



ARTERIAL  
BIKE  
NETWORK  
STUDY



Village of Mount Prospect

# ARTERIAL BIKE NETWORK STUDY

March 2025



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# STUDY OVERVIEW

Section 1



# Study Overview

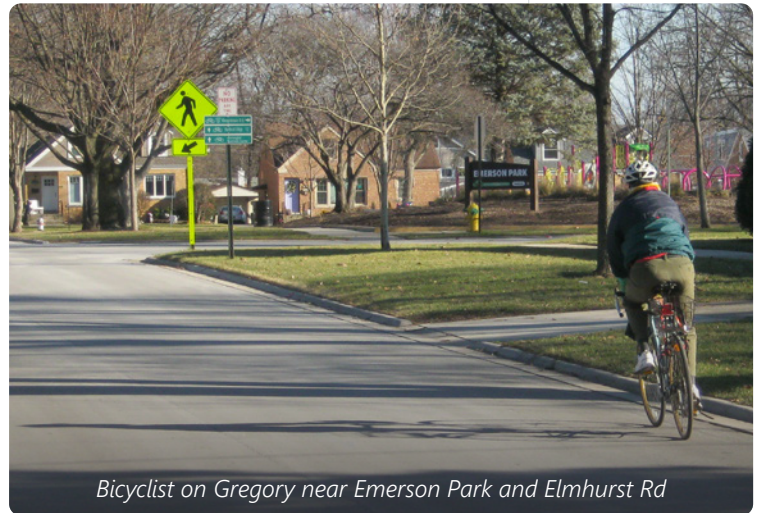
In 2012, the Village adopted a Bicycle Plan to “create a safe, comfortable and bicycle-friendly environment in Mount Prospect, which encourages people of all ages to use bicycles for everyday transportation and enjoyment”. The Bicycle Plan identifies three infrastructure phases.

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

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

## Study Area

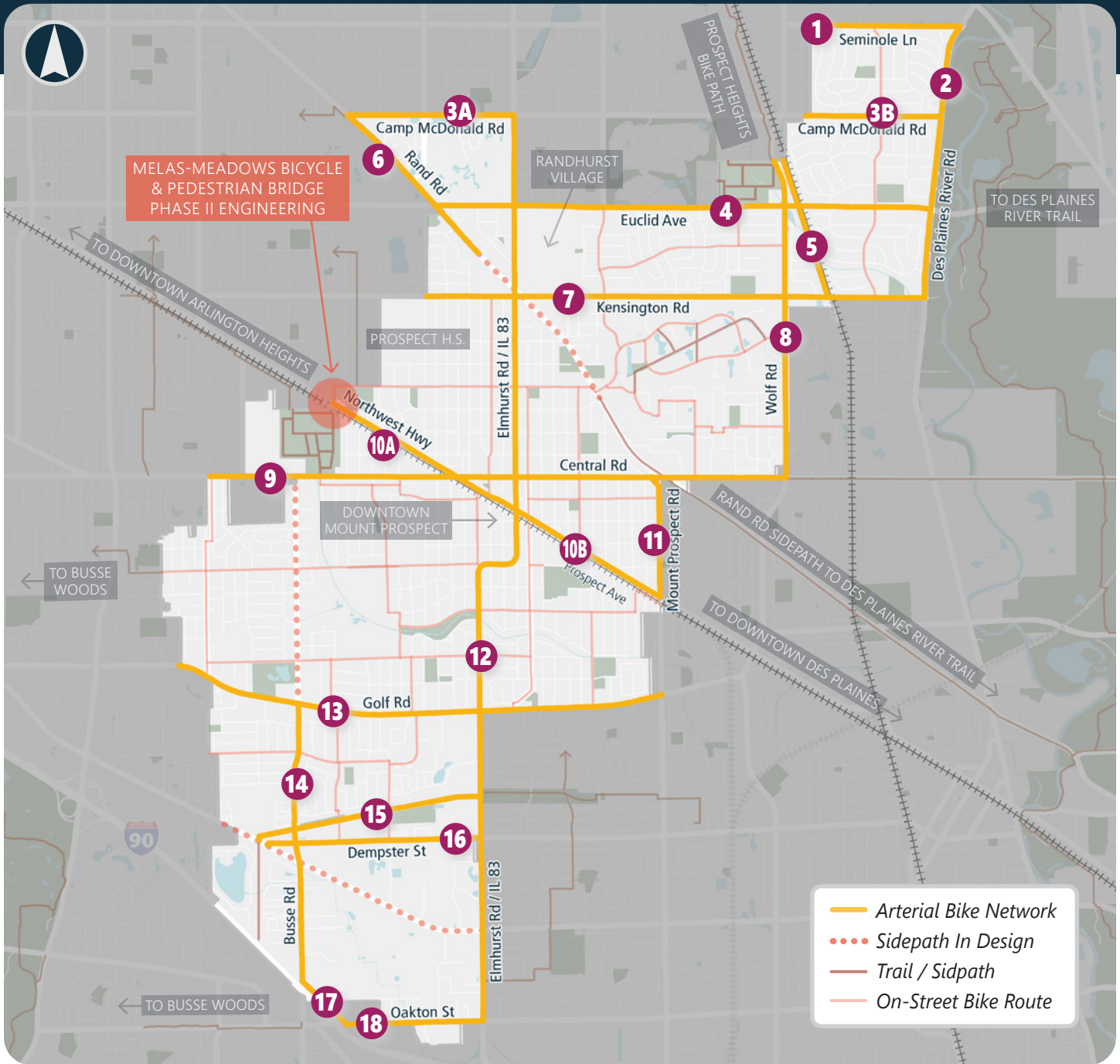
The study area encompasses the Village of Mount Prospect, with a focus on the identified arterial corridors. It is recognized, though, that residents’ destinations may be outside of the Village, or those visiting and working in the Village may reside in other communities. Connecting to the larger regional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



## Study Goals

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

# Arterial Bike Network Study Corridors



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



## Bicyclist Level of Comfort

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

### Bicyclist User Type / Level of Comfort

#### INTERESTED BUT CONCERNED

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

#### SOMEWHAT CONFIDENT

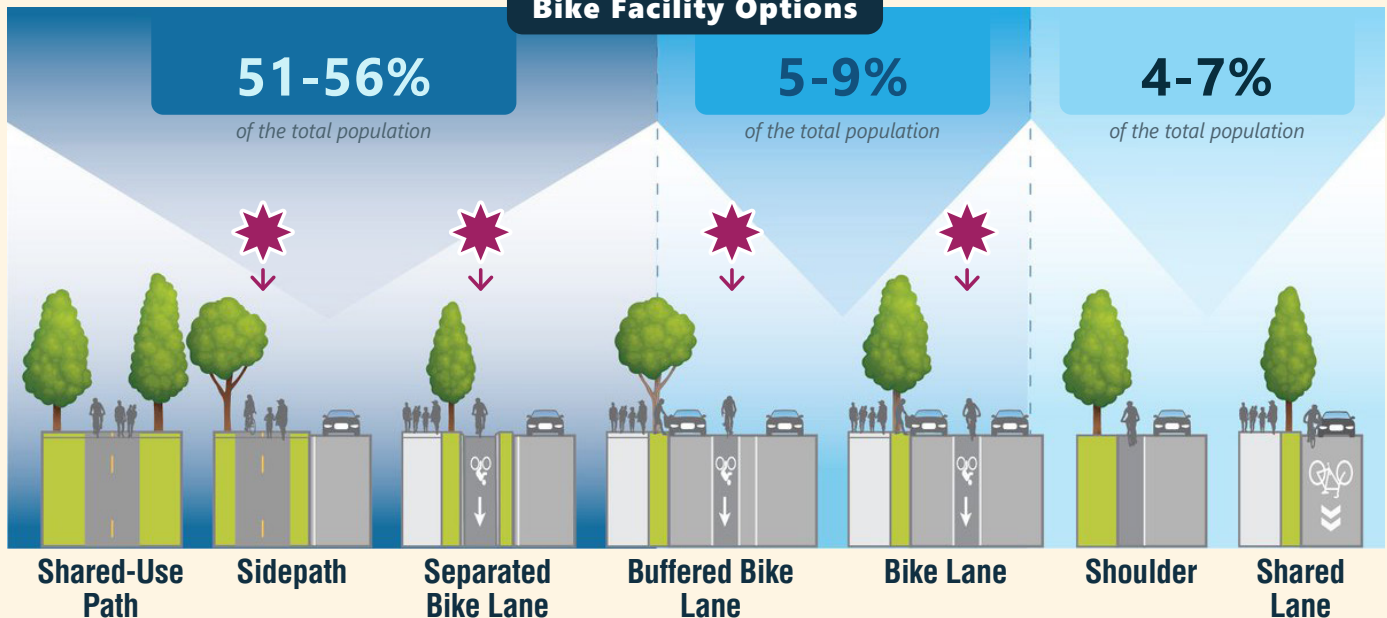
- Generally prefer more separated facilities, but are comfortable riding on street in bicycle lanes or on paved shoulders if need be

#### HIGHLY CONFIDENT

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



### Bike Facility Options



Bike facilities considered for the arterial bike corridors in this study

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

## Study Process

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

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

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

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

## Study Timeline











# EXISTING CONDITIONS & OUTREACH RECAP

Section 2



# Community Engagement

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

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

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



Open House #1 held in February 2024



Pop-up event at the Village Block Party

## Engagement Activities at a Glance



1

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



2

**Open Houses**  
*with 70+ Attendees*



2

**Pop-Up Meetings**



11

**Stakeholder Meetings**



25

**Emails Received from Community Members**

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





## Engagement Opportunities

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

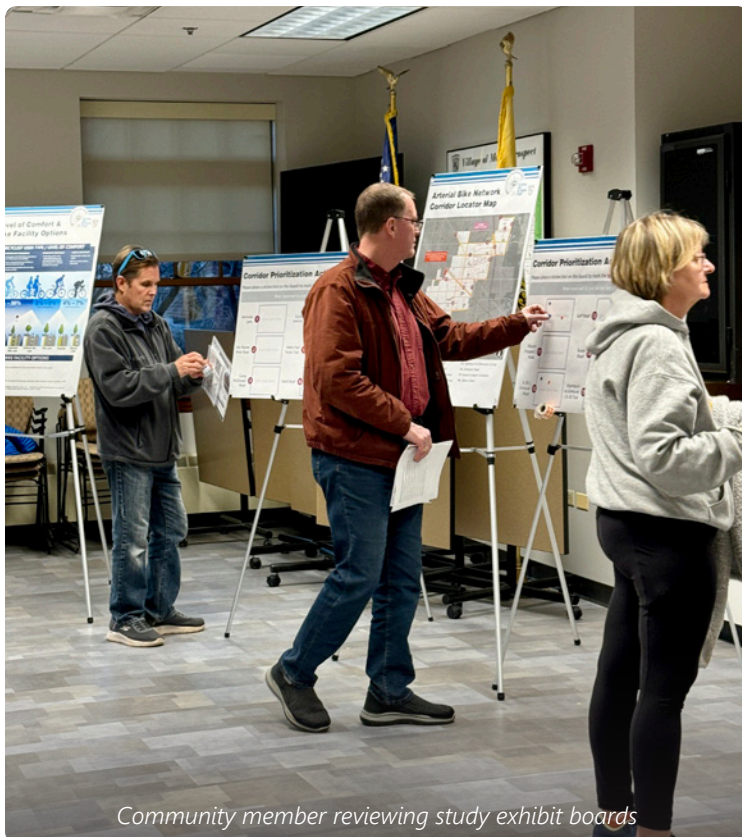
### Open House #1

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

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

### Pop-Up Meetings

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



Community member reviewing study exhibit boards



Pop-up event at the Village Block Party

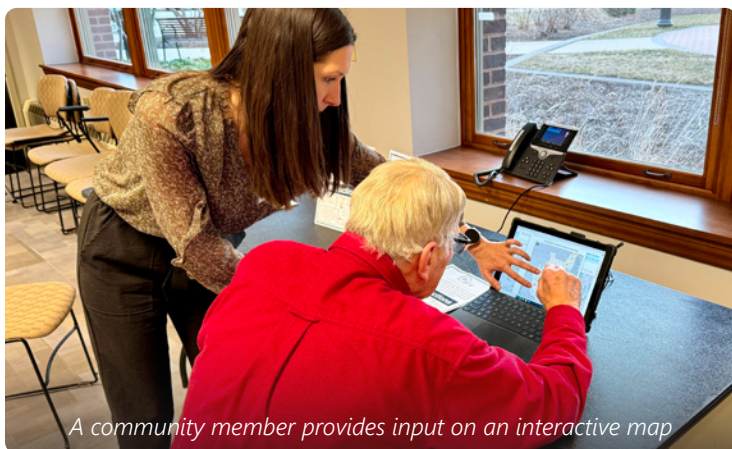


Pop-up event at Celebration of Cultures

## Interactive Input Map and Corridor Prioritization Survey

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

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



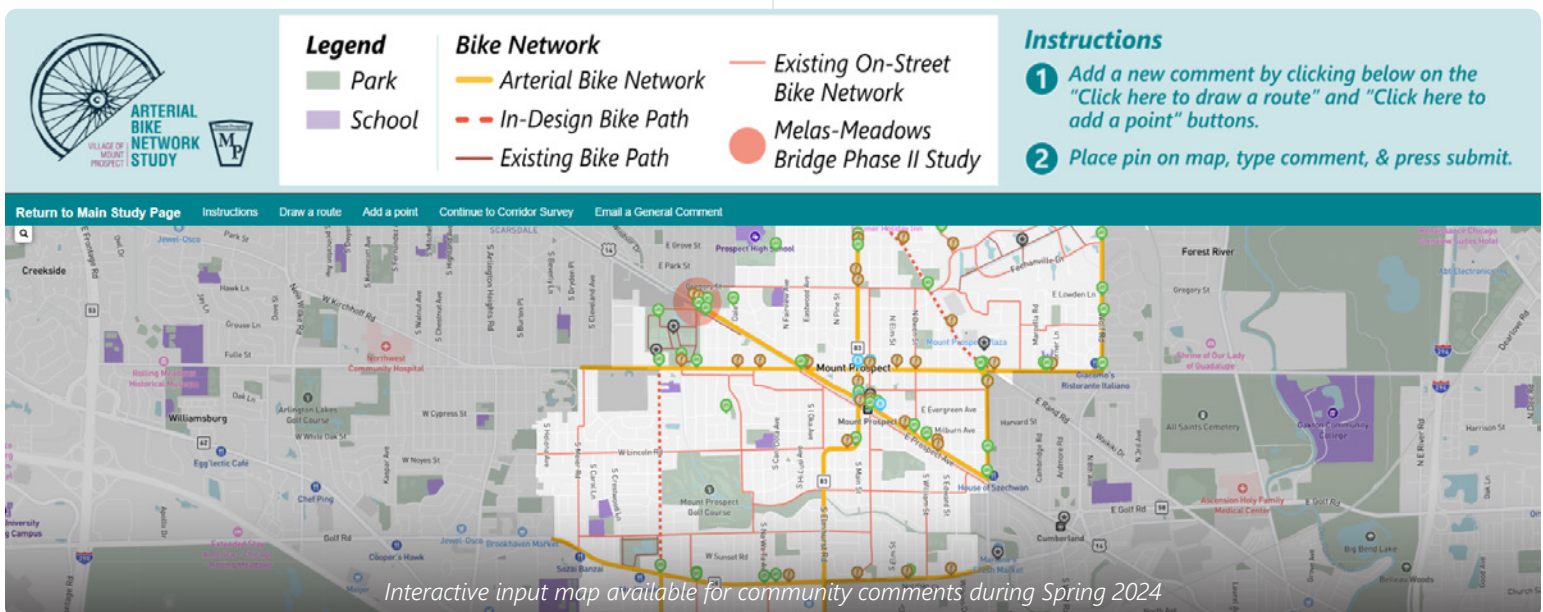
*A community member provides input on an interactive map*

## Stakeholder Meetings

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

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

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





## Open House #2

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

## Project Website and Email

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

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





## What We Heard

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

### Desire increased connections to:

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



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

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



Crossing on east leg of Euclid at Rand

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

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



Looking west on Camp McDonald at Burning Bush

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

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

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

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



ComEd right-of-way trail crossing at Redwood

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

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

# Existing Conditions Review

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

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

## Key Village-wide Takeaways

### Safety

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

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

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

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

### Datasets Reviewed

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

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

## Connectivity and Road/Traffic Conditions

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

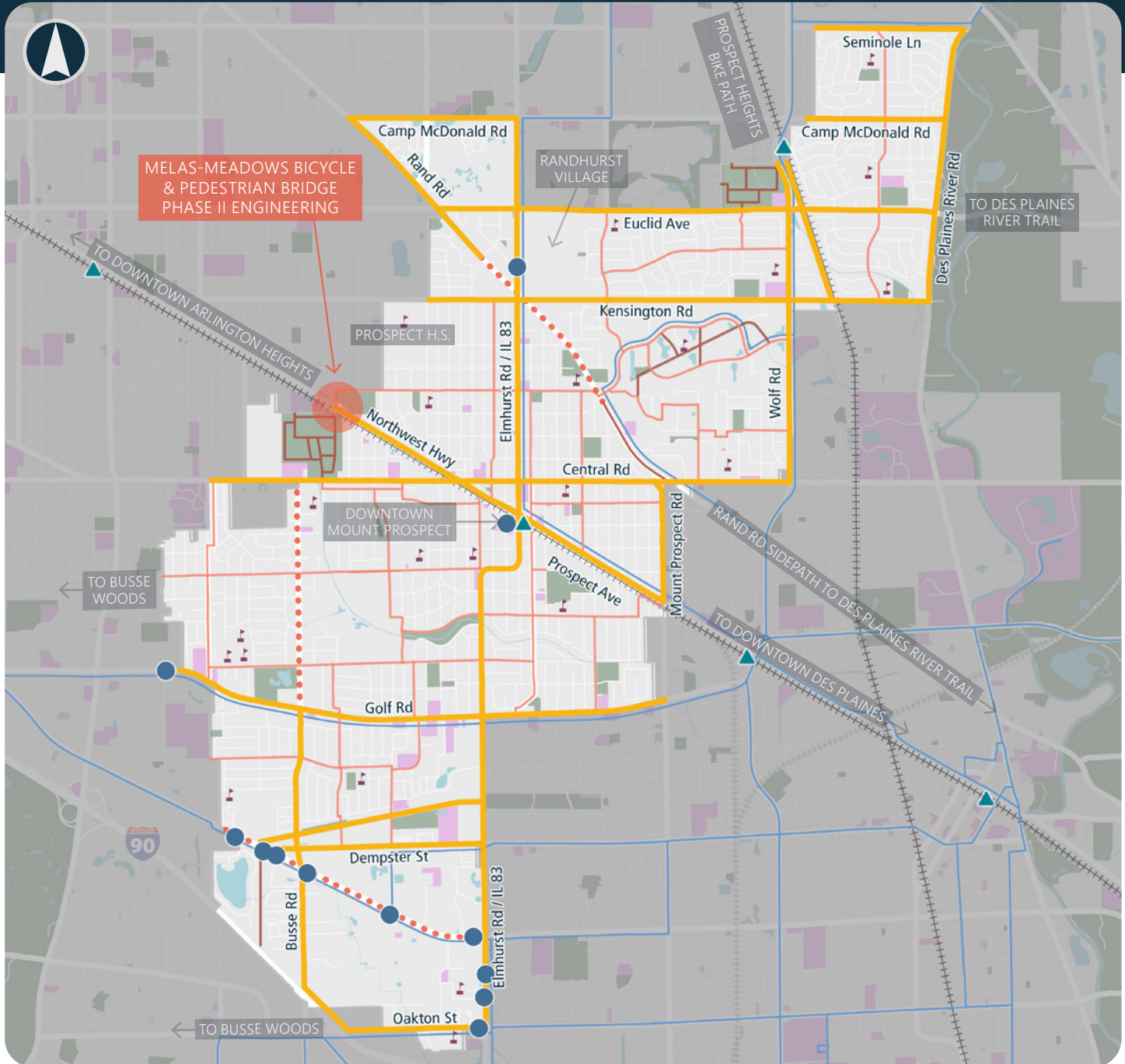
The arterial bike network typically experiences higher vehicular traffic volumes and speeds. Developing bike facilities that protect users as much as possible is key to ensuring safety while still boosting connectivity.





# Existing Conditions

## Transportation Network



### Legend

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

### Existing Bike Network

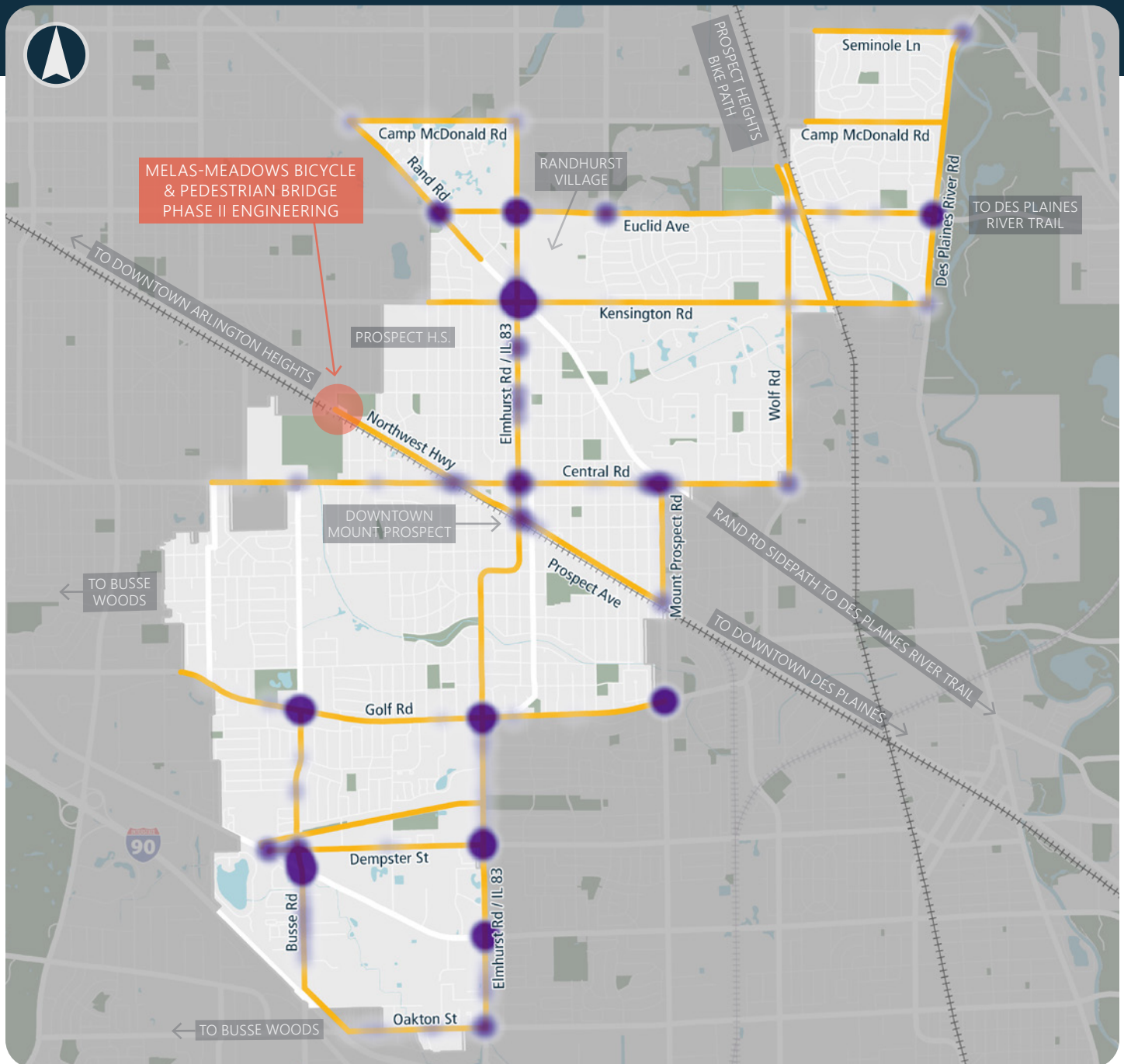
- Arterial Bike Network
- Sidepath In Design
- Existing Bike Network

### Transit

- Pace Bus Route
- High Ridership Bus Stop

# Existing Conditions

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



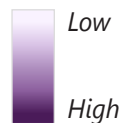
### Legend

- Park
- Arterial Bike Network

### IDOT Safety Tier (2020-23)

- Critical □ High

### Density of Injury Crashes











# ARTERIAL NETWORK RECOMMEND- ATIONS

Section 3





## Network Recommendations

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

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

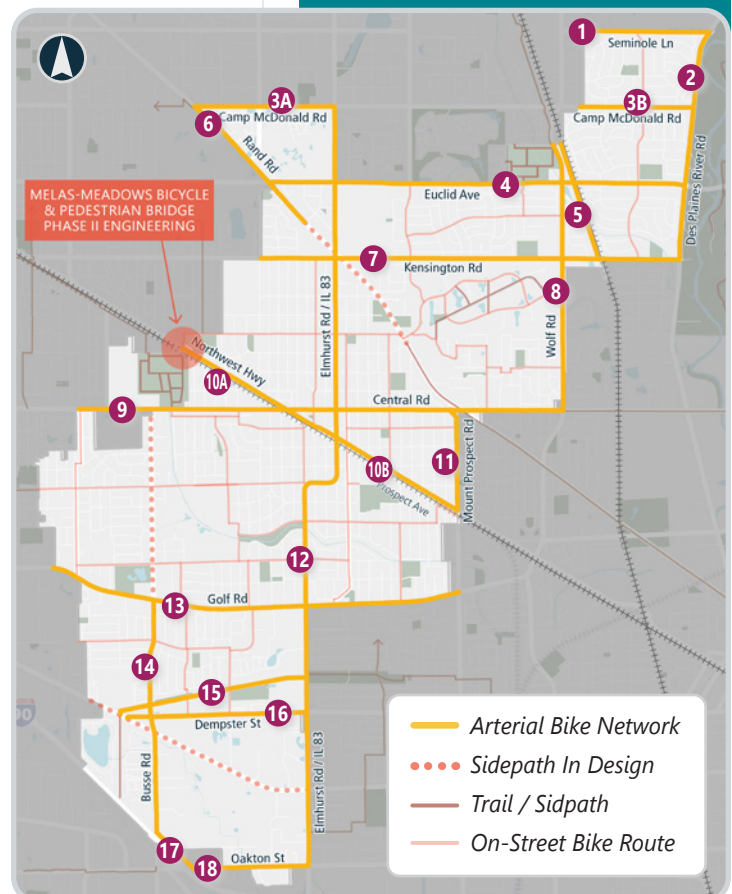
The network recommendations were developed based on robust community engagement and a comprehensive existing conditions analysis. The project team evaluated data such as traffic volumes, roadway functional classifications, vehicles speeds, roadway widths, available rights-of-way, and other traffic conditions.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

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

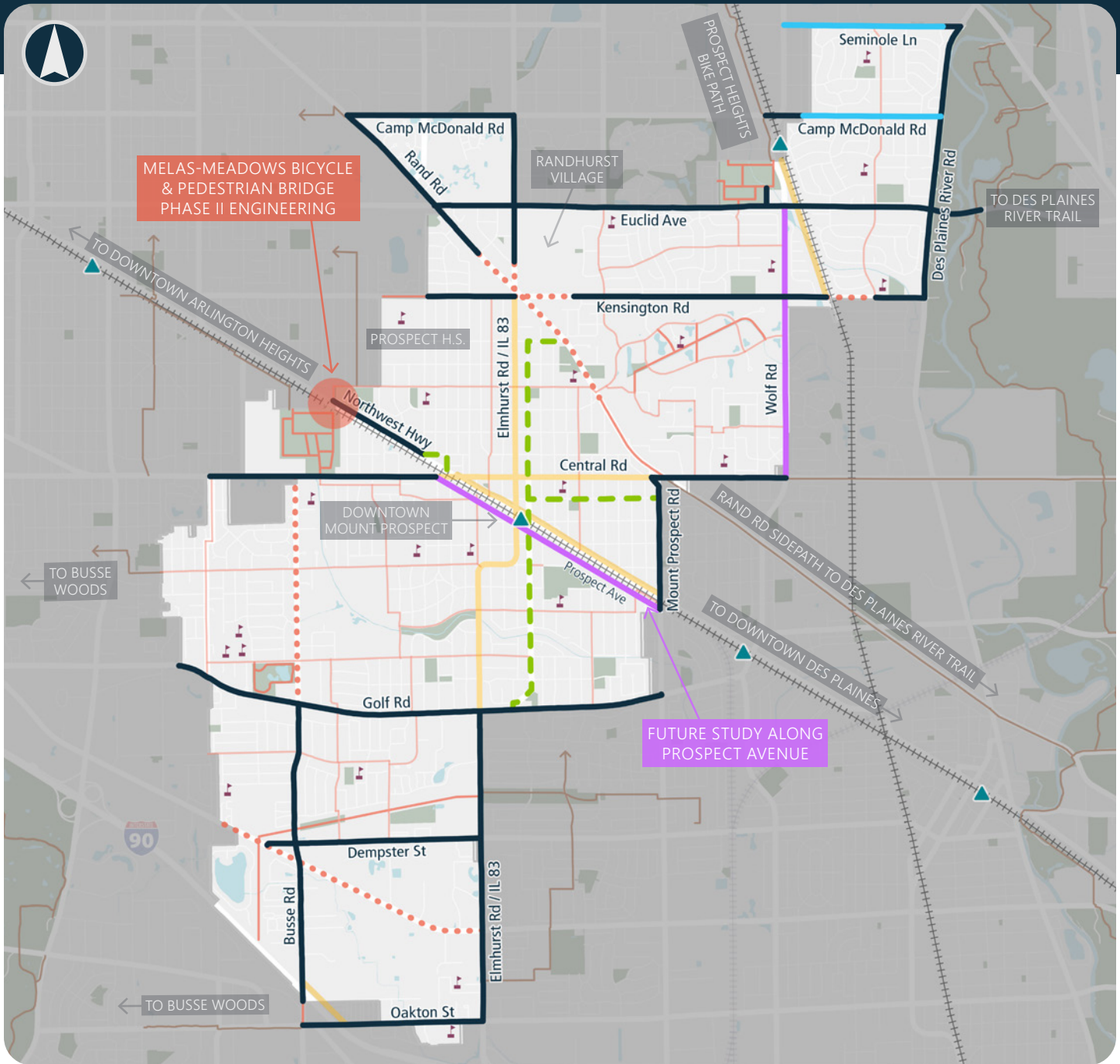
This chapter discusses the bike facilities considered and presents a list of treatments that can make challenging street crossings safer and more comfortable. This is followed by network recommendations by corridor. Information is presented on each of the 18 corridors, including a map, existing conditions,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

### Study Corridors

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



# Arterial Bike Network Recommendation Map



## Legend

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

## Existing Bike Network

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

## Recommended Arterial Bike Network

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

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



## Types of Bike Facilities Considered

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

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

### Bike Lanes

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

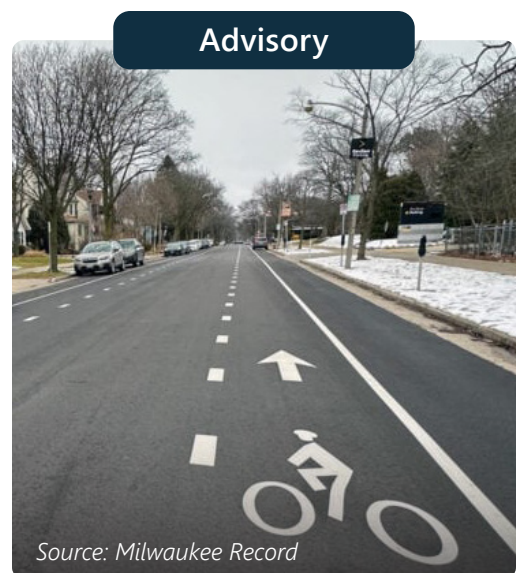
### What are the different types of bike lanes?

#### **Advisory Bike Lanes**

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

#### **Conventional Bike Lanes**

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



### Buffered



### Buffered Bike Lanes

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

### Protected Bike Lanes

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

### Protected



### Sidepaths

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

### What are sidepaths?

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

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

### Sidepath





# Bike Crossing Enhancement Toolkit

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

Legend

Unsignalized Crosswalk

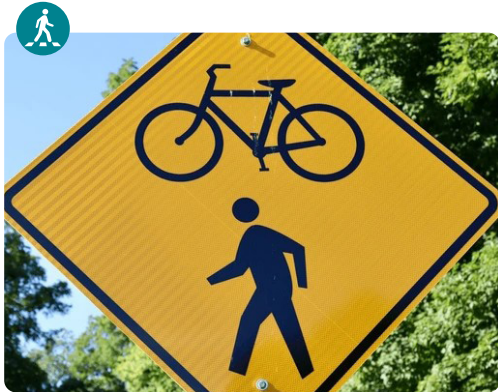
Signalized Crosswalk



### Raised Crosswalk

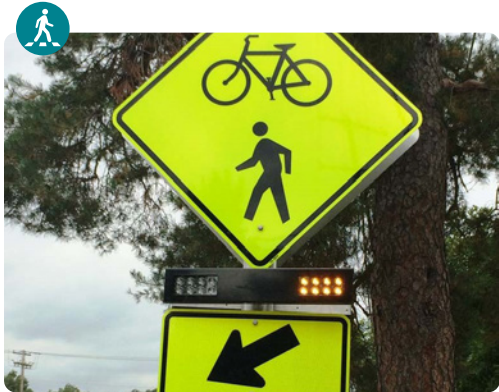
Typically serve as tools for traffic calming by bringing the roadway level to that of the sidewalk (e.g., roadway flush with height of curb). They force vehicles to slow before passing over the crosswalk, providing a level pedestrian/bicyclist path of travel from curb to curb. They are commonly used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

Image Source: Rural Design Guide



### Bicycle and Pedestrian Crossing Signs

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



### Rectangular Rapid Flashing Beacon

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



### Pedestrian Refuge Island

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

Image Source: NACTO



### Protected Intersection

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

Image Source: Davis, CA via Kittleston



### Bicycle Detection

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

Image Source: Danville, CA





### Bike Push Buttons

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



### Countdown Signals

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



### Bicycle Crossing Markings

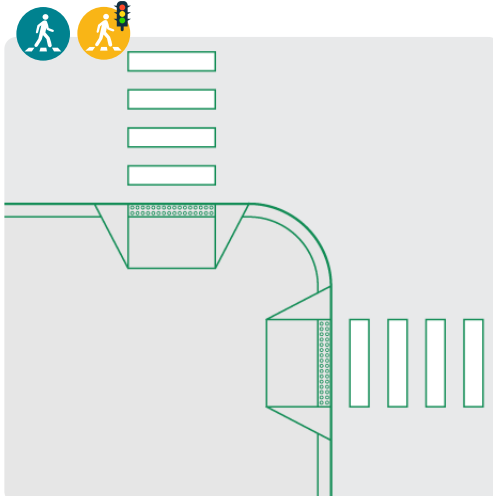
Intersection crossing markings guide the path of cyclists through the intersection and alert drivers to the presence of cyclists. These markings can be colored green in high-traffic areas to further alert motorists and cyclists of potential conflicts. They can also be used at crosswalks and intersections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

*Image Source: Roseburg, OR News-Review*



### Bike Turn Box

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



### Reduced Corner Radii

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



### Corner Island and Right-Turn Slip Lanes

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

*Image Source: Cambridge, MA*

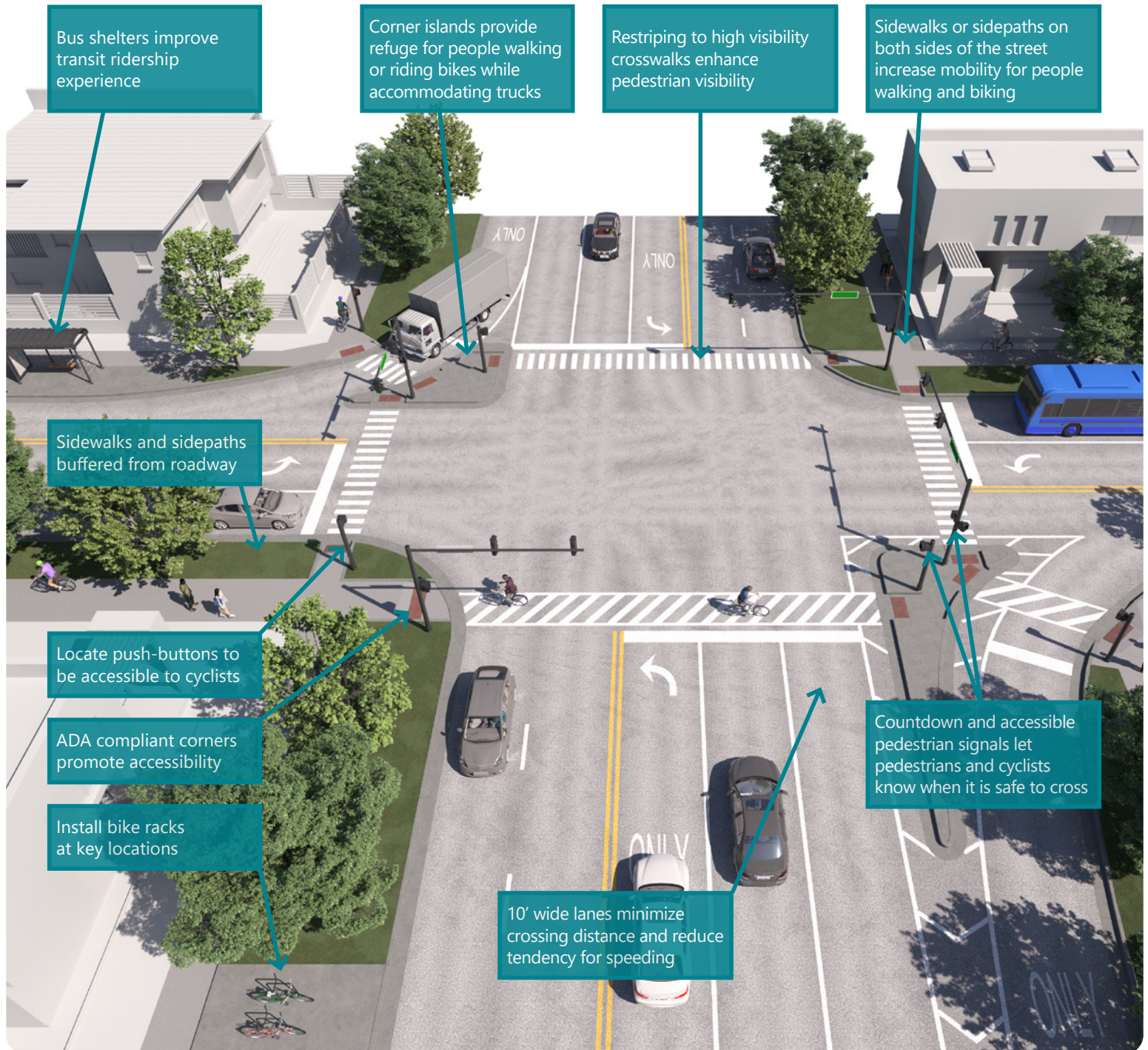
*Image Source: NACTO*

*Image Source: CMAP*



# Intersection Design Example

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

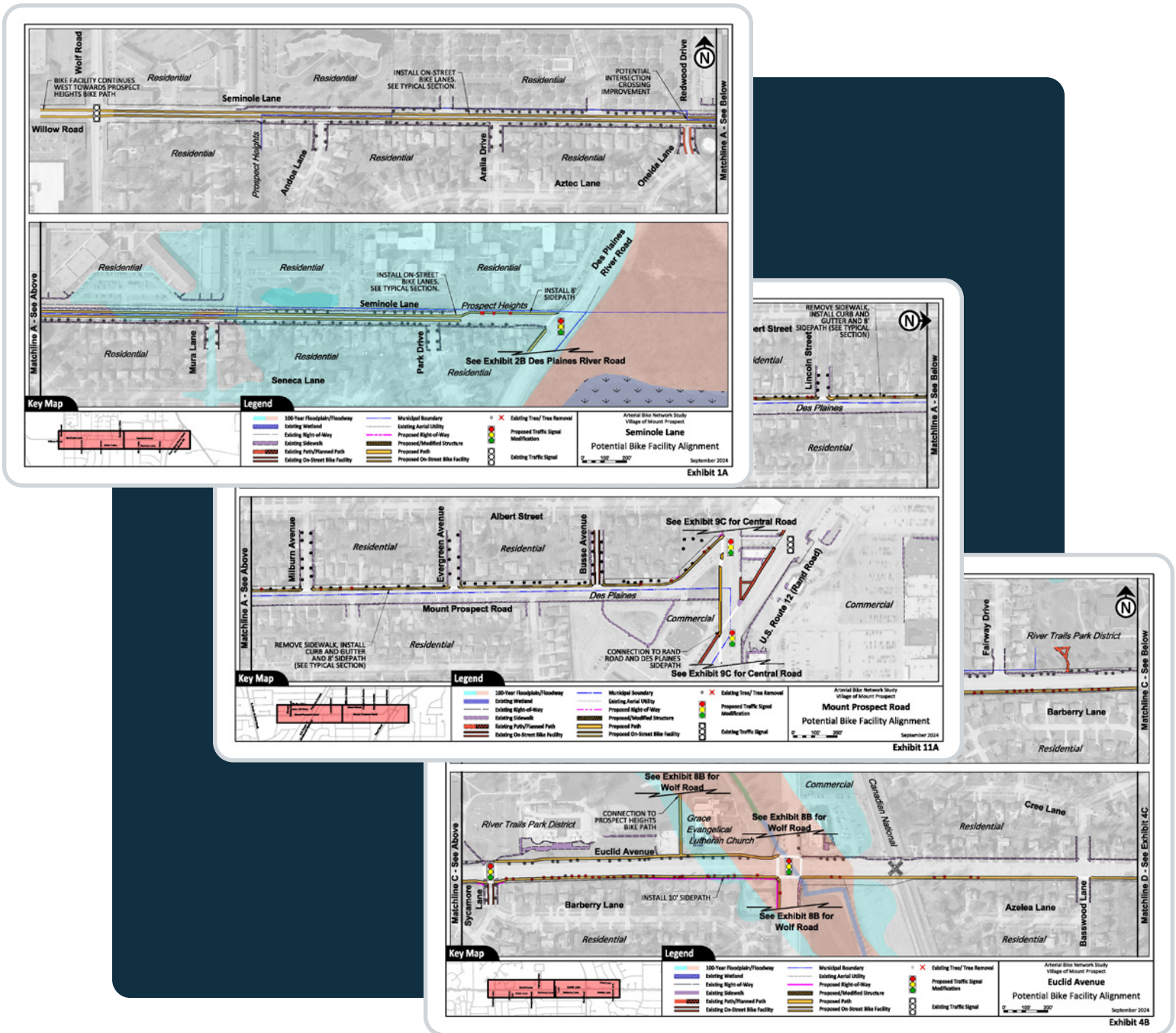




# Network Recommendations by Corridor

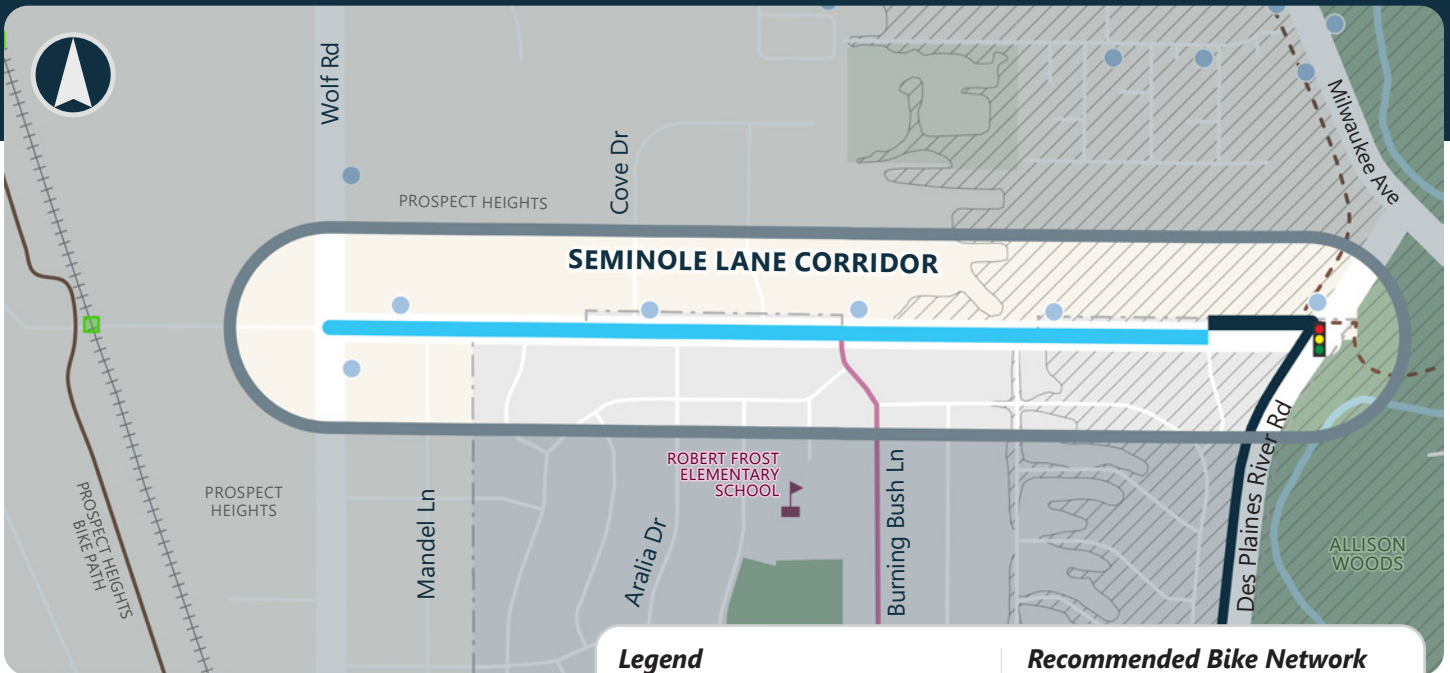
The remaining pages in this chapter provide additional information about each corridor including: a corridor map, existing conditions, recommendation by facility type and location, alternatives considered, potential impacts to consider, estimated project cost, and improvements that may be needed at major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

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





# 1 Seminole Lane



## Existing Conditions

### Traffic / Roadway Conditions

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

### Community Context

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

### Legend

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

### Recommended Bike Network

- 🚲 On-Street Bike Lanes
- 🛣️ Sidepath
- 🟢 Signed On-Street Bike Route
- 🟡 Multiple Options

### Existing Bike Network

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



Looking west on Seminole at Burning Bush



Looking east on Seminole at Andover

## Potential Conditions

### Corridor Recommendations

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

### Potential Impacts

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

### Major Street Crossings

- None

### Additional Considerations

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



### Alternative 1: Buffered Bike Lanes

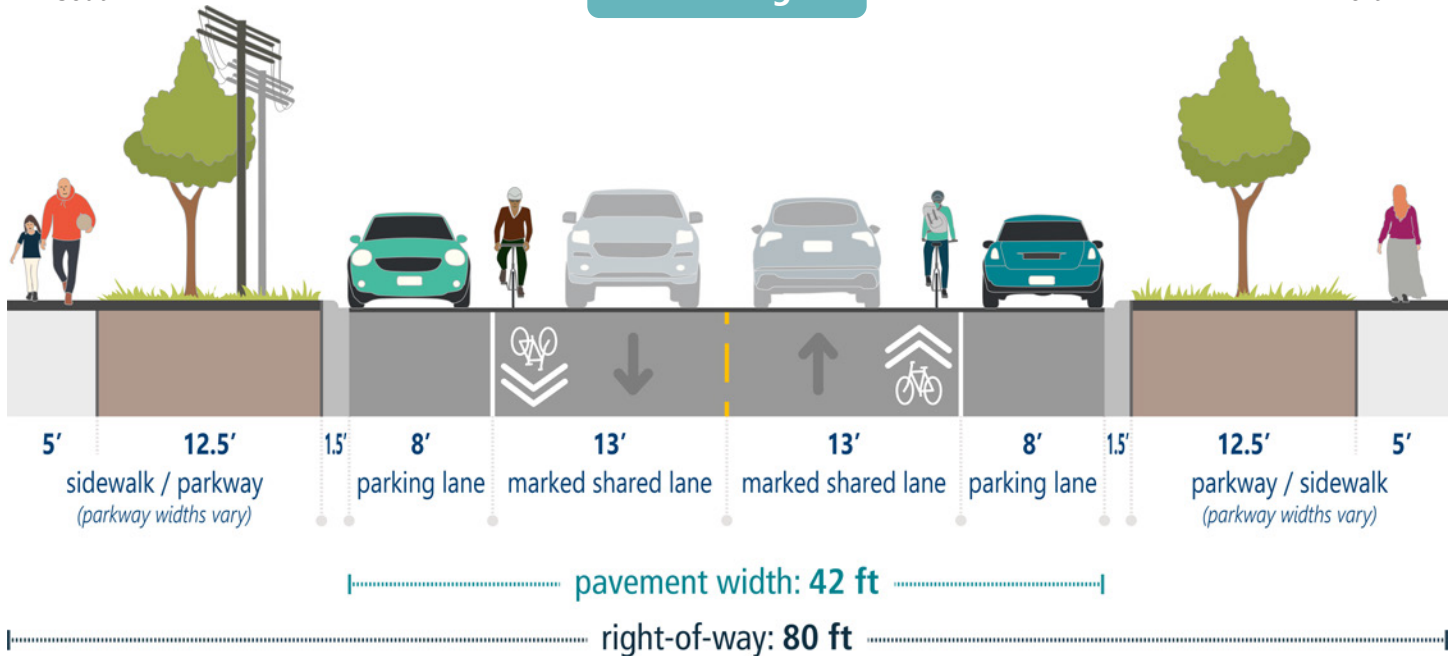
Looking West

(shown just west of Burning Bush Ln)

← South

Existing

North →



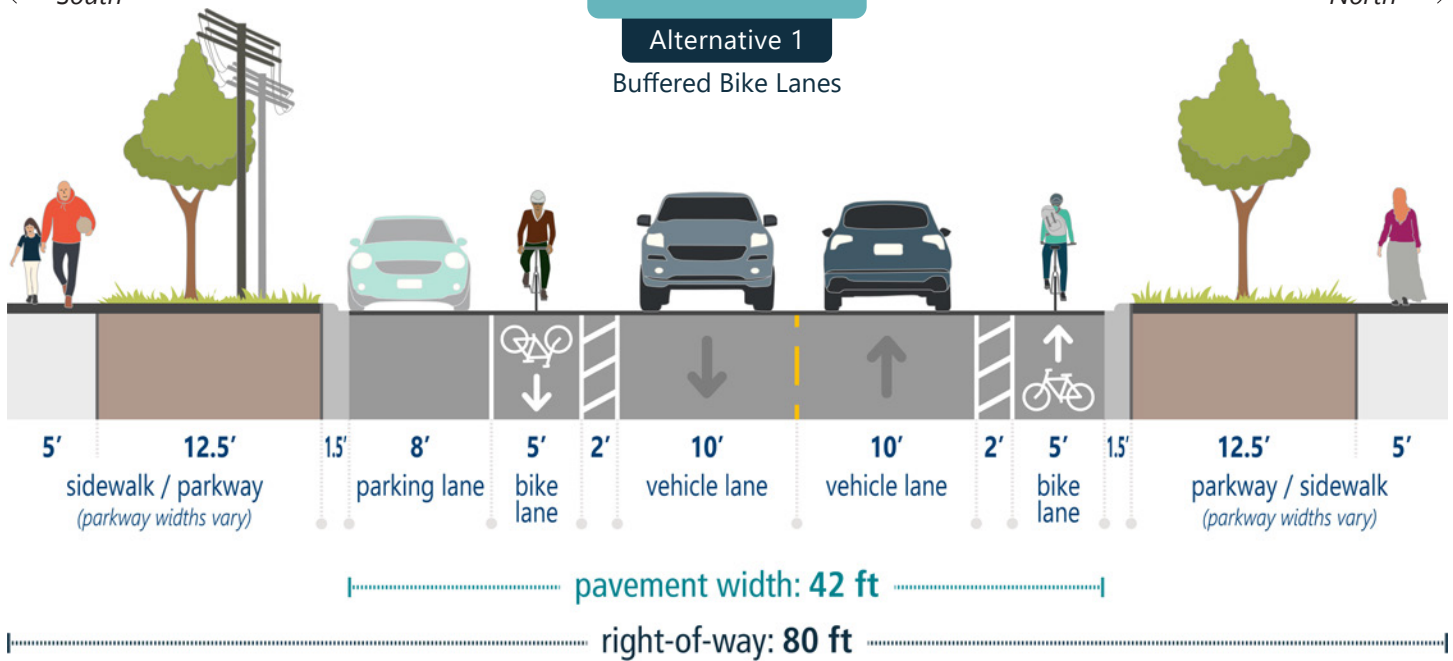
← South

Potential

Alternative 1

Buffered Bike Lanes

North →



Alternative 2: Advisory Bike Lanes

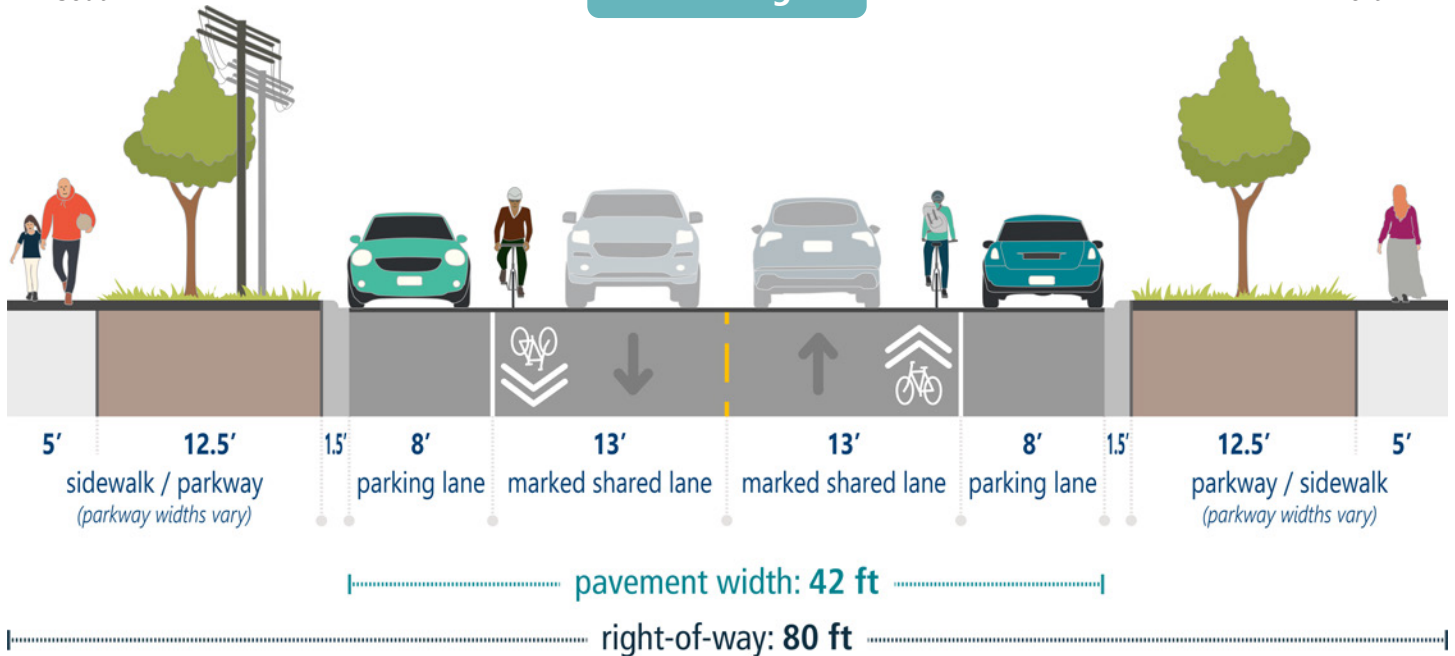
Looking West

(shown just west of Burning Bush Ln)

← South

Existing

North →



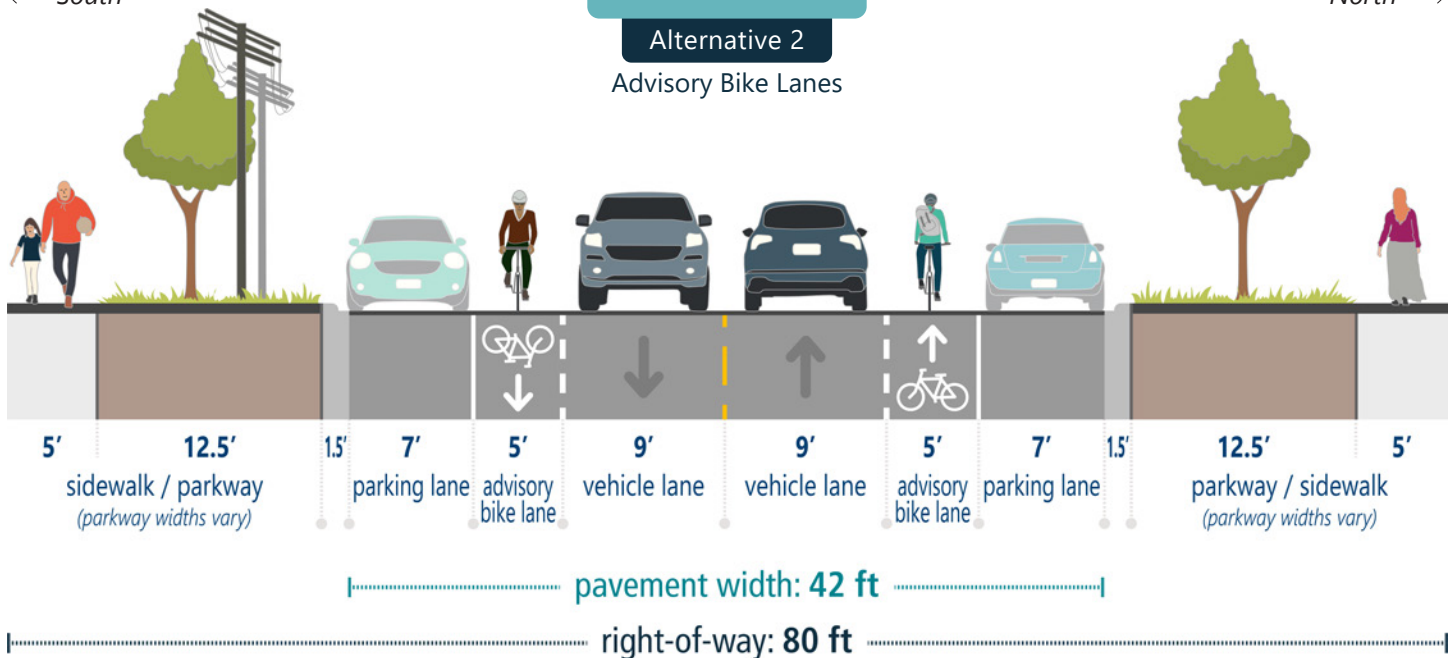
← South

Potential

Alternative 2

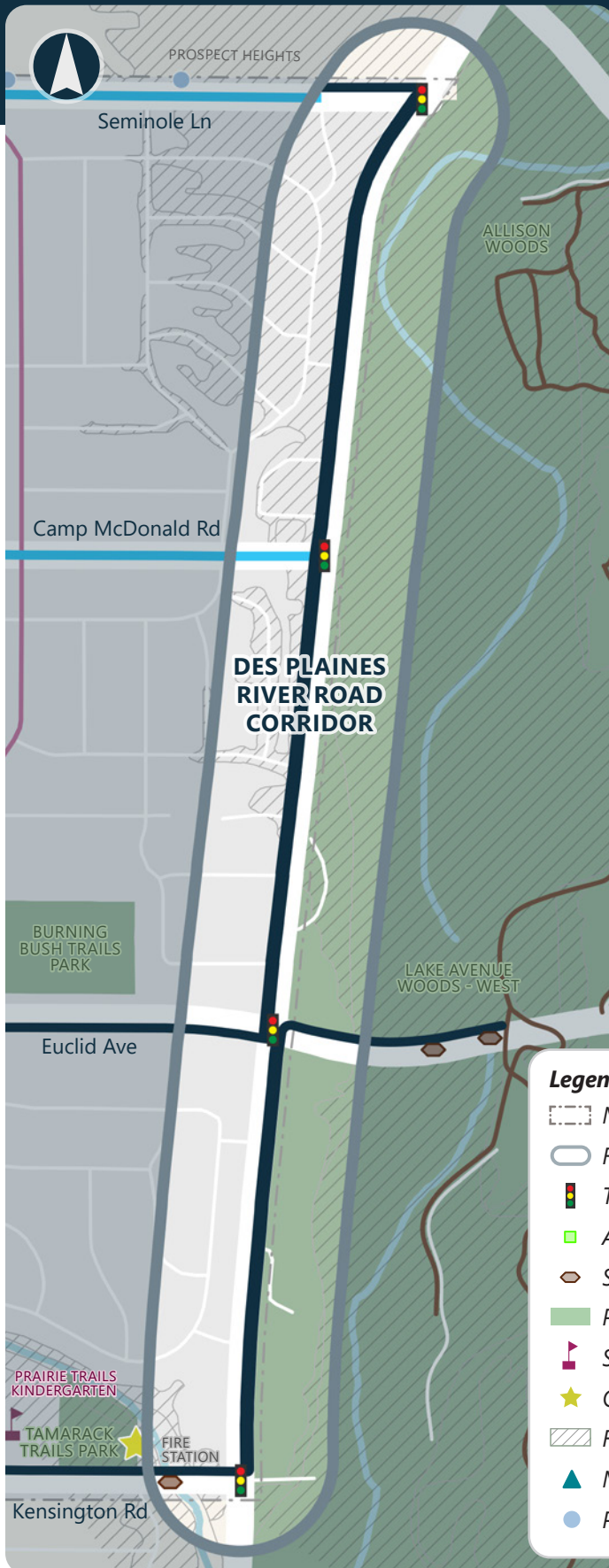
Advisory Bike Lanes

North →





## 2 Des Plaines River Road



### Existing Conditions

#### Traffic / Roadway Conditions

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

#### Community Context

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

#### Legend

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

#### Recommended Bike Network

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

#### Existing Bike Network

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



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

## Potential Conditions

### Corridor Recommendations

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

### Potential Impacts

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

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

### Major Street Crossings

*\*All intersections will include ADA improvements\**

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

### Additional Considerations

- Sidepath would be within a floodplain



### Sidepath on East Side

Looking North

(shown between Kensington Rd and Euclid Ave)

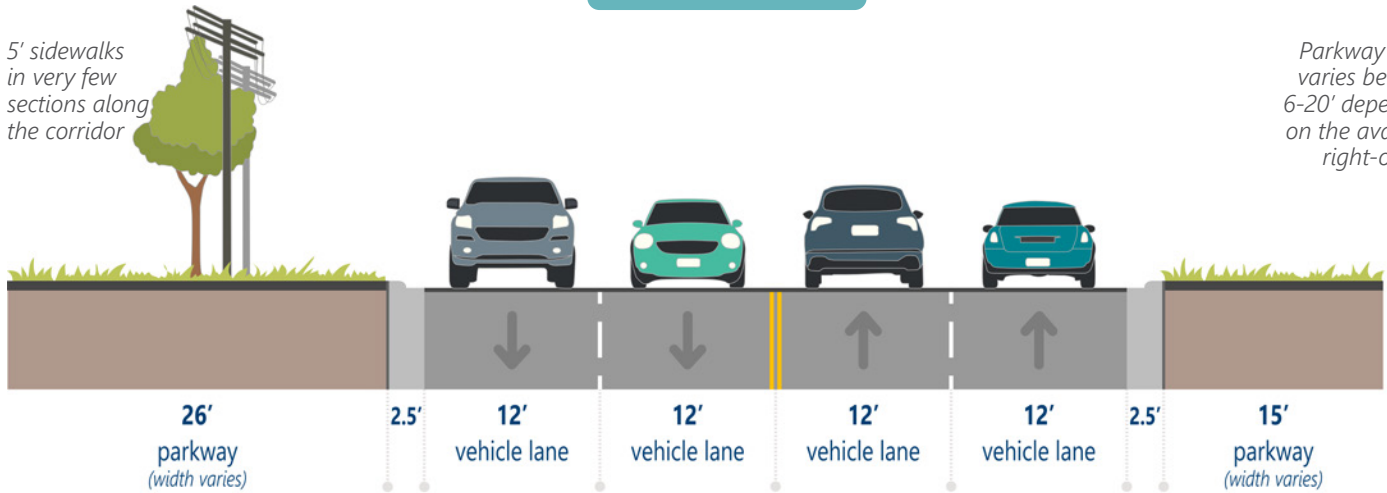
← West

5' sidewalks  
in very few  
sections along  
the corridor

#### Existing

East →

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



pavement width: 48 ft

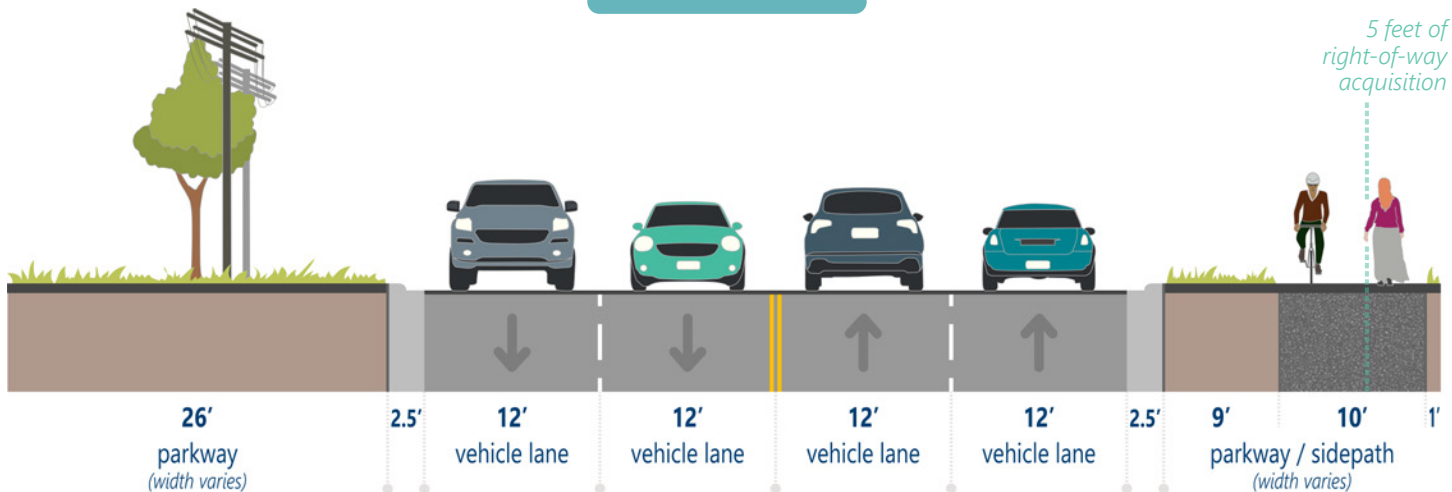
right-of-way: 94 ft (varies)

← West

#### Potential

East →

5 feet of  
right-of-way  
acquisition



pavement width: 48 ft

right-of-way: 99 ft (varies)

right-of-way acquisition needed

**Sidepath on West Side**

Looking North

(shown between Euclid Ave and Seminole Ln)

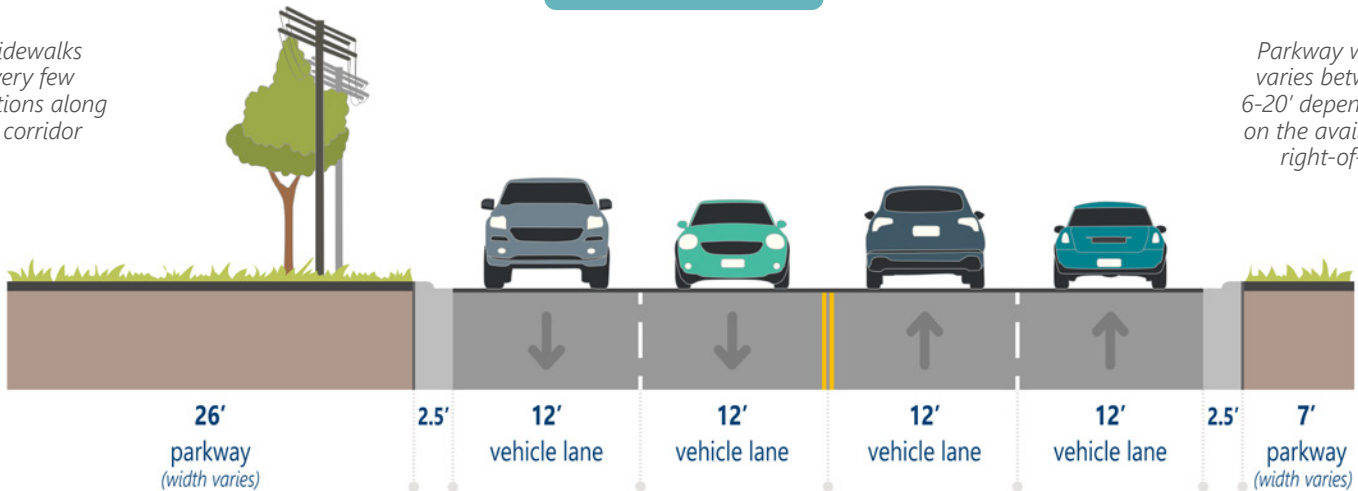
**Existing**

← West

East →

5' sidewalks  
in very few  
sections along  
the corridor

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



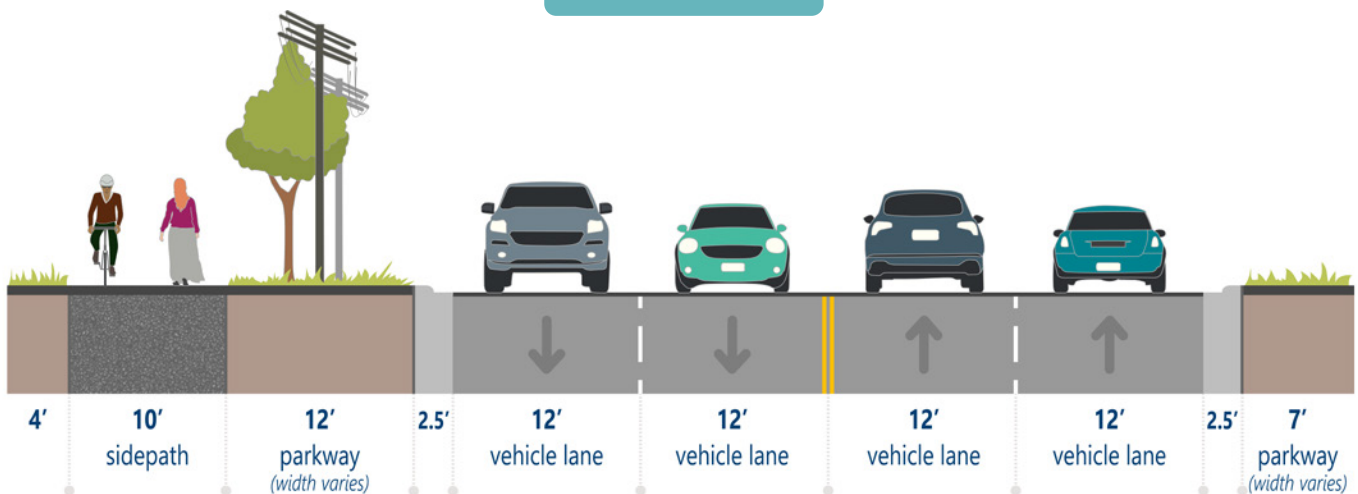
pavement width: 48 ft

right-of-way: 86 ft (varies)

← West

East →

**Potential**

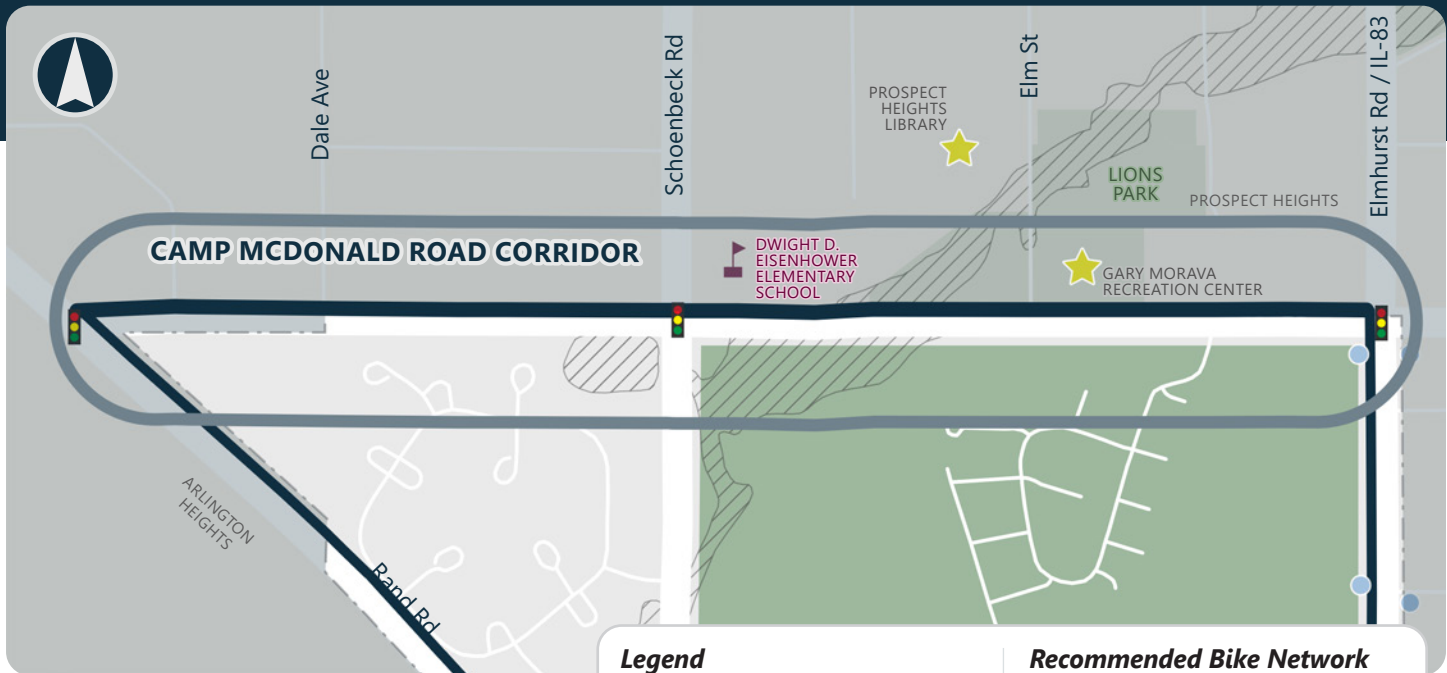


pavement width: 48 ft

right-of-way: 86 ft (varies)



## 3A Camp McDonald Road | West



### Existing Conditions

#### Traffic / Roadway Conditions

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

#### Community Context

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

#### Legend

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

#### Recommended Bike Network

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

#### Existing Bike Network

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



Looking west on Camp McDonald between Schoenbeck and Elm



Looking east on north side of Camp McDonald near Rand

## Potential Conditions

### Corridor Recommendations

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

### Potential Impacts

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

### Major Street Crossings

*\*All intersections will include ADA improvements\**

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

### Additional Considerations

- Coordination with Prospect Heights required.



Sidepath on North Side

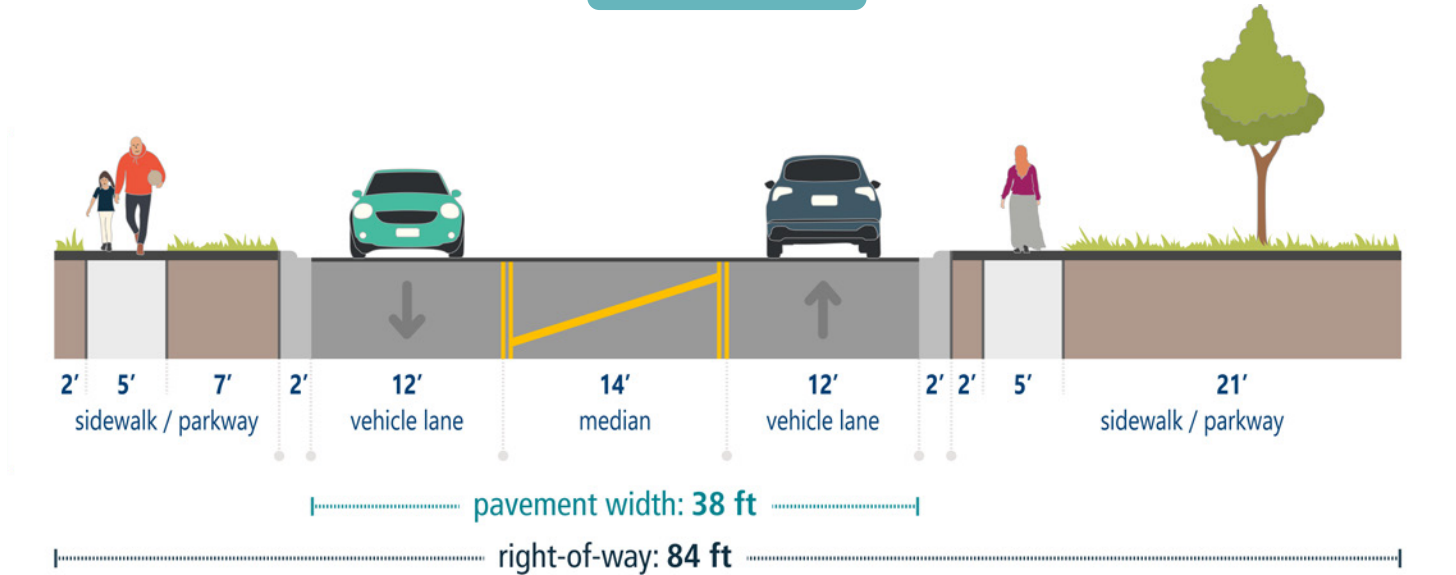
Looking West

(shown just west of Elmhurst Rd)

← South

Existing

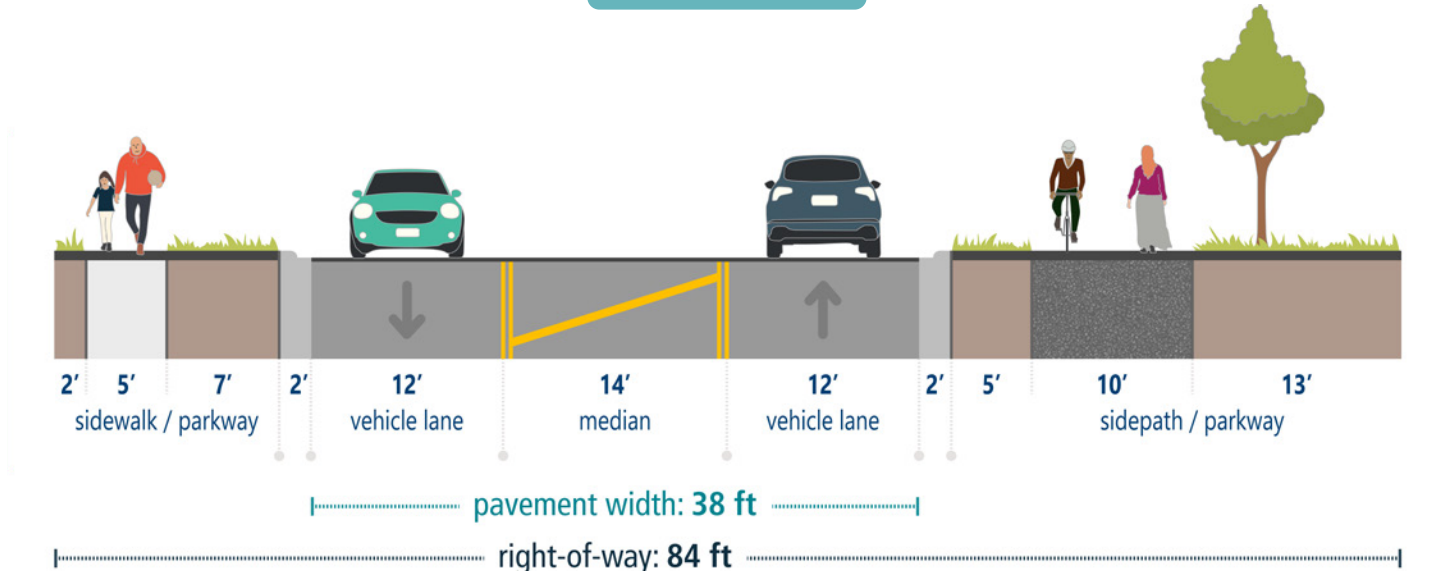
North →



← South

Potential

North →







Looking east on Camp McDonald at Dale



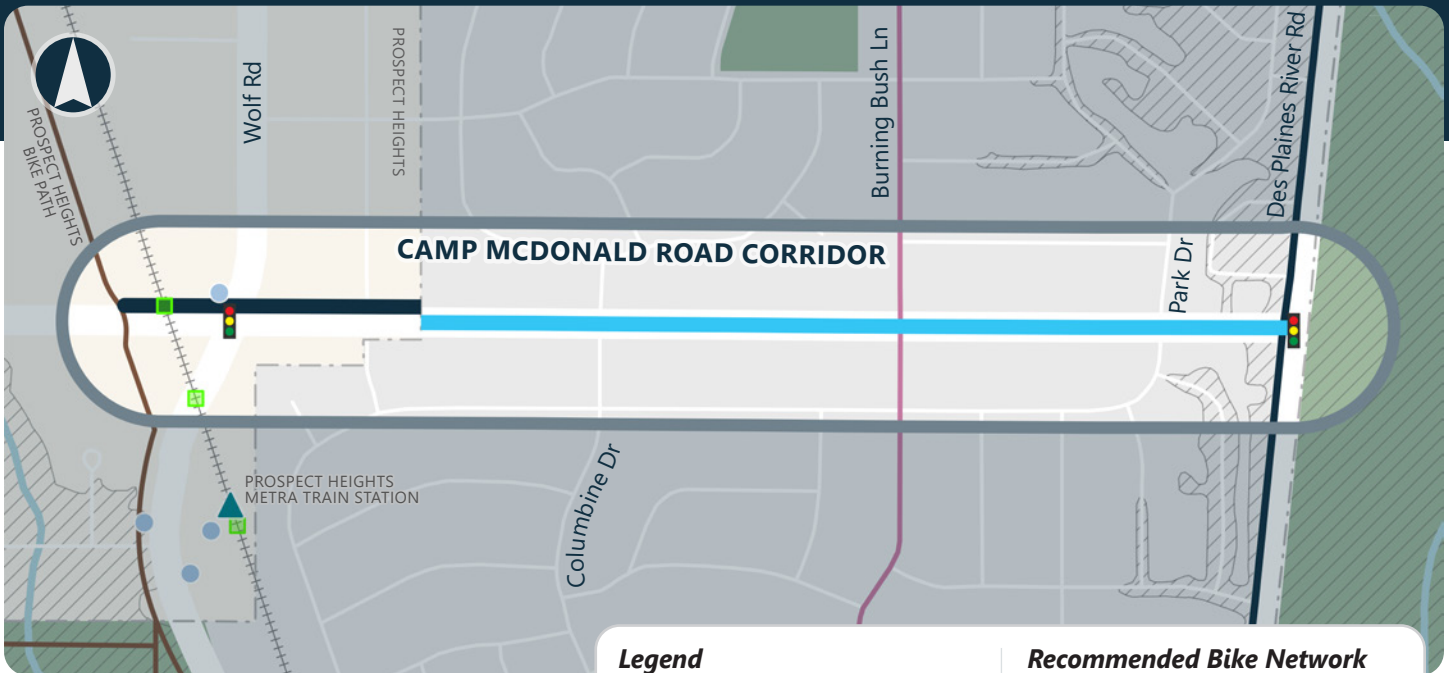
Looking east on Camp McDonald at Schoenbeck



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



## 3B Camp McDonald Road | East



### Existing Conditions

#### Traffic / Roadway Conditions

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

#### Community Context

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

#### Legend

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

#### Recommended Bike Network

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

#### Existing Bike Network

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



Looking west on Camp McDonald at Mandel



Looking west on Camp McDonald at Burning Bush

## Potential Conditions

### Corridor Recommendations

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

### Potential Impacts

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

### Major Street Crossings

*\*All intersections will include ADA improvements\**

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

### Additional Considerations

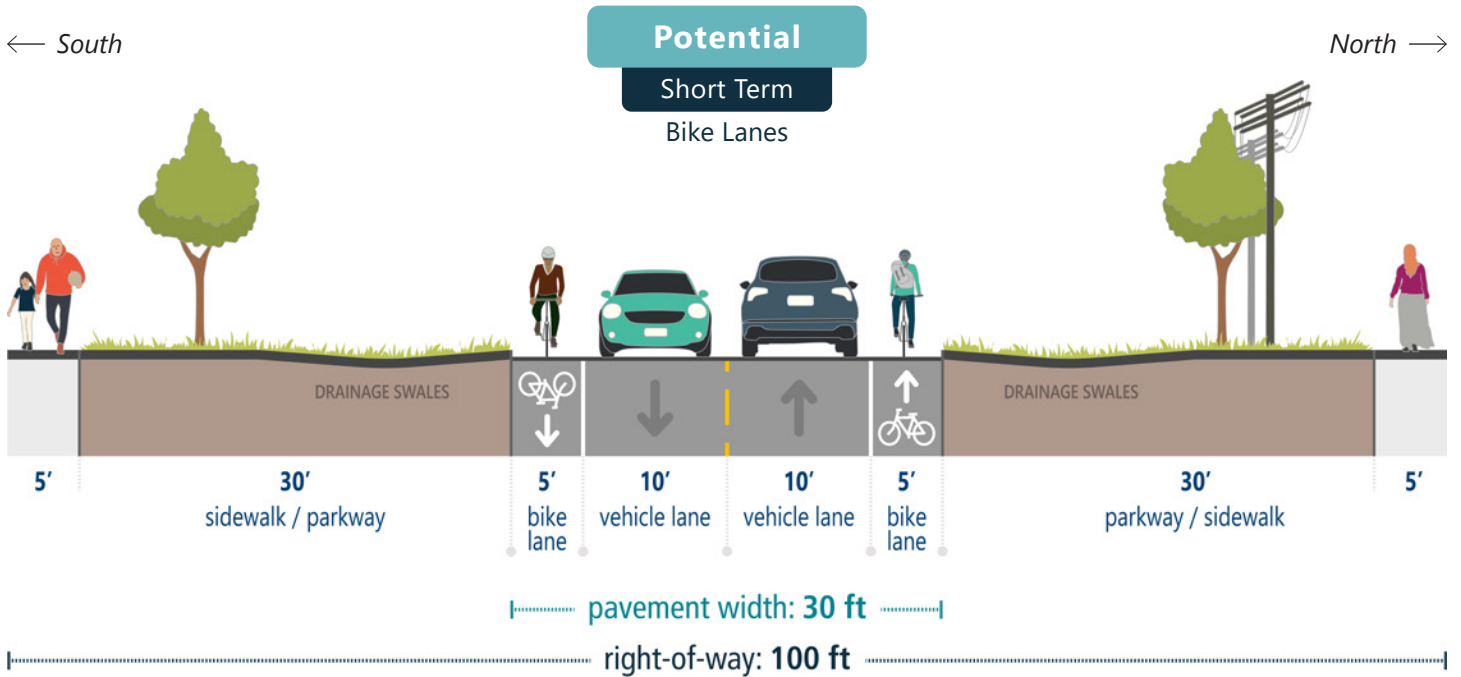
- If bike lanes are installed, lower speed limit from 35 mph to 30 mph.
- Coordination with Prospect Heights is required to extend bike facilities west to Prospect Heights Bike Path.
- Coordination with CN railroad is required for sidepath connection across at-grade crossing east of Prospect Heights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



**Short Term: Bike Lanes**

*Looking West*

*(shown between Burning Bush Ln and Columbine Dr)*



**Long Term: Buffered Bike Lanes**

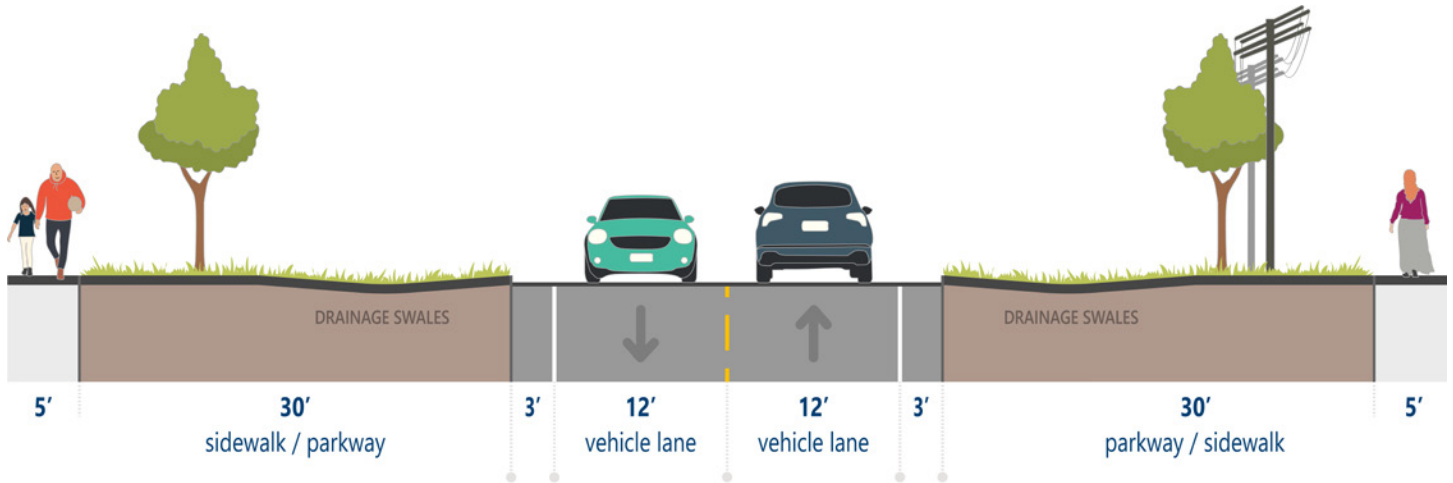
Looking West

(shown between Burning Bush Ln and Columbine Dr)

← South

**Existing**

North →



pavement width: 30 ft

right-of-way: 100 ft

← South

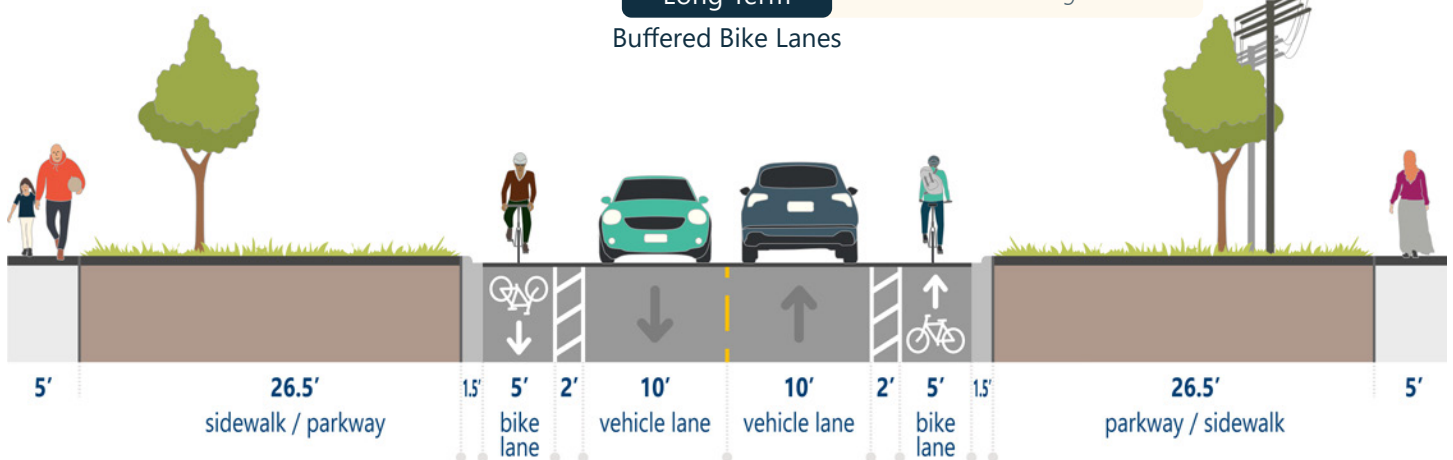
**Potential**

Long Term

Buffered Bike Lanes

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

North →



pavement width: 34 ft

right-of-way: 100 ft



**Short Term: Bike Lanes**

*Looking West*

*(shown at Burning Bush Ln)*

**Existing**



**Potential**

**Short Term**

**Bike Lanes**





Long Term: Buffered Bike Lanes

Looking West

(shown at Burning Bush Ln)

Existing



Potential

Long Term

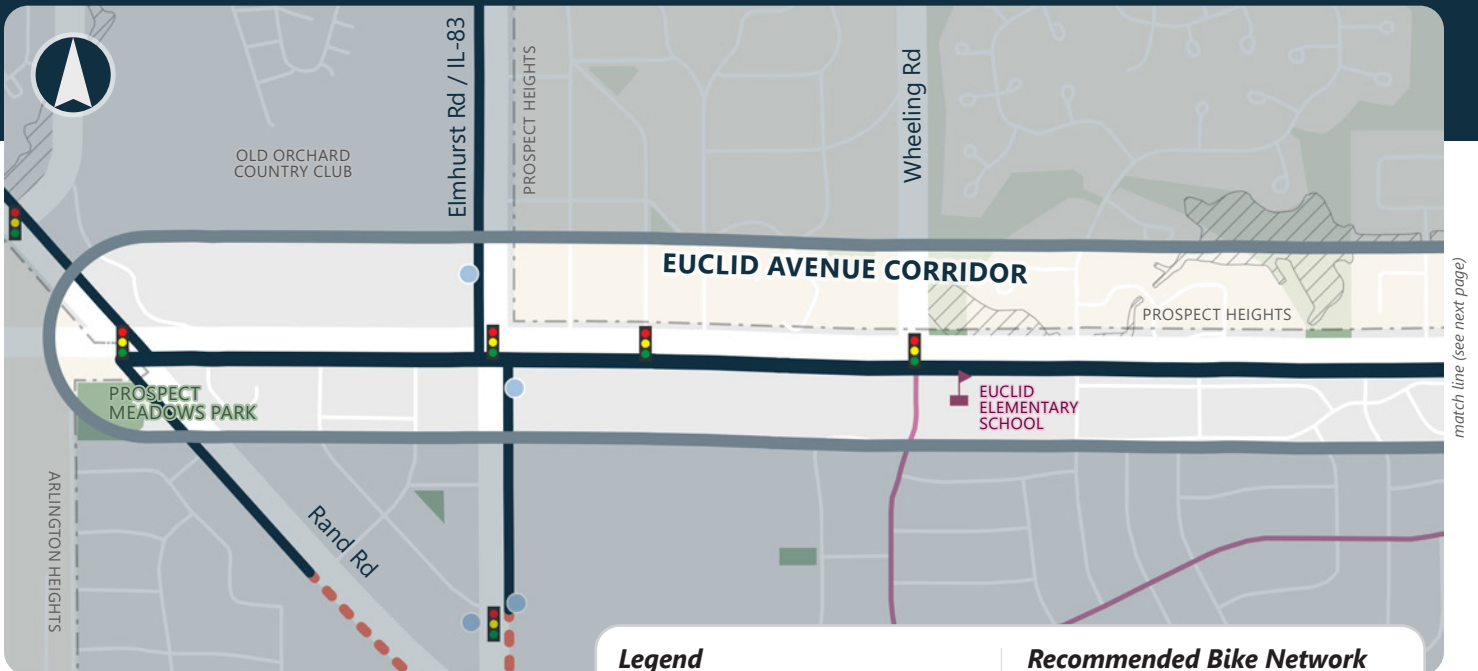
Buffered Bike Lanes





## 4 Euclid Avenue

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



### Existing Conditions

#### Traffic / Roadway Conditions

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

#### Community Context

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

#### Legend

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

#### Recommended Bike Network

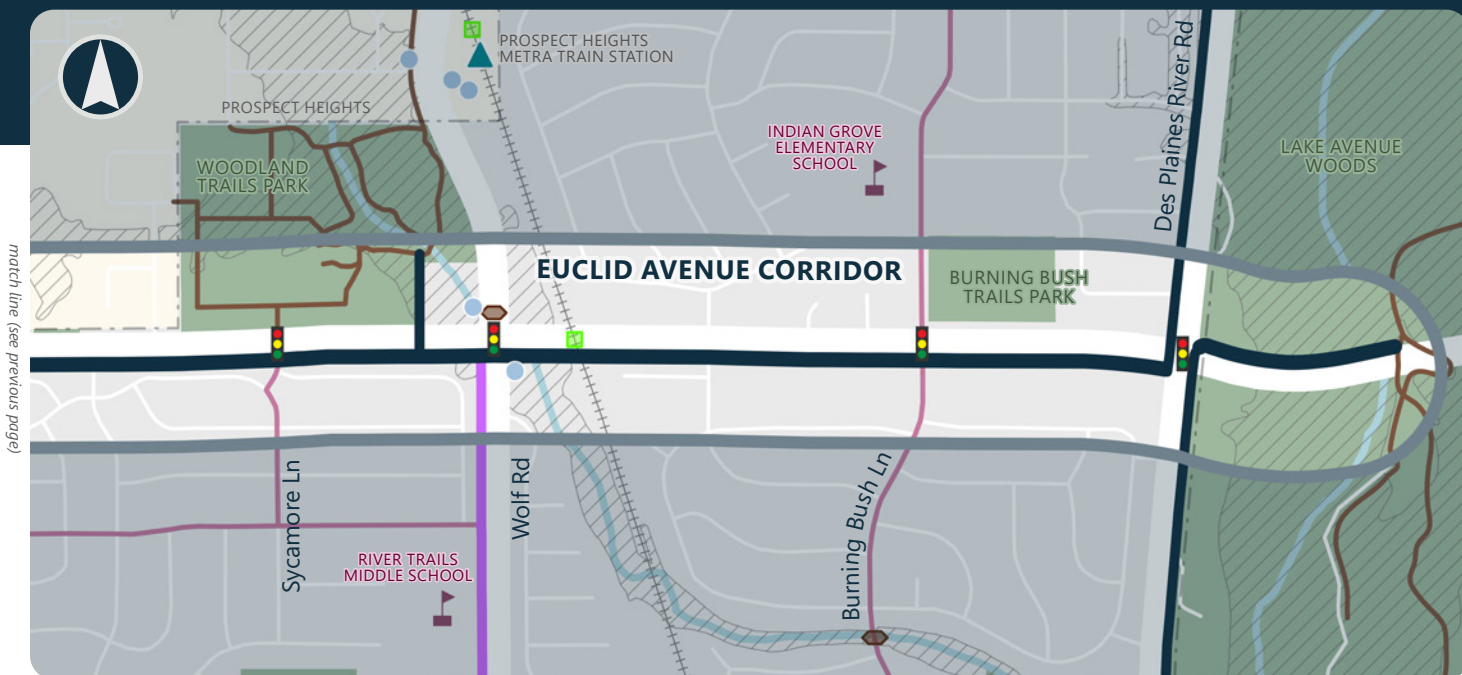
- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

#### Existing Bike Network

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



Looking west from south side of Euclid at Sycamore



## Potential Conditions

### Corridor Recommendations

- Facility Type: Sidepath
  - » Located on south side of street from Rand Rd to Des Plaines River Rd
  - » Located on north side from Des Plaines River Rd to connect to the Des Plaines River Trail
- Alternatives Considered
  - » Euclid roadway and travel lane widths between Rand and Hemlock could be reduced to greatly lessen the need for right-of-way acquisition or easements. A potential long-term opportunity in conjunction with a road reconstruction project.
- Estimated Project Cost
  - » Rand to Burning Bush (West): \$6,690,000
  - » Burning Bush to Des Plaines River Trail (East): \$1,210,000

### Potential Impacts

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

### Major Street Crossings

*\*All intersections will include ADA improvements\**

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

### Additional Considerations

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



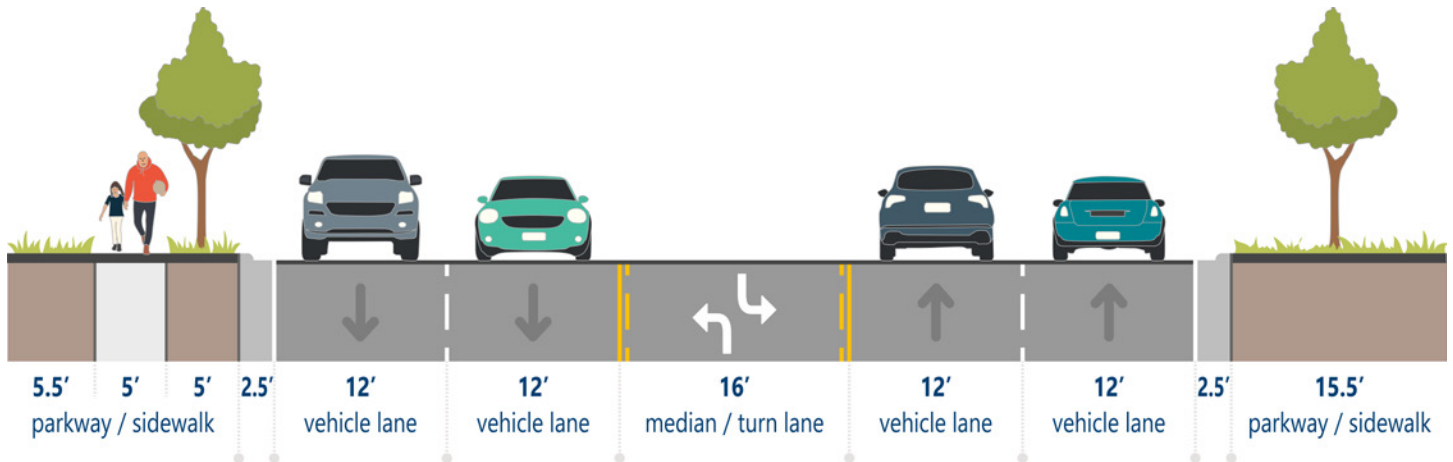
### Sidepath on South Side

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

← South

Existing

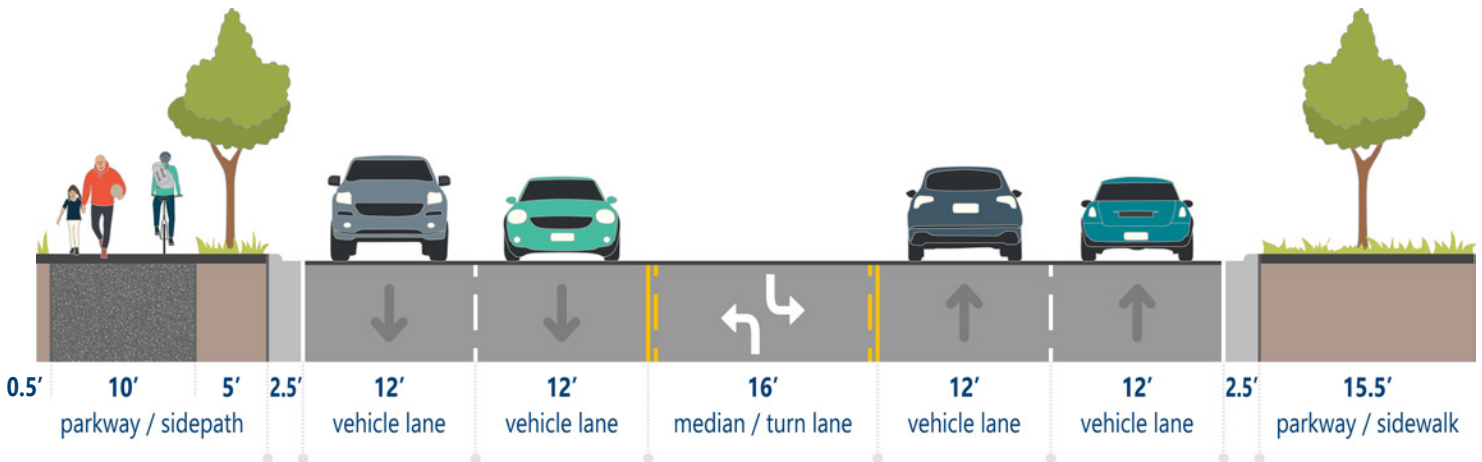
North →



← South

Potential

North →

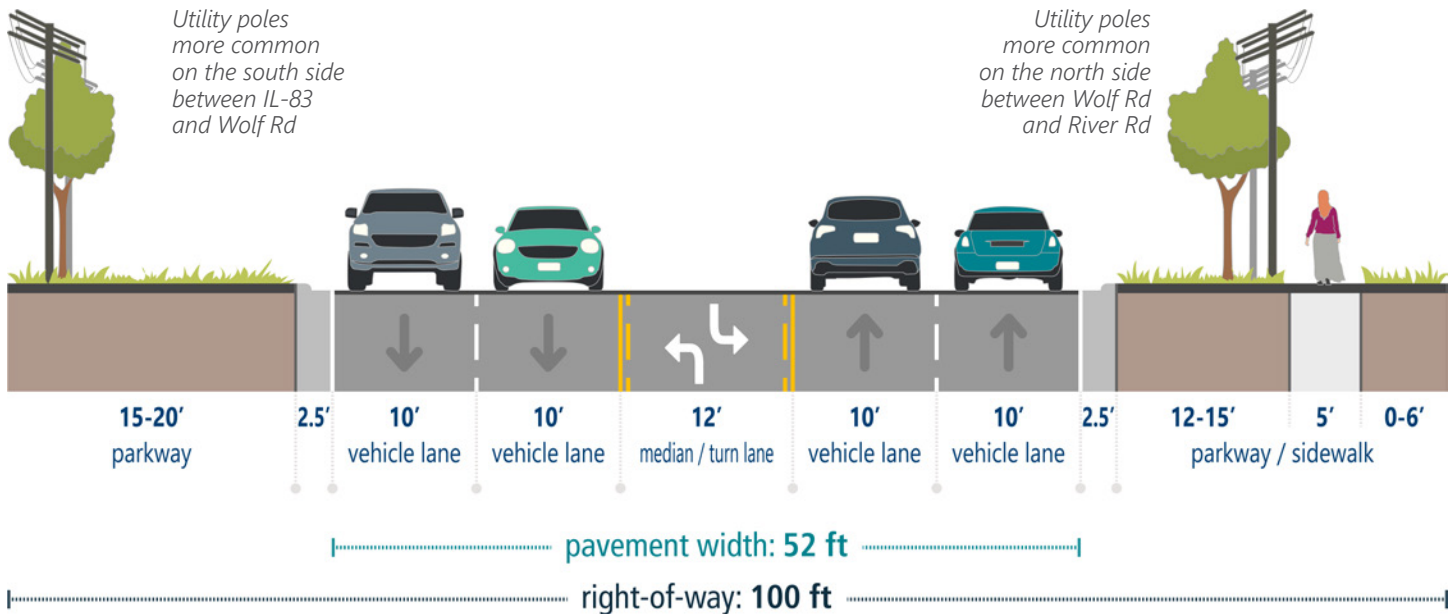


**Sidepath on South Side**  
East of Elmhurst Rd/IL-83 | Looking West  
(shown west of Westgate Rd)

← South

**Existing**

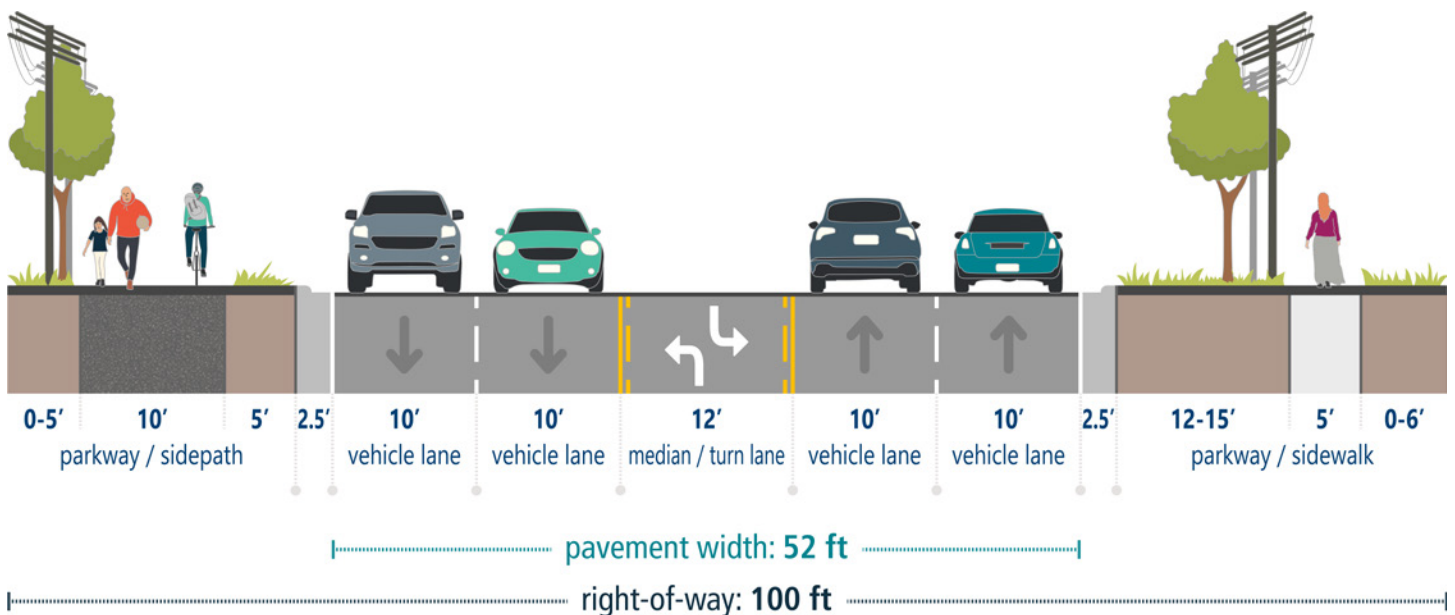
North →



← South

**Potential**

North →





## 6 Rand Road



### Existing Conditions

#### Traffic / Roadway Conditions

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

#### Community Context

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



## Potential Conditions

### Corridor Recommendations

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

### Potential Impacts

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

### Major Street Crossings

*\*All intersections will include ADA improvements\**

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



### Sidepath on Southwest Side

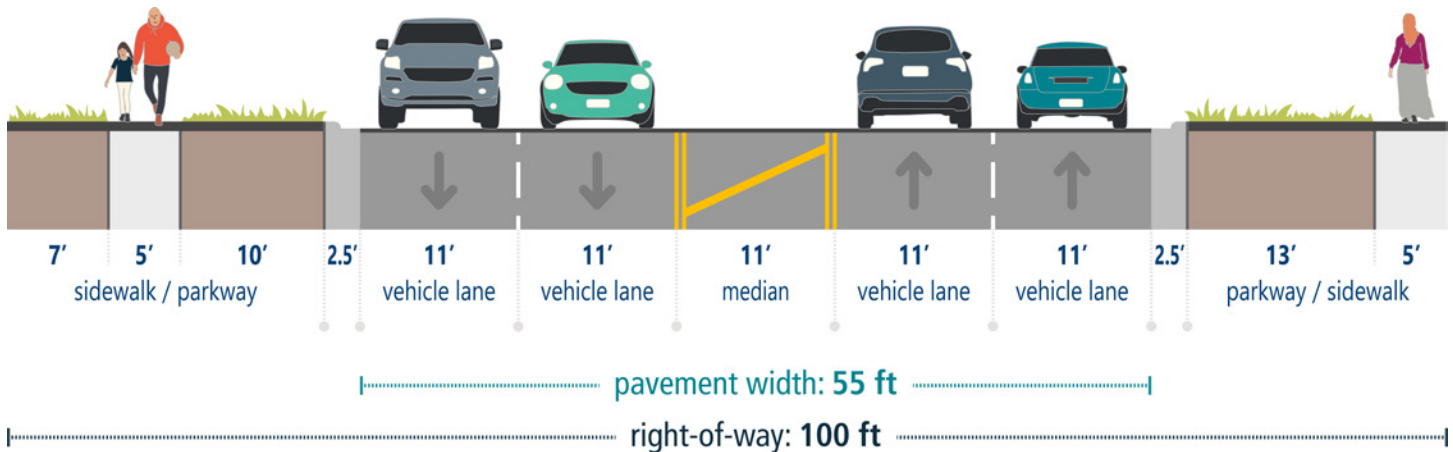
Looking Northwest

(shown between Wedgewood Ln and Euclid Ave)

← Southwest

Existing

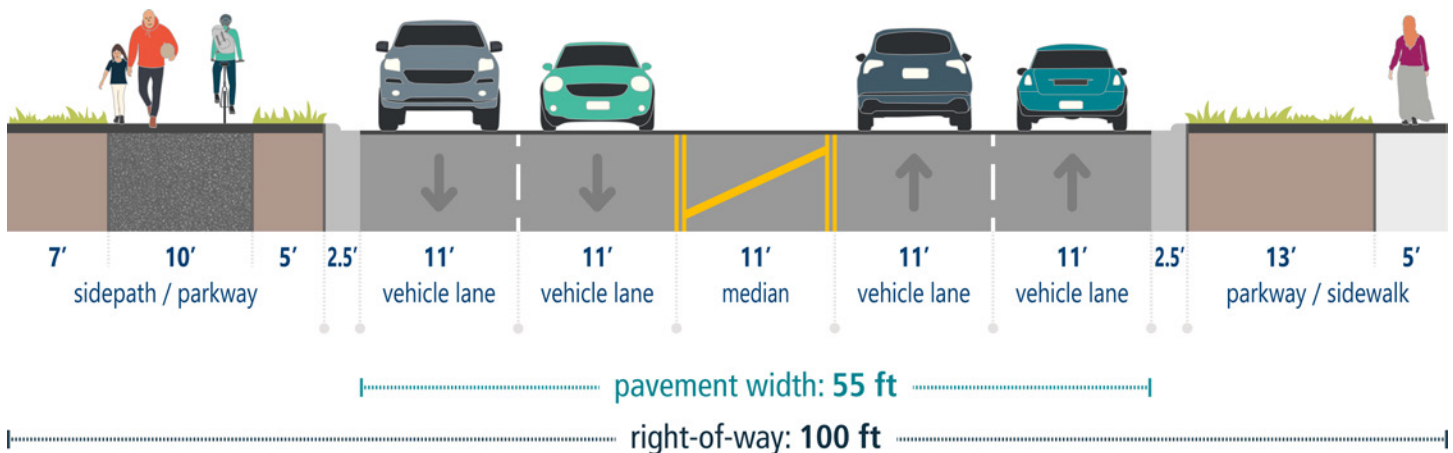
Northeast →



← Southwest

Potential

Northeast →



Sidepath on Northeast Side

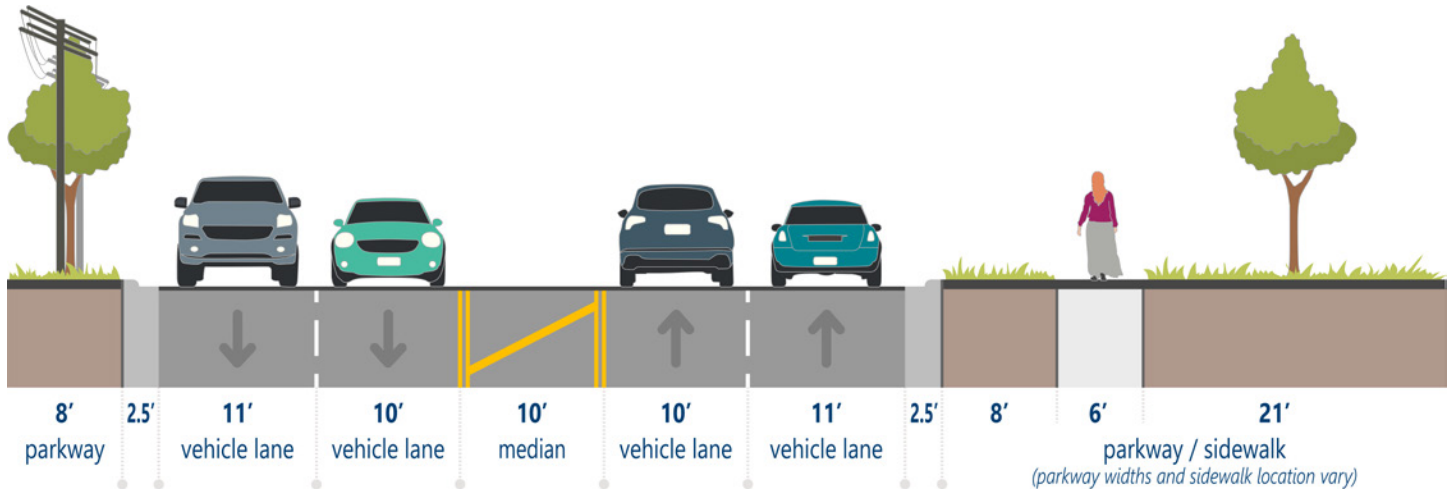
Looking Northwest

(shown between Euclid Ave and Camp McDonald Rd)

Existing

← Southwest

Northeast →



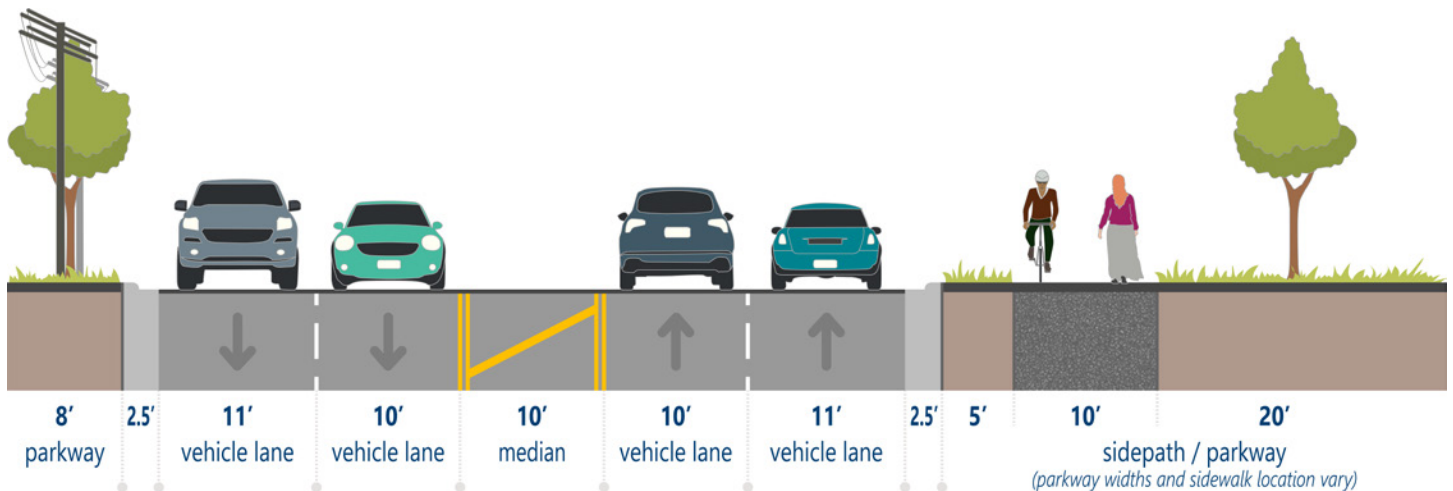
pavement width: 52 ft

right-of-way: 100 ft

Potential

← Southwest

Northeast →



pavement width: 52 ft

right-of-way: 100 ft



## 7 Kensington Road

West Corridor: *Village Boundary to Hemlock Ln*



### Existing Conditions

#### Traffic / Roadway Conditions

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

#### Community Context

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

#### Legend

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

#### Recommended Bike Network

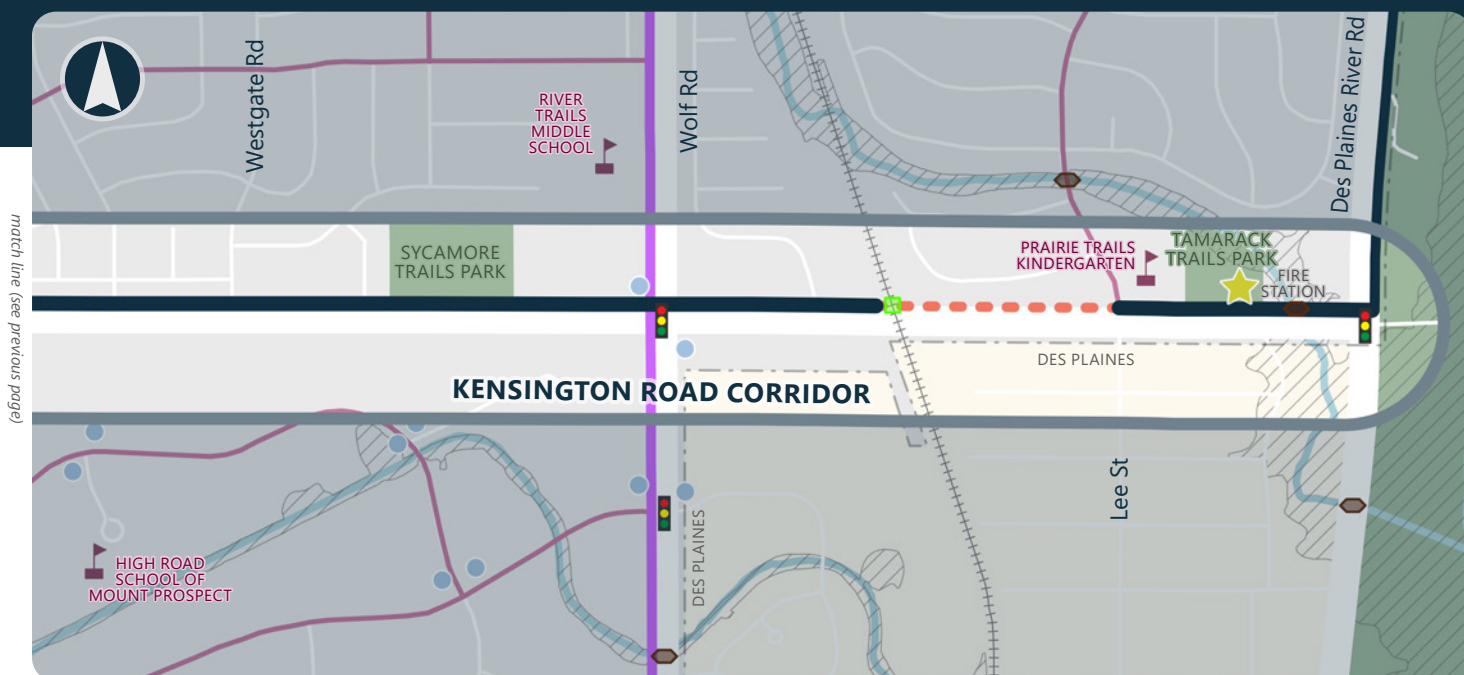
- On-Street Bike Lanes
- Sidepath
- Signed On-Street Bike Route
- Multiple Options

#### Existing Bike Network

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

#### Connectivity

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



## Potential Conditions

### Corridor Recommendations

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

### Potential Impacts

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

### Major Street Crossings

*\*All intersections will include ADA improvements\**

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

### Additional Considerations

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



Sidepath on North Side

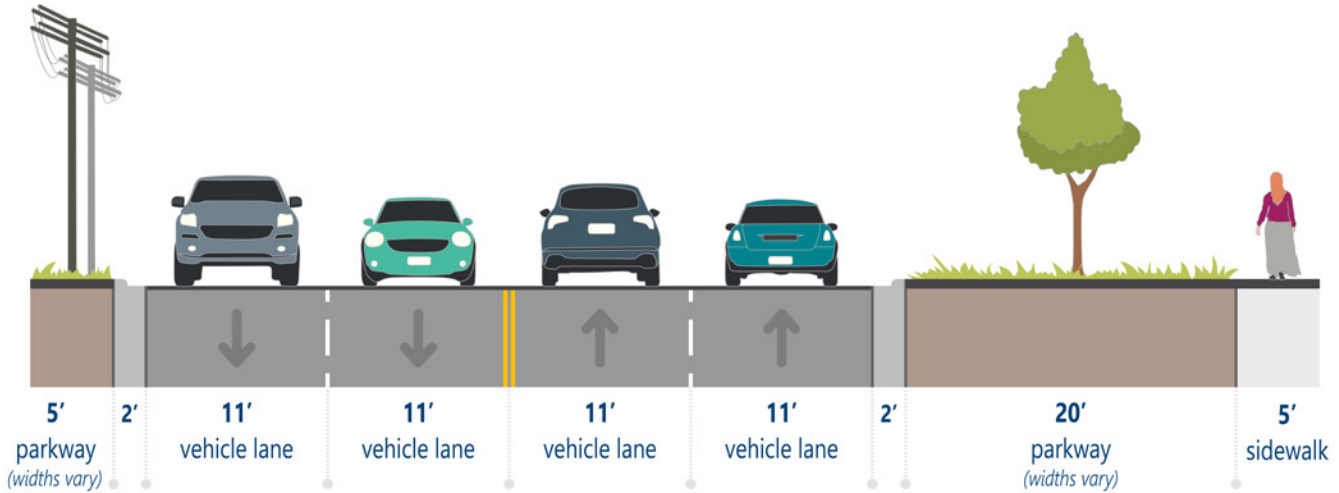
Looking West

(shown just east of Rand Rd)

← South

Existing

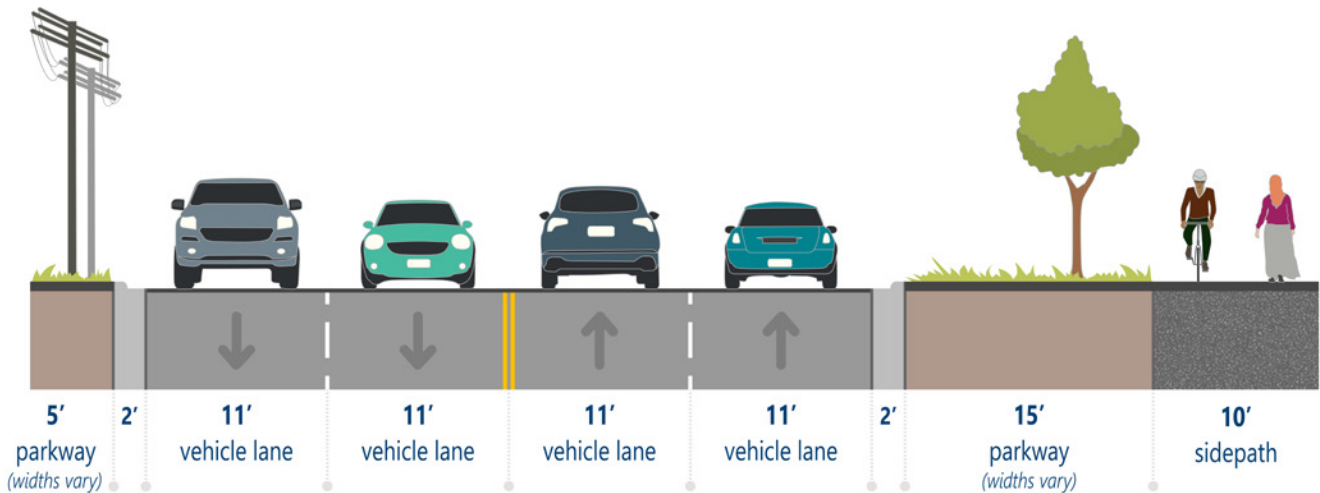
North →



← South

Potential

North →



Sidepath on North Side

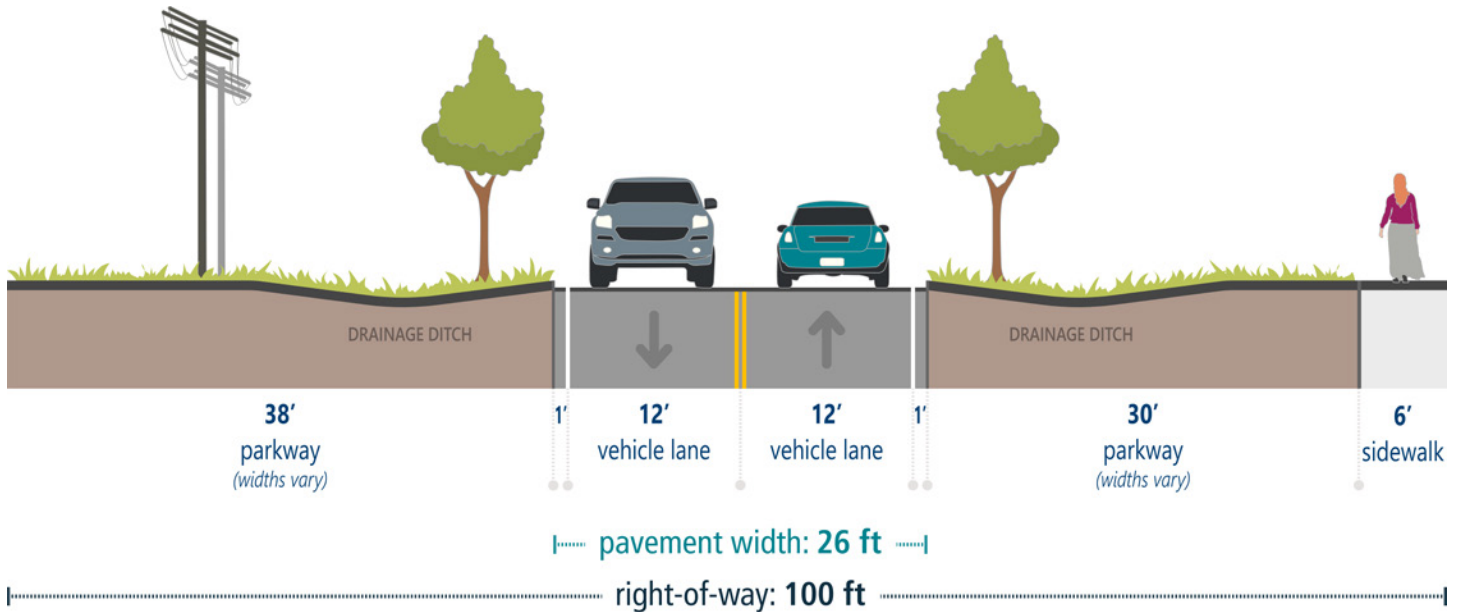
Looking West

(shown near Sycamore Trails Park)

← South

Existing

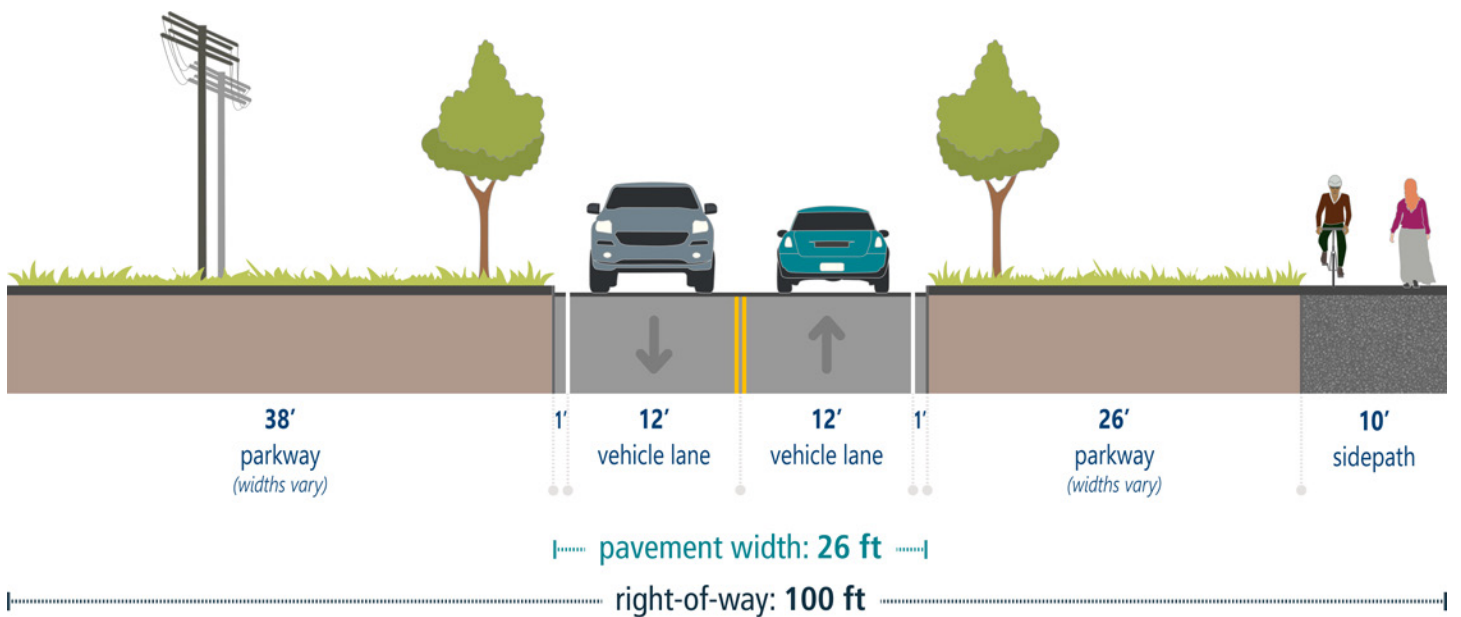
North →



← South

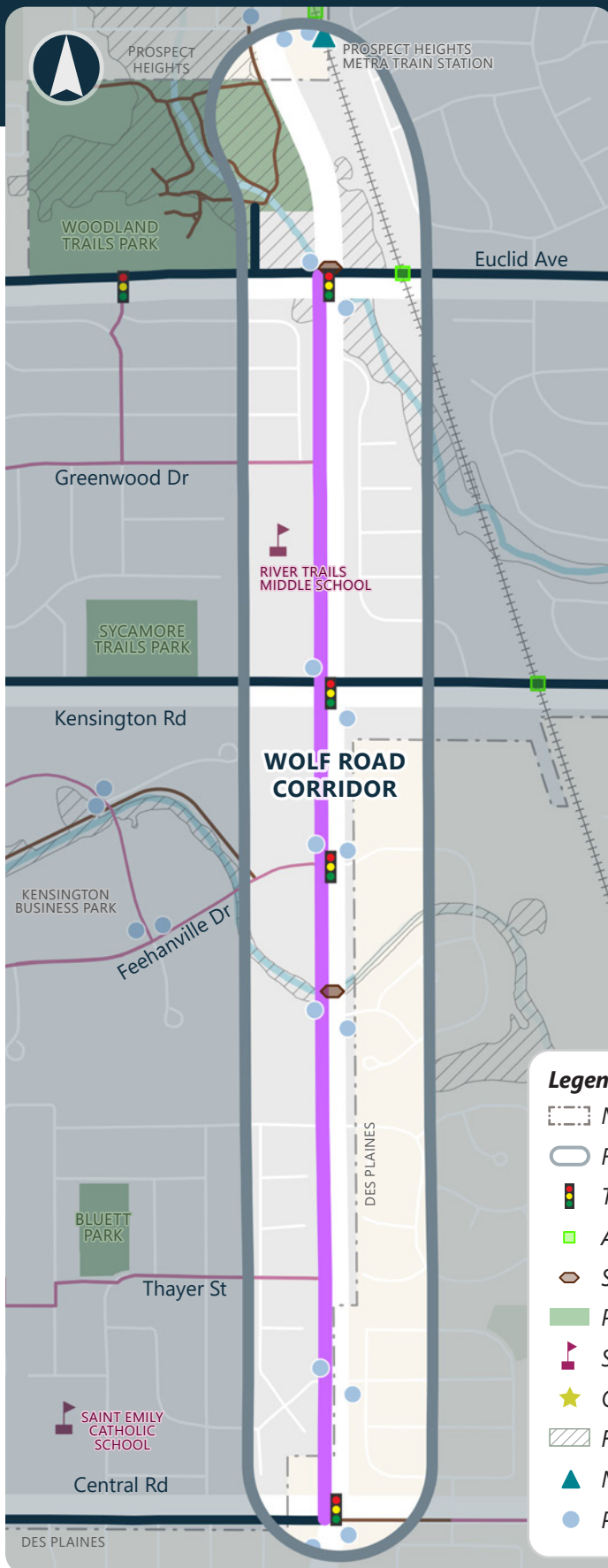
Potential

North →





## 8 Wolf Road



### Existing Conditions

#### Traffic / Roadway Conditions

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

#### Community Context

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

#### Legend

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

#### Recommended Bike Network

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

#### Existing Bike Network

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



Looking south on Wolf near River Trails Middle School

## Potential Conditions

### Corridor Recommendations

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

### Potential Impacts

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

### Major Street Crossings

*\*All intersections will include ADA improvements\**

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

### Additional Considerations

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



**Alternative 1: Barrier Protected Cycle Track**

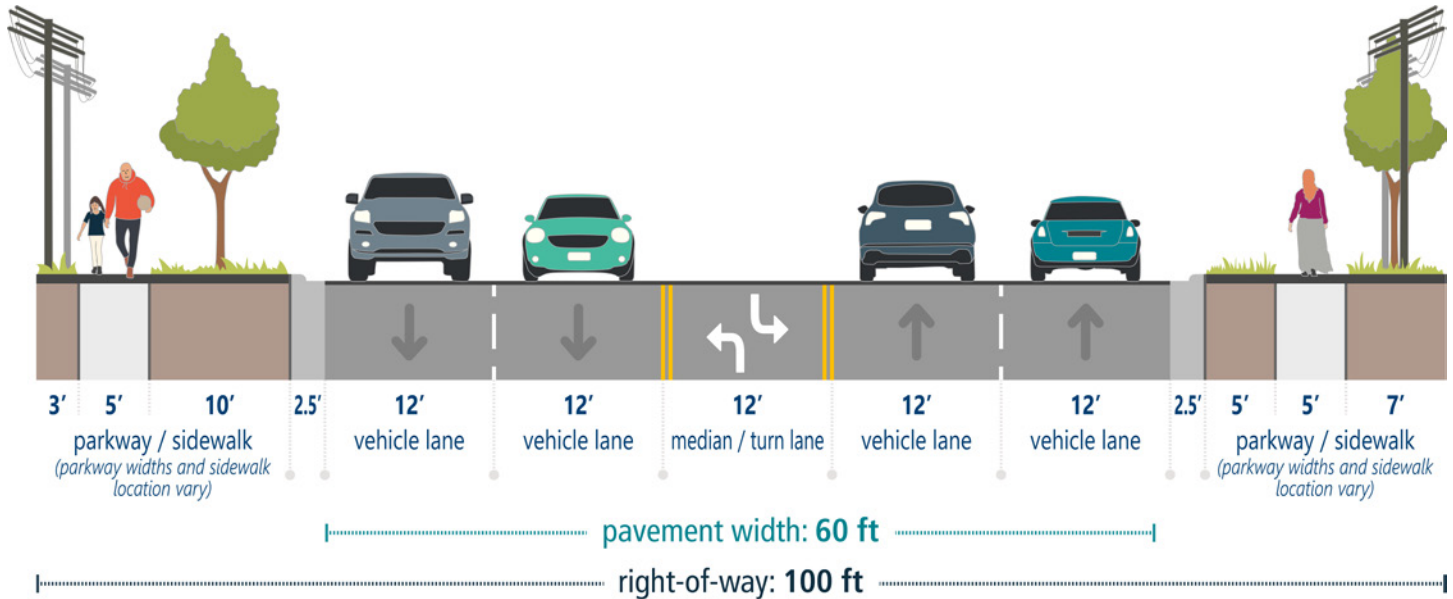
Looking North

(shown just south of Feehanville)

← West

**Existing**

East →



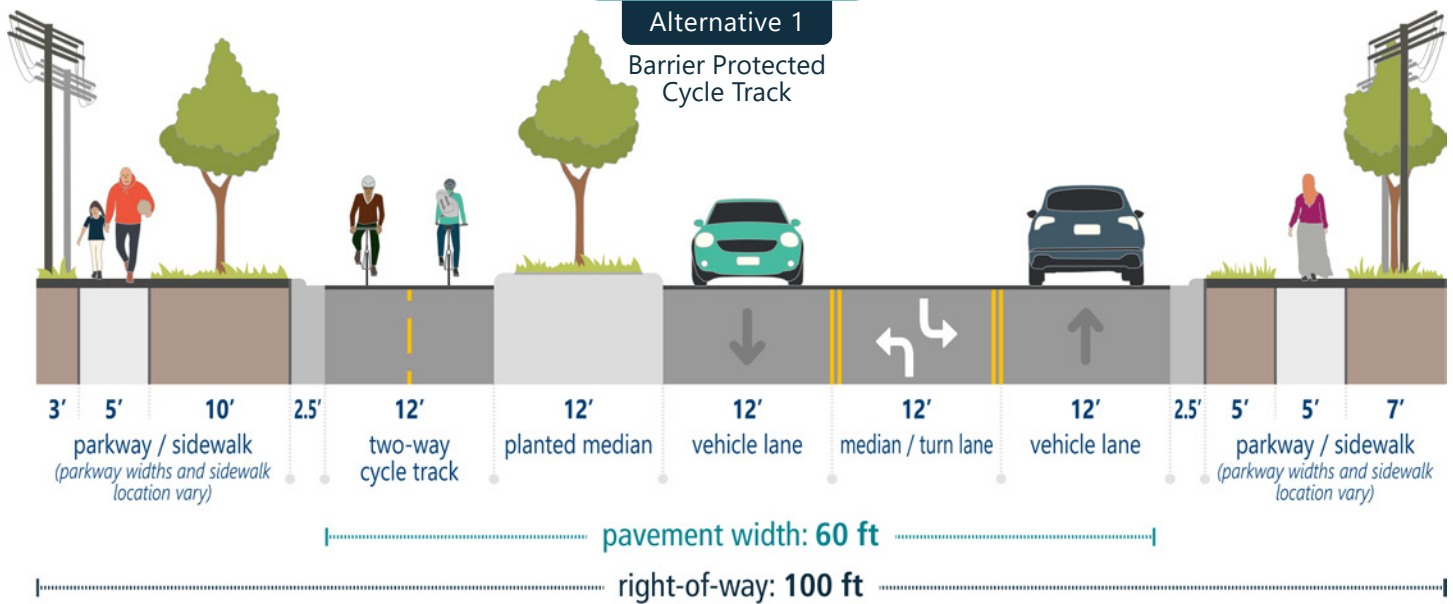
← West

**Potential**

East →

Alternative 1

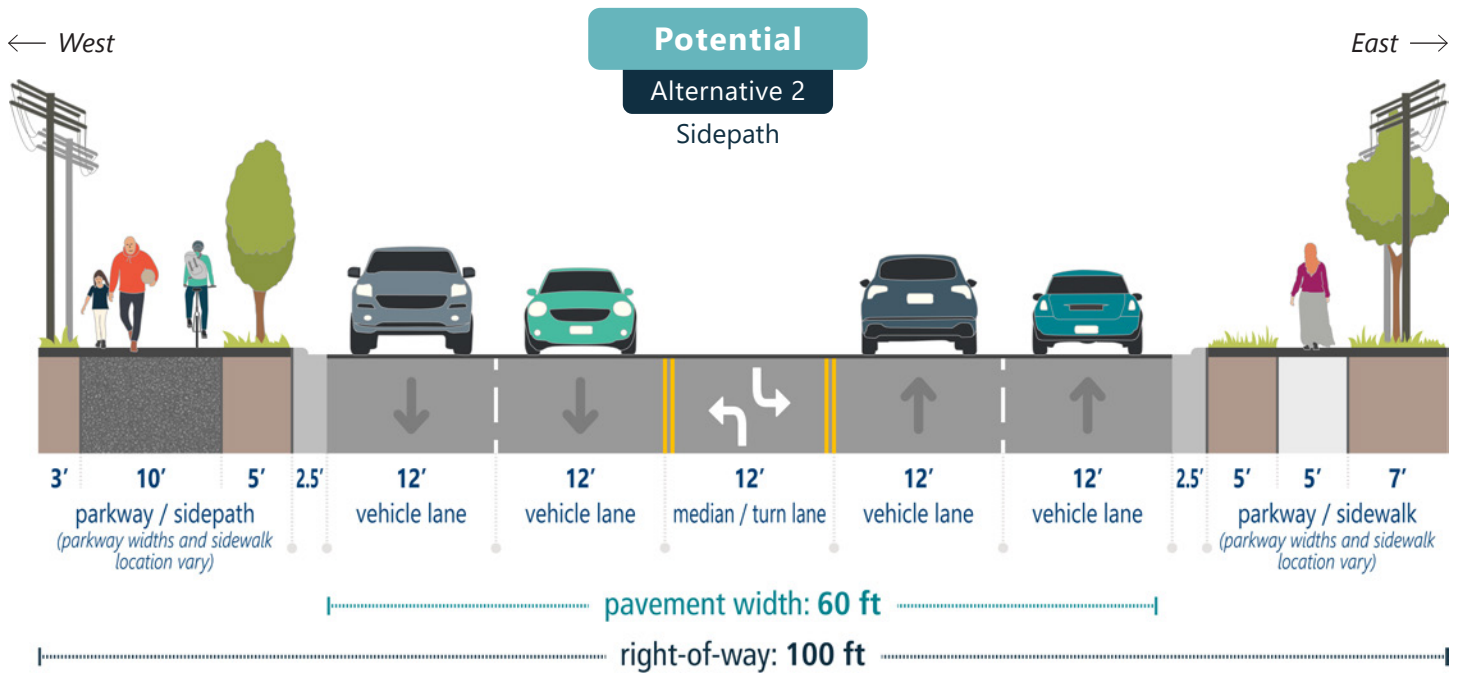
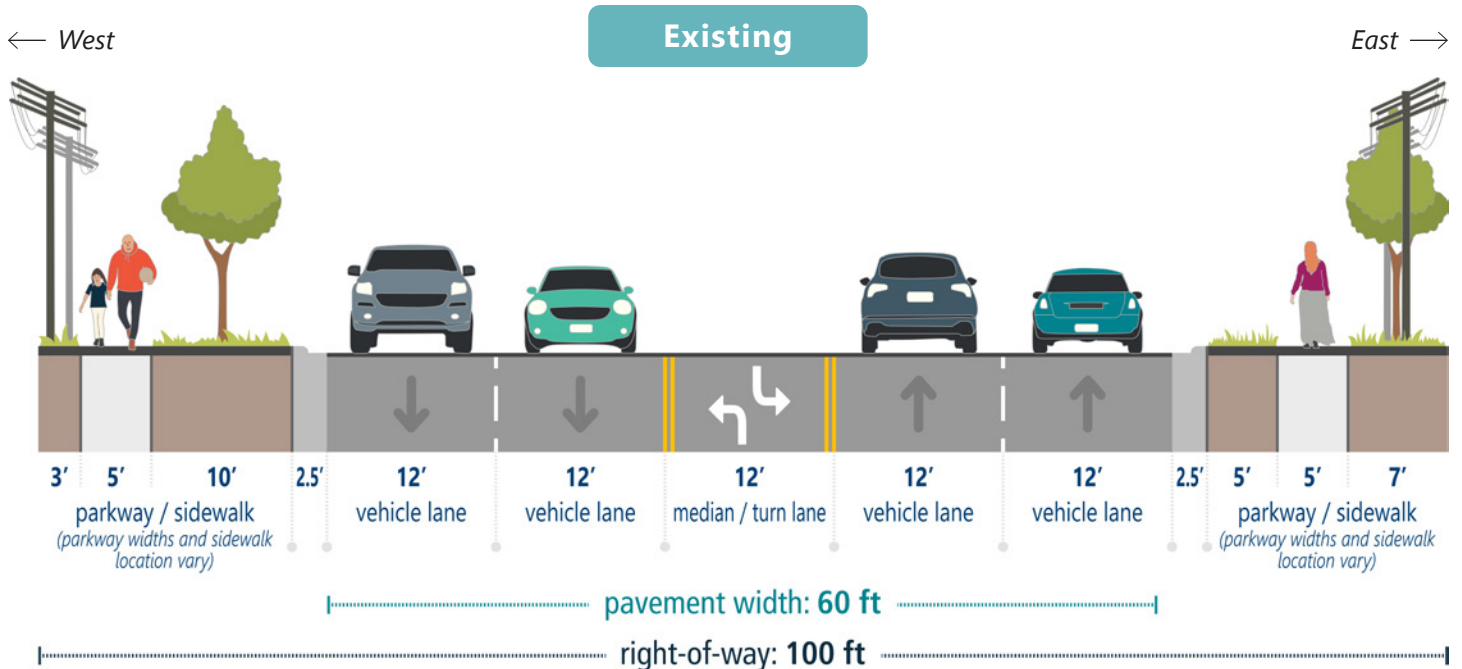
Barrier Protected  
Cycle Track



### Alternative 2: Sidepath

Looking North

(shown just south of Feehanville)





**Alternative 1: Barrier Protected Cycle Track**

*Looking South*

*(shown just south of Feehanville)*

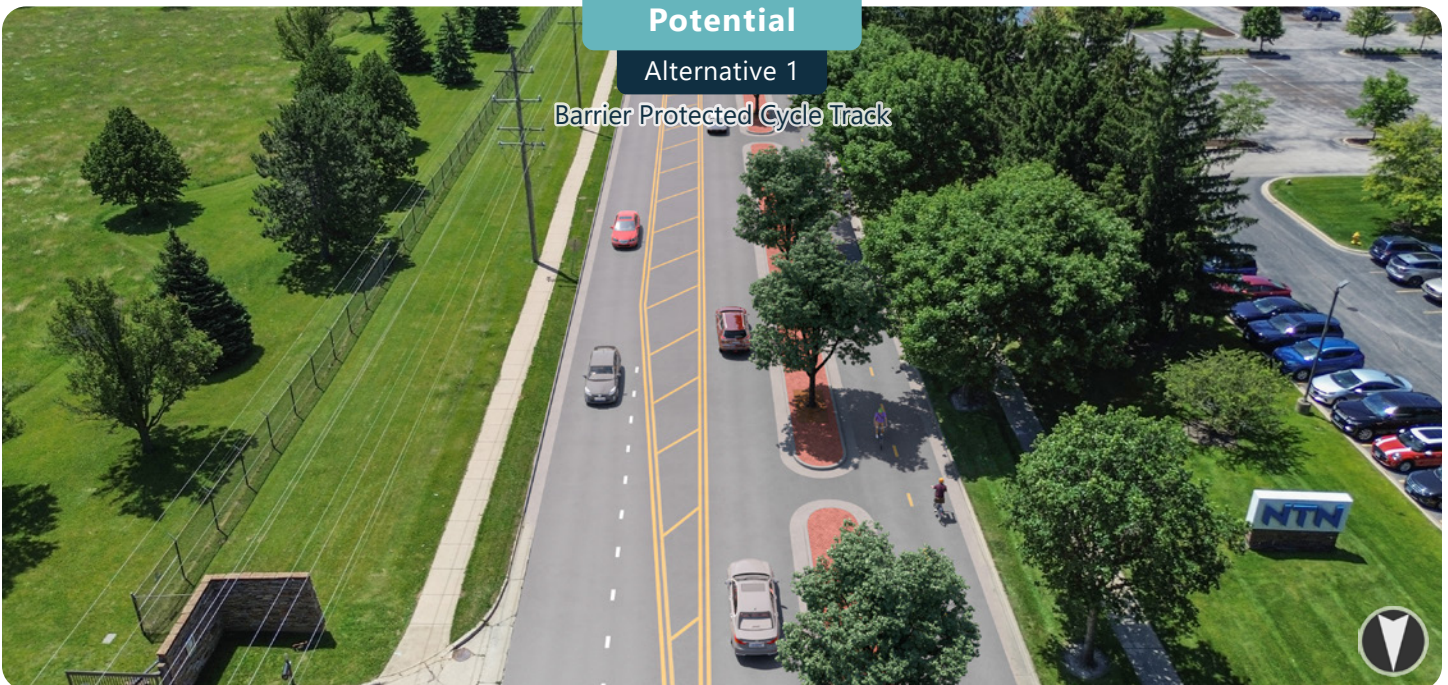
**Existing**



**Potential**

**Alternative 1**

**Barrier Protected Cycle Track**



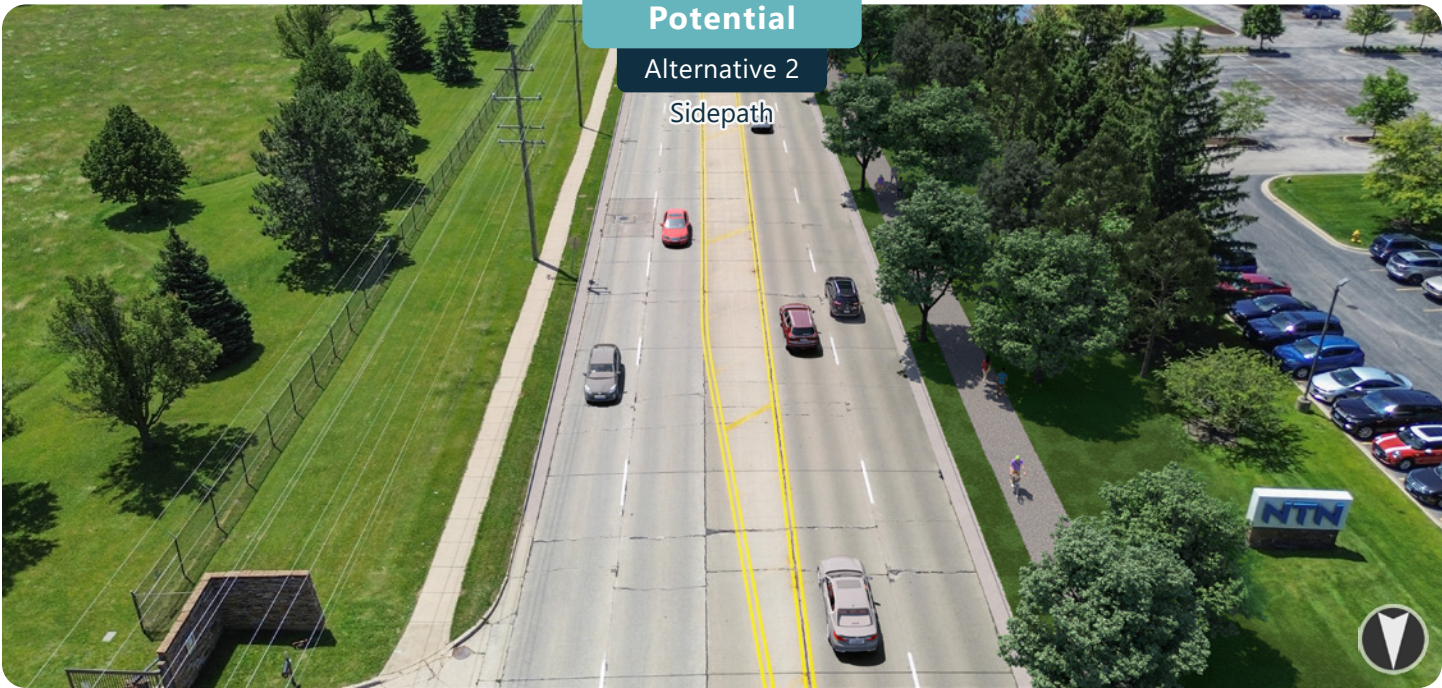


Alternative 2: Sidepath  
Looking South  
(shown just south of Feehanville)

Existing



Potential  
Alternative 2  
Sidepath







## Existing Conditions

### Traffic / Roadway Conditions

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

### Community Context

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

### Legend

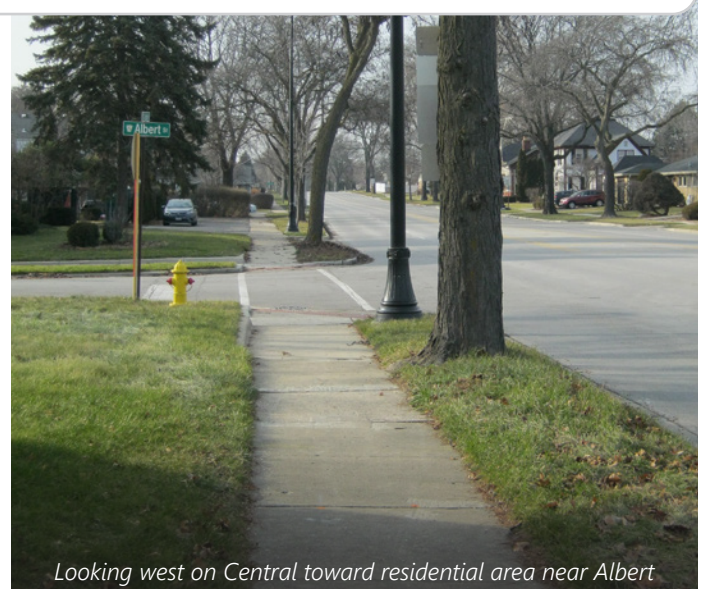
- ▬ Mount Prospect Boundary
- Focus Arterial Bike Corridor
- 🚦 Traffic Signal
- 🚶 At-Grade Railroad Crossing
- 🏠 Structure
- 🌳 Park
- 🏫 School
- ★ Community Destination
- ▨ Floodplain
- 🚊 Metra Train Station
- 🚌 Pace Bus Stop

### Recommended Bike Network

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

### Existing Bike Network

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



Looking west on Central toward residential area near Albert



## Potential Conditions

### Corridor Recommendations

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

### Potential Impacts

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

### Major Street Crossings

*\*All intersections will include ADA improvements\**

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

### Additional Considerations

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

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



Sidepath on South Side

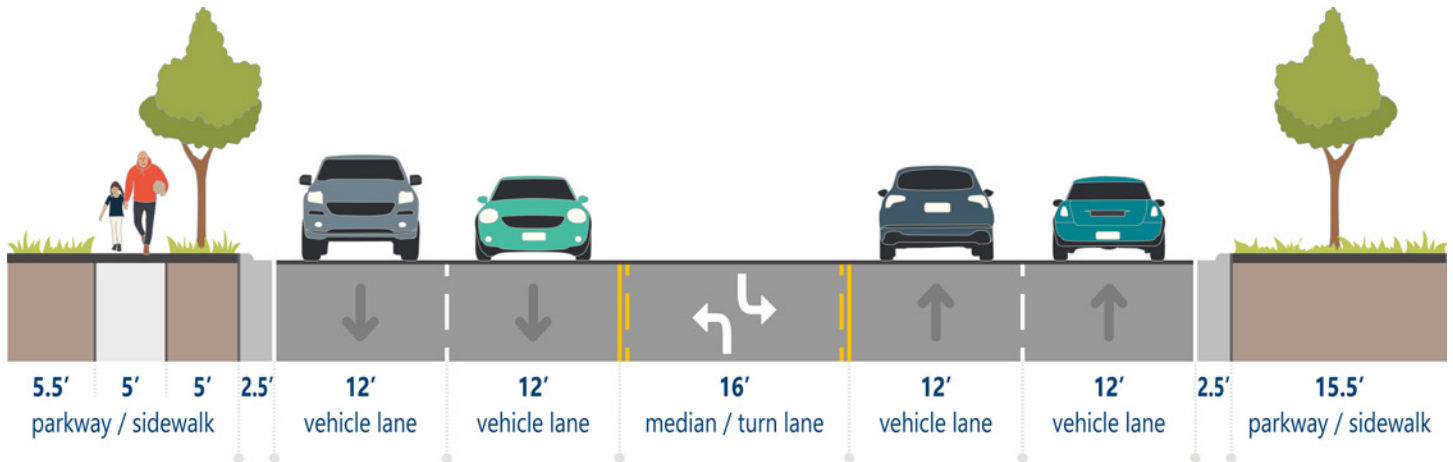
Looking West

(shown between Kenilworth Ave and Waverly Pl)

← South

Existing

North →



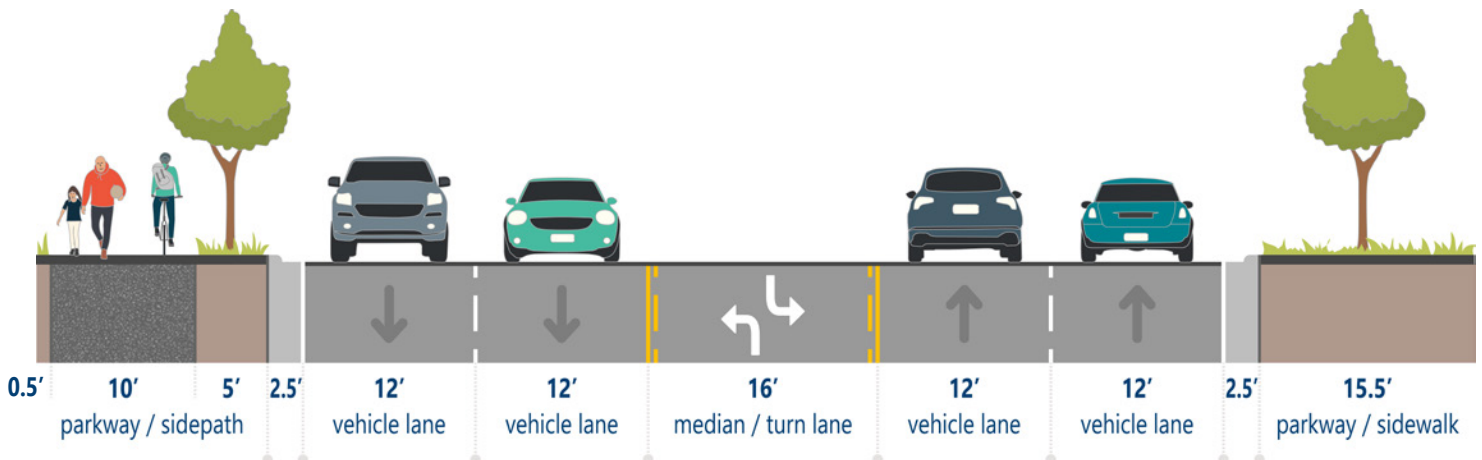
pavement width: 64 ft

right-of-way: 100 ft

← South

Potential

North →



pavement width: 64 ft

right-of-way: 100 ft

Sidepath on South Side

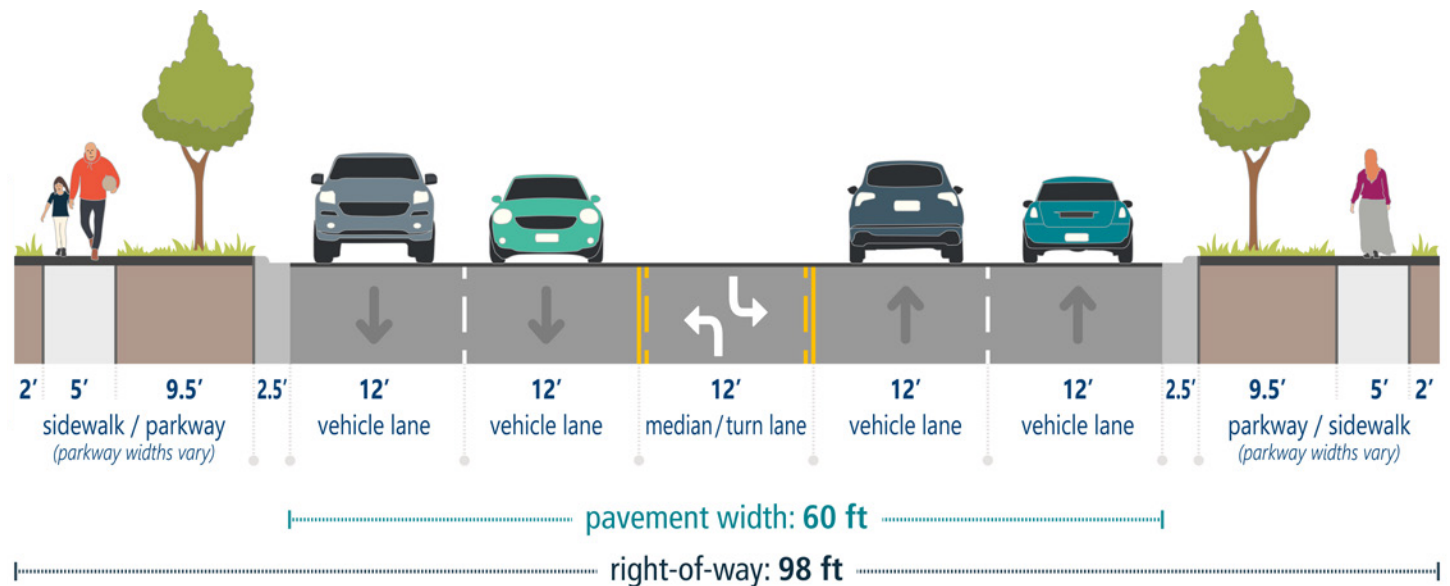
Looking West

(shown between Rand Rd and Wolf Rd)

← South

Existing

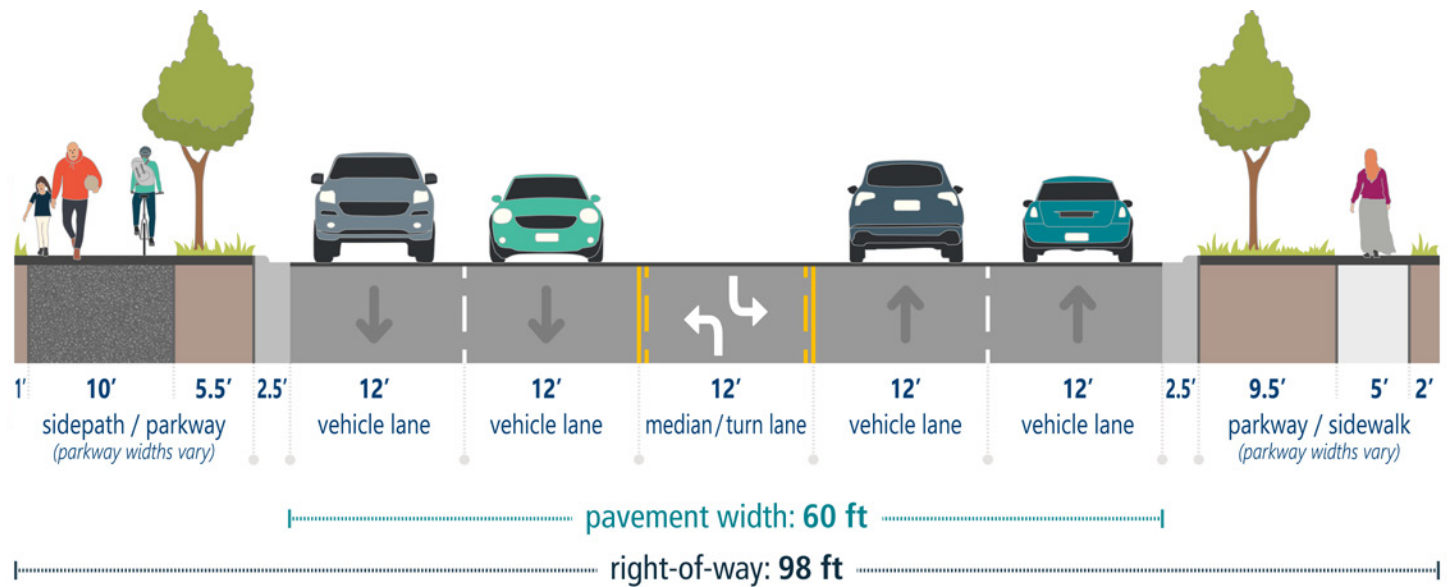
North →



← South

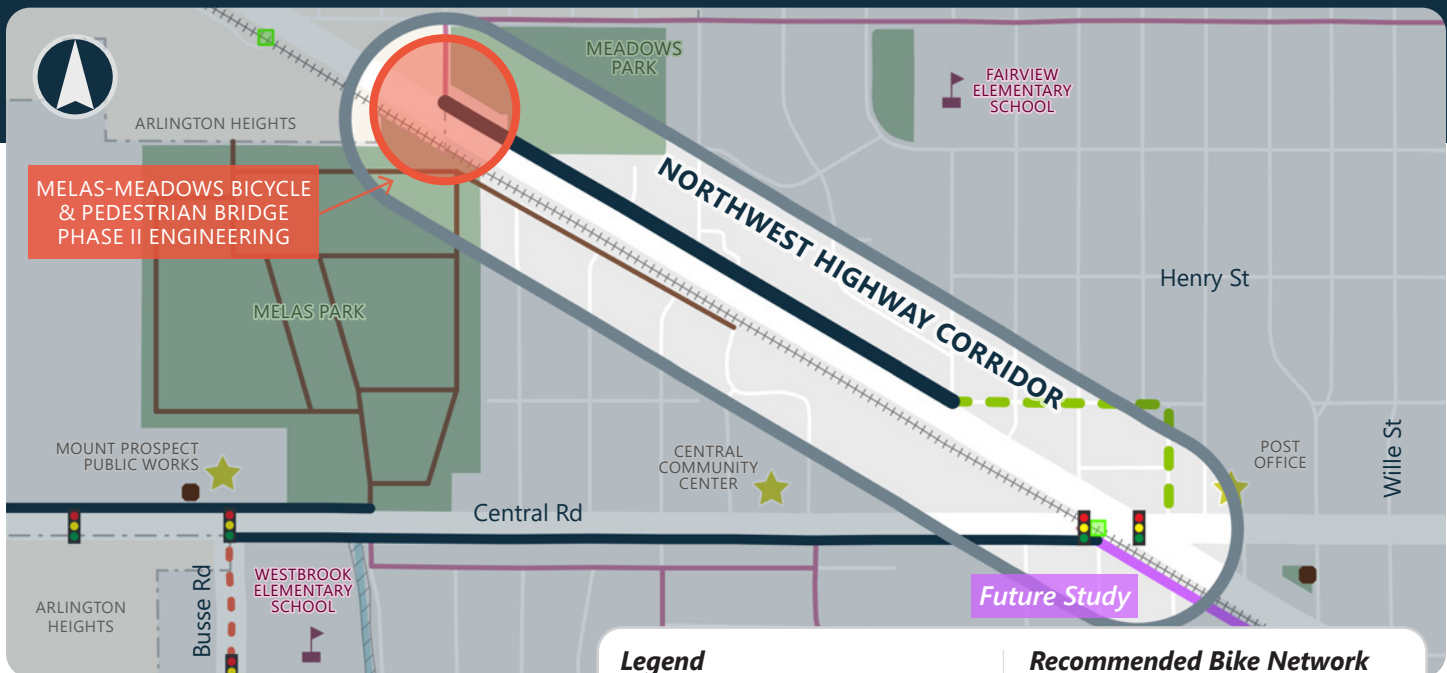
Potential

North →





## 10A Northwest Highway



### Existing Conditions

#### Traffic / Roadway Conditions

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

#### Community Context

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

#### Legend

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

#### Recommended Bike Network

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

#### Existing Bike Network

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



Looking southwest on Northwest Hwy near Meadows Park



Looking southwest on north side of Northwest Hwy near Meadows Park

## Potential Conditions

### Corridor Recommendations

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

### Potential Impacts

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

### Major Street Crossings

*\*All intersections will include ADA improvements\**

- Waterman Avenue - investigate new crosswalk with pedestrian refuge island across Northwest Hwy

### Additional Considerations

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

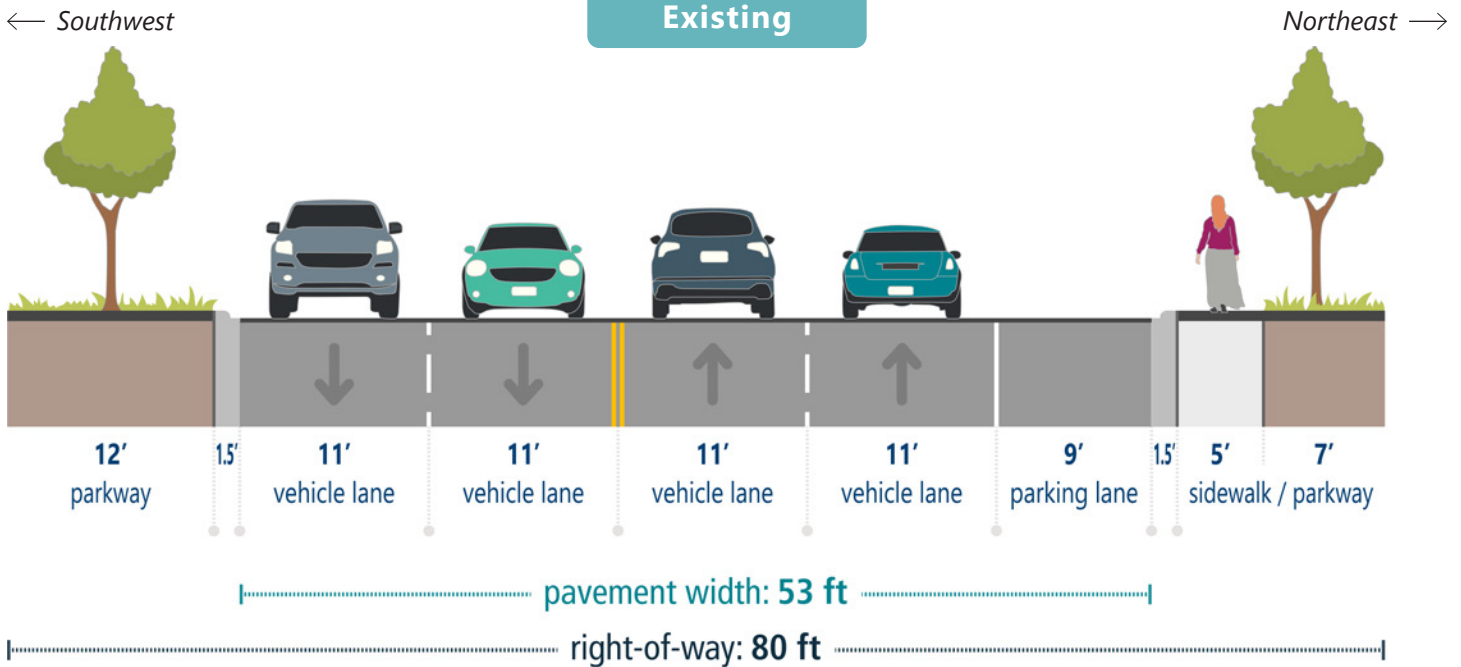


Sidepath on North Side

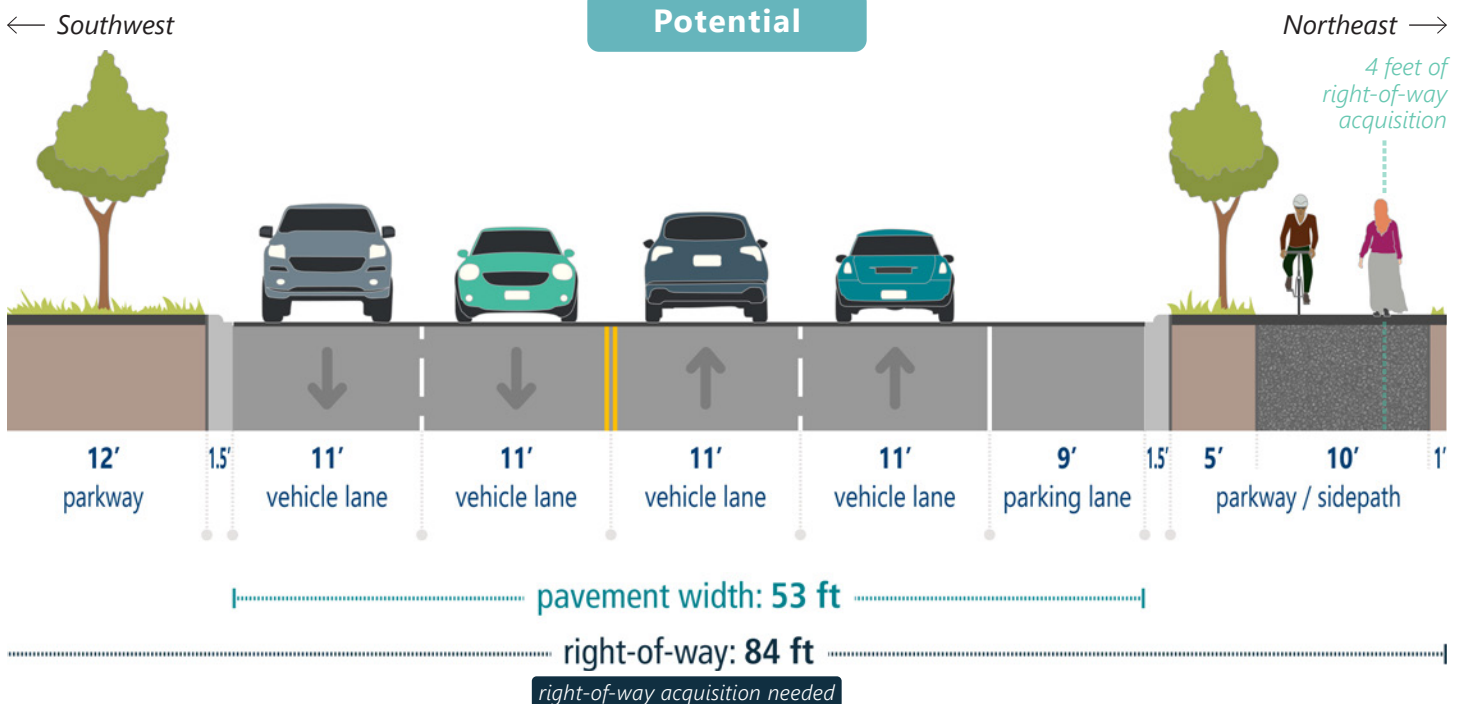
Looking Northwest

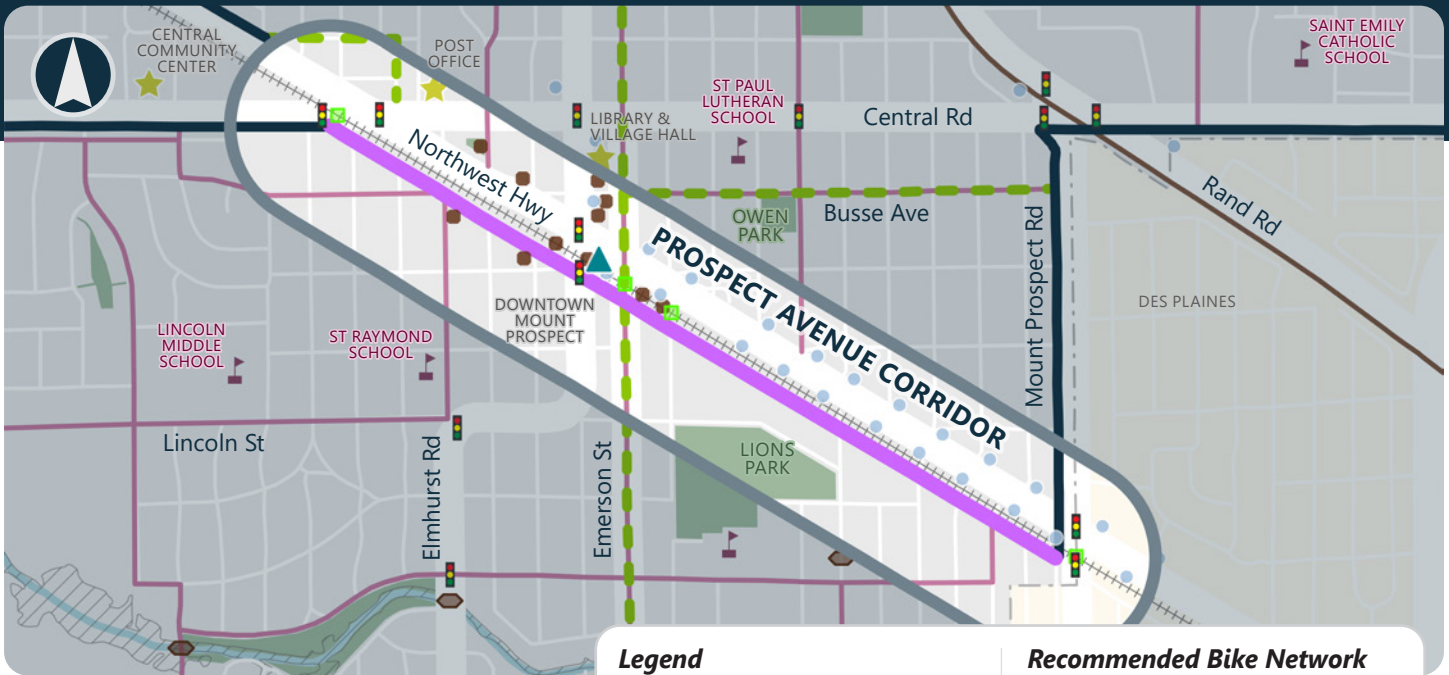
(shown near Melas Park)

Existing



Potential





## Existing Conditions

### Traffic / Roadway Conditions

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

### Community Context

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

## Potential Conditions

### Corridor Recommendations

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

### Legend

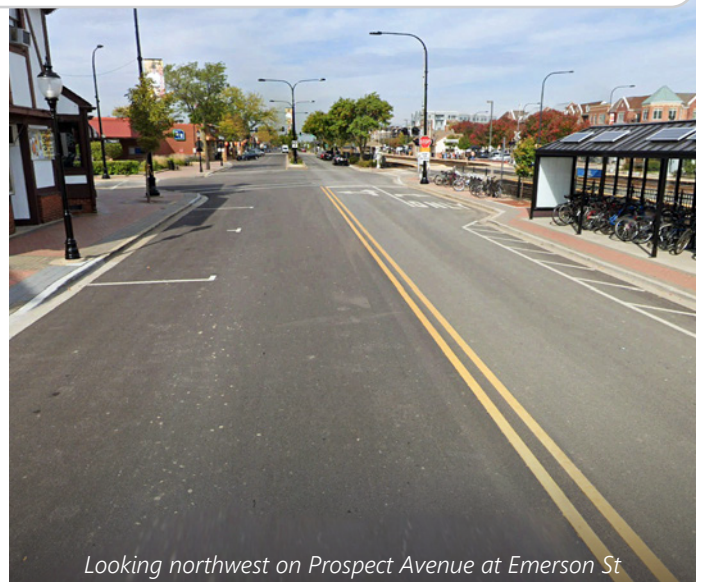
- Mount Prospect Boundary
- Focus Arterial Bike Corridor
- Traffic Signal
- At-Grade Railroad Crossing
- Structure
- Park
- School
- Community Destination
- Floodplain
- Metra Train Station
- Pace Bus Stop

### Recommended Bike Network

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

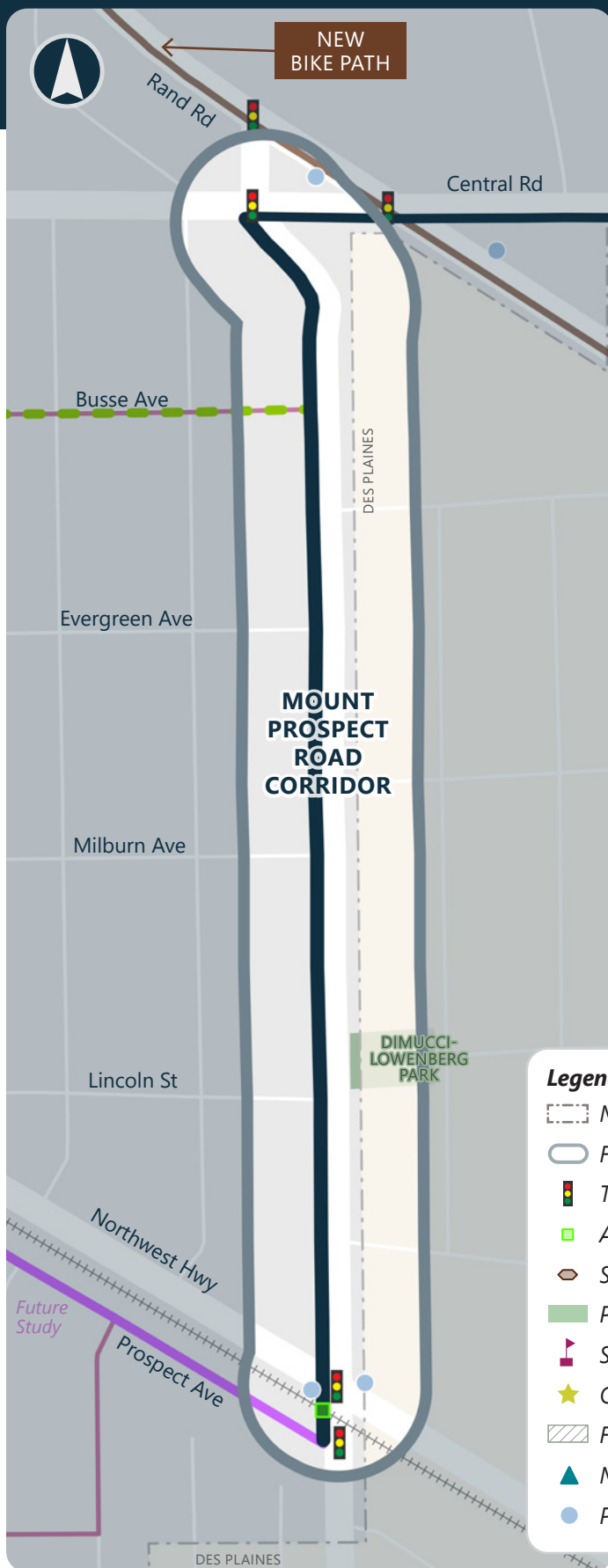
### Existing Bike Network

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





## 11 Mount Prospect Road



### Existing Conditions

#### Traffic / Roadway Conditions

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

#### Community Context

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

### Legend

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

### Recommended Bike Network

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

### Existing Bike Network

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



Looking south on west side of Mount Prospect Rd at Lincoln

## Potential Conditions

### Corridor Recommendations

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

### Potential Impacts

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

### Major Street Crossings

*\*All intersections will include ADA improvements\**

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

### Additional Considerations

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



### Sidepath on West Side

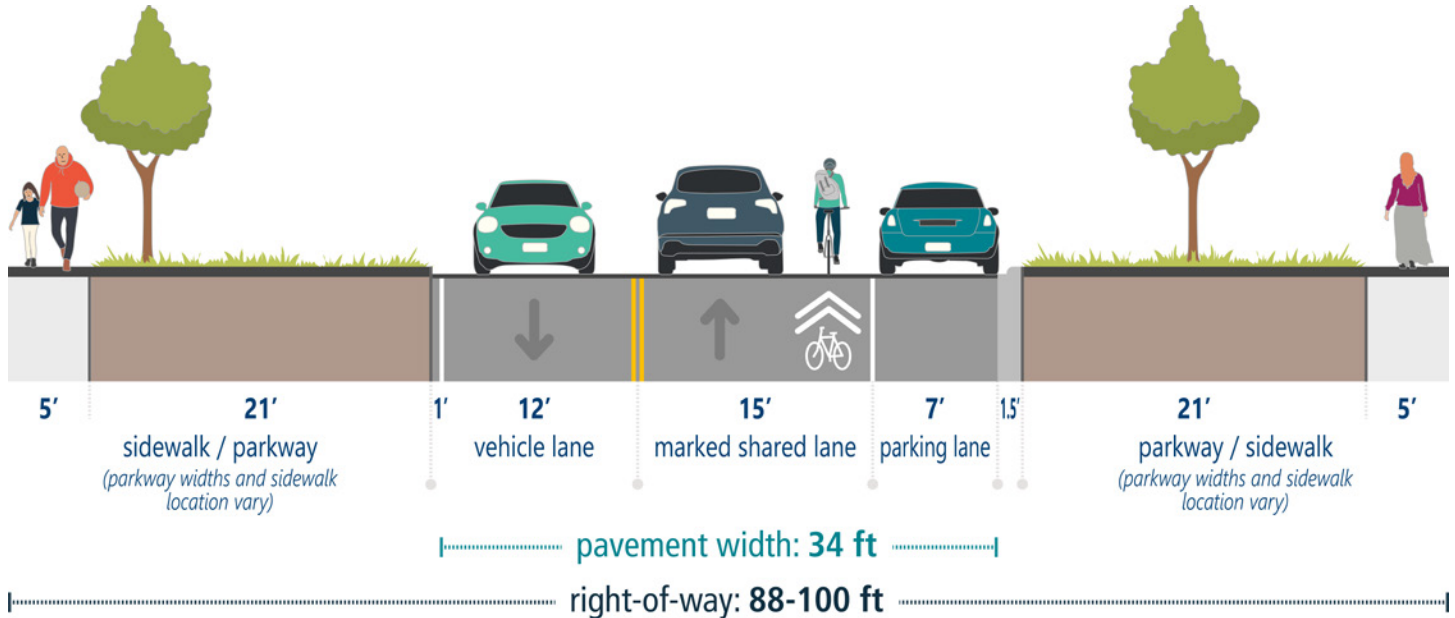
Looking North

(shown near Dimucci-Lowenberg Park)

← West

Existing

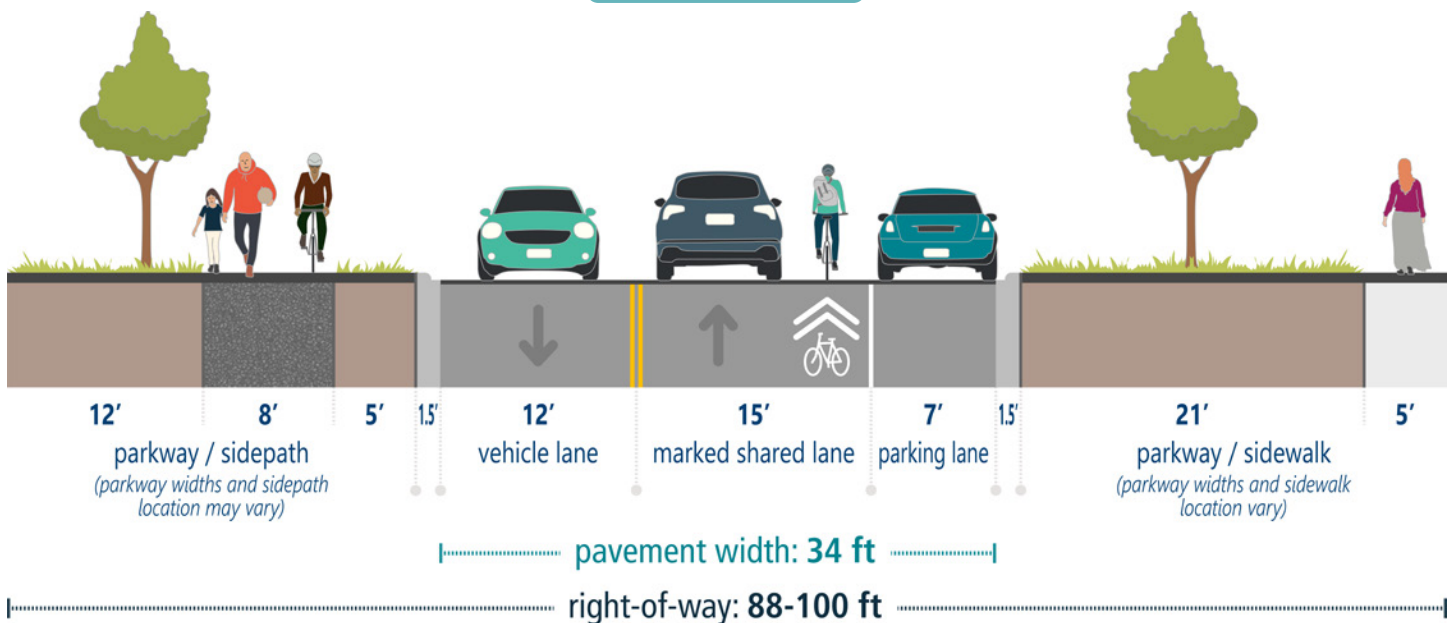
East →



← West

Potential

East →





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

Existing

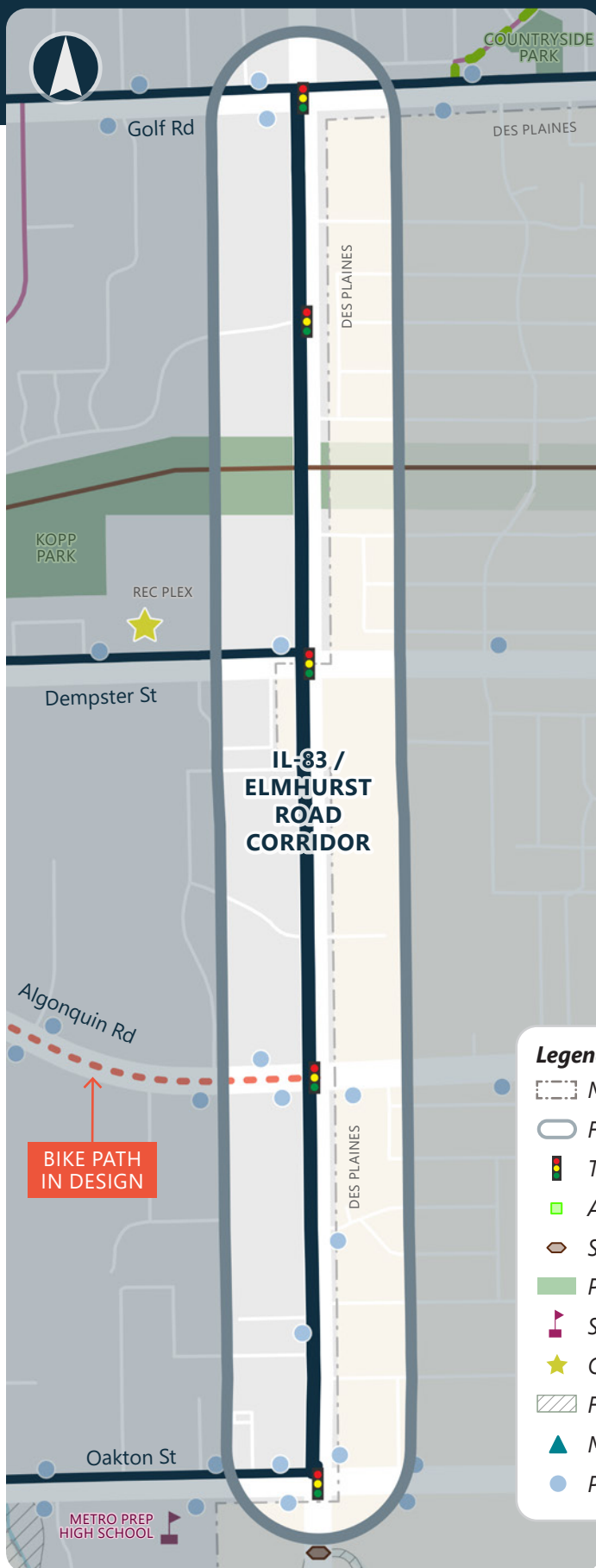


Potential





## 12 IL-83 / Elmhurst Road



### Existing Conditions

#### Traffic / Roadway Conditions

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

#### Community Context

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

## Potential Conditions

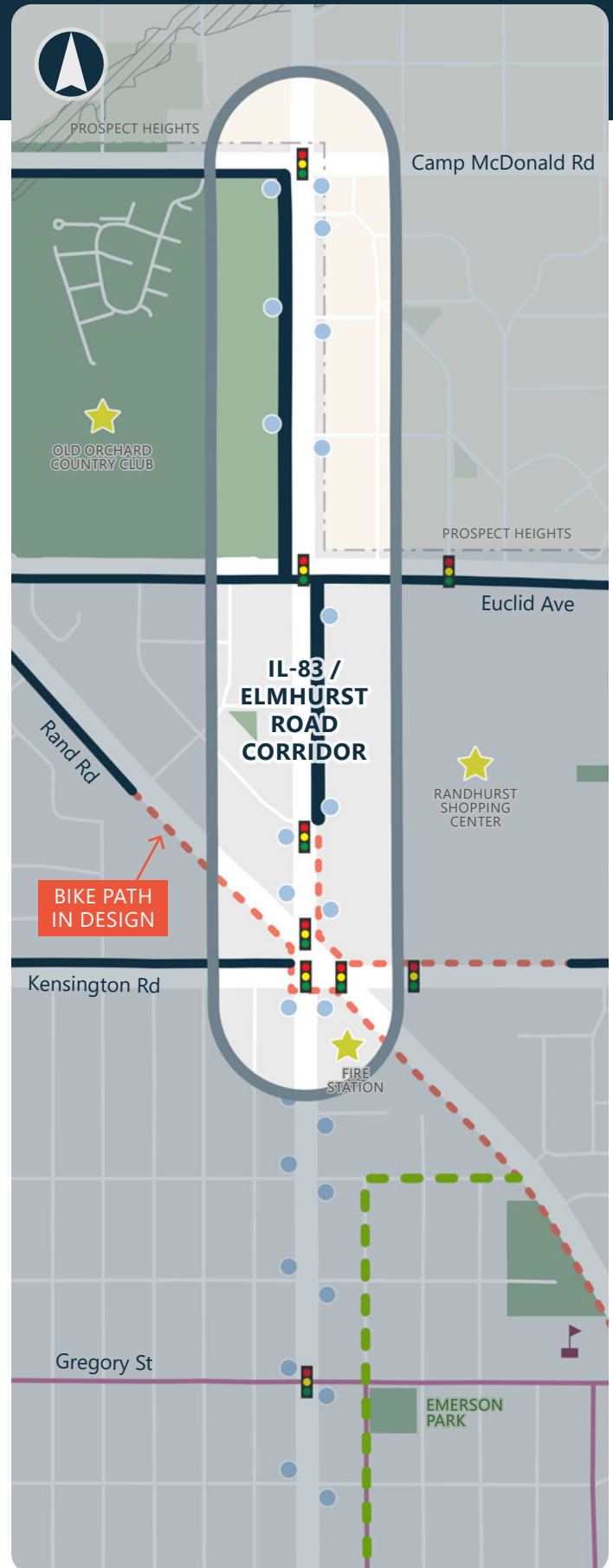
### Corridor Recommendations

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

### Potential Impacts

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

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





## 12 IL-83 / Elmhurst Road

### Potential Conditions *Continued*

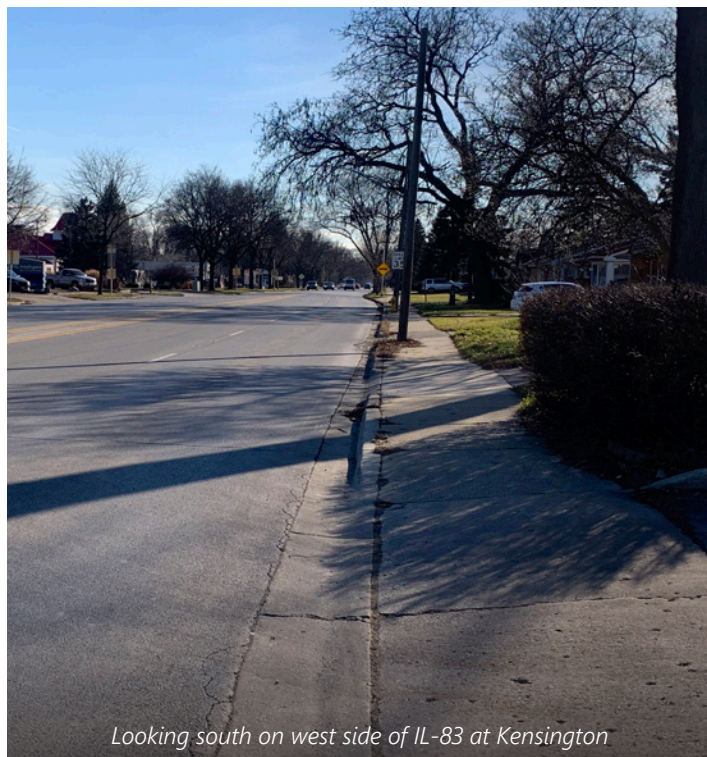
#### Major Street Crossings

*\*All intersections will include ADA improvements\**

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

#### Additional Considerations

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



*Looking south on west side of IL-83 at Kensington*



*Looking south on west side of IL-83 at Golf*





Looking north on IL-83 near Community Presbyterian



Looking north on IL-83 from southwest corner at Golf



Looking south on west side of IL-83 at Kensington



Looking north on IL-83 at Golf



Sidepath on West Side

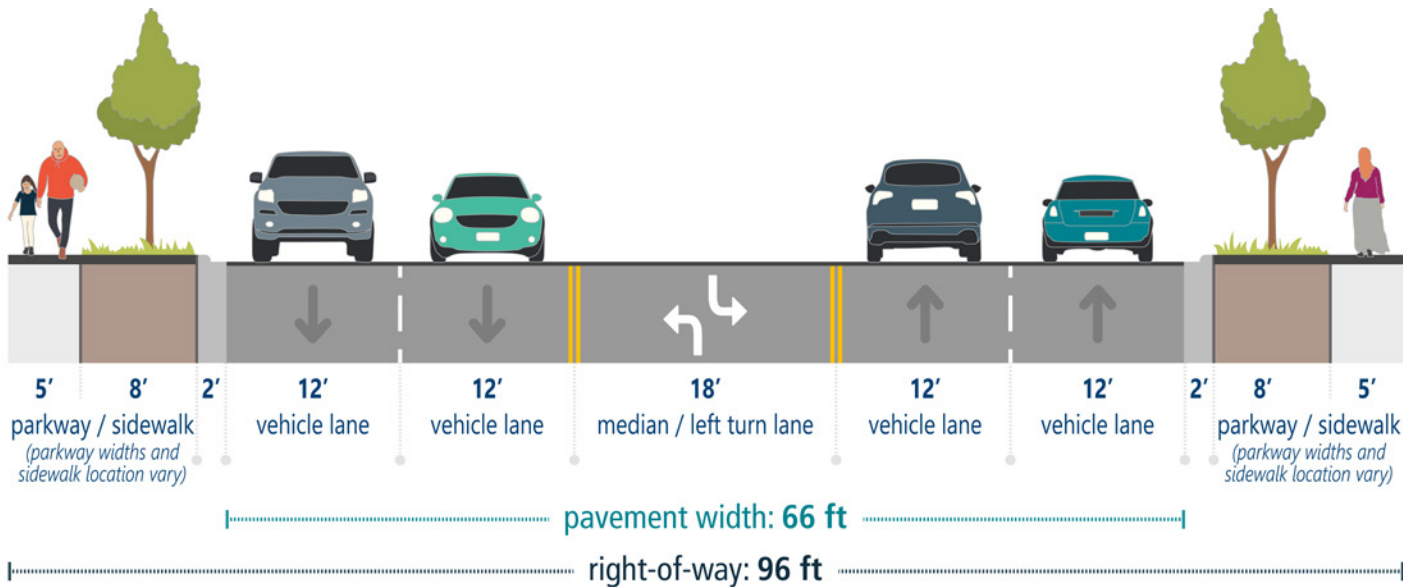
Looking North

(shown between Lasalle St and Montgomery St)

← West

Existing

East →

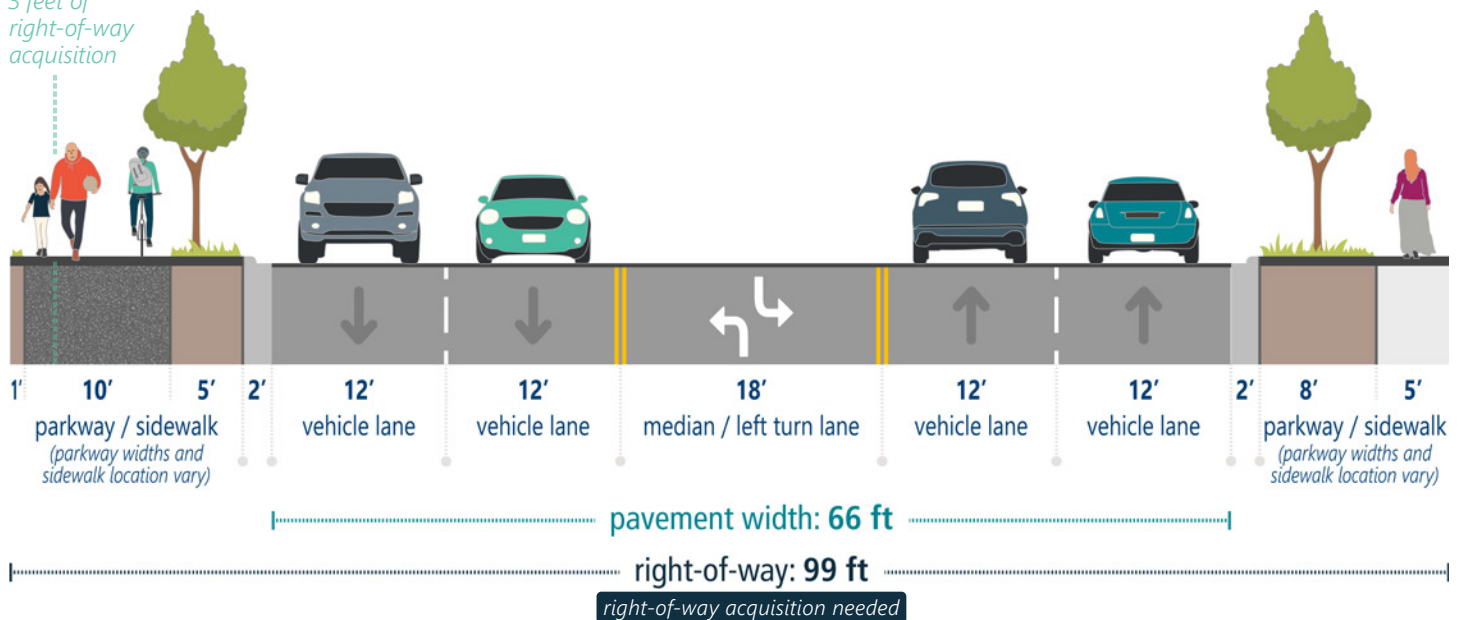


← West

Potential

East →

3 feet of  
right-of-way  
acquisition



Sidepath on West Side

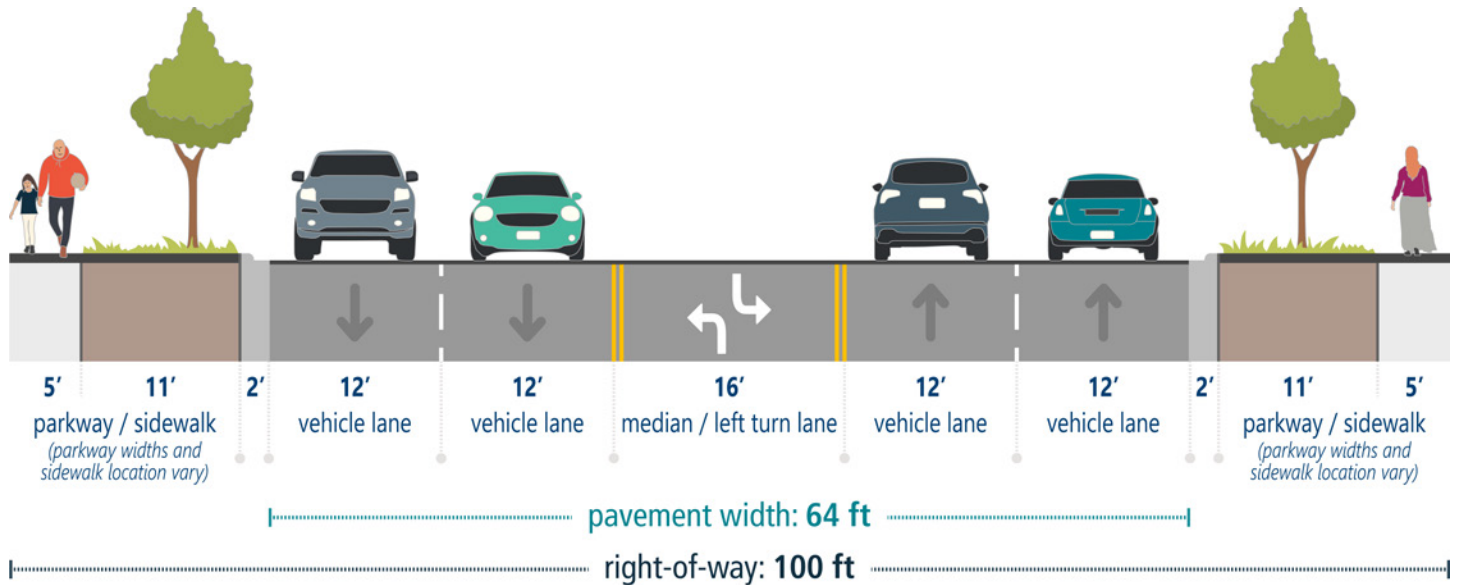
Looking North

(shown north of Randhurst Village Dr)

← West

Existing

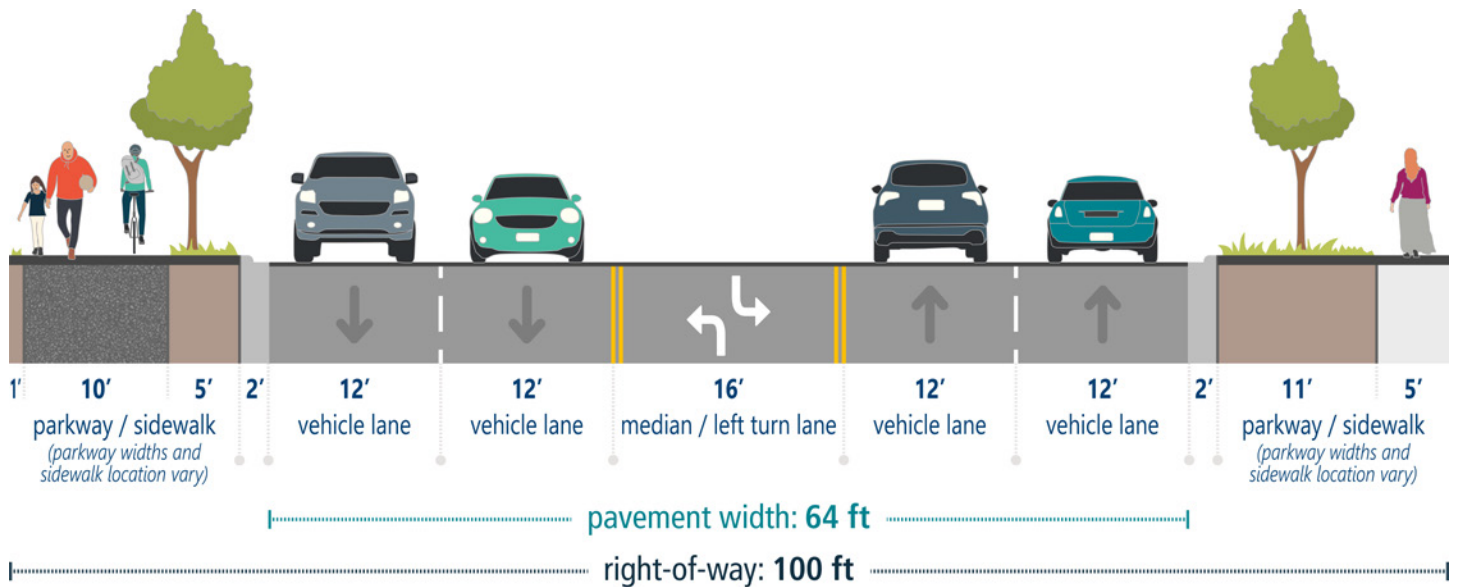
East →



← West

Potential

East →





## 13 Golf Road



### Existing Conditions

#### Traffic / Roadway Conditions

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

#### Community Context

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

#### Legend

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

#### Recommended Bike Network

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

#### Existing Bike Network

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



Looking east on north side of Golf near Clearwater Park



Looking west from south side of Golf nearing Grove

## Potential Conditions

### Corridor Recommendations

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

### Potential Impacts

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

### Major Street Crossings

*\*All intersections will include ADA improvements\**

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

### Additional Considerations

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



### Sidepath on North Side

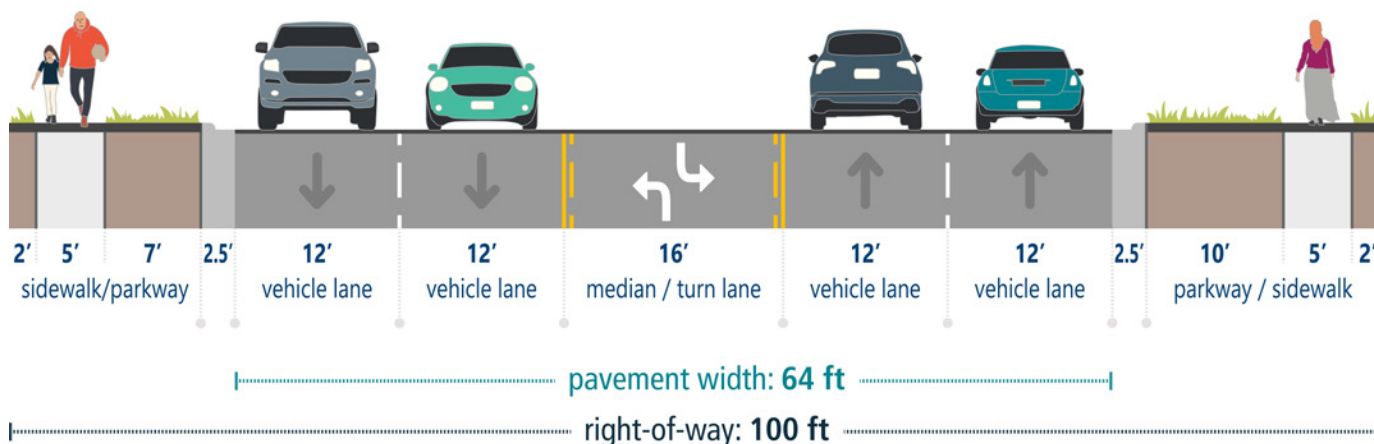
Looking West

(shown just west of Wa Pella Ave)

← South

Existing

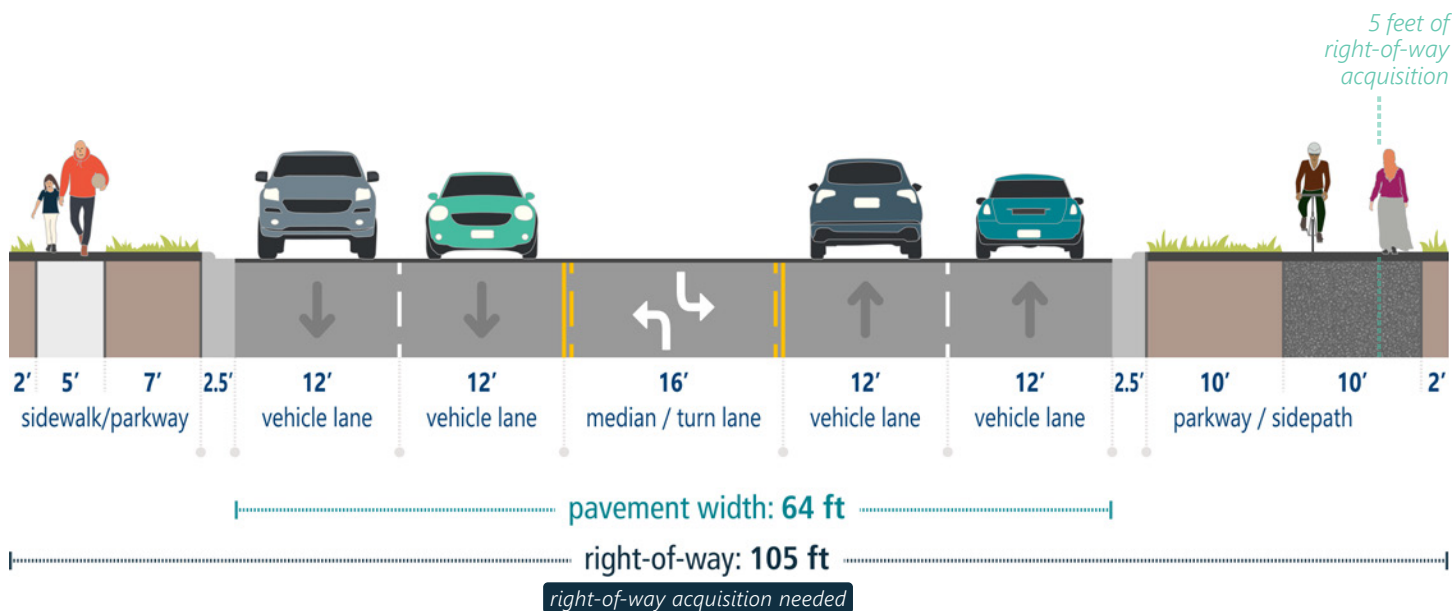
North →



← South

Potential

North →





## Existing Conditions

### Traffic / Roadway Conditions

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

### Community Context

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

### Legend

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

### Recommended Bike Network

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

### Existing Bike Network

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



## 14 Busse Road



Looking south on Busse from ComEd Right-of-Way

### Potential Conditions

#### Corridor Recommendations

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

#### Potential Impacts

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

#### Major Street Crossings

*\*All intersections will include ADA improvements\**

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

#### Additional Considerations

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

Sidepath on West Side

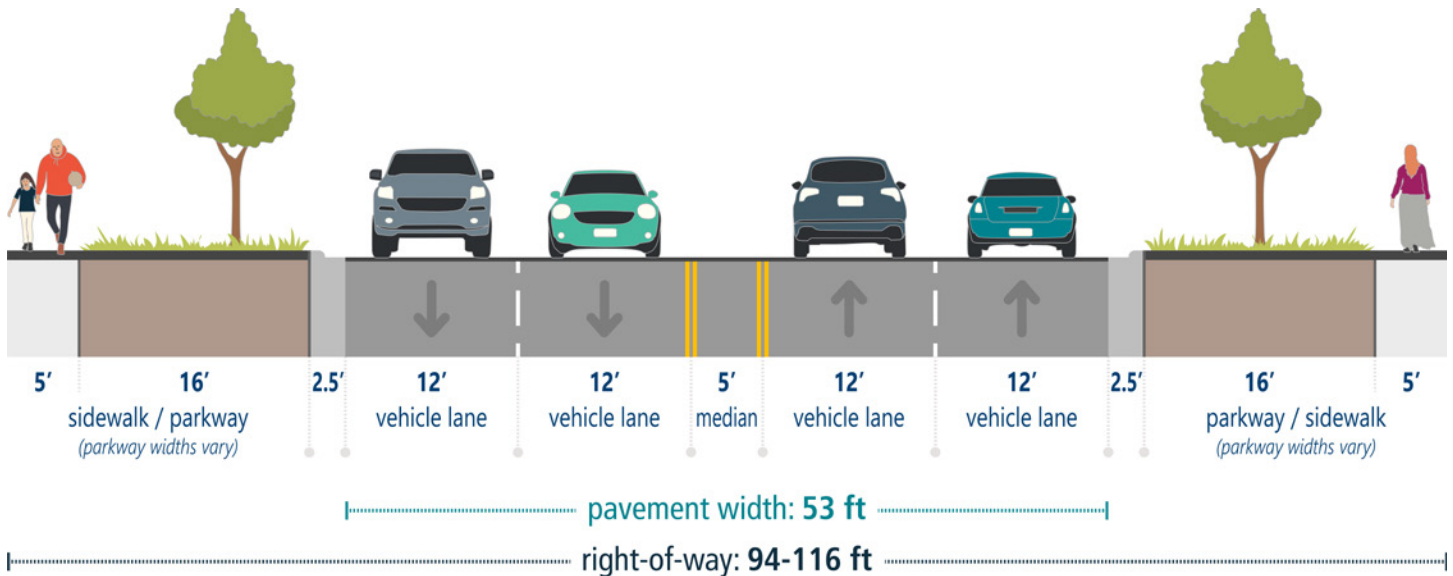
Looking North

(shown north of Pheasant Trail)

← West

Existing

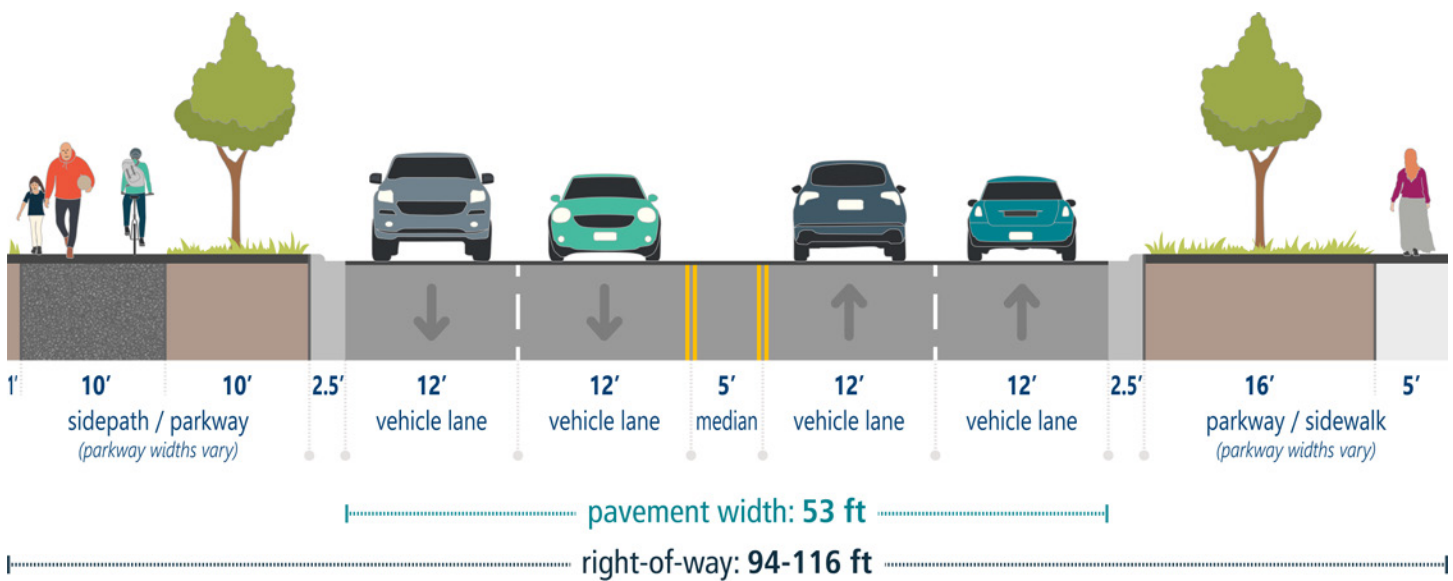
East →



← West

Potential

East →





## 15 ComEd Trail



### Existing Conditions

#### Trail Conditions

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

#### Community Context

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

#### Legend

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

#### Recommended Bike Network

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

#### Existing Bike Network

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



ComEd Trail crossing at Busse





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

## Potential Conditions

### Corridor Recommendations

- Crossing Improvements
  - » Elmhurst Road
    - » A pedestrian refuge island and overhead rectangular rapid flashing beacon (RRFB) is proposed on the south leg of Elmhurst Rd at Millers Rd. Short segments of sidepath are proposed on both sides of Elmhurst Rd between the proposed crosswalk and path. Removal of the southbound right turn lane into the residential development should be considered to reduce the number of lanes crossed.
  - » Busse Road
    - » Direct path users to cross at Dempster signal. Consider realigning trail east of Busse to the south.
- Alternatives Considered
  - » Mid-block crossing on Busse Rd considered but was determined to be too close to Dempster St.
- Estimated Project Cost: \$670,000

### Potential Impacts

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

### Major Street Crossings

*\*All intersections will include ADA improvements\**

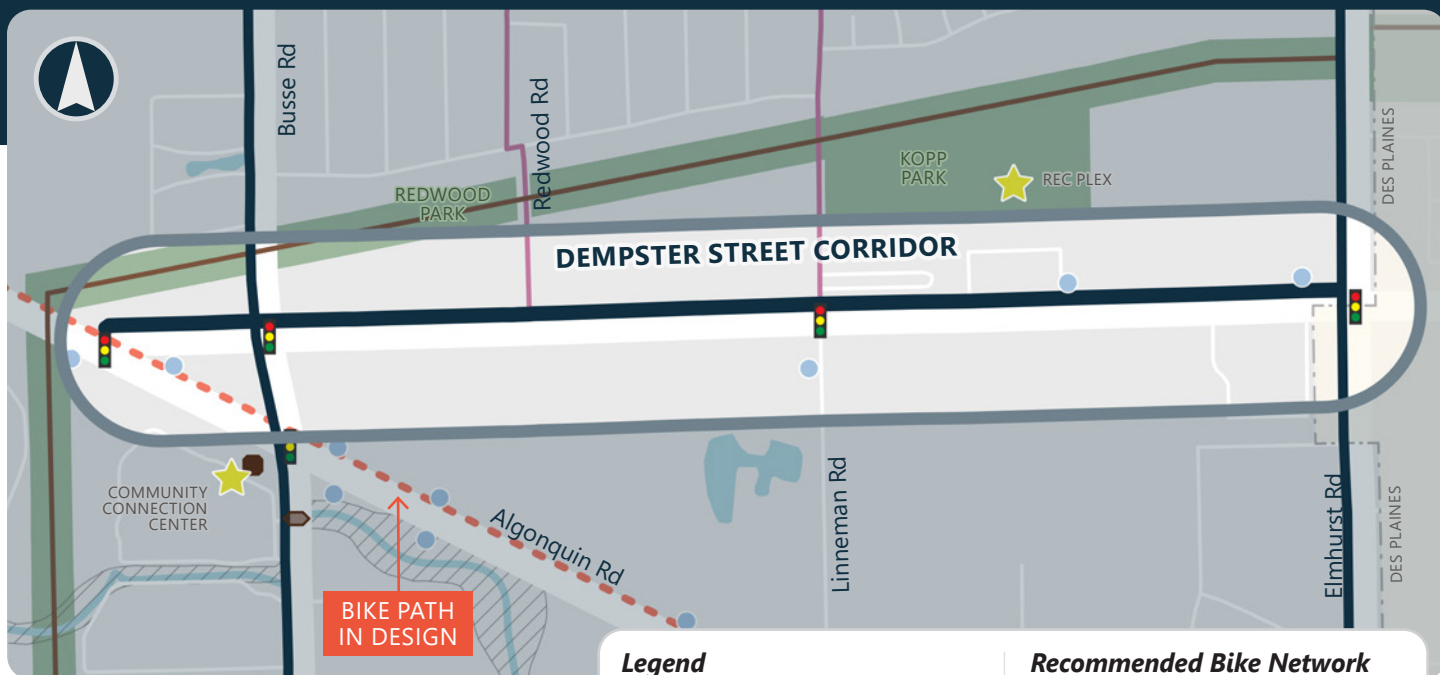
- Busse Road - investigate trail realignment, direct crossings to signal at Dempster
- Elmhurst Road - direct crossings to Millers Road, install pedestrian refuge island and overhead RRFB

### Additional Considerations

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



## 16 Dempster Street



### Existing Conditions

#### Traffic / Roadway Conditions

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

#### Community Context

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

#### Legend

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

#### Recommended Bike Network

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

#### Existing Bike Network

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



Looking east from north side of Dempster



Looking west from north side of Dempster

## Potential Conditions

### Corridor Recommendations

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

### Potential Impacts

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

### Major Street Crossings

*\*All intersections will include ADA improvements\**

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

### Additional Considerations

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



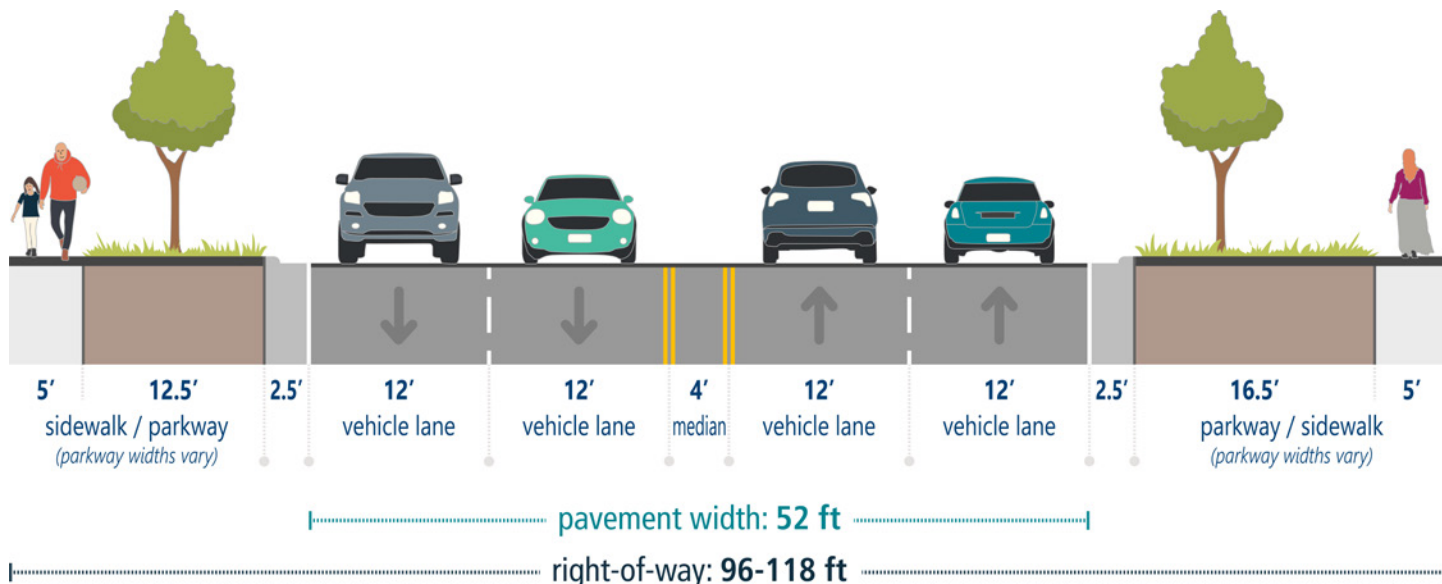
### Sidepath on North Side

Looking West  
(shown near Ida Ct)

← South

Existing

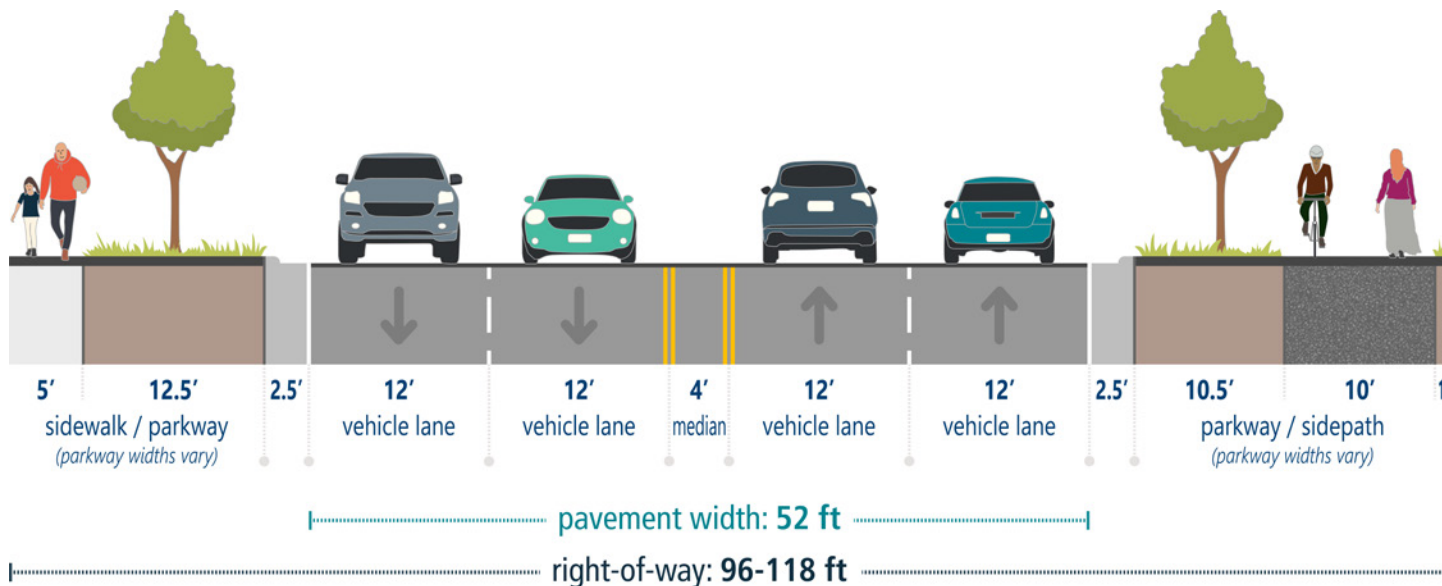
North →



← South

Potential

North →





## Existing Conditions

### Traffic / Roadway Conditions

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

### Community Context

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

### Legend

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

### Recommended Bike Network

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

### Existing Bike Network

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



Desire pathway on north side of Oakton near Elizabeth



## 18 Oakton Street



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

### Potential Conditions

#### Corridor Recommendations

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

#### Potential Impacts

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

#### Major Street Crossings

- None

#### Additional Considerations

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

Sidepath on North Side

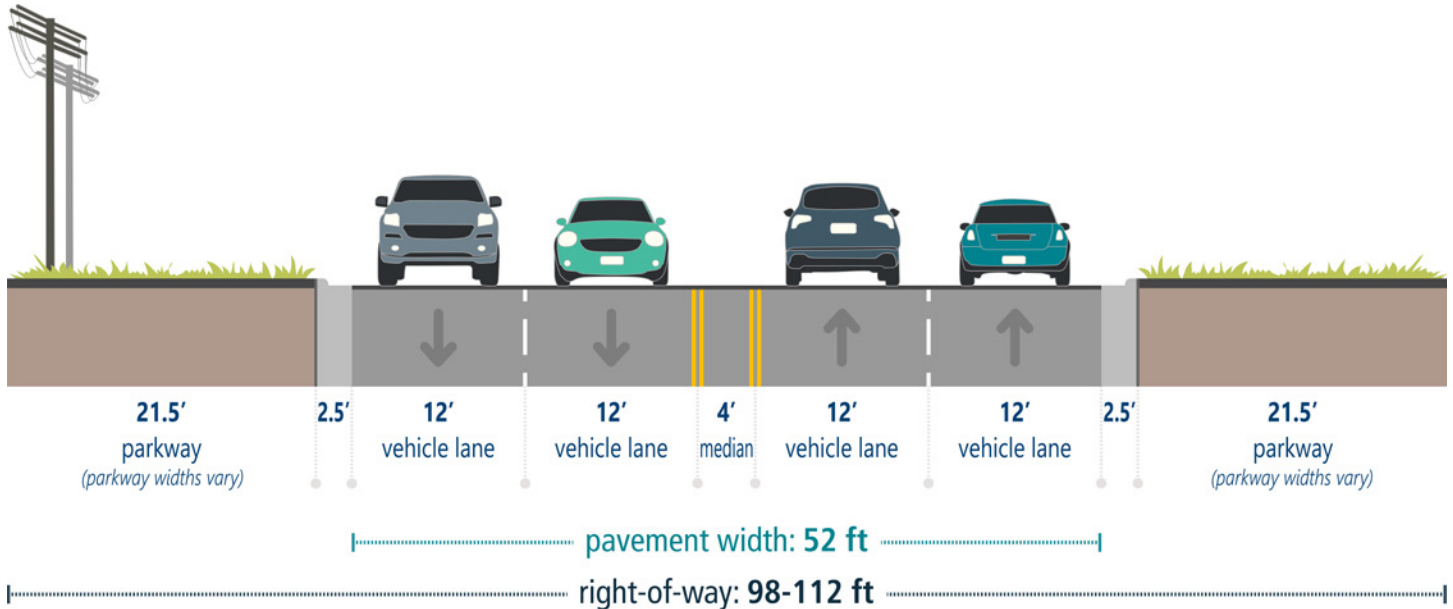
Looking West

(shown just west of the Higgins Creek Bridge)

Existing

← South

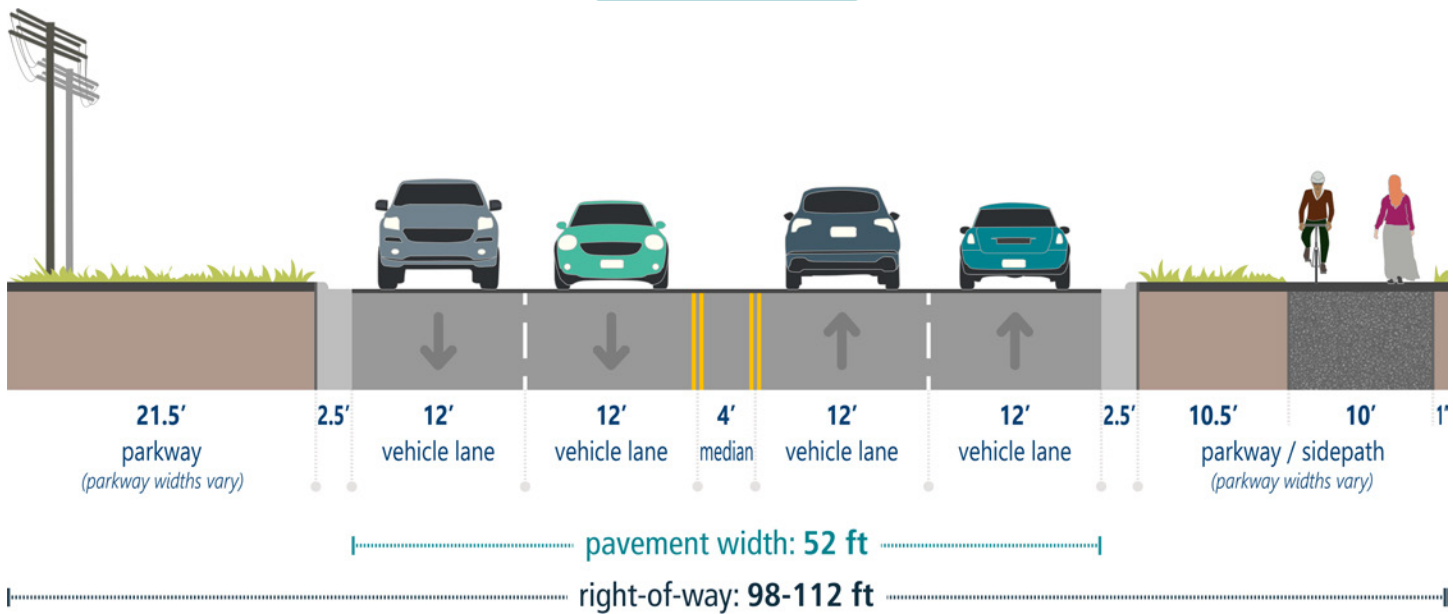
North →



Potential

← South

North →





# No Bike Facility Improvements Recommended



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

## 5 ComEd ROW Northeast Trail

### Existing Conditions

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

### Potential Conditions

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

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

No bike facility recommended as part of this study

### Legend

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

### Recommended Bike Network

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

### Existing Bike Network

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



# No Bike Facility Improvements Recommended



## 17 Busse to Oakton Connector

### Existing Conditions

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

### Potential Conditions

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

No bike facility recommended as part of this study









# ARTERIAL NETWORK IMPLEMEN- TATION

Section 4





# Network Implementation

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

## Evaluation of Potential Projects

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

### Evaluation Criteria

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

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



# Arterial Bike Network Corridor Evaluation Matrix

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

## Evaluated Impact





## Network Implementation Phasing

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

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

## Cost Estimates

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

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

### Wolf Road

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

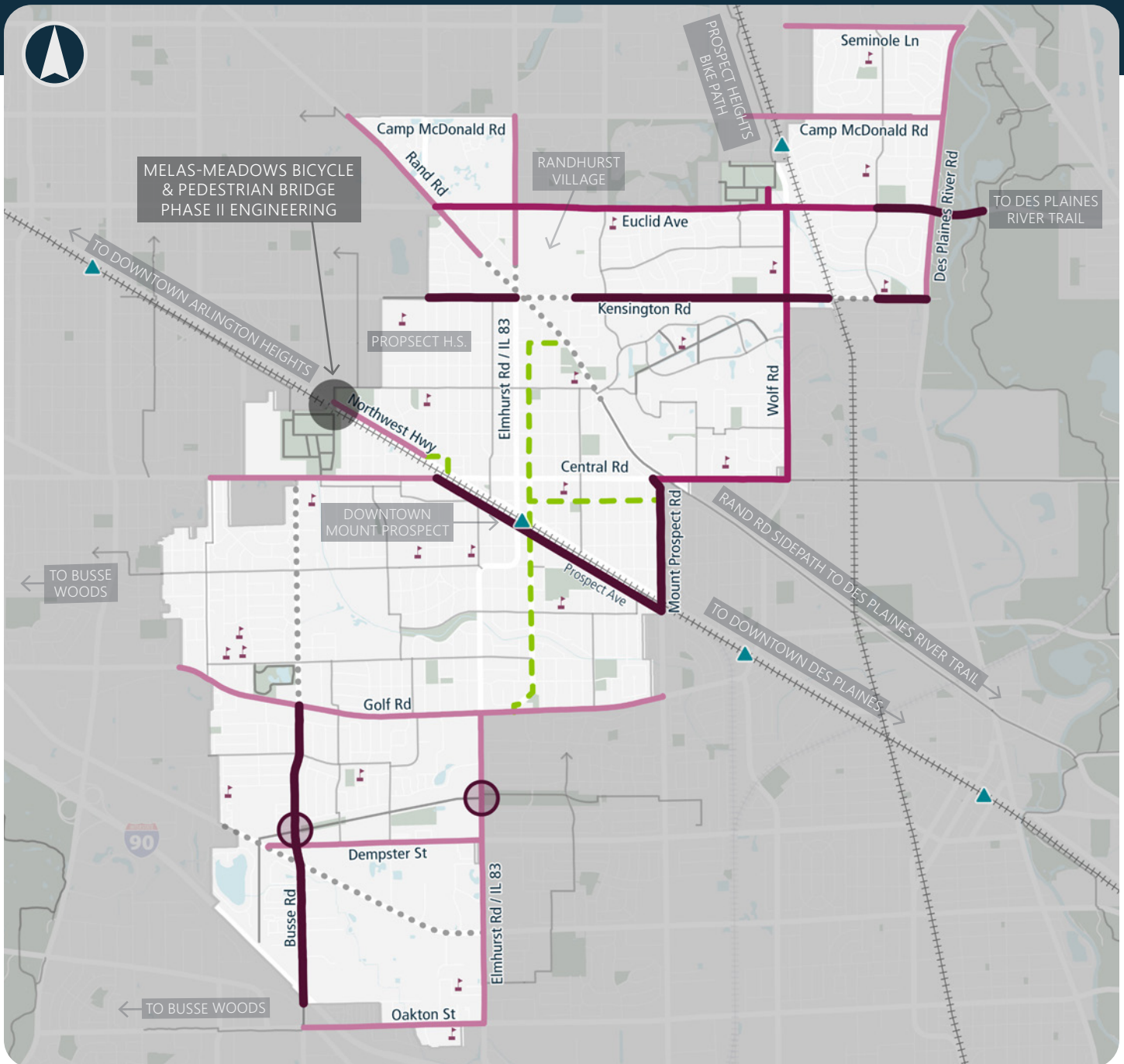
- **Alternative 1 (Lower Cost):** The bicycle facility would be separated from traffic by curb. A minimal number of concrete barrier islands would be provided.
- **Alternative 2 (Medium Cost):** The bicycle facility would be separated from traffic by intermittent concrete islands. These islands would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

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



*Looking north on Wolf near River Trails Middle School*

# Arterial Bike Network Phasing Map



## Legend

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

## Existing Bike Network

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

## Recommended Network Phasing

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



# Arterial Bike Network Corridor Cost Estimates

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

## Notes

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

## Funding Sources

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

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

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

#### *Safe Streets for All*

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

### Programs Administered by the Illinois Department of Transportation (IDOT)

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

### *Statewide Planning & Research (SPR)*

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

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

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

### *Illinois Safe Routes to School (SRTS)*

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





## ***Illinois Transportation Enhancement Program (ITEP)***

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

## ***Highway Safety Improvement Program (HSIP)***

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

## ***Section 402 State and Community Highway Safety Grant Program***

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

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

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

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

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



## **Programs Administered by the Illinois Commerce Commission (ICC)**

### ***Crossing Safety Improvement Program***

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

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

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

### ***Congestion Mitigation and Air Quality Improvement Program (CMAQ)***

The CMAQ program is a flexible funding source that targets projects and programs to help meet the congestion mitigation and air quality reduction requirements of the federal Clean Air Act. Bicycle and

pedestrian facilities, transit improvements, and traffic flow enhancements make up some of the eligible projects. CMAP will give priority to projects that reduce ozone emissions and particulate matter. The local match for this program is 20%.



### ***Transportation Alternatives Program (TAP-L)***

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

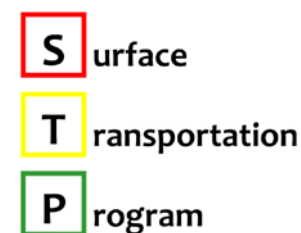
## ***Local Technical Assistance Program (LTA)***

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

## Programs Administered by the Northwest Council of Mayors (NWMC)

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

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





## Programs Administered by Cook County

### ***Invest in Cook***

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

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



### **Nonprofit Organization and Foundation Grants**

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

#### ***Community Change Grant Award (America Walks)***

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

#### ***People for Bikes Community Grant***

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



### ***ComEd Green Region (in partnership with Openlands)***

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

### ***American Association of Retired Persons (AARP) Community Challenge Grants***

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



# Funding Matrix

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





VILLAGE OF  
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# ARTERIAL BIKE NETWORK STUDY

