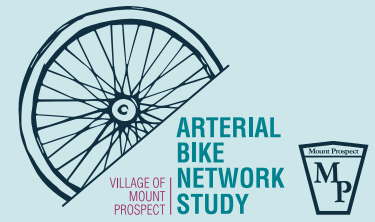


ARTERIAL BIKE NETWORK STUDY EXECUTIVE SUMMARY



In 2012, the Village of Mount Prospect adopted a Bicycle Plan to “create a safe, comfortable and bicycle-friendly environment in Mount Prospect, which encourages people of all ages to use bicycles for everyday transportation and enjoyment.” Phase 1 of this plan mainly includes on-street bike routes along low volume, residential streets. The second and third phases of this study include bike routes along arterial roads, which are mostly under the jurisdiction of other agencies. The Arterial Bike Network Study was initiated to develop a strategy to construct bike facilities along 18 arterial and other high traffic corridors in the Village, completing the planning process for Phases 2 and 3 of the Bicycle Plan.

Community Engagement

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

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

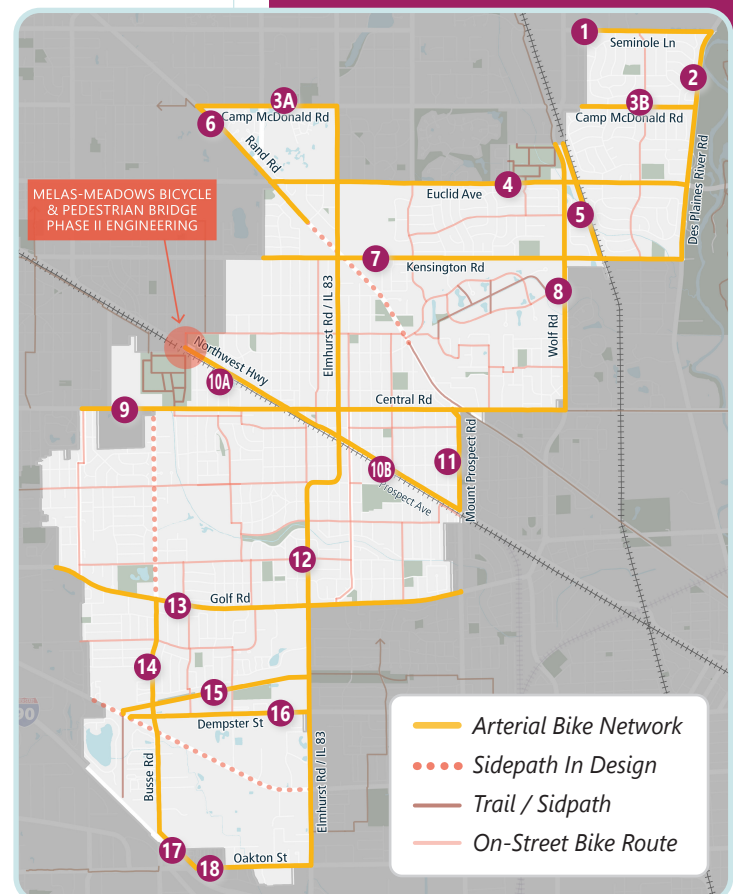
In addition, a community survey, an interactive map, project website, and project email address were available for the public to provide input.

Meetings with various stakeholders were held to ensure the project aligns with the needs of the community and other departments. The project team coordinated with the following agencies and institutions:

- Schools: Prospect High School, District 57, District 26, District 59
- Illinois Commerce Commission
- Mount Prospect Park District
- Cook County Forest Preserve
- Pace Suburban Bus
- River Trails Park District
- Cook County Department of Transportation and Highways (CCDOH)
- Illinois Department of Transportation
- Surrounding communities: Prospect Heights, Des Plaines, Elk Grove, and Arlington Heights

STUDY CORRIDORS

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



Recommendations

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

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

Implementation

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

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

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

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

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



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