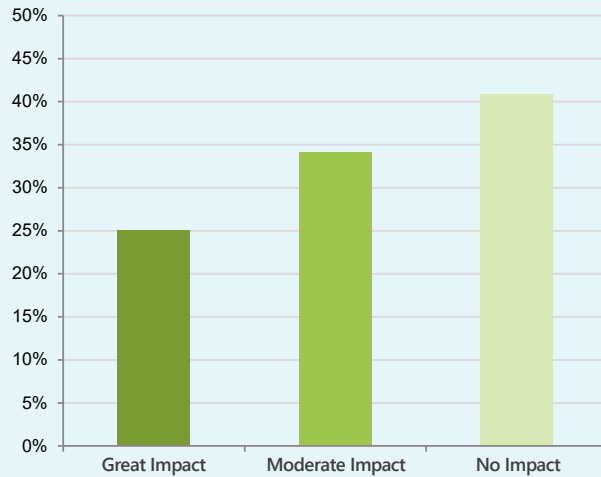
TOTAL SURVEY RESPONSES: 668

Public Transportation Reliance



Respondents aged 65+ are 2x more likely to say they "would like to use transit more" than other age groups

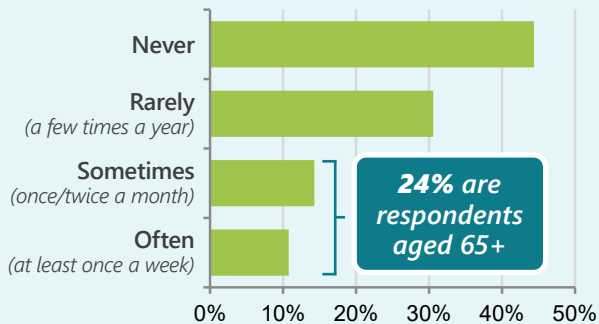
Public Transportation Impact



Working age individuals (ages 16-64) note that public transportation has a greater impact on their ability to get around

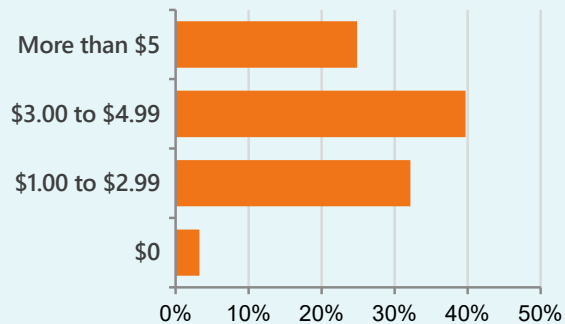
Ability to Reach Destination

Question: How frequently are you unable to go somewhere because you do not have a way to get there?



Public Transportation Cost

Question: How much are you willing to spend to get to these destinations with public transportation?



Results for All Responses

TOTAL SURVEY RESPONSES: 668

Barriers to Public Transportation

Question: What prevents you from using public transportation more?

Top Barriers

- Transit does not go where needed
- Transit only serves a portion of trip
- Need for more frequent service
- Transit stops are too far from home
- Need for more weekend service
- Unsure of the available transit options

68% of respondents said they "prefer to use their own personal vehicle"

Respondents between the ages 45-64 and 65+ note "transit stops are too far from home" as a top barrier

Respondents under 24 and 65+ note "unsure of the available transit options" as a top barrier

Improvements to Public Transportation

Question: What public transportation improvement would you prioritize?

Top Improvements

- Increase Metra service frequency
- Connect Pace bus service to more destinations
- Increase Pace bus service frequency
- Establish a Pace On-Demand or Dial-A-Ride program
- Create a taxi or rideshare subsidy program
- Improve connectivity to transit

64% of respondents said if public transportation improvements were made, then they would likely use it more often

Respondents aged 65+ have the highest interest in offering more on-demand or subsidized type of services

Preferred Type of Public Transportation

Question: If your private vehicle was no longer an option in the future, which transportation options would you potentially use?

Top Preferences

- Pace
- Rideshare
- Metra
- On-Demand Services

*Respondents aged 65+ are **1.5-2x** more likely to prefer on-demand services than any other age group*

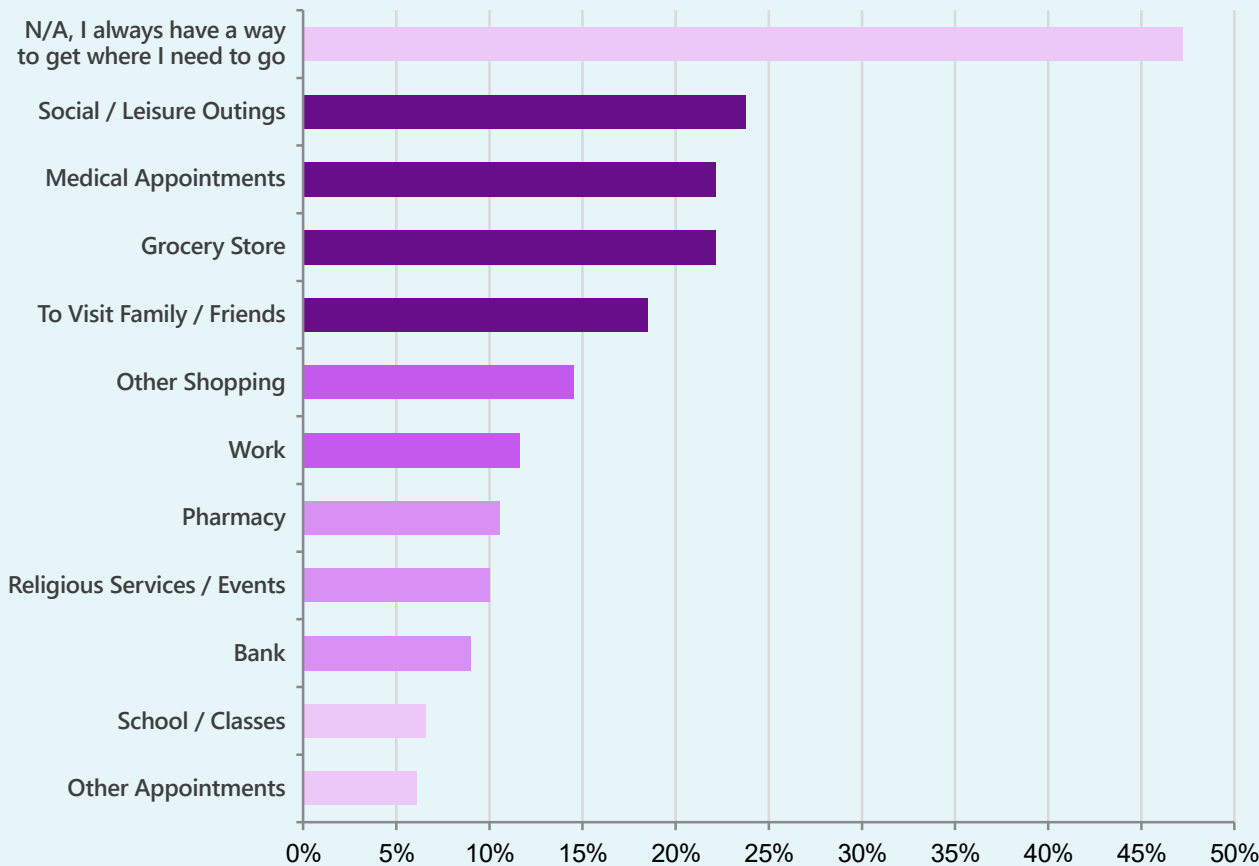
Respondents between the ages 45-64 were more likely to prefer rideshare services than any other age group

Results for All Responses

TOTAL SURVEY RESPONSES: 668

Preferred Destinations

Question: Where would you like to go but are unable due to limited transportation?



All age groups would like to reach the grocery store, visit friends and family, or access social and leisure outings with greater reliability

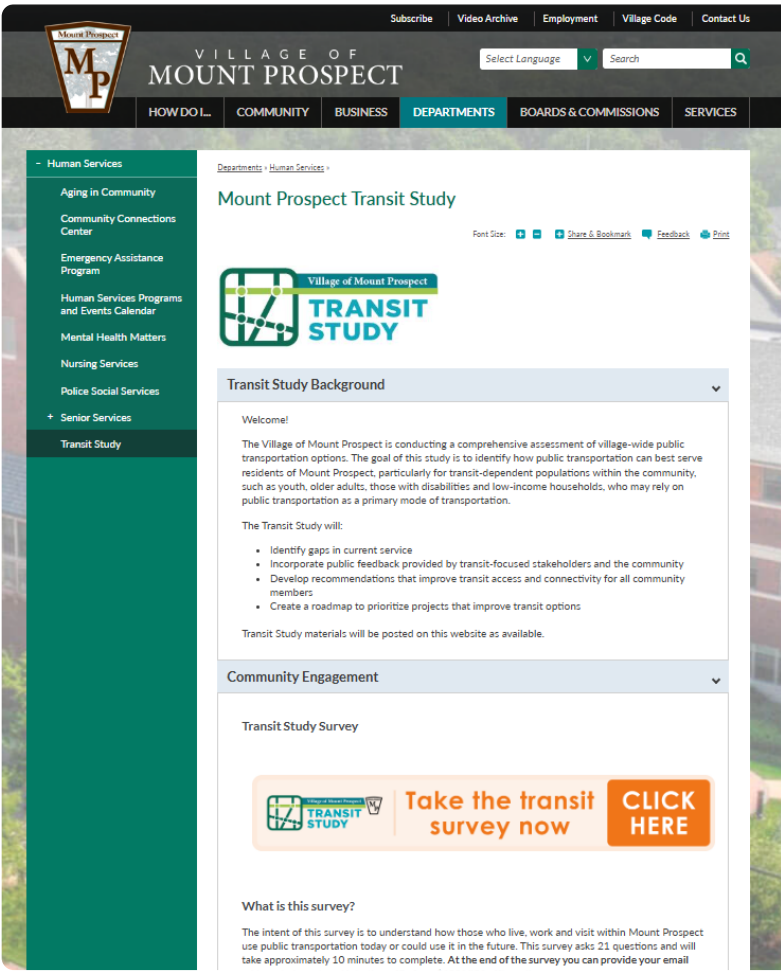
Respondents aged 65+ have the highest desire to reach medical appointments with greater reliability compared to any other age group

Pop-Up Event

In March 2025, the project team held a pop-up event at the Mount Prospect RecPlex to meet with residents in a convenient and informal setting. This pop-up event coincided with an Idea Exchange event for the Community Connections Center (CCC) Needs Assessment, another on-going Village study. Community members learned about the study and the public survey and shared their vision and ideas for more effective transit services and ways to move about the community. Participants were able to share insights by leaving comments and points on a map, and converse with project team members. Feedback heard included concerns about safety reaching transit stops as well as crossing intersections near bus stops (e.g., Elmhurst/Central, Rand/Kensington/Elmhurst), and the general lack of connectivity between north and south areas of Mount Prospect. Additionally, people expressed an interest in expanding Pace On-Demand service in Mount Prospect, similar to that offered in Arlington Heights.

Project Website

The project website – located on the Village’s website – provided residents with updates on the study, access to information about and links to engagement events, and opportunity to submit comments.



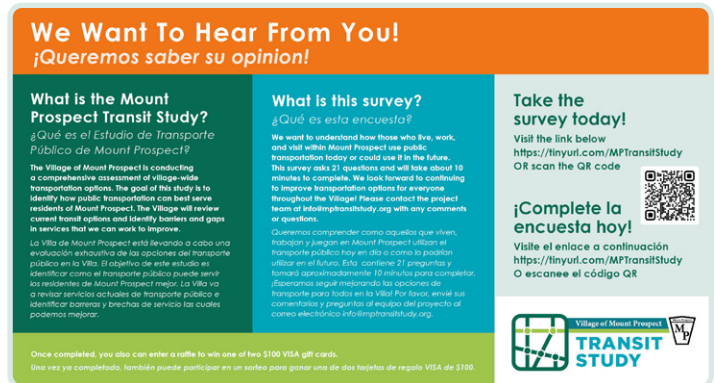
Top) Pop-up event at the RecPlex
Bottom) Project website on the Village website

How We Got The Word Out

The Village promoted the Transit Study and its community engagement efforts through multiple channels. The Village leveraged its resources to advertise the study, including a study description and survey promotion in the Village e-newsletter, the Village's Senior Buzz newsletter, and Village press release, as well as posting an ad in Journal & Topics. Links to the transit study website were also posted through various Village-affiliated social media accounts and an e-announcement was sent to community stakeholders.

Postcards promoting the study and public survey were mailed to over 3,900 residents. These residents lived in areas of the community identified as more transit-reliant by the Transit Propensity Index. Paper

copies of the survey were distributed to residents at senior housing facilities. The team also targeted transit-riding individuals through Pace bus shelter ads placed at high-ridership stops and bus cards placed inside all Pace buses serving Mount Prospect. Flyers were also distributed to various community organizations such as churches, senior-living facilities, community centers, and schools, as well as regional organizations centered on transportation governance and advocacy (e.g., neighboring communities, Active Transportation Alliance, Ride Illinois, Northwest Municipal Conference). All focus group participants and the Transportation Working Group members were also asked to promote the study and survey with their networks. Nearly all outreach materials created during this study were also translated into Spanish.



Clockwise from top left: 1) Postcard (front) sent to various households in Mount Prospect, 2) Postcard (back) sent to various households in Mount Prospect, 3) Bus stop shelter Transit Study survey ad at Algonquin Road and Linneman Road, and 4) Bus stop shelter Transit Study survey ad at IL 83 and Golf Road





TRANSIT CASE STUDIES

Section 4

Transit Case Studies

The following section reviews several communities, locally and nationally, who implemented different transit service models. Each community summarized is comparable to Mount Prospect—similar suburban contexts with regional transit access and within a larger metropolitan area. By examining the successful implementation of these programs in comparable contexts, these case studies offer valuable insights and potential recommendations to meet Mount Prospect’s needs. These examples provide a frame of reference for some of the transit recommendations outlined in Section 5.

Local Case Studies

While CTA, Pace, and Metra provide the majority of transit services within the RTA areas, a few local townships and municipalities provide additional or supplemental public transportation services. The three local case studies provide a variety of services focused on serving different needs within their communities with different operating partnerships.

Niles, Illinois

Background

Niles, Illinois operates the [Niles Free Bus](#), a municipally funded circulator service designed to provide basic mobility within the village and surrounding areas. Introduced in the 1970s, the service is one of the few local transit programs in the Chicago suburbs that is both municipally managed and fare-free. While some regional Pace routes serve Niles, the Free Bus focuses on short, intra-community trips for residents who may not have access to a car—primarily seniors, people with disabilities, and those running errands.

Source: Pace



Service Model

The Niles Free Bus operates three fixed routes (410, 411, and 412) that run through Niles and into parts of adjacent communities such as Skokie, Morton Grove, and Chicago. The service is operated by Pace under contract but funded and directed by the Village of Niles. Buses run on weekdays between approximately 8:30 AM and 5:30 PM, with headways ranging from 30 to 60 minutes depending on the route. The routes serve key destinations such as Golf Mill Shopping Center, Village Hall, the Niles Senior Center, Lutheran General Hospital, and several apartment complexes and medical offices.

The Free Bus is designed around access to daily needs rather than rapid or high-frequency service. The focus is on predictability and coverage rather than flexibility or real-time responsiveness. The fixed routes and long-standing destinations have made the system dependable for riders, but there has been limited innovation in terms of dynamic routing or digital trip planning.

Operational Considerations and Opportunities

The Free Bus is not built for cost recovery; instead, it's a subsidized public service funded by the Village's general revenue. While the service is generally well-received by regular riders, especially older adults, ridership is modest, and route productivity is not a central measure of success. Adjustments to the service tend to be incremental, usually made in response to changing land uses or resident feedback, rather than as part of a broader transportation planning strategy.

Niles has managed to sustain the service over the long term, but ongoing questions about funding stability, vehicle replacement, and evolving community needs remain relevant. It is also unclear if the Niles Free Bus can be endangered by Pace funding cuts or service changes or whether the service agreement is subject to renegotiation or contract changes.

For Mount Prospect, the Niles model shows what a municipally supported shuttle can look like in a mature suburb. It offers steady, predictable coverage for essential destinations. The service model is likely not replicable in today's transportation landscape, but the Pace Community Vehicle Program could provide Mount Prospect an opportunity to provide a similar low or no-fare service, especially if subsidized by the Village.

Highland Park, Illinois

Background

Highland Park, Illinois offers a localized transit model that illustrates how a small suburban community can provide meaningful access for residents through community-based service. While the city is served by Pace fixed routes, the Highland Park Connector—a city-operated shuttle—serves as an additional transit resource primarily supporting seniors and historically, youth. The service originated to meet local travel needs within Highland Park, particularly for those without access to a car, and has since evolved into a consistent community fixture.

Service Model

The [Highland Park Connector](#) is a fixed-route shuttle that runs on a three-day-per-week schedule and completes a one-hour loop serving key destinations such as senior housing facilities and community



centers. The service is intentionally simple and consistent, supporting ease of use for seniors and riders with limited mobility. While the shuttle's route has remained largely unchanged since its inception before 2000, new stops like Arbor Terrace Senior Living have been added through informal discussions between facility administrators and City staff. The Connector operates with one part-time driver and one vehicle under the city's transit department, which also manages other local transit services.

The Highland Park Connector is not evaluated on cost-efficiency or farebox recovery. Instead, it functions as a civic amenity and evaluates service based on community feedback. Riders praise the operators for their professionalism and personalized assistance, such as helping passengers carry groceries. Annual ridership has fluctuated—declining during the COVID-19 pandemic and gradually recovering—indicating both demand and limitations related to service days and operator availability.

Operational Considerations and Opportunities

Operational costs for the Connector remain modest. The shuttle vehicle—purchased over a decade ago—represents a long-term capital investment. However, staffing remains a challenge. Recruiting certified operators is difficult. Funding constraints also limit potential expansions to additional days or neighborhoods.

Despite these limitations, the Highland Park Connector model is relevant to Mount Prospect. Mount Prospect, which faces its own challenges with intracommunity connectivity and access to Pace routes, could benefit from a similarly scaled, locally supported shuttle service. Emphasizing fixed, predictable routes linked to community destinations—and offering

personalized service—can fill critical mobility gaps for seniors and carless residents. Highland Park's model also highlights the value of informal public engagement and coordination with township services (like Moraine Township's paratransit), offering Mount Prospect a roadmap to layering services to enhance local mobility without duplicating service.

Bedford Park, Illinois

Background

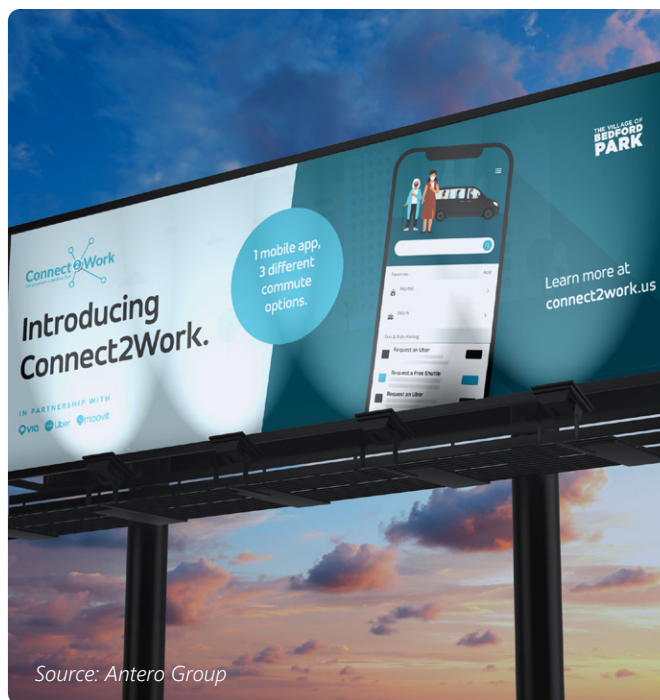
Bedford Park is a small suburb with fewer than 600 residents but over 27,000 jobs concentrated in warehouses, industrial parks, and distribution centers. Unlike Mount Prospect and other similar suburban communities, Bedford Park's mobility challenges center on getting workers—not residents—to and from jobs efficiently, especially those commuting from elsewhere in the region. The spread-out industrial landscape, limited pedestrian infrastructure, and mismatch between public transit and shift-based work schedules have created persistent first/last-mile barriers.

Service Model

In response to these challenges, Bedford Park launched **Connect2Work** in 2020 as a pilot program aimed at improving transportation access for workers who rely on public transit but struggle to reach job sites

from nearby rail or bus stations. The program was designed in partnership with the Village of Bedford Park, Cook County, and the transit technology platform Moovit, using Mobility-as-a-Service (MaaS) tools to connect commuters with on-demand rides via Uber and Via.

Rather than creating and operating a fixed-route shuttle or building all new infrastructure, Connect2Work integrated trip planning and real-



time ride-booking into the Moovit app. Workers planned their commute using the app, which identifies optimal connections between CTA and Pace routes and offers subsidized first/last-mile rides to their final destination within Bedford Park. The program targeted shift workers commuting via the nearby Midway CTA station or other regional hubs. Importantly, rides were subsidized, making the program a low-cost alternative to car ownership or long walks from bus stops. Although the pilot program ended in 2022, Bedford Park still offers former users discounted Uber rides.

Operational Considerations and Opportunities

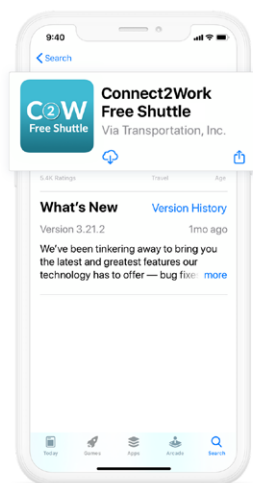
Connect2Work was demand-responsive and aligned to the unique labor patterns of Bedford Park's industrial zones. Unlike a traditional fixed-route system, the

program did not require a fleet of village-owned vehicles or dedicated drivers, reducing overhead for the Village of Bedford Park and increasing flexibility. The pilot also allowed the Village to serve a dispersed employment base while avoiding the cost and rigidity of running its own bus system.

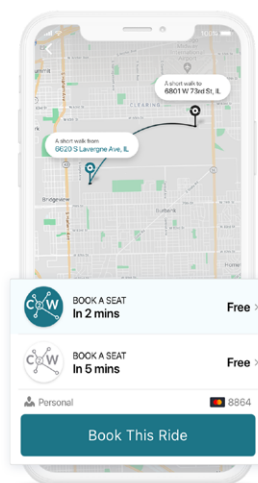
Connect2Work offers a useful example for Mount Prospect, especially in considering how to address first/last-mile issues for workers and residents in areas poorly served by fixed-route transit. Although Mount Prospect is a much denser and more populous suburb, the Village can face similar spatial and mobility constraints in business districts and industrial parks that are beyond walking distance from Pace or Metra service. Pairing public oversight with private mobility platforms can be a practical way to fill transportation gaps in areas with lower transportation demand.

Everything you need to know about the app.

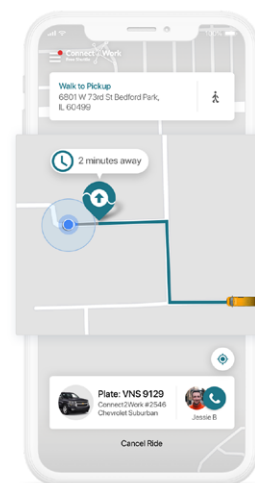
Welcome! We're so glad you're here.
We put together a few steps to help
get you on board in no time.



1 Create an account. Download the Connect2Work Free Shuttle app from the App Store or Google Play store and follow the simple signup steps.



2 Book a ride. Enter your location and your destination addresses, either in the app or over the phone. Choose the ride option that works for you.



3 Meet your driver. Check the app to find out exactly where to meet the vehicle, which may be a short walk from the address you gave us.

Source: Antero Group

Promotional material detailing how users can ride with the Connect2Work Free Shuttle

Nationwide Case Studies

National case studies selected were similar but diverse suburban communities from across the country that have implemented interesting transit solutions to meet the needs of their communities.

Walnut Creek, California

Background

Like Mount Prospect, Walnut Creek developed as a small railroad city in the late nineteenth century and continues to host a key commuter train station (BART Yellow Line). Both Walnut Creek and Mount Prospect are moderately affluent and densely populated communities with high home ownership rates and above average median household income.

Walnut Creek has several transit options for transportation within the city and to other regional destinations. In addition to the eleven weekday bus routes and four weekend bus routes that serve the Walnut Creek BART station, Walnut Creek is also served by a free regional shuttle service that connects Walnut Creek to other cities and villages in the Bay Area. For residents with a disability, any address within 1.5 miles of a bus route or $\frac{3}{4}$ mile of a BART station is also served by paratransit.

Service Model

Despite a robust network of fixed route public transit, the city acknowledges public transportation gaps within the city, particularly for older adults and disabled residents. Walnut Creek has several volunteer and human services programs to address otherwise unmet needs.

- [Mobility Matters](#), a door-to-door volunteer driver program for older adults in the county, allows Walnut Creek residents over 60 to request rides for multiple transportation purposes, but especially medical care and essential errands.
- The [Walnut Creek Recreation Mini Bus](#), operated by the Arts and Recreation Department, provides free transportation to older adults and adults with disabilities and health conditions throughout Walnut Creek for any trip purpose. Trips must be scheduled two to seven business days in advance, and the service performs its first pickup at 9 AM and last pick up of the day at 2 PM. This service has strong similarities to the Wheeling Township Senior Bus, which also operates limited service to older adults who schedule trips in advance. The Walnut Creek Mini Bus operates within the entirety of Walnut Creek, however, allowing residents to travel freely throughout the city.

Source: Walnut Creek Arts and Recreation Department



- Walnut Creek also has micromobility options for older adults and disabled city residents. For a \$60 annual fee, adults over 60 or with a disability receive a [Lyft Self Access Pass](#) of 10 one-way rides per month. Through this service, passholders pay the first \$5 of each ride, and the City of Walnut Creek covers up to ten additional dollars. Riders are responsible for any costs over \$15.
- City residents who require more assistance may apply for the [Lyft Concierge Pass](#), which allows eligible users of the Self Access Pass to call a reservation line rather than schedule trips via the app. The flexibility of these services allows riders to travel throughout the city more spontaneously, especially given the long advanced-scheduling windows for several other transportation programs. As a supplement to other transportation programs, a discounted Lyft pass provides a safety net for

people with limited transportation options and mobility challenges.

Other Best Practices

Importantly, Walnut Creek clearly highlights all existing transportation options in an easy-to-digest format on its mobility management website Way to Go, Contra Costa. Broken down by city and by service type, those seeking transportation options are quickly and easily referred to all available services. All eligibility and application materials are conveniently linked for referral. For those uncomfortable navigating a website, there is also a transportation and referrals helpline that refers potential riders to different services. Although the Village of Mount Prospect has a transportation brochure for residents, there is no centralized web portal connecting riders to transportation services beyond Metra and Pace services. More complete and directed information would allow transit-reliant populations to ensure they are taking full advantage of existing programs

Which Service Can I Use If I Am...

A Senior Citizen ☒ Regular Bus & Rail Service ☐ Community Transportation Program – Depends on City ☐ ADA Paratransit Program – Depends on Physical Ability ☐ Volunteer Service – Depends on Program Criteria	Certified ADA Eligible ☒ Regular Bus & Rail Service ☒ Community Transportation Program ☒ ADA Paratransit Program ☐ Volunteer Service – Depends on Program Criteria
Disabled But Not ADA-Certified ☒ Regular Bus & Rail Service ☐ Community Transportation Program – Depends on City ☐ ADA Paratransit Program – No ☐ Volunteer Service – Depends on Program Criteria	Neither A Senior Citizen Nor Have A Disability ☒ Regular Bus & Rail Service ☐ Community Transportation Program – No ☐ ADA Paratransit Program – No ☐ Volunteer Service – Depends on Program Criteria

Source: Contra Costa County

Transportation information available on the Way to Go, Contra Costa website

Duluth, Georgia

Background

Duluth, Georgia and Gwinnett County offer inspiration for improving transit access in a suburban community. Residents of Duluth must rely on the Gwinnett County Transit (GCT) system and limited connections to the MARTA bus network for their regional transportation needs, as Duluth lacks a direct train station.

Service Model

Because MARTA rail service does not extend into Gwinnett County, the County has taken strides to bolster the bus network to help residents access key community destinations and the City of Atlanta.

Duluth offers [Ride Gwinnett Microtransit](#), a countywide microtransit service that provides flexible, on-demand transportation for various purposes. The service is broad and flexible for a variety of users, acting as a complement to both MARTA regional and local Ride Gwinnett fixed route services. The cutaway-operated demand-response model allows any resident of any age to book rides for errands, medical appointments, work, school, and recreation and social activities. Each ride is \$3 and can be

booked both via the Ride Gwinnett app and the Ride Gwinnett scheduling line. The trip scheduling window also accommodates diverse schedules, with the first pick-up at 6 AM and the last drop-off at 8 PM Monday through Saturday. Following the model of Transit Network Companies (TNCs) like Uber and Lyft, rides are also scheduled and provided in real-time with a 10-minute pick-up window with live driver tracking and notifications for arrival times. Launched in 2023, the program is reported to have expanded transit destination options by 41 percent.

The microtransit model provides greater spontaneity and flexibility for all residents who may need same-day transportation and does not impose age or mobility-based restrictions on riders. In areas with limited or inconsistent public transit service, such as the many areas of Mount Prospect that are inefficiently served by existing Pace routes, a microtransit model alleviates transportation gaps and improves utilization of other transit services. Because Ride Gwinnett Microtransit has a small service area that does not extend to all major employers or key destinations in the region, many riders use the service to connect to fixed route transportation that does reach these destinations.

Source: Gwinnett County



The convenience of the service combined with a low rider cost creates a natural solution to frequent first-last-mile problems that arise when connecting to less frequent regional transit services, such as regional buses or trains. For Mount Prospect, a community with strong regional connectivity but poor intra-community connectivity, a public or subsidized microtransit service would enhance community-level service, benefiting riders with both local and regional trip destinations.

White Plains, New York

Background

White Plains, located in Westchester County, is a regional hub with a population of approximately 60,000 residents. Similar to Mount Prospect, White Plains developed as a transit-oriented community, served by the Metro-North Railroad to connect commuters to New York City.

White Plains is well-connected by public transportation, with the Bee-Line bus system offering over 60 routes throughout Westchester County, including multiple stops within White Plains. Seniors aged 65 and older are eligible for reduced fares. In addition, White Plains residents living within ¾ mile of a Bee-Line route are eligible for paratransit services through the county’s Paratransit program, which provides curb-to-curb transportation for eligible individuals with mobility impairments. Over 70 percent of the city falls within the paratransit service area.

Service Models

For older adults requiring more personalized transportation, White Plains offers specialized service. [RideConnect](#), a volunteer-based service operated by Family Services of Westchester, provides free transportation for adults aged 60 and older to medical appointments, grocery stores, and other essential destinations. This service is comparable to Connections to Care in Mount Prospect, which provides scheduled volunteer transportation for seniors and adults with disabilities. However, RideConnect operates across a wider service area and is free of charge, whereas Connections to Care, while free, suggests a \$15 donation for a round trip and only serves medical destinations. With no cost barrier or trip purpose requirement, older adults on fixed incomes have greater flexibility to travel whenever and wherever they need to go.

Family Services of Westchester also operates [shopping buses](#) in four communities with major shopping destinations. This free service picks up residents within a one-hour window and completes a two-hour loop of community shopping centers on designated weekday meetings. The exact locations change each week to provide older adults with a variety of destinations. Riders reserve their seat and provide their pick-up location ahead of time.



Stay Connected

Doctor appointments, shopping trips, social visits. Life doesn’t slow down just because you’re over 60!



Free Service

Our program is fueled by volunteers, our “Angels with Wheels!” That means all rides are FREE!



Stay Active

Staying mobile and engaged supports physical AND mental health. Independence affords quality of life.

Information provided on the Family Services of Westchester/RideConnect website

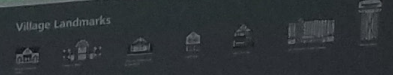
Source: Family Services of Westchester





West Commuter Lot

Village Landmarks



Key

[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]
[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]
[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]
[Icon]	[Icon]	[Icon]	[Icon]	[Icon]	[Icon]

SUNDAYS
MAY 12 - OCTOBER 12
8AM-1PM
West Lot



MOBILITY SOLUTIONS

Section 5

Recommendations

Based on the transit analysis and feedback from community engagement, it is clear there are varying and diverse needs reflecting the diversity of the community.

No recommendation can singlehandedly address all issues of the existing public transportation network, therefore necessitating a wide range of improvements from incremental changes to existing services to implementation of new approaches. Each recommendation addresses a “gap” in service, playing its role in creating a stronger transportation system. This section provides a summary of each recommendation and how each aligns with the goals of this study or addresses community-identified barriers. Recommendations are not listed in order of preference.

Establish New Transit Service

A *Fixed-Route Shuttle*

The Village-managed fixed-route shuttle option would operate similarly to Pace bus fixed-route service—available to the general public with stops at designated locations throughout the Village—but would fill in service gaps where Pace does not currently operate within the Village. The shuttle would enhance north-south connectivity throughout the Village, as well as serve additional areas that Pace does not reach.

B *Microtransit with Hubs*

The Village-managed microtransit option would provide a demand response service operating as an “anywhere-to-hub” model where trips start/stop at a designated hub but could then connect anywhere within an established zone. This model—available to the general public—offers slightly more operational flexibility both within the Village and into adjacent municipalities.

Explore Transit Alternatives

C *Taxi or Rideshare Subsidy Program*

This program would subsidize private rideshare or taxi rides for individuals, offering residents a curb-to-curb demand response service at a lower cost. The Village has the flexibility to set various eligibility requirements, but typically this type of program is tailored for seniors and people with disabilities.

D *Collaboration with Neighboring Communities and Local Transportation Providers*

This recommendation encourages the Village to continue conversations with neighboring communities and local transportation providers to further determine transportation solutions that better serve residents traveling between and within municipal or township boundaries, as well as help organize a call for greater regional coordination for enhanced transit offerings.

Adjust Current Transit Service

E *Pace Fixed-Route Transit Service*

This recommendation encourages the Village to further coordinate with Pace to share the barriers and concerns to using Pace fixed-route service in Mount Prospect and suggest routing and service change solutions, as heard from Village residents during this study's public outreach efforts and survey responses. The Village does not have direct control over implementing changes to Pace service.

Improve Access to Transit

F *Improve Pedestrian Access*

This recommendation aims to further improve Village-wide access to transit along current Pace routes by filling in sidewalk gaps, upgrading existing sidewalks in poor condition, ensuring ADA-compliance, or installing or enhancing crossings at/near transit stops.

G *Improve Bus Stop Infrastructure*

In partnership with Pace, this improvement calls for further assessment of the bus stop infrastructure within the Village and determination of where bus stop amenities could be improved (e.g., bus shelters, benches, bike racks) to establish a more comfortable and convenient transit network around Mount Prospect. Additional consideration for more bus stop signage is encouraged to enhance the visibility of Pace bus routes and stops and address accessibility challenges that a lack of signage may present.

Increase Transit Awareness

H *Mobility Management Program*

- **Mobility Manager Role:** This program would establish a Mobility Manager to serve as a point of contact between providers and for residents planning transit trips. This entity would compare various transport providers' service areas, eligibility requirements, and hours of operation to find opportunities for connection with other providers, and then by connecting riders to these services.
- **One-Call/One-Click Mobility Information Centers:** These centers are an information hub consolidating key information about different transportation services for riders. These platforms allow riders to plug in their information (e.g., origin, destination, demographic qualifiers) and then helps determine which services best address their mobility needs.

I *Transit Awareness Initiative*

This recommendation would build on the Village's current Aging in Community initiative and Transportation Working Group to establish an awareness campaign, during which the Village reviews current materials and outlets for communicating transportation services and develops ways to enhance each, as well as provide additional support to ensure all residents receive the information needed to understand their available options.

Establish New Transit Service

The most direct way to provide more mobility options to Village residents is to operate additional local transit services. Two different service recommendations were developed as part of the plan: a fixed-route shuttle model and a microtransit model. These two service models are mutually exclusive to each other and would not operate at the same time.

Local transit services would allow Mount Prospect to have greater control in providing or operating transportation services throughout the Village that address community-identified barriers and meet residents’ desired transportation needs. These services could improve the public transportation experience by connecting residents to more key community destinations, providing the ability to travel more seamlessly across the Village (e.g., north-south, east-west), and offering additional transportation options with more flexible service hours.

A Fixed-Route Shuttle

To connect residential areas with shopping, services, and regional transit services, this proposed option would have two shuttles operated or contracted by Mount Prospect to complement Pace local bus services. These shuttles would be open to the general public and operate at 60-minute frequencies. This would require one vehicle each to operate each shuttle. The north shuttle would connect between the Mount Prospect Metra Station and Prospect Heights Metra Station with connections at the Mount Prospect Plaza and Randhurst Village. The south shuttle will connect the Mount Prospect Metra Station to the Jewel-Osco at Thacker Street and Elmhurst Road with connections to the Central Community Center, Mount Prospect Commons, Mount Prospect Community Connections Center, and the RecPlex.

The service spans and frequencies for each shuttle are shown in **Table 6** and the proposed route alignment and potential stop locations are shown in **Figure 14** on the following page. A fixed-route shuttle, using a larger 12-passenger vehicle, provides more service capacity than demand response service but to a

more geographically limited area. Shuttles operating on fixed schedules offer predictable service without needing to make reservations, but riders must wait for the shuttles to come at a more limited frequency.

Table 6. Village Shuttle Service Spans, Frequencies, and Vehicles

Shuttle	Service Span	Frequency	Peak Vehicles
North Shuttle	9:30 am to 4:30 pm Monday - Sunday	60 minutes	1
South Shuttle	9:30 am to 4:30 pm Monday - Sunday	60 minutes	1
Total Vehicles			2

Shuttle Stop Capital Costs

As part of fixed route service, the new shuttles require designated stops for people to wait, board, and alight from the transit vehicle. Under the proposed service plan, the two shuttles have a combined 75 stops. While most of these stops are new, a few segments of the proposed shuttles overlap with Pace bus routes and could utilize the Pace bus stops on Oakton, Dempster, and Wolf.

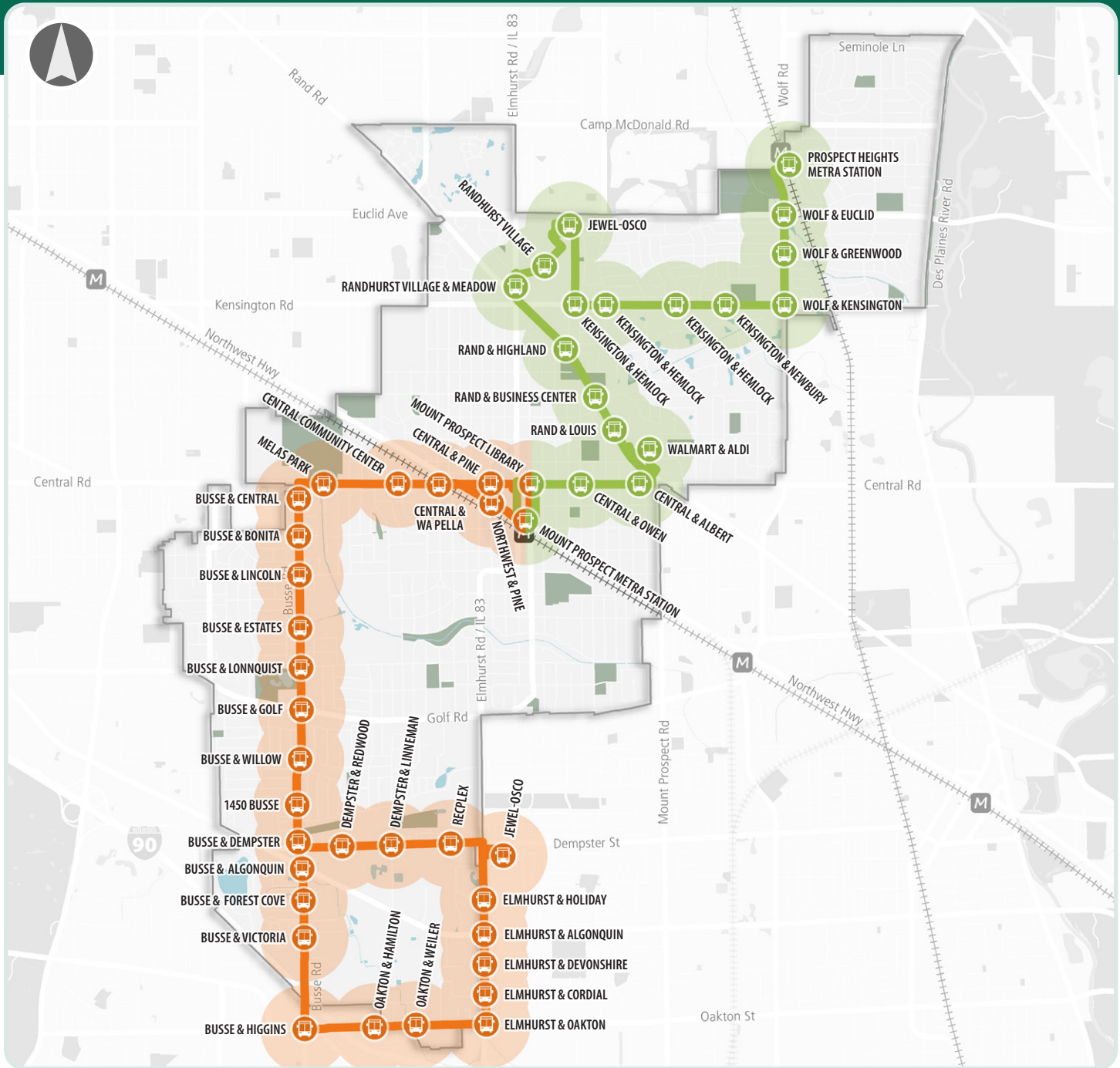
The remaining 65 stops require a minimum of a passenger concrete landing pad, a bus stop sign, and signpost. In addition to the basic stops, six stops at major activity centers (e.g., two Jewel-Oscos, Central Community Center, the downtown Mount Prospect, Walmart/Aldi, Randhurst Village) are proposed to have additional passenger amenities such as a stop shelter, bench, trash, and shuttle/Village information.

Table 7 includes the estimated capital costs to install these shuttle stops. **Table 9** provides an estimate on the ongoing costs needed to provide a Village operated transit service.

Table 7. Fixed Route Shuttle Capital Costs

Capital Investment	Count	Estimated Cost	
		Per Unit	Total
Basic Bus Stops	59	\$2,500	\$147,500
Enhanced Bus Stops	6	\$2,500	\$150,000
Total	65	-	\$297,500

Figure 14. Proposed Village Shuttle Routes with Stops

**Legend**

- Village Boundary
- M Metra Rail + Station

Proposed Village Shuttle

- North Shuttle Route
- South Shuttle Route
- Shuttle Stops
- 5-minute Walkshed
- (approximately 1/4-mile)

B Microtransit with Hubs

The second proposed service recommendation would implement a north and south microtransit zone within Mount Prospect. Microtransit would operate as same-day demand response service with wait-times of about 30 minutes. The microtransit zones would work as an “anywhere-to-hub” model so trips would need to start or stop at one of the designated service hubs but could then connect to anywhere within the zone. Service hubs could be shared between zones and could be located both within and outside the microtransit zones. This offers flexibility for residents to make trips outside the Village without needing to serve large areas in adjacent municipalities. Travel between zones would either need to be transferred at a shared hub or offered as a premium service to keep wait-times down within each zone.

The service spans and estimated wait times are shown in **Table 8** and the proposed zones with hub locations are shown in **Figure 15** on the following page. Microtransit services with smaller passenger vans provide more flexibility than fixed-route services but require more vehicles to provide a similar amount of service.

Table 8. *Microtransit Service Spans, Frequencies, and Vehicles*

Shuttle	Service Span	Frequency	Peak Vehicles
North Zone	9:30 am to 4:30 pm Monday - Sunday	30 minutes	2
South Zone	9:30 am to 4:30 pm Monday - Sunday	30 minutes	2
Total Vehicles			4

Service Adjustments

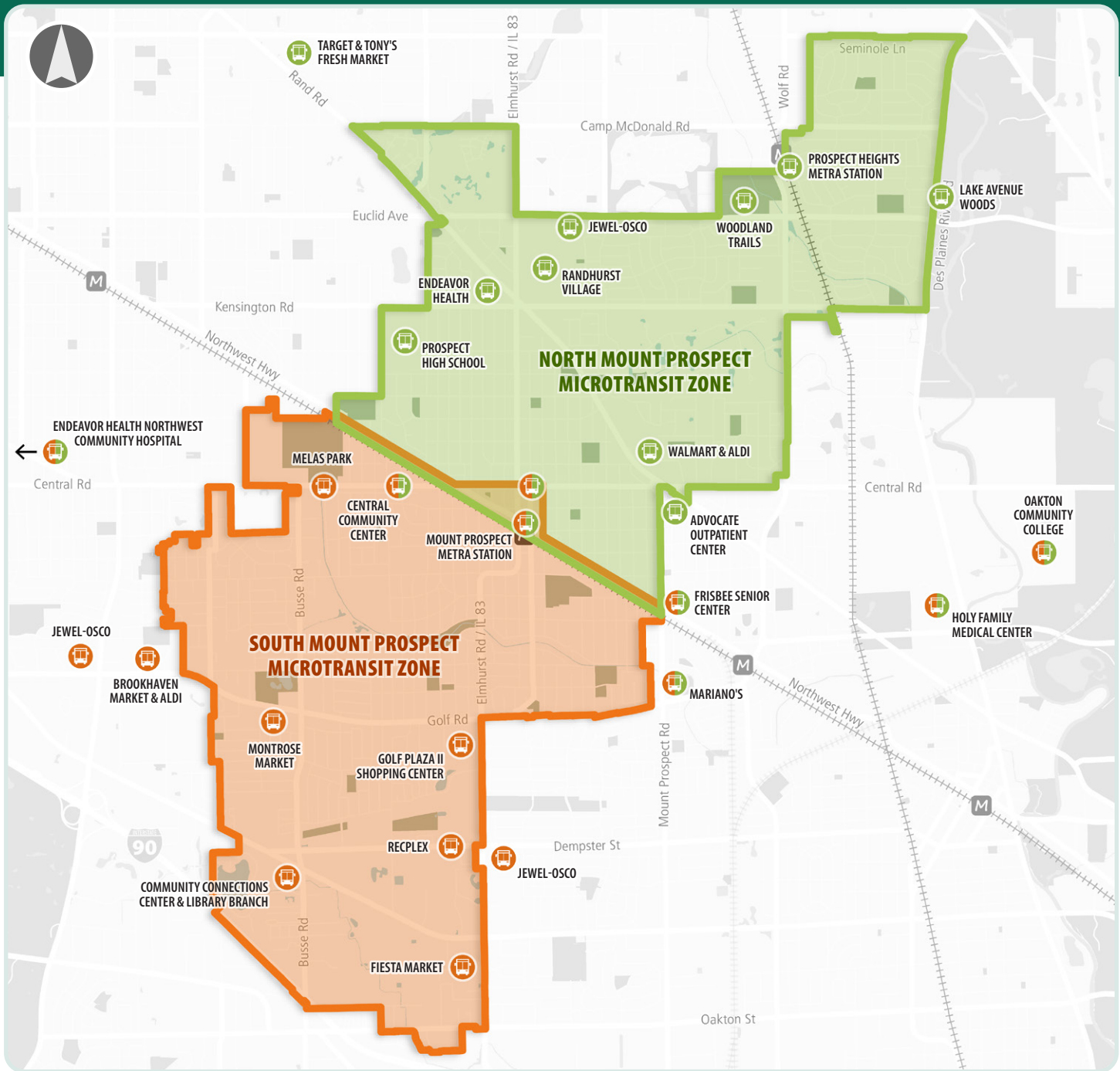
While the service levels described above are for a base level of service, the Village can expand or adjust transit service spans and frequencies to better align with ongoing, seasonal, or event-based demand. For example, during the school year, service may be increased during morning and afternoon peak hours to accommodate student travel, while in the summer, schedules might shift to support recreational destinations or reduced commuter demand. Similarly, during local festivals or special events, municipalities can temporarily extend service hours, or increase frequency based on vehicle availability. These adjustments help ensure transit remains responsive, efficient, and supportive of community needs throughout the year.

Adjusting spans of service or frequency for transit services can be beneficial, but it also comes with several challenges including resource constraints and equity considerations. Changes in service often require additional staffing, vehicles, and funding. Hiring temporary drivers or extending hours can strain existing operational capacity. Using resources from one area to bolster service for special events to not increase budget can unintentionally disadvantage certain populations who may rely on transit.

What is Microtransit?

As defined by the Federal Transit Administration, microtransit is "a technology-enabled service that uses multi-passenger vehicles to provide on-demand services with dynamically generated routing. Microtransit services are traditionally provided in designated service areas".

Figure 15. Proposed Microtransit Zones with Service Hubs

**Legend**

- Village Boundary
- Metra Rail + Station

Proposed Microtransit Zones

- North Shuttle Route
- South Shuttle Route
- Service Hub
Trips need to start or end at a service hub

Operating Models

For either the shuttle or microtransit service type, the Village of Mount Prospect has several options for operating the services: operating the service directly, contracting the services, or a mix of each.

Directly Operated

A directly operated transit service would be managed by the Village and would be responsible for all aspects of the system, including hiring staff, maintaining vehicles, and overseeing daily operations. This model provides the highest level of control and flexibility, allowing the Village to tailor services closely to community needs. However, it also requires significant investment with the direct purchasing of vehicles, hiring operators and supervisors, and supplying fuel, maintenance, and insurance.

Contracted Service

In a contracted service model, the Village would outsource transit operations to a private company. The agency contracting the services typically retains oversight and sets service standards, while the contractor handles the day-to-day operations. This approach can reduce initial start-up costs for the service and require fewer Village-held resources, but the ongoing operations costs are likely to be higher. A contracted service may also limit direct control over service quality and responsiveness.

Community Vehicle Program

The above service models are described as two distinct options, but agencies implementing transit services may utilize a combination of operating models that run on a spectrum from direct services to contracted operations. For example, the Village could procure vehicles but still contract the operators if there were grant funds available for vehicle procurement. As an additional option, Pace can provide vehicles to local agencies in its service area to provide supplemental transit services. The Community Vehicle Program provides vehicles owned by Pace to local agencies to operate and take on the costs at minimum of fuel, washing, and detailing with larger vehicles

also requiring maintenance and repairs made by the local municipality. This program reduces the overall cost of procuring vehicles while letting local governments, in coordination with Pace, maintain control of operations, fares, and administration of services. The Village could obtain vehicles for a locally operated transit service through the [Community Vehicle Program](#) and then either operate the service with directly hired staff or with a contracted operator.

Estimated Operating Costs

While accurate operating and capital expenditures estimates require knowing the operating model chosen by the Village, operating costs can be estimated based on other similarly operated local services. For the following estimated operating costs, a cost of \$115 per revenue hour (each hour a vehicle is operating in service) was used based on Pace’s demand response costs in 2023. Annual revenue hours, vehicles, and operating costs for both transit service types are summarized in **Table 9**. The revenue hours and associated costs are based on the service spans and frequencies listed in the previous sections.

Table 9. Service Revenue Hours, Peak Vehicles, and Costs

Service Area	Annual Revenue Hours	Peak Vehicles	Annual Operating Cost (\$115 per Revenue Hour)*
Fixed Route Shuttles			
North Shuttle	2,485	1 12-passenger bus	\$285,550
South Shuttle	2,485	1 12-passenger bus	\$285,550
Total		2	\$571,550
Microtransit			
North Zone	4,970	2 vans	\$571,550
South Zone	4,970	2 vans	\$571,550
Total		4	\$1,143,100

*Based on a cost of \$115 per revenue hour, similar to the Pace demand response cost per revenue hour.

Explore Transit Service Alternatives

C Taxi or Rideshare Subsidy Program

This option would create a pilot program that subsidizes private rideshare or taxi rides for individuals. These programs are typically geared toward seniors and people with disabilities. While these groups are currently served by demand response services, demand often supersedes the capacity of these services and potential riders are unable to utilize the service. During community outreach, residents cited low availability, prioritization of medical appointments, and limited destinations (small service area) as constraints of existing transportation options.

Similar programs have been implemented in neighboring communities, including Elk Grove Township, Village of Arlington Heights, and Village of Schaumburg. In these programs, residents register with the municipality or township and receive vouchers at a set amount to subsidize the cost of their taxi fare. Agreements are established with taxi or rideshare companies to accept this payment

method. Vouchers are either sent in paper form or credited to a reusable card which participants can use to pay in the vehicle. Participants are responsible for booking their own trips and for payment of the remaining amount and any gratuity for the driver. This program provides extensive service coverage and flexible scheduling that is not possible with traditional public transit options. This type of program can be effective for serving certain transit-dependent populations.

In determining the structure of this program and potential service providers, consideration should be given to the population this program looks to prioritize, such as seniors and people with disabilities or for the broader transit-dependent population. Older adults may be less technologically capable of using smartphone applications like Uber and Lyft. Additionally, taxi drivers from an established company may be perceived as more professional and able to handle their specific needs. As the population ages, these concerns may become less of an issue. Another consideration is the capabilities of taxi vehicles and individual drivers to handle any needs involving a disability or mobility device, which can vary from between companies and drivers.

Source: WheelchairTraveling.com



D Collaboration with Neighboring Communities and Local Transportation Providers

Through various stakeholder meetings, the desire to continue discussions with neighboring communities and local transportation providers was evident and deemed vital in determining how future collaboration between various entities could strengthen transportation options for all residents now and in the future. Conversations with Wheeling Township, Elk Grove Township, Village of Arlington Heights, and Village of Schaumburg emphasized the interest in taking a regional perspective to transportation.

Public input received throughout this study's process noted how better access to key destinations within Mount Prospect would be highly beneficial but also highlighted the desire to better reach destinations in neighboring communities. Current transportation services sometimes do not allow for these cross-

boundaries or help organize a call for greater regional coordination for enhanced transit offerings. Some townships are open to providing access beyond their borders if requested by residents and their availability allows. Potentially entering into an intergovernmental agreement (IGA) with a bordering township could provide the opportunity to extend their on demand service throughout Mount Prospect.

Continuing to convene the Aging in Community Transportation Working Group (TWG) is recommended to ensure an open dialogue among key transportation providers and community stakeholders is maintained. It is recommended to invite representatives from neighboring communities to attend meetings throughout the year (e.g., bi-monthly, quarterly). This may help establish ongoing



Source: Daily Herald



Source: Wheeling Township

Left: Elk Grove Township Transportation Service van picks up riders to attend a community event, Right: Van operator driving the Wheeling Township Senior and Disability Transportation Services van

boundary connections (e.g., restrictions on age, ability, and locations/radius served) which limits access for many Mount Prospect residents. Keeping an open dialogue may help form partnerships and local transportation solutions to better serve access between and within municipal or township

conversations and foster knowledge sharing between each other, whether through sharing status updates on local transportation programs/services, community feedback on transportation barriers, or discuss potential transportation solutions or partnerships (e.g., cost sharing, vehicle sharing).

Adjust Current Transit Service

E Pace Fixed-Route Transit Service

Pace is a vital transit connection within and between suburban communities. Given the large geographic service area and the number of communities that are served, it is difficult for an individual municipality to implement substantial routing or service changes. However, Pace is currently developing its ReVision Plan, a comprehensive network restructuring project that will position Pace to meet the changing ridership patterns. Based on preliminary network concepts, ReVision may result in changes to coverage and service frequency. Service change implementation is currently slated for 2026, making open dialogue and coordination during the plan development period particularly valuable. The Village should also communicate recommended routing and service changes identified by the community.

Community engagement efforts as part of this study revealed several takeaways that can help the Village advocate for adjustments to existing transit service. One key opportunity noted by community members is the lack of an effective north-south route that traverses the length of the Village. The Village is often viewed as bisected to the north and south community by Northwest Highway or Central Road. This is also the boundary of Wheeling Township and Elk Grove Township. The current Pace routes continue to exacerbate this bisection. Elmhurst Road/IL 83 is an excellent candidate for new service. The existing Pace Route 234 only travels north toward

Prospect Heights. A southern extension of this route or the implementation of a new route would help establish a north-south connection. This would also resolve another community barrier, which is access for the southern half of the Village to downtown Mount Prospect. Currently, there is not a Pace route which connects the south community to downtown. Additionally, fixed-route service is most likely to see higher ridership in more densely populated, transit friendly areas. Recent transit-oriented development projects and the construction of multi-family housing underscore the need for enhanced bus service downtown. An extension of Route 234 or a new route would address multiple needs.

Public survey responses received demonstrate the importance of Pace bus service and suggest ways of increasing ridership. Increased service frequency and connections to more destinations via Pace bus both ranked as two of the top three improvements to public transportation that respondents would like to see. Approximately 64% of respondents indicated they would use public transportation more if improvements were made. Destinations that were frequently noted include the library, downtown Mount Prospect, Randhurst Village, RecPlex, and Endeavor Health Northwest Community Hospital.

While Metra service was taken into consideration as part of this study, the focus of the study was to identify transit improvements which can best address gaps in service and meet the needs of the community, particularly transit-dependent populations.

Source: Pace



Transit Services Comparison

Table 10 compares the existing transportation services and the potential service-oriented mobility solutions that the Village could adopt to better serve community residents, as discussed on the previous pages. This table also identifies the gaps in the different services to help identify the level to which each mobility solution may or may not address community transportation needs.

Table 10. Comparison of Existing and Potential Transit Services

Service Type	Population Served				Trip Type		
	General Public	Transit-Dependent Populations			Recreational	Grocery / Shopping	Medical
		Senior Citizens	People with Disabilities	Low-Income Households			
Existing Services							
Pace Fixed Route	X	X	X	X	X	X	X
Pace On-Demand	X	X	X	X	X	X	X
Pace ADA Paratransit		X	X		X	X	X
Pace Rideshare Access Program (RAP)		X	X		X	X	X
Wheeling Township Bus Service		X	X		X <i>medical prioritized</i>	X <i>medical prioritized</i>	X
Elk Grove Township Transportation Service		X	X		X <i>medical prioritized</i>	X <i>medical prioritized</i>	X
Connections to Care		X	X				X
Elk Grove Township Taxi Discount Card		X	X		X	X	X
Potential Services							
Taxi or Rideshare Subsidy Program		X	X	X	X	X	X
Village Shuttle	X	X	X	X	X	X	X
Village Microtransit	X	X	X	X	X	X	X
Potential Gaps	Trips for the General Public			Trips for Low-Income Households			

Table 10. Comparison of Existing and Potential Transit Services (Continued)

Service Type	Trip Destination			
	Regional	Mount Prospect		
	Outside Village (neighboring community)	Within Village (entire Village)	Downtown Village	North or South Village (origin or destination remains in north/south)
Existing Services				
Pace Fixed Route	X <i>limited to fixed route stops</i>	X <i>limited to fixed route stops</i>	X <i>limited to fixed route stops</i>	X
Pace On-Demand	X <i>limited to on demand zone</i>			
Pace ADA Paratransit	X <i>limited to near fixed route stops</i>	X <i>limited to near fixed route stops</i>	X <i>limited to near fixed route stops</i>	X
Pace Rideshare Access Program (RAP)	X <i>limited to near fixed route stops</i>	X <i>limited to near fixed route stops</i>	X <i>limited to near fixed route stops</i>	X
Wheeling Township Bus Service	X <i>limited to Wheeling Township</i>		X	X
Elk Grove Township Transportation Service	X <i>limited to Elk Grove Township (potential to extend 1 mile beyond)</i>		X <i>limited service</i>	X
Connections to Care	X	X	X	X
Elk Grove Township Taxi Discount Card	X <i>limited to Elk Grove Township</i>		X	X
Potential Services				
A Taxi or Rideshare Subsidy Program	X	X	X	X
B Village Shuttle		X	X	X
C Village Microtransit	D*	X	X	X
Potential Gaps				
	Trips to Nearby Communities (excludes Metra)	Trips within Entire Village		

*D = Dependent: Subject to the parameters or choices the Village establishes for the transportation service

Table 10. Comparison of Existing and Potential Transit Services (Continued)

Service Type	Scheduling Need			Accessibility	
	Day Of	Week Of	30 Days or More	Service	Vehicle
Existing Services				Curb to Curb	Equipped for Accessibility
Pace Fixed Route	X	X	X		X
Pace On-Demand	X	X	X	X	X
Pace ADA Paratransit		X <i>1 day in advance</i>	X	X	X
Pace Rideshare Access Program (RAP)	X	X	X	X	X
Wheeling Township Bus Service			X	X	X
Elk Grove Township Transportation Service		X <i>1 day in advance</i>	X	X	X
Connections to Care		X <i>7 days in advance</i>	X	X	X
Elk Grove Township Taxi Discount Card	X	X	X	X	Varies
Potential Services					
A Taxi or Rideshare Subsidy Program	D*	X	X	X	Varies
B Village Shuttle	D*	X	X		D*
C Village Microtransit	D*	X	X	D*	D*
Potential Gaps	Same Day Trips				

*D = Dependent: Subject to the parameters or choices the Village establishes for the transportation service

Table 10. Comparison of Existing and Potential Transit Services (Continued)

Service Type	Service Hours			
	Any Time	Some Early or Late Hours (in addition to 9:30am to 4:30pm)	9:30am to 4:30pm	Weekends
Existing Services				
Pace Fixed Route		X	X	X
Pace On-Demand		X	X	
Pace ADA Paratransit		X 1 day in advance	X	X
Pace Rideshare Access Program (RAP)		X	X	X
Wheeling Township Bus Service			X	
Elk Grove Township Transportation Service		X 1 day in advance	X	
Connections to Care		X 7 days in advance	X	
Elk Grove Township Taxi Discount Card	X	X	X	
Potential Services				
A Taxi or Rideshare Subsidy Program	X	X	X	X
B Village Shuttle		D*	X	D*
C Village Microtransit		D*	X	D*
Potential Gaps				
	Trips at Any Time of Day	Trips Outside of 9:30am to 4:30pm		Accessible Trips on the Weekend

*D = Dependent: Subject to the parameters or choices the Village establishes for the transportation service

Improve Access to Transit

Since Pace fixed route transit does not serve the entirety of Mount Prospect, it is vital that bus stops and other infrastructure are accessible to avoid further transit access challenges. Because there are few opportunities and limited need for park-and-ride and commuter bus ridership, this section will focus on how riders use active transportation to access Pace bus routes and stops.

Poor pedestrian access to transit can arise from several street-level and systemic challenges, such as missing sidewalks, poor sidewalk condition, insufficient opportunities for safe street crossings, ADA-inaccessible stops or sidewalks, poor street lighting, high roadway speeds, poor driver behavior, fear of drivers or crime, and non-existent or limited pedestrian culture. To assess pedestrian access to transit in Mount Prospect, both stop-level and route-level accessibility were analyzed. This analysis asked two fundamental questions: can riders comfortably and safely walk to and between stops, and what infrastructure helps or hinders their ability to do so?

Each of the 117 bus stops located within the Village were assessed based on its neighboring sidewalk, crosswalks, and pedestrian-supportive bus stop infrastructure. Stops were rated as "high accessibility" if they were located on or near a sidewalk with few or no gaps close to a marked crosswalk, "moderate accessibility" if located on a sidewalk with some to few gaps close to marked or unmarked crosswalks, and "poor accessibility" if located in an area with large sidewalk gaps or no sidewalk, few or no crosswalks, and uneven terrain. The presence or absence of amenities such as trash cans, benches, shelters, bike racks, and bus stop signs was also noted.

F Improve Pedestrian Access (Sidewalks and Crosswalks)

Given the strong overall condition of sidewalks in the Village, most Mount Prospect transit stops could be rated as largely accessible. Pace routes are primarily located along roads with strong commercial or institutional anchors, such as shopping centers, train

stations, civic centers like libraries and Village hall, and industrial parks. Because these areas often necessitate strong pedestrian access, these stops largely have an uninterrupted sidewalk network and marked crosswalks in at least one direction. **Figure 16** shows the pedestrian accessibility of this sidewalk network. Routes 208 and 234 have the strongest overall pedestrian accessibility, largely due to their travel patterns and use of central roads like Main Street and Golf Road. Routes 221, 223, 606, and 230 all have several stops with missing sidewalk or conditions that contribute to poor pedestrian safety. These sections occur primarily on roads near light industrial parks, warehouses, and other areas accessed less frequently by the public, including Business Center Drive, Oakton Street, and Algonquin Road. While these bus stops are not frequently accessed, the inaccessibility of these areas likely contributes to lower ridership.

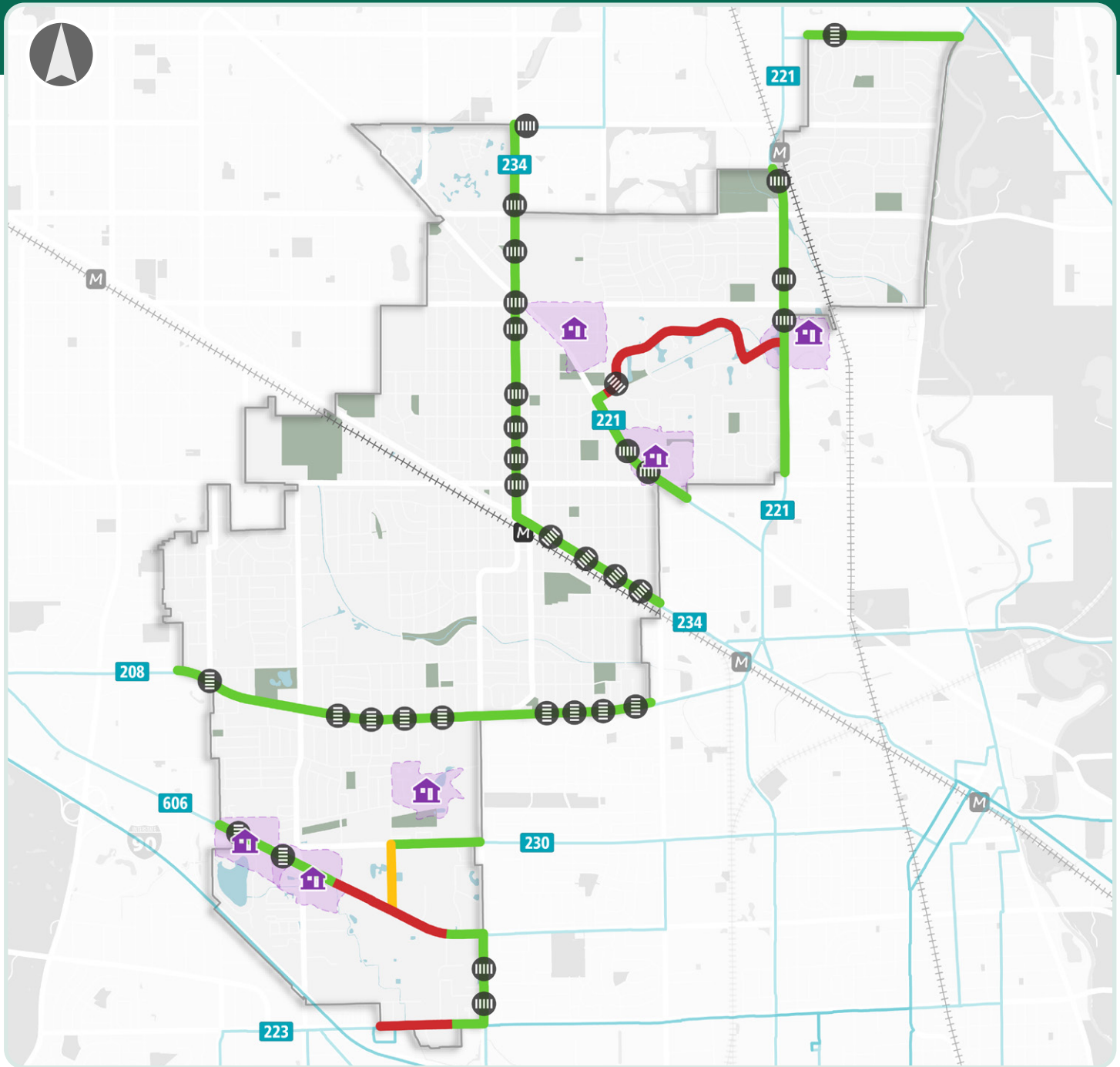
Table 11 shows the areas with poor and moderate pedestrian accessibility and the estimated cost associated with implementing new or improved sidewalks to improve accessibility. Investing in sidewalk upgrading is vital since good stop access can attract more choice transit riders and offer an alternative to commuting via car for those working near these stop locations. Additionally, since these stops are not located in the most heavily foot-trafficked areas of the Village, construction would be less disruptive to travel patterns.

Table 11. Missing or Incomplete Sidewalks in Mount Prospect

Location	Quality Level	Length (miles)	Side	Estimated Cost*
Business Center Dr	Poor	1.1	South	\$1,741,100
Feehanville Dr	Poor	0.2	South	\$327,850
Algonquin Rd	Poor	1.4	North + South	Shared-use path and sidewalk anticipated in 2027 (as part of a separate Village project)
Oakton St	Poor	0.1	North	\$121,110 (sidewalk to be added from Elizabeth to Elmhurst as part of a separate Village project)
Oakton St	Poor	0.2	South	\$344,900
Linneman Rd	Moderate	0.4	East	\$471,460

* Cost estimates include further engineering, materials, and construction

Figure 16. Pedestrian Access to Transit in Mount Prospect



Legend

- Village Boundary
- M Metra Rail + Station
- Pace Bus Route

Transit Access Analysis

as a measure of sidewalk quality and crosswalks

- Poor
- Moderate
- Good

- ||||| Marked Crosswalk
- 🏠 Senior Living Facility
- 5-minute Walkshed (approximately 1/4-mile)

G Improve Bus Stop Infrastructure

In addition to pedestrian safety and access via sidewalks, bus stop infrastructure can improve all riders' experience of transit, especially pedestrians. Amenities like bus shelters, benches, trash cans, and bike racks all make taking transit more comfortable and convenient. Shelters, especially in extreme temperatures and weather conditions, also improve overall safety, especially for older adults, children, and people with disabilities who might be more vulnerable to extreme heat, cold, or precipitation. Only 18 of Mount Prospect's 117 bus stops have shelters. These shelters are well-sited in high traffic and high ridership areas, such as along Main Street, at Randhurst Village, and along Algonquin Road, but additional shelters could further improve both access and ridership in moderate or lower volume areas. Potential locations include Algonquin/Busse, Algonquin/Briarwood, Elmhurst/Oakton (at Enterprise Dr), and Oakton/Diane.

Visibility of Pace routes is also crucial to pedestrian access and overall ridership. Because Pace operates flag stop service along several routes in Mount Prospect, several routes do not have bus stop signage. The majority of stops along 234 do not have any signage indicating bus stop locations or the bus route. This can introduce accessibility challenges. Stop signage is vital for creating a legible and accessible system for both frequent and casual riders. For riders with disabilities, flag stop systems are also harder to navigate. Buses may stop at areas without a landing pad, proving challenging for riders with mobility devices, or entirely miss low-vision riders or riders who have difficulty signaling a bus. Pace is currently working to convert all routes to posted-stop only, but this process was slowed by Pace's network redesign. Currently, 113 of the 220 routes are posted-stop only.

Figure 17 shows a visualization of potential bus stop improvements that can be applied to other bus stops across Mount Prospect, as applicable. Oakton Street is used as the example location in the visualization, which is also an Arterial Bike Network Study (ABNS) corridor with a recommended future sidepath on the north side of the roadway. The visualization highlights how the ABNS bike facility recommendations can be integrated into bus stop location improvements to further enhance bicycle and pedestrian accessibility and improve connectivity to transit. Further engineering review as well as coordination with Pace and other private entities may be needed on a stop-by-stop basis.

Notable improvements shown in the visualization are listed below:

- 1** Bus shelter with seating and coverage
- 2** Large concrete waiting area to improve accessibility for riders
- 3** Planned sidepath (as part of ABNS) to provide greater connectivity for those biking, walking, or rolling—especially to access transit

Figure 17. Visualization of Potential Bus Stop Improvements

Potential Bus Stop Improvements

Looking East

(shown at Oakton St and Weiler Rd - Westbound)

Existing



Potential



Increase Transit Awareness

H Mobility Management Program

Mobility management refers to the process of connecting riders to available transportation resources within a community. This method involves a wide variety of transportation providers—fixed route public transit agencies, paratransit providers, human service agencies, non-profit shuttles, private operators, rideshare subsidy programs, taxi services, volunteer driver programs, and others—and serves a wide array of riders, including older adults, people with disabilities, students, and low-income residents, among others.

Mobility management is a cost-effective, user-friendly, and flexible method for addressing riders' unique needs. Rather than providing general transportation guidance, mobility management considers riders' unique travel circumstances and connects them directly to providers that meet their specific needs. This process entails both clear communication with riders and clear coordination with local transportation providers. The methods of communication and coordination vary across mobility management systems.

Mobility Manager Role

Transportation commissions, cities, or providers may select an individual or department to serve as a point of contact between providers and riders planning trips. This chosen manager often has knowledge of service brokerage and operations, local transportation policy, and travel navigation. They work on both the front and back end to fill transportation gaps: first by comparing services' service areas, eligibility requirements, and hours of operation to find opportunities for connection with other providers, and then by connecting riders to these services.

Mount Prospect Recommendation

The Village of Mount Prospect works alongside and coordinates with several transportation providers, such as Pace and Wheeling and Elk Grove Townships, without providing service of its own. Planners and

staff at the Village have the potential to strengthen these relationships and work directly with providers to formally or informally serve as mobility managers. This responsibility will likely require more staff or staff hours for the Village to participate more actively in transportation policy, brokerage, and information-sharing. Because the Village is not currently a transit provider and does not have authority to modify Pace or township services, the Village would primarily serve as an advocate and information hub for services within Village boundaries.

Additionally, the Village could help establish provider partnerships between township level services to serve Mount Prospect residents whose trips fall between or across the Elk Grove and Wheeling service areas. This would address a current issue highlighted by senior residents: the Elk Grove Township Transportation Service and Wheeling Senior Bus have different service hours and eligibility requirements and no overlap in their service areas. While the Village cannot dictate township services' policies, they can help create a protocol for serving riders who would benefit from additional flexibility.

One-Call/One-Click Mobility Information Centers

Several mobility managers opt to set up one-call/one-click mobility information centers that consolidate key information for riders. These platforms allow riders to plug in their information—origin, and destination, and often disability status, age, Medicaid qualification, and veteran status—and see which services best address their mobility needs. Platforms like these often save riders from searching dozens of individual websites and parsing different service descriptions. Call center options, either alone or in support of a website, are ideal for communities with transportation gaps for older adults. Online information centers are more easily navigated and updated, however, and can be consulted at any hour and, with automatic translations in most browsers, translated into different languages.

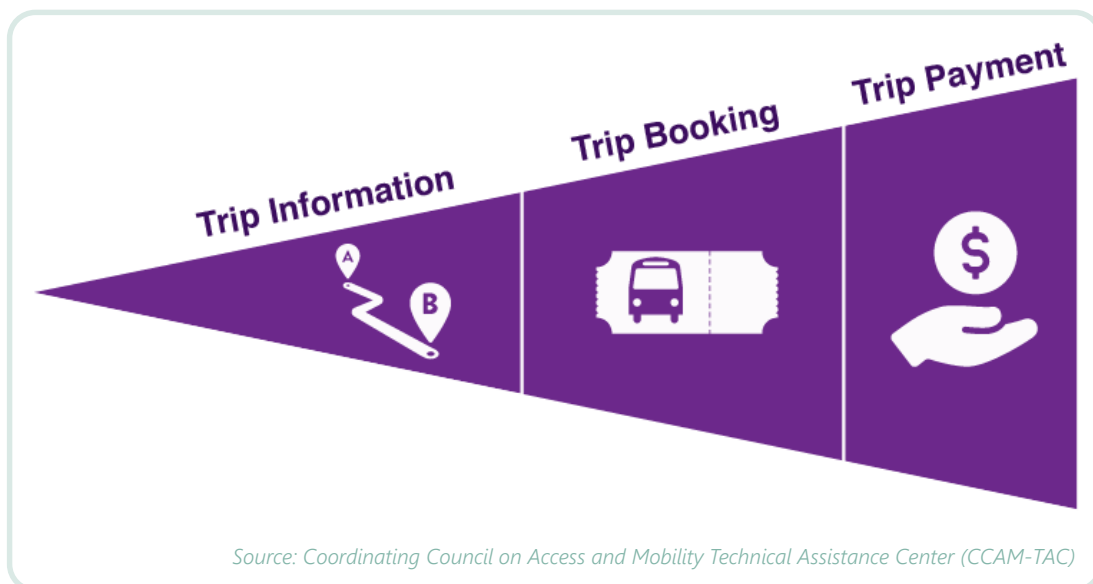
As long as any information is reviewed and updated regularly, a designated mobility information center does not necessarily require a designated mobility manager. Online platforms need to be housed on a permanent and well-maintained website, and call centers similarly need to be well-staffed and provided with the most recent information. This is made easier by a designated mobility manager who becomes the natural gatekeeper of the mobility information center.

Mount Prospect Recommendation

The Village of Mount Prospect currently has a public transportation page on the Village website that could easily become a one-stop shop for mobility information. The current page does provide valuable information for riders and potential riders, including details about riding Metra and Pace routes and parking in the Village. This website could, with limited development, investment, and staff power, be

updated to include an interactive trip planning feature, enhanced information about paratransit and community transportation programs such as Wheeling and Elk Grove Township services, and information about current and planned investments in pedestrian and cyclist infrastructure.

This updated website would build on an existing community resource, such as a well-organized and centralized Village website, but better serve community members navigating public transportation options in Mount Prospect. Because of the comparatively low cost of this website, a mobility information center is also an ideal short term or stopgap improvement to pursue while the Village plans and implements larger improvements. This resource allows for potential transit riders, especially transit-reliant community members, to leverage Mount Prospect's current services and, hopefully, meet their mobility needs.



Different functions a One-Call/One-Click system can provide to users. Implementing this system is typically an ongoing process, often beginning with one function and adding additional functions over time.

I Transit Awareness Initiative

This recommendation would build on the Village's existing efforts to increase transit awareness. If a Mobility Manager Role is established, the tasks in this recommendation can be assumed by the designated Mobility Manager. Suggestions for this initiative include the development of comprehensive, easy-to-read materials that outline available transit options, training of staff at public-facing institutions, and a public awareness campaign to spread further awareness about these resources.

Results of the public survey and comments received indicate that potential riders are unaware of existing services and how to easily access information on routing, scheduling, and coverage. Once a one-click mobility information center is established through the Village website, updating print materials to be user-friendly, accessible, and include all possible transportation options will be essential. These materials would condense information on services, schedules, fares, destinations and instructions on how to utilize them.

The Village would coordinate with institutions and relevant stakeholder groups to distribute materials and train staff on the available transit services. Senior-living facilities, schools, faith groups, and community organizations that work with vulnerable populations would be effective partners in conducting a transit awareness campaign.

A six-to-twelve month communication and awareness campaign would further spread awareness of available resources, and how to best reach the Mobility Manager or Village contact, if needed. This could include branding specific to the transit initiative, signs in Pace shelters and Metra Stops, signs and pamphlets at senior facilities and continuing to promote through the existing transportation workshops the Village holds.

The Village may consider working external partners, such as the Regional Transportation Authority Mobility Management Division to arrange for seminars and group trainings at key facilities. The Mobility Management Division connects older adults and people with disabilities to information about Metra, Pace, and CTA buses and trails, RTA programs, and local transit options. The Mobility Outreach Program works directly with organizations that serve and offer programs to older adults and people with disabilities and educates customers on transit topics such as accessibility, RTA Fare programs, trip planning, and more. The team also assists customers in signing up for the RTA Fare programs. The RTA also offers travel training sessions, which are free one-on-one trainings to help participants learn how to use Metra, Pace, and CTA buses and trains.

TRANSPORTATION RESOURCE FAIR

*Presented by the Village of Mount Prospect
Aging in Community Initiative*

Thursday, September 11

2:00 p.m. - 3:30 p.m.

Village Hall - 3rd Floor

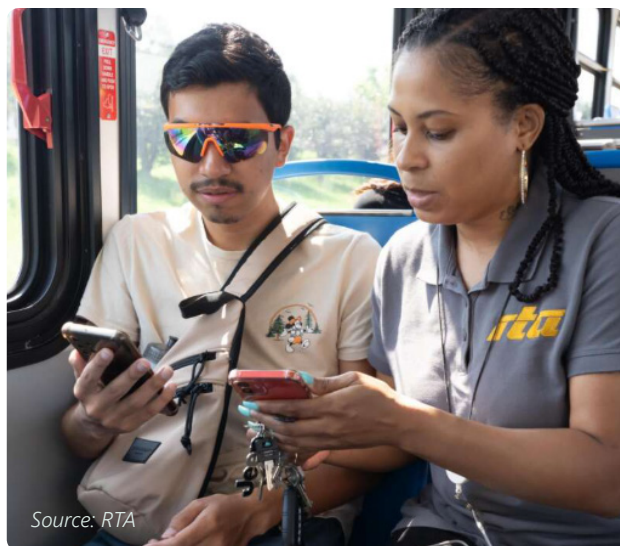
50 S. Emerson Street



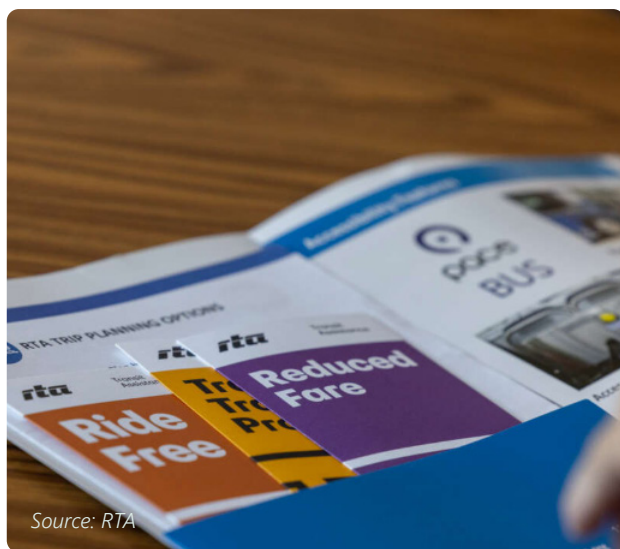
Learn about transit options for seniors and persons with disabilities from the providers that serve our community. This free event starts with a presentation and is followed by a resource fair. Attendees will have the opportunity to complete transit applications on site.

Speakers: Connections to Care, PACE, RTA, Wheeling Township, and Elk Grove Township

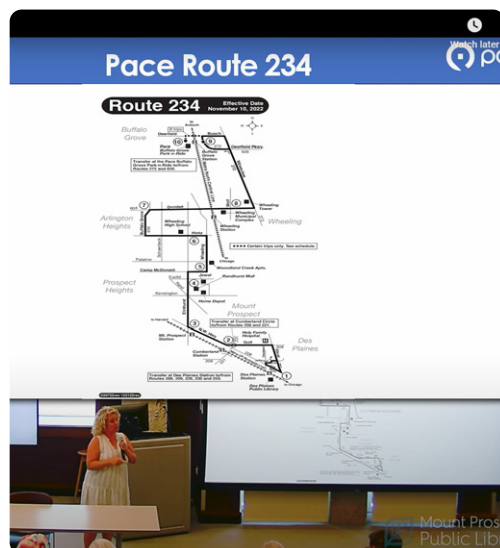
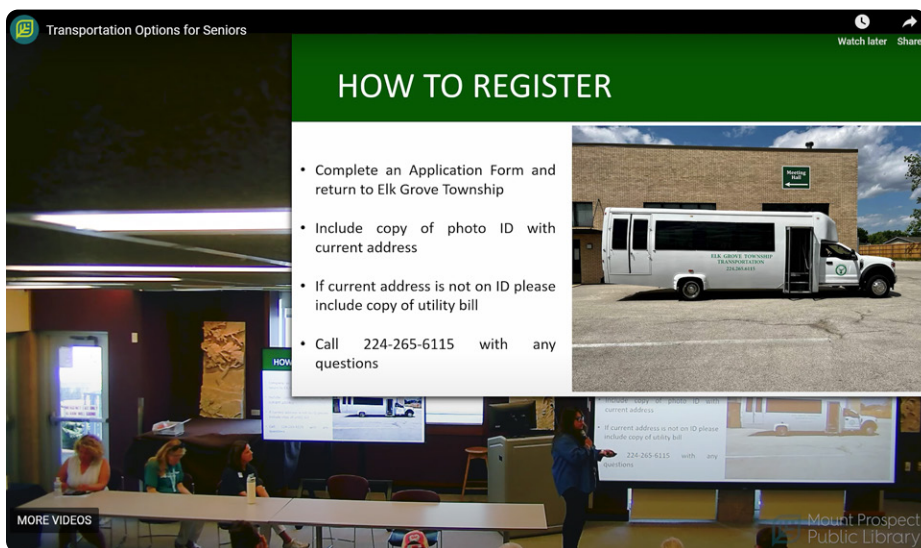
To register, call the Mount Prospect Human Services Department at (847) 870-5680.



Source: RTA



Source: RTA



Clockwise from top left: 1) Advertisement for Mount Prospect's Transportation Resource Fair, 2) RTA's Travel Training Program offers free one-on-one training to help people with disabilities and older adults learn how to use Metra and Pace, 3) Materials used as part of RTA's Mobility Outreach Program that helps share available transit options, and 4 + 5) Presentation from various transportation providers at the Mount Prospect Library





SETTING THE PLAN IN MOTION

Section 6

Plan Implementation

Improving transit is an investment in the Village of Mount Prospect. The community at large benefits from a robust network of public transportation options that allows residents and visitors to travel where they need to go.

Meaningfully improving mobility options is complex, but with a methodical, coordinated approach and appropriate foresight, the Village can help implement targeted, effective mobility solutions. This section outlines the merits and limitations of each recommendation to serve as a reference point for decision-makers on which recommendations to pursue. It also provides context on possible next steps regarding external coordination and funding opportunities. The Village should continue to work with the public to determine which improvements should be prioritized for implementation.

Evaluation Criteria

The initial goals of the transit study, as well as community feedback obtained through engagement efforts, informed the development of criteria for evaluating the potential transit recommendations. These criteria are intended to help the Village prioritize projects and initiatives that will best serve the needs of current and potential transit users within the Village while balancing the resources available to implement options.



Low Cost

The expected cost to the Village to implement the recommendation. Providing recommendations to a partner agency, for example, is low-cost but the “ease of implementation” may be more challenging. Specific costs were not developed as part of this study. Rather, planning-level estimates and qualitative assessments were used.

Ease of Implementation

The level of ease or difficulty for the Village to implement a recommendation. The fewer regulatory or institutional barriers that would prevent, prolong, or prohibit implementation, including coordination with transit agencies and other service providers, would lead to easier implementation. For example, Village-led services and initiatives would be easier to implement than those requiring external coordination.

Improves Access for Transit-Dependent Populations

The level to which the improvement serves existing and potential riders that are most likely to rely on and use public transportation.

Enhances Regional Connectivity

The level to which the improvement establishes or enhances connections to nearby medical facilities, regional transit (e.g., Arlington Heights and Des Plaines Metra stations), or commercial and recreational hubs in neighboring communities.

Enhances Local Connectivity

The level to which the improvement establishes or enhances connections to nearby medical facilities, grocery stores, or commercial and recreational hubs within Mount Prospect.

Addresses Community-Identified Barriers

The level to which the improvement addresses community-identified barriers as identified and prioritized during the study’s engagement process. A few top barriers heard include:

- **Service Frequency:** The level to which the improvement increases frequency of service to make transit more reliable, reduce wait times, improve feasibility of connections, and improve rider’s overall experience.
- **Transit Network Awareness:** The level to which the improvement provides the public with complete and up-to-date information on services, routes, fares, and destinations in an accessible manner.
- **Connects to Key Community Destinations:** The level to which the improvement provides, enhances, or reinforces a connection to community destinations including Downtown Mount Prospect, Randhurst Village, Library, Village Hall, RecPlex, medical or wellbeing facilities, schools, grocery stores, other major shopping centers.
- **Access to Transit:** The level to which the improvement makes transit stops more accessible, through filling in sidewalk gaps, adding crosswalks and bus stop infrastructure; as well as bringing transit closer to the rider and their origin or destination.

Transit-Dependent Populations

People more likely to rely on public transportation, including seniors, people with disabilities, and low-income and no vehicle households

For Mount Prospect: Identified in the Transit-Propensity Index

Key Community Destination

Places that people need to access for work, education, health, and other necessary activities (e.g., senior centers, recreational facilities)

For Mount Prospect: Identified through the public survey, interactive map, focus groups, stakeholder outreach, pop-up events, and Village guidance

Connectivity

The ability of people to travel within a region, between communities, and locally, by public transportation

For Mount Prospect: Identified through the public survey, interactive map, focus groups, stakeholder outreach, pop-up events, and Village guidance

Evaluation Matrix

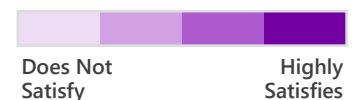
In **Table 12**, the project team assessed each recommendation against the evaluation criteria. Each recommendation was then ranked on a scale of “low” (light purple) to “high” (dark purple) depending on how well it satisfied the criterion relative to other recommendations of this study. A ranking of “high” indicates the recommendation highly satisfies the criterion, and a ranking of “low” indicates the recommendation minimally or does not satisfy the criterion.

Table 12. Transit Recommendation Evaluation Matrix

Recommendation		Low Cost to Village	Ease of Implementation for Village	Improves Access for Transit-Dependent Populations	Enhances Local Connectivity	Enhances Regional Connectivity	Addresses Community-Identified Barrier
Village-Managed Transportation Services							
A	Taxi / Rideshare Subsidy Program						
B	Village Shuttle						
C	Village Microtransit						
Other Transportation Enhancements							
E	Adjust Pace Fixed Route						
F	Access to Transit						
G	Improvements						
H	Mobility Manager Program						
I	Transit Awareness Initiative						

Note: Recommendation D: Collaboration with Neighboring Communities and Local Transportation Providers was not evaluated in the matrix since this recommendation is slightly different compared to the other options and should be an ongoing effort by the Village (see the Recommendation Prioritization section on the following pages).

Recommendation Satisfies Evaluation Criteria



Recommendation Phasing

In **Table 13**, the recommended projects are grouped by the anticipated time and cost required for implementation. Short-term recommendations are generally lower-cost and require minimal coordination with external agencies and entities. Medium-term recommendations are larger in scale, more expensive to implement or adopt, and require some degree of coordination with external agencies. Long-term recommendations may carry a high cost and require years of working external partners to carry out the desired recommendation.

Table 13. Transit Recommendation Phasing Schedule

Immediate Recommendations (Less than 1 Year)

Recommendation	Phasing Description
A Taxi or Rideshare Subsidy Program Pilot	- Determine fare subsidy amount, delivery method, and eligibility requirements - Contact taxi or rideshare companies to establish contract option - Reach out to neighboring communities who have an established program for further insights (e.g., Arlington Heights, Elk Grove Township)
B Fixed-Route Shuttle Pilot and Microtransit Pilots	- Confirm if fixed-route shuttle pilot or microtransit pilot is to move forward - Establish which operating model will be used for the selected service pilot (e.g., Village-operated, contracted service, Pace's Community Vehicle Program). Note, for illustrative purposes, the Community Vehicle Program is used to illustrate next steps for each program further down in this Recommendation Phasing table
C	
D Collaboration with Neighboring Communities	- Meet with Elk Grove and Wheeling Townships to discuss possibility of an Intergovernmental Agreement (IGA) to expand their existing service - Continue to convene the Aging in Community Transportation Working Group (TWG) quarterly - Coordinate quarterly or bi-annual meetings with representatives from neighboring communities (e.g., Elk Grove Township, Wheeling Township, Arlington Heights, Schaumburg) to continue dialogue and discuss implementation of recommendations
E Pace Fixed-Route Transit Service	- Share recommended Pace bus routing and key connections (community destinations) from the study with Pace, in addition to service and frequency feedback. - Coordinate meetings with Pace to discuss upcoming collaboration and plans: Community Vehicle Program, updates from ReVision that may impact routing, access to transit, bus facilities improvements, flag stop to posted-stop improvements
F Improve Pedestrian Access and Bus Stop Infrastructure	- Program sidewalk or shared-use path improvements for "poor" and "moderate" segments on transit routes - Program bus stop infrastructure improvements for high ridership Pace stops
G	
H Mobility Management Program	- Designate a Mobility Manager - Setup set up one-call/one-click mobility information centers (website)
I Transit Awareness Initiative	- Initiate campaign through development of branding and public-friendly print transit materials (signs, flyers, pamphlets) - Reach out to RTA Mobility Management Division to discuss potential support and collaboration

Table 13. Transit Recommendation Phasing Schedule (Continued)

Short-Term Recommendations (1 to 2 Years)

Recommendation	Phasing Description
A Taxi or Rideshare Subsidy Program Pilot	• Pilot taxi or rideshare subsidy program for one year • Review pilot effectiveness after one year • Implement permanently if successful
B Fixed-Route Shuttle Pilot <i>(Guidance for if this option is selected to pilot rather than Microtransit)</i>	• Conduct Public Engagement & Service Marketing: Establish engagement plan with community members, riders, and community stakeholders. Public engagement should focus on the implementation of fixed route shuttles and informing community members of new service being launched. • Stop Location Identification: Conduct site assessment for exact shuttle stop locations. This includes individual site assessments for each stop and determining the level of infrastructure (stop type) that will be needed at each stop. During stop identification, pedestrian environment and first/last mile conditions to access the stop should be assessed.
C Microtransit Pilot <i>(Guidance for if this option is selected to pilot rather than a Fixed-Route Shuttle)</i>	• Microtransit Software Procurement: Evaluate software solutions and procurement of software for demand-response vehicles and include same-day scheduling/trip matching software (e.g., VIA, RideCo, TripSpark). Additionally, scheduling/dispatching software needs to have the ability to limit rides to designated hub locations. • Vehicle Procurement: Work with Pace's Community Vehicle Program to obtain four passenger vans to use for the microtransit service. • Conduct Public Engagement & Service Marketing: Establish engagement plan with community members, riders, and community stakeholders. Public engagement should focus on the implementation of microtransit and informing community members of new service being launched.
I Transit Awareness Initiative	• Launch awareness campaign through newsletters, social media, posting signs at transit stops or stations and senior facilities, and leaving pamphlets at public locations

Medium-Term Recommendations (3 to 4 Years)

Recommendation	Phasing Description
B Fixed-Route Shuttle Pilot <i>(Guidance for if this option is selected to pilot rather than Microtransit)</i>	• Vehicle Procurement: Work with Pace's Community Vehicle Program to obtain two 12-passenger buses for shuttle use. Larger vehicles for the shuttle service require maintenance agreements in place between the Village and Pace. • Route Scheduling Analysis & Assessment: Solidify route and operating schedules based on service spans, manpower, shifts, etc. Test runs should be conducted to adjust, and re-time routes based on roadway conditions and actual running times.
C Microtransit Pilot <i>(Guidance for if this option is selected to pilot rather than a Fixed-Route Shuttle)</i>	• Hire Drivers or Procure an Operator: After vehicles are procured and service is ready to launch, the Village will need to hire drivers or procure an operator to drive the vehicle on the Village's behalf. • Microtransit Service Implementation: Begin operating the microtransit service in the two proposed zones and monitor the service effectiveness.
F Improve Pedestrian G Access & Bus Stop Infrastructure	• Review progress on sidewalk or shared-use path improvements for Poor and Moderate segments on transit routes and program for future, as needed. • Review progress on bus stop infrastructure improvements for high ridership Pace stops and program for future, as needed.

Table 13. Transit Recommendation Phasing Schedule (Continued)

Long-Term Recommendations (More than 4 Years)

Recommendation	Phasing Description
B Fixed-Route Shuttle Pilot <i>(Guidance for if this option is selected to pilot rather than Microtransit)</i>	• Hire Drivers or Procure an Operator: After vehicles are procured and service is ready to launch, the Village will need to hire drivers or procure an operator to drive the vehicle on the Village's behalf. • Fixed-Route Service Implementation: Begin operating the two fixed route shuttles and monitor service effectiveness. All bus stops should be marked or have signs and concrete pads installed at this time.
C Microtransit Pilot <i>(Guidance for if this option is selected to pilot rather than a Fixed-Route Shuttle)</i>	• Monitor the service effectiveness and adjust program, if needed. • Implement permanent program, if successful.
I Transit Awareness Initiative (Transit Survey)	• To determine if new/updated transit programs are meeting the needs of the community, distribute a Villagewide transit survey every 4-5 years.

Ongoing Recommendations

Recommendation	Phasing Description
D Collaboration with Neighboring Communities	• Continue to convene the Aging in Community Transportation Working Group (TWG) quarterly • Coordinate quarterly or bi-annual meetings with representatives from neighboring communities (e.g., Elk Grove Township, Wheeling Township, Arlington Heights, Schaumburg) to continue dialogue and discuss implementation of recommendations
E Pace Fixed-Route Transit Service	• Coordinate bi-annual meetings with Pace to discuss upcoming collaboration and plans: Community Vehicle Program, updates from ReVision that may impact routing, access to transit, bus facilities improvements, flag stop to posted-stop improvements.
H Mobility Management Program	• Review transportation services annually and update and marketing or communication materials accordingly

Funding Opportunities

The Village should consider applying for grant opportunities, either individually or in collaboration with transit agencies, to secure funding for improvements. Opportunities are available through grant programs from various levels of government agencies and institutions.

Typical funding for transit operations and supporting capital programs use a combination of federal, state, and local funds. However, if the Village was to operate its own transit service, it would likely receive no direct federal funds from the Federal Transit Administration and minimal state funding due to the Village being part of the greater Chicago metropolitan area and within the Regional Transportation Authority's service area.

While these typical transit funding sources may not be available, the Village could utilize a number of other locally managed programs to assist with the funding of transit, particularly with capital costs.

Table 14 lists potentially relevant and current opportunities.

Table 14. Potential Funding Opportunities

Funding Program	Awarding Agency	Categories
Access to Transit	RTA	Pedestrian and Bicycle Improvements
Pilot Program for Enhanced Mobility	FTA	Accessibility, Public Transit
Bus and Bus Facilities Program	FTA	Bus Stops/Stations, Public Transit
Low or No Emission Grant Program	FTA	Public Transit
Highway Safety Improvement Program	IDOT	Safety, Pedestrian Improvements
Illinois Transportation Enhancement Program	IDOT	Pedestrian and Bicycle Facilities
Surface Transportation Block Grant Program (STP)	CMAQ	Transit Station Accessibility, Transit Stations, Transit Line
Community Development Block Grants (CDBG)	U.S. Department of Housing and Urban Development (HUD)	Pedestrian and Bicycle Facilities, Sidewalks
Congestion Mitigation and Air Quality (CMAQ) or Transportation Alternatives (TA)	CMAQ	Transit Improvements, Bicycle Infrastructure
Invest in Cook	Cook County	Various Transportation and Transit Projects



