



VILLAGE OF
MOUNT
PROSPECT

ARTERIAL
BIKE
NETWORK
STUDY



VILLAGE OF MOUNT PROSPECT

ARTERIAL BIKE NETWORK STUDY

EXISTING CONDITIONS REPORT

June 2024



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Table of Contents

Overview	2
Planning Studies	4
Roadway Projects.....	6
Engagement Summary.....	8
Village-wide Existing Conditions Maps.....	9

Arterial Network Corridors

Seminole Lane	14
Des Plaines River Road	16
Camp McDonald Road	18
Euclid Avenue	20
Metra Rail Tracks Trail.....	24
Rand Road	26
Kensington Road.....	28
Wolf Road	32
Central Road	34
Northwest Highway	38
Prospect Avenue	42
Mount Prospect Road.....	44
IL-83 / Elmhurst Road.....	46
Golf Road	52
Busse Road	54
Algonquin Road to Elmhurst Road / IL-83 Trail	56
Dempster Street.....	58
Busse Road to Oakton Street Connector	60
Oakton Street.....	62



Overview

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

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

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

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

Project Goals & Benefits

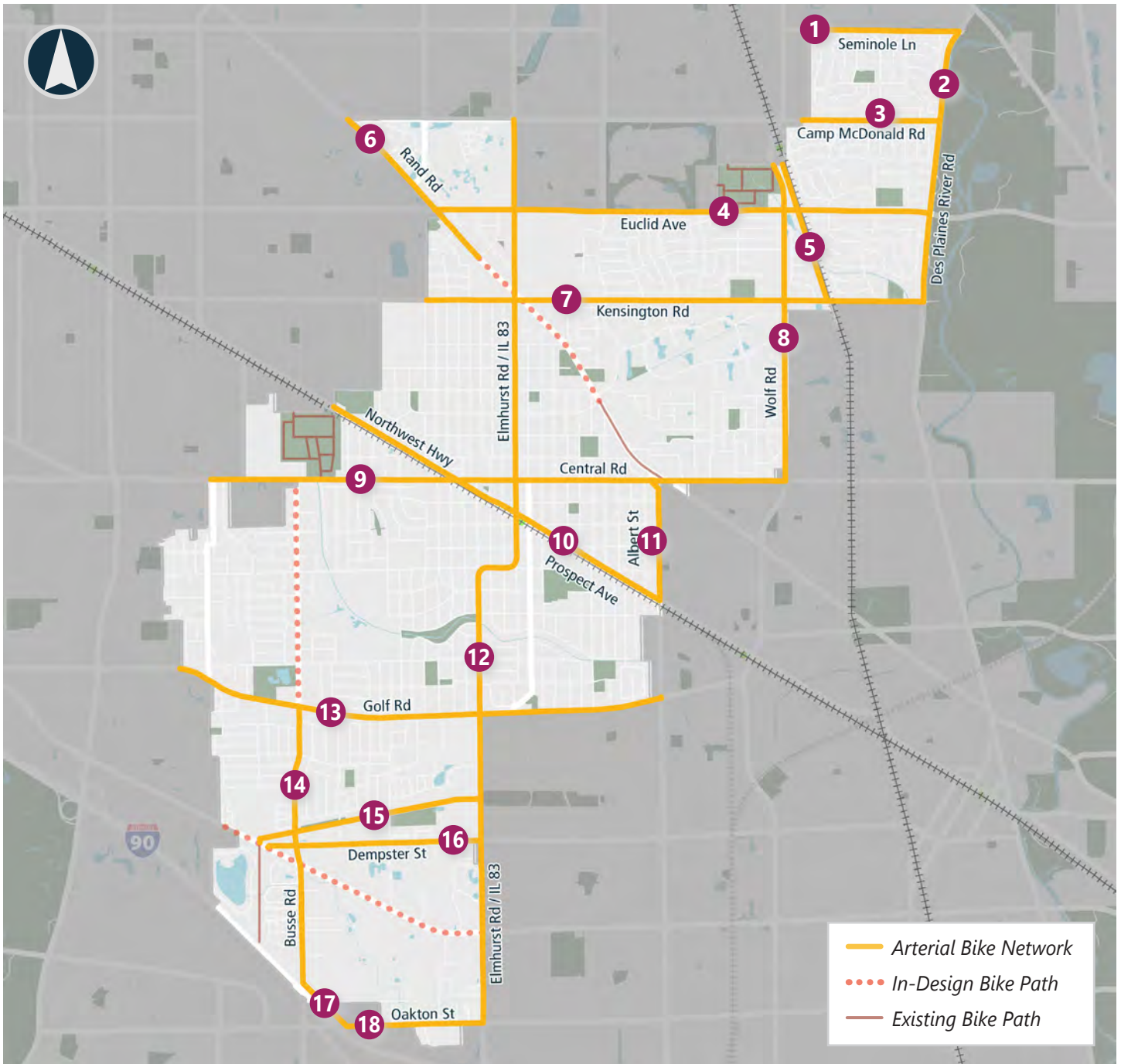
- Assess bike facility options that improve safety for cyclists and pedestrians of all ages and abilities
- Ensure the recommended strategy enhances resident access to key community destinations
- Incorporate community priorities and feedback

Datasets Reviewed

The maps include datasets pertaining to the following information:

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

Arterial Bike Network Corridor Locator Map



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



Planning Studies

Village of Mount Prospect Studies

Connect South MP (2020)

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

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

Downtown Transportation Study (2018)

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

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

Envision Mount Prospect (2017)

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

Rail Crossing Feasibility Study (2020)

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

Rand Road Corridor Plan (2017)

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

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

Downtown Implementation Plan Vol 1 (2013)

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

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

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



Downtown Implementation Plan Vol 2 (2013)

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

Northwest Highway Corridor (2011)

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

Multi-Jurisdictional Studies

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

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

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

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

Public Transportation System Plan (2009)

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

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

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

Central Road Corridor Study (1996)

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

Northwest Highway Bike Plan (2012)

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

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

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



Roadway Projects

Algonquin Road 1

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

Business Center Drive

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

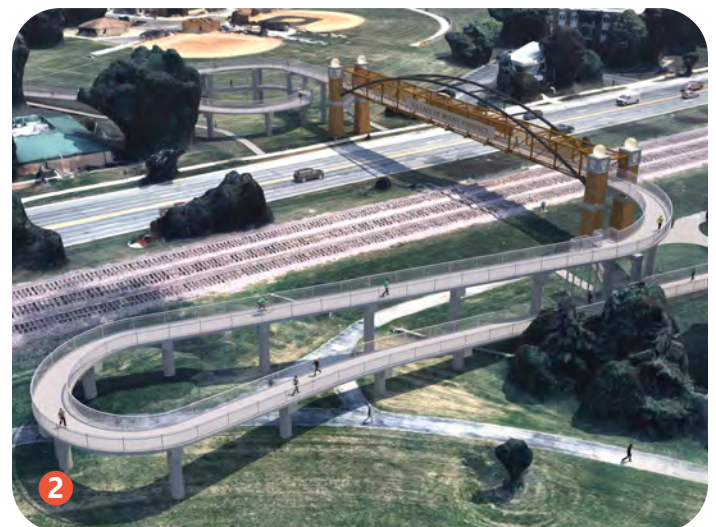


Busse Road

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

Melas-Meadows Bicycle & Pedestrian Bridge 2

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



Kensington Road

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

Rand – IL-83 / Elmhurst – Kensington ③

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

Rand-Central ④

This recently constructed project provides an 8' sidepath on the southwest side of Rand Road from Central Road to Isabella Street. It connects to the existing sidepath in Des Plaines and will connect to the proposed Rand-83-Kensington sidepath.



Engagement Summary

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

Open House

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

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

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

Interactive Input Map and Corridor Prioritization Survey

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

What We Heard

High Priority Corridors

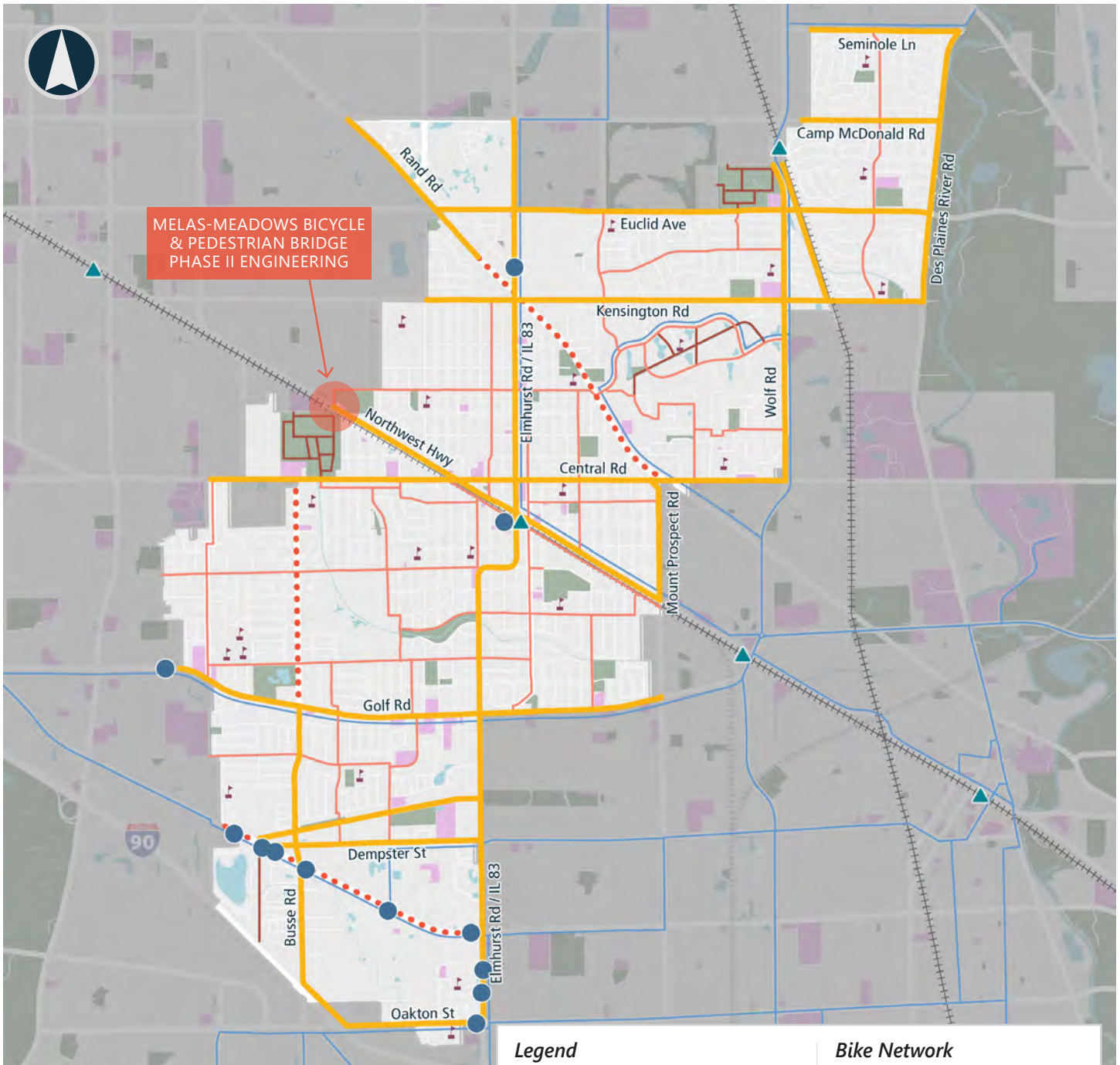
- Central Road
- Northwest Highway
- IL-83/Elmhurst Road
- Euclid Avenue

Top Desires / Concerns

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



Transportation Network



Legend

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

Bike Network

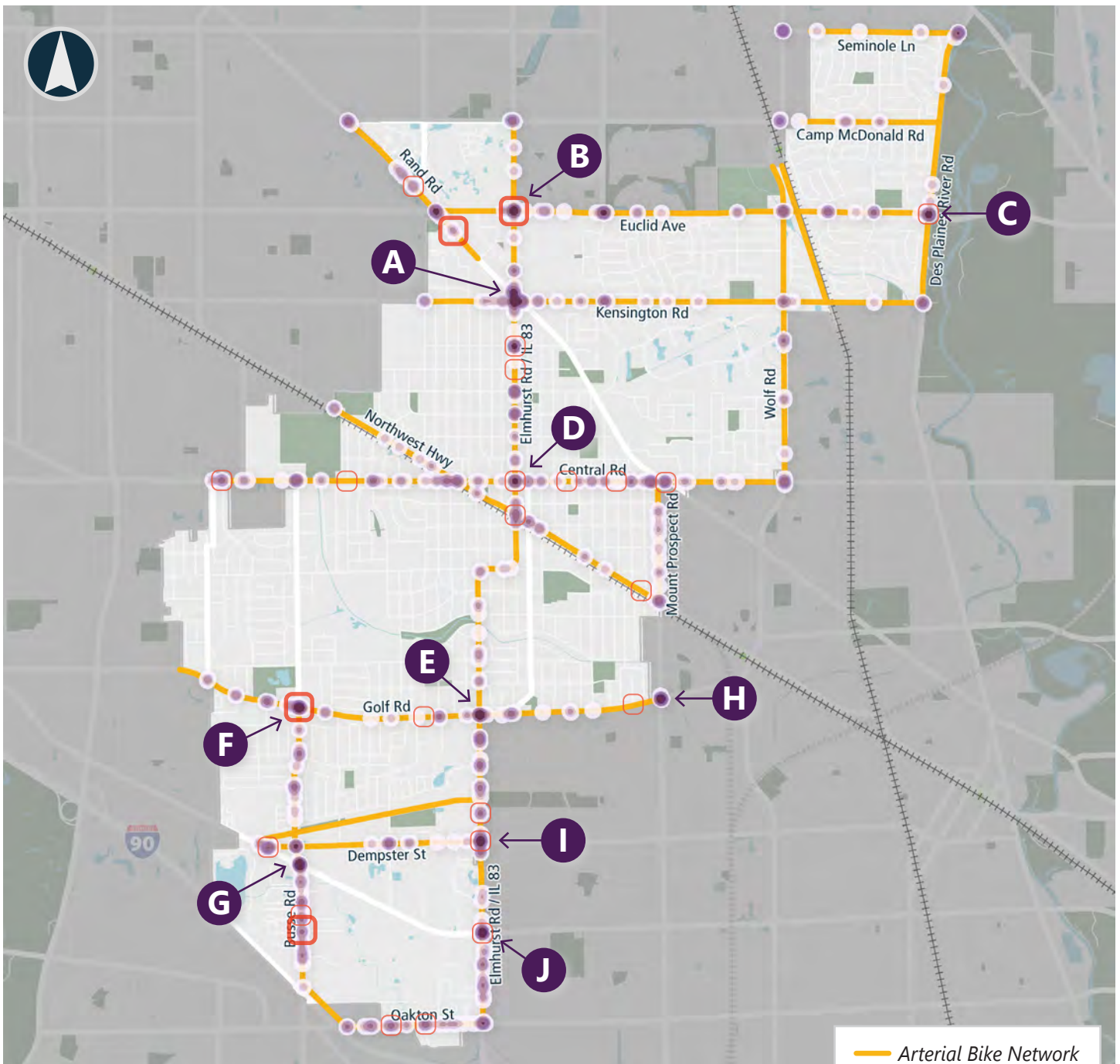
- Arterial Bike Network
- In-Design Bike Path
- Existing Bike Network

Transit

- Pace Bus Route
- High Ridership Bus Stop



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



Crash Hot Spots

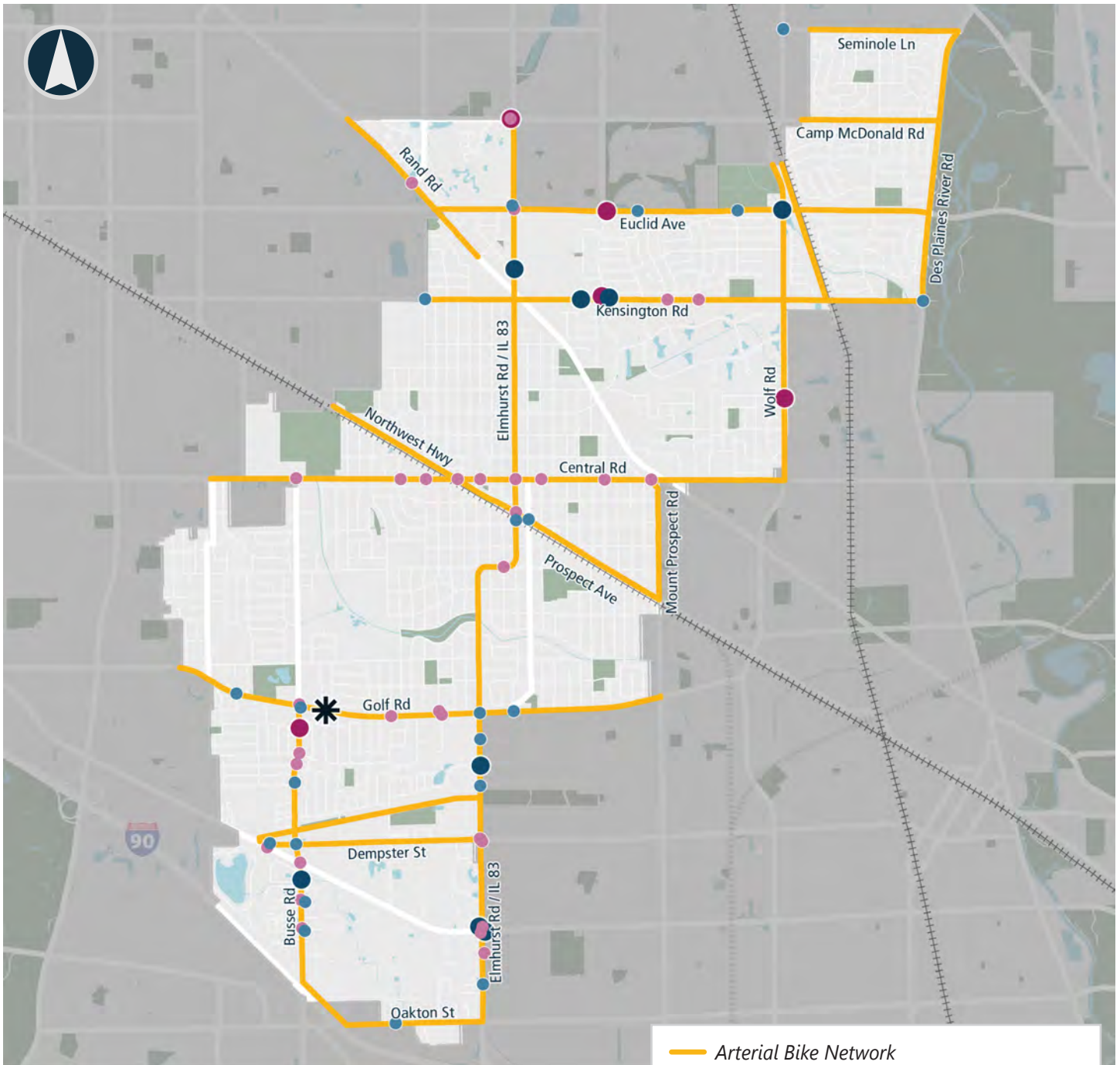
Top Locations with Safety Concerns

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

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



Crashes Involving People Walking or Biking | 2018-2022



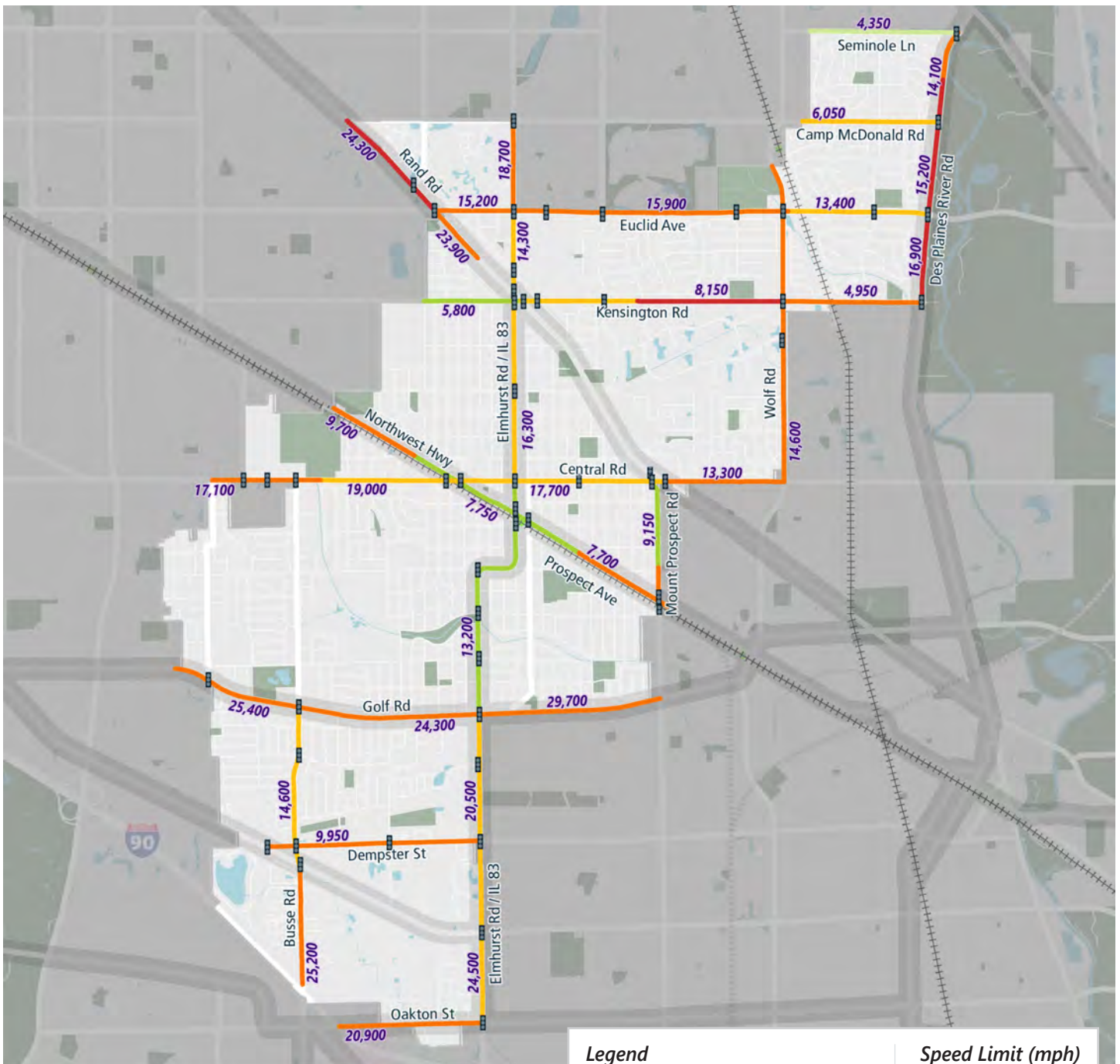
— Arterial Bike Network

Crashes Involving a person...

Walking	Biking	
✱	✱	Fatality
●	●	Incapacitating Injury (A)
●	●	Non-Incapacitating Injury (B)



Traffic and Roadway Characteristics



Traffic and Roadway Characteristics

Locations with the Highest Traffic Volumes

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

Legend

Average Daily Traffic

— Truck Route

■ Traffic Signal

■ At-Grade Railroad Crossing

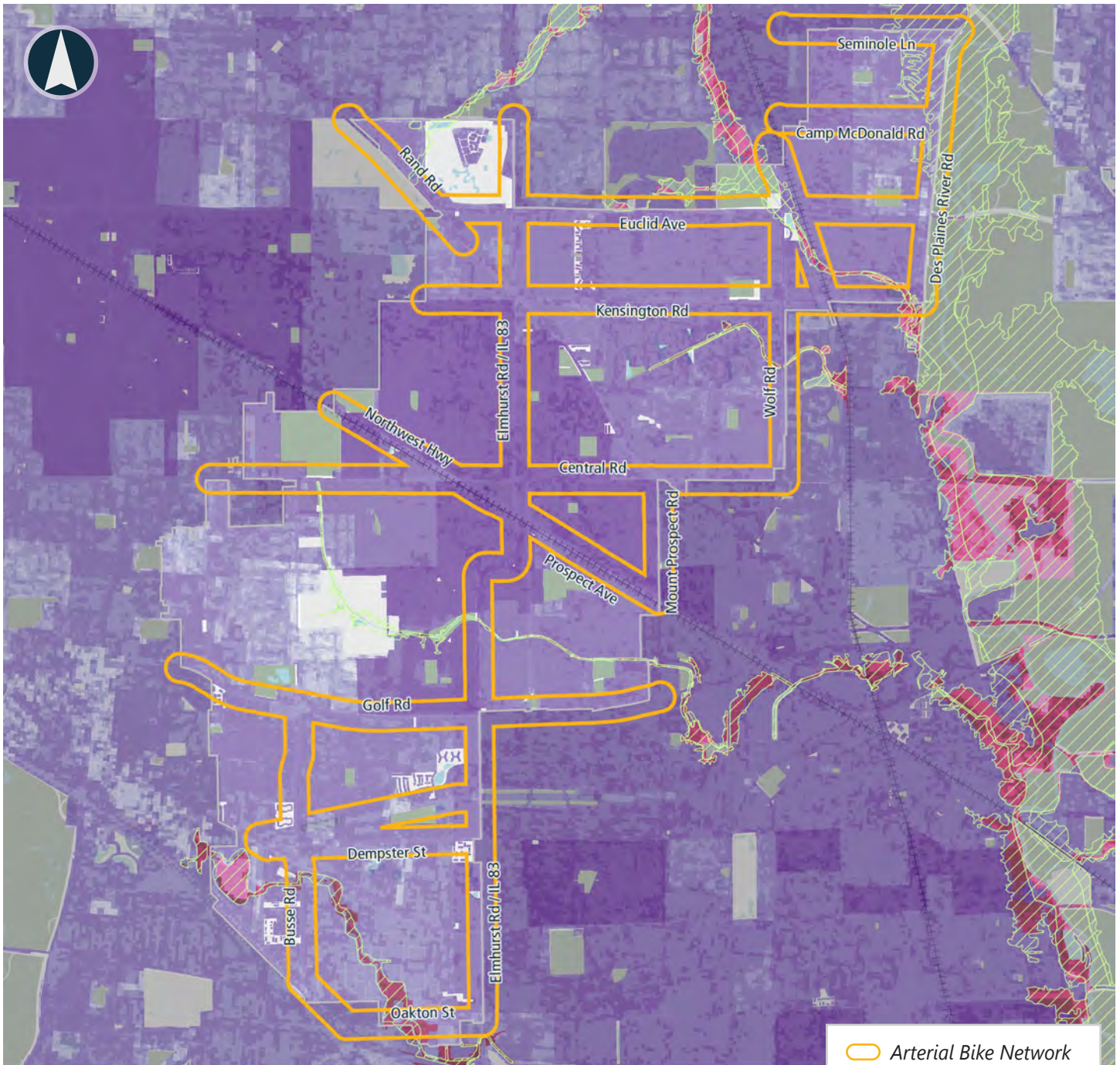
Speed Limit (mph)

— 25 — 40

— 30 — 45

— 35

Environmental and Flooding Susceptibility



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

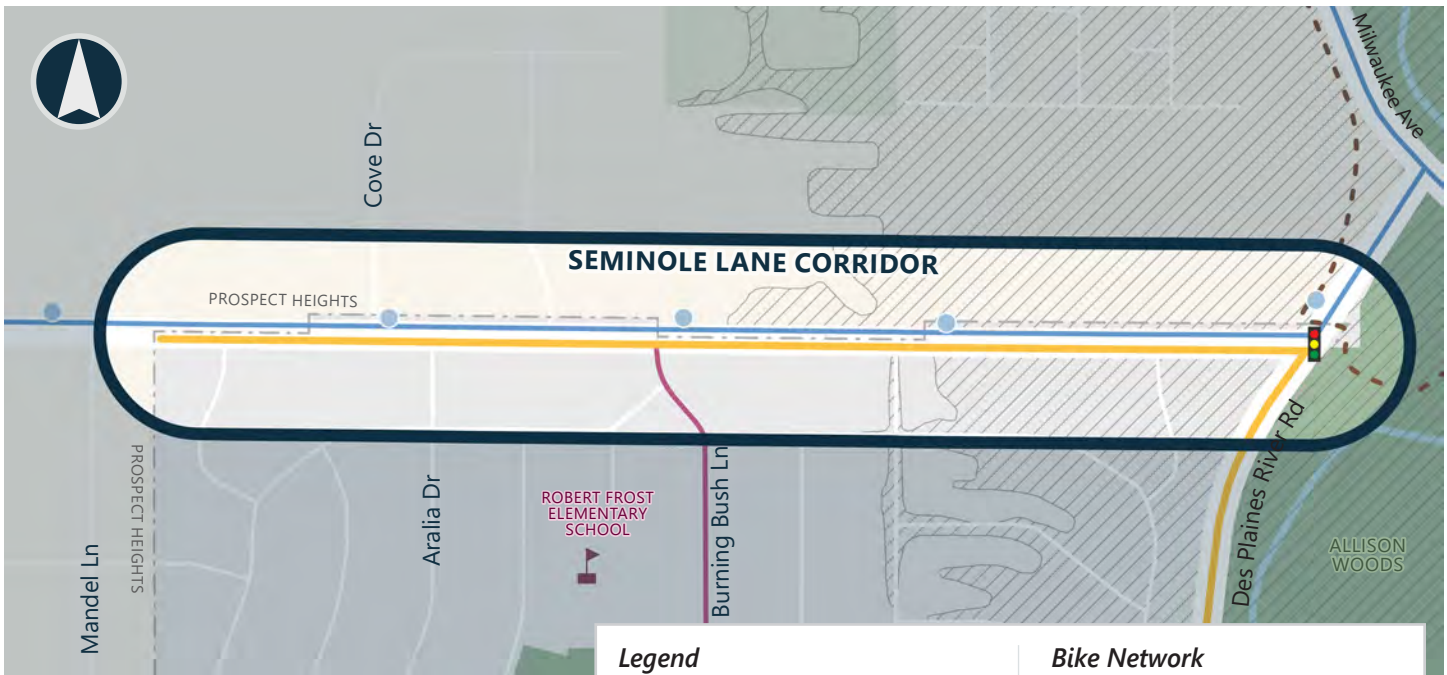
 Arterial Bike Network
 Floodway / Floodplain

Flood Susceptibility Index

Urban	Riverine	
		Low
		Medium
		High



1 Seminole Lane



Corridor Characteristics

Traffic / Roadway Conditions

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

Parkway Conditions

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

Safety Conditions

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

Legend

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

Bike Network

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

Transit

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

Community Context

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

Seminole Lane 1



Looking east on Seminole at Andoa



Looking east from south side of Seminole



Looking west from south side of Seminole



Looking west on Seminole at Burning Bush

Typical Mid-Block Cross Section

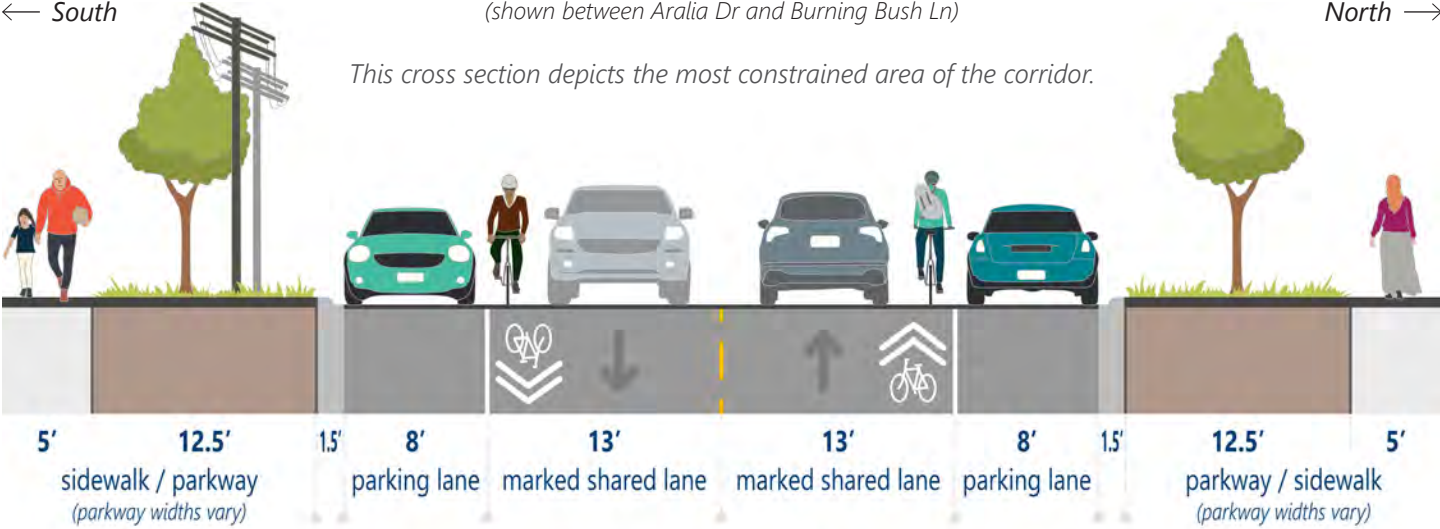
Looking West

(shown between Aralia Dr and Burning Bush Ln)

← South

North →

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

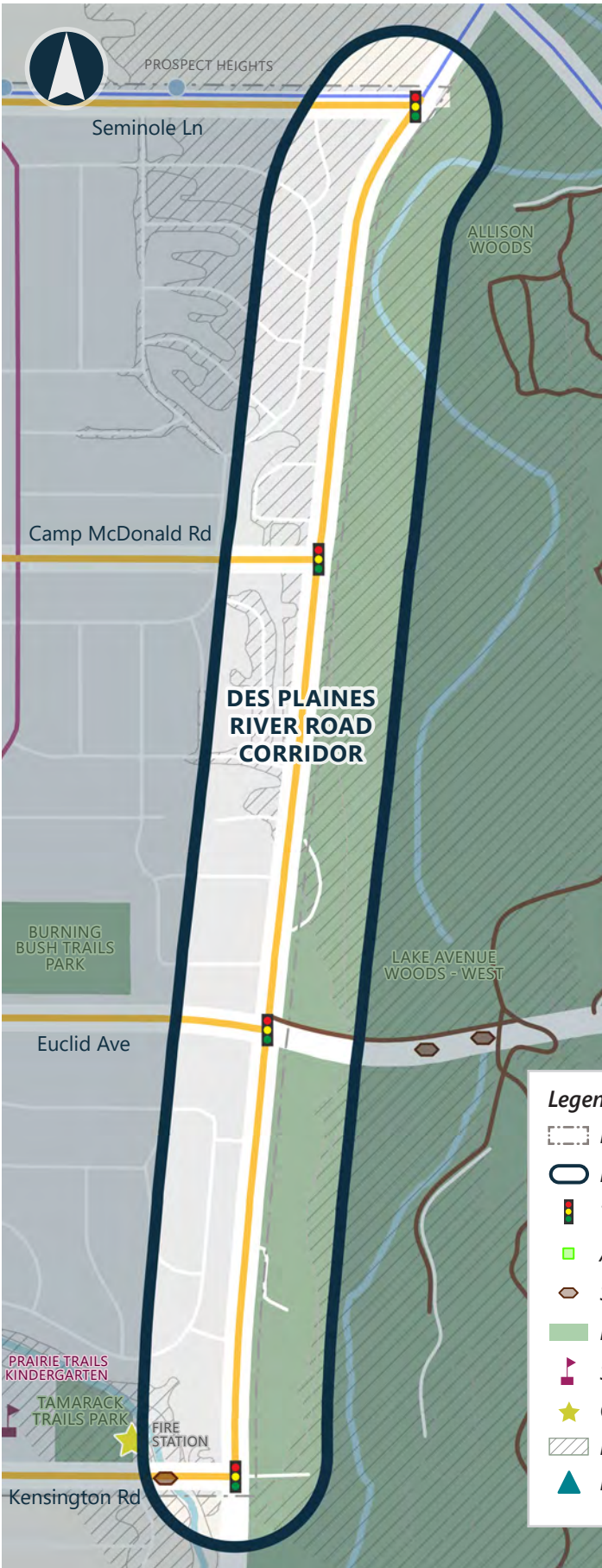


pavement width: 42 ft

right-of-way: 80 ft



2 Des Plaines River Road



Corridor Characteristics

Traffic / Roadway Conditions

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

Parkway Conditions

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



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

Legend

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

Bike Network

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

Transit

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

Des Plaines River Road 2

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

Safety Conditions

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

Community Context

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



Looking north on Des Plaines River Rd toward Euclid



Looking south on Des Plaines River Rd toward Kensington

Typical Mid-Block Cross Section

Looking West

(shown just north of River Ct)

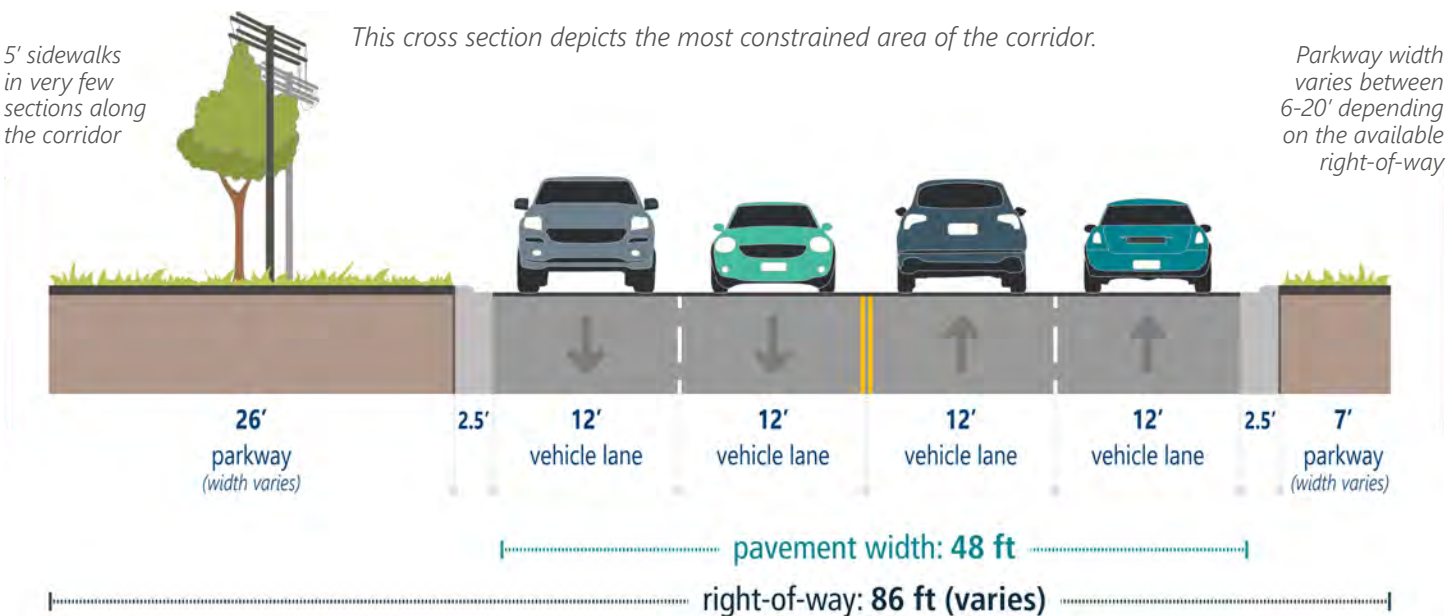
← West

East →

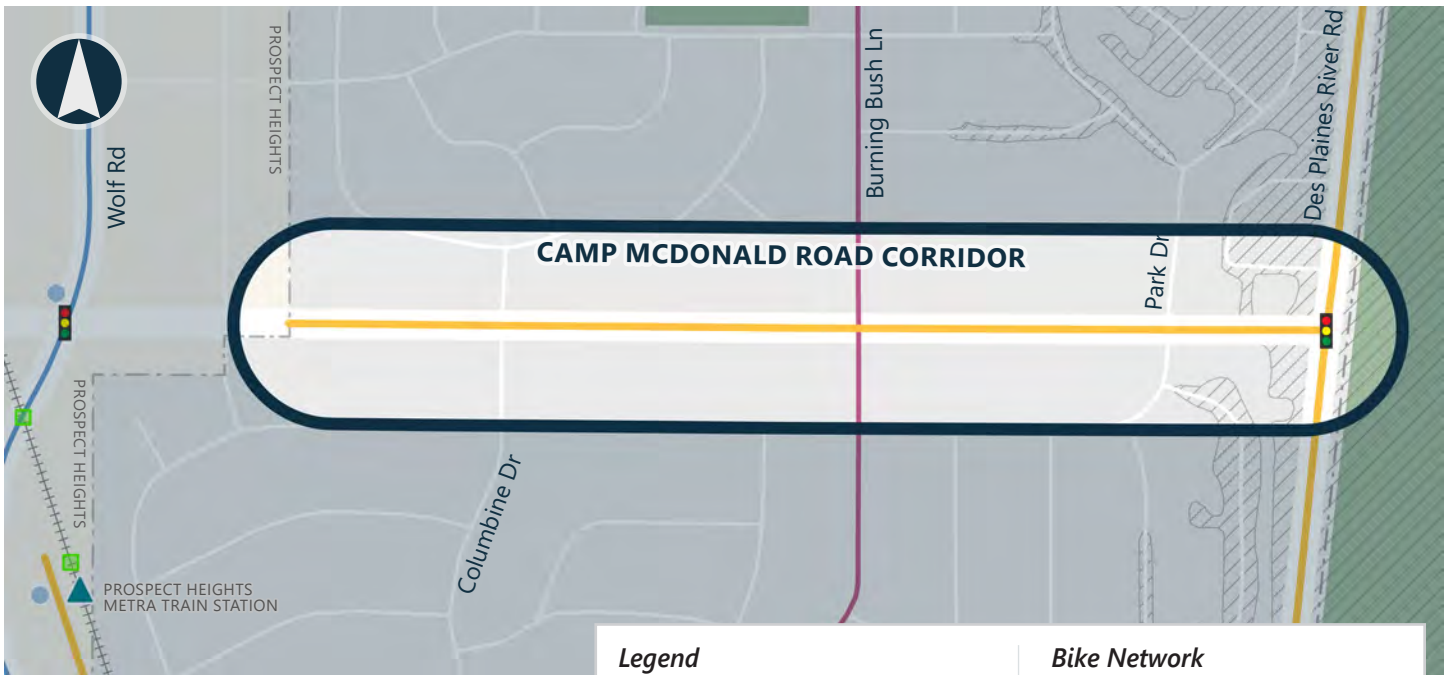
5' sidewalks in very few sections along the corridor

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

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



3 Camp McDonald Road



Corridor Characteristics

Traffic / Roadway Conditions

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

Parkway Conditions

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

Safety Conditions

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

Legend

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

Bike Network

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

Transit

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

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

Community Context

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



Camp McDonald Road 3



Looking west on Camp McDonald at Mandel



Looking west from north side of Camp McDonald



Looking west from south side of Camp McDonald



Looking west on Camp McDonald at Burning Bush

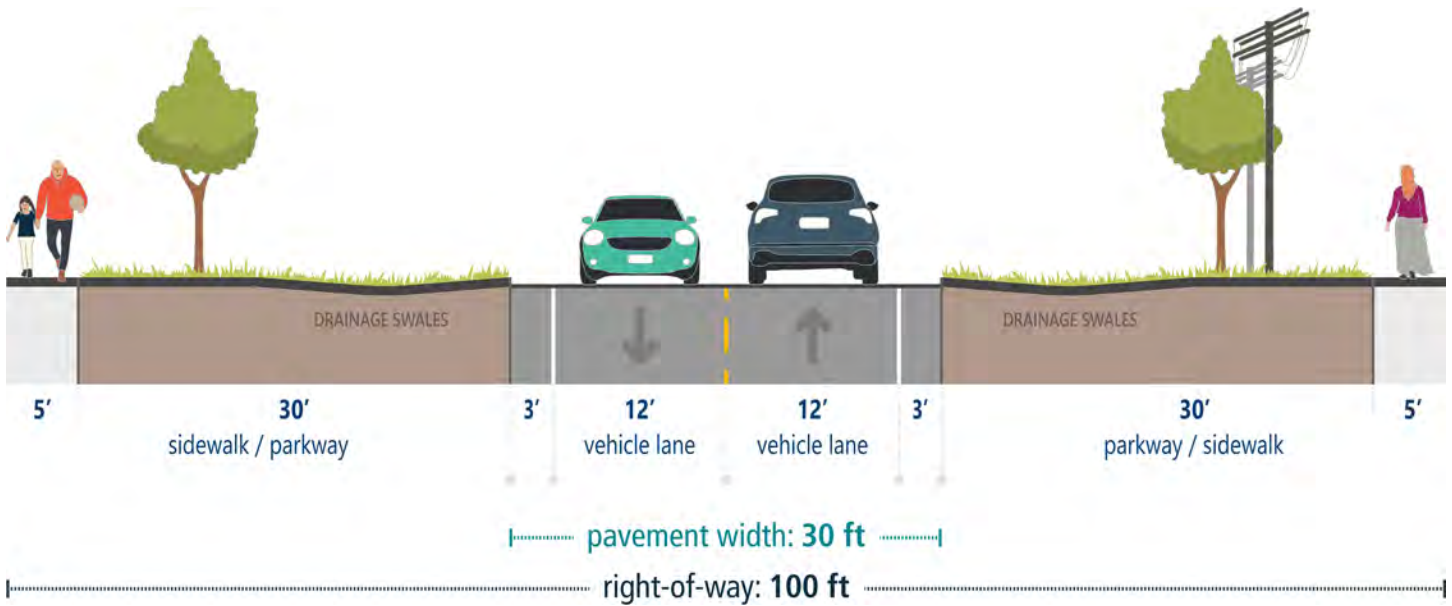
Typical Mid-Block Cross Section

Looking West

(shown between Burning Bush Ln and Columbine Dr)

← South

North →



4 Euclid Avenue

West Corridor: *Rand Road to Westgate Rd*



match line (see next page)

Corridor Characteristics

Traffic / Roadway Conditions

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

Parkway Conditions

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

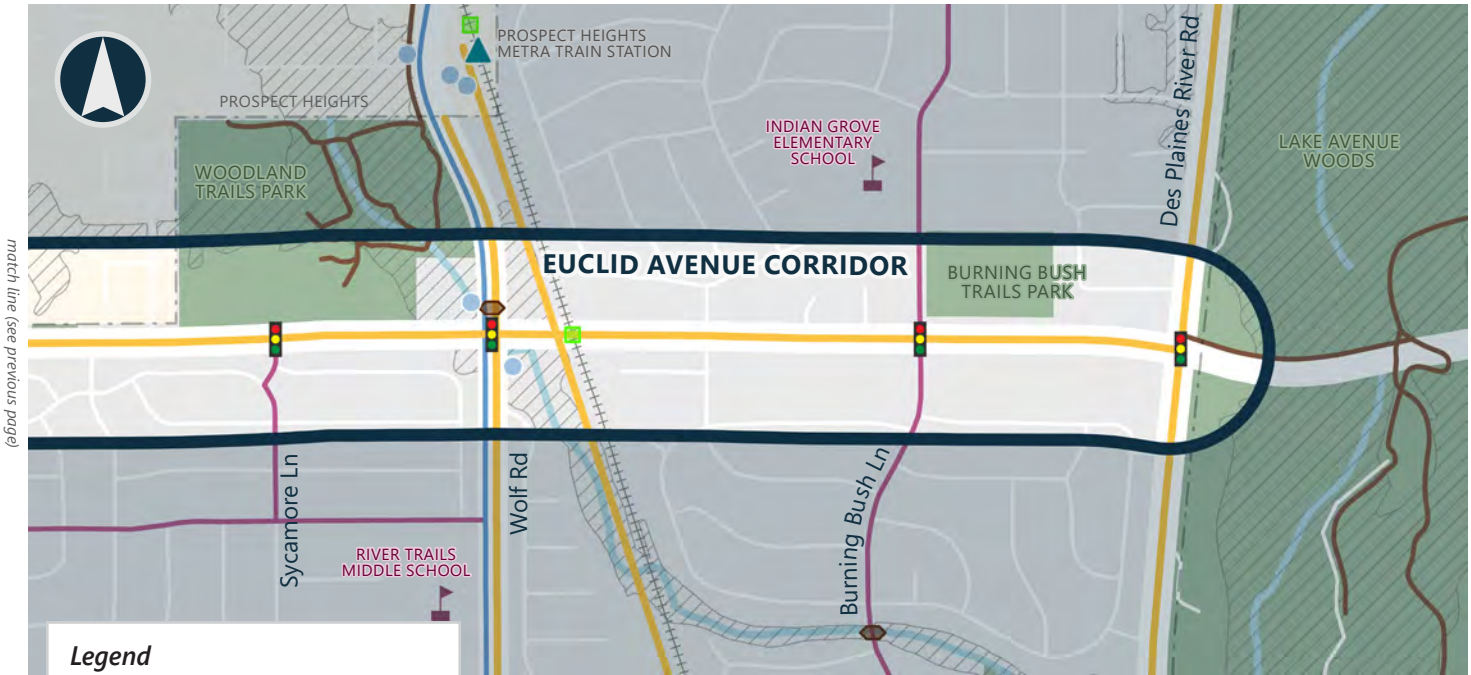
Legend		Bike Network	
	Mount Prospect Boundary		Arterial Bike Network
	Focus Arterial Bike Corridor		Existing Bike Rack
	Traffic Signal		Existing On-Street Route
	At-Grade Railroad Crossing		Existing Bike Path
	Structure		Bike Path In Design
	Park	Transit	
	School		Pace Bus Route
	Community Destination		1 to 49 Average Riders
	Floodplain		50 to 99 Average Riders
	Metra Train Station		100+ Average Riders



Looking west from north side of Euclid (near Sycamore)

(continued on the following page)





match line (see previous page)

Legend

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

Bike Network

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

Transit

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

Safety Conditions

- Crashes (2018-22): Bicycle - 3 | Pedestrian - 4
- Potential Conflict Points
 - » Cross Streets: North - 17 | South - 15
 - » Commercial Driveways: North - 9 | South - 17
 - » Residential Driveways: North - 36 | South - 36

Community Context

- Key Destinations: Euclid Elementary School, Indian Grove Elementary School, River Trails Middle School, Woodland Trails Park, Lake Avenue Woods, Burning Bush Trails Park, Des Plaines River Trail, Randhurst Village
- Relevant Insights from Previous Plans/Studies:
 - » *Cook County Bike Plan (2023)*: Recommended sidepath from Metra railroad tracks eastward to Pfingsten Rd
 - » *Public Transportation System Plan (2009)*: Recommended as a primary bike route (bike lane or sidepath)
- Community Feedback
 - » Identified as a corridor where biking is desired but difficult and unsafe to bike along or cross
 - » Crossing improvements desired at Burning Bush, Basswood, Sycamore, Westgate, Crabtree, and Chester

Top priority corridor identified by community members



4 Euclid Avenue

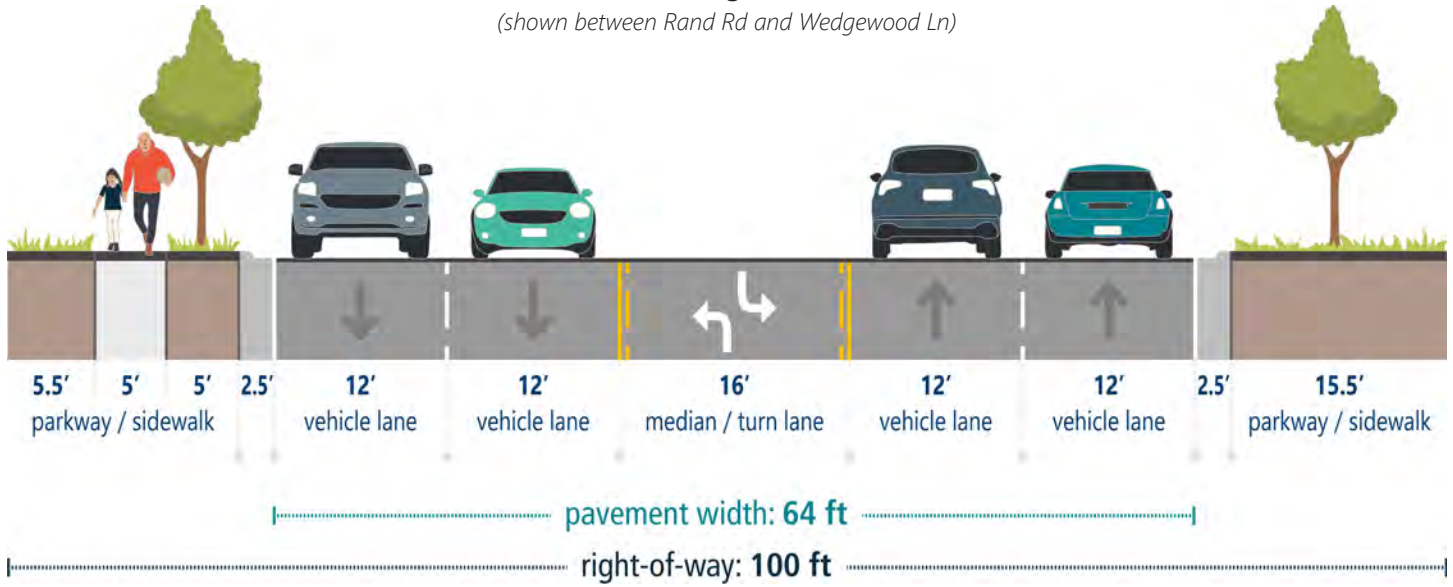
Typical Mid-Block Cross Section West of Elmhurst Rd / IL-83

← South

North →

Looking West

(shown between Rand Rd and Wedgewood Ln)



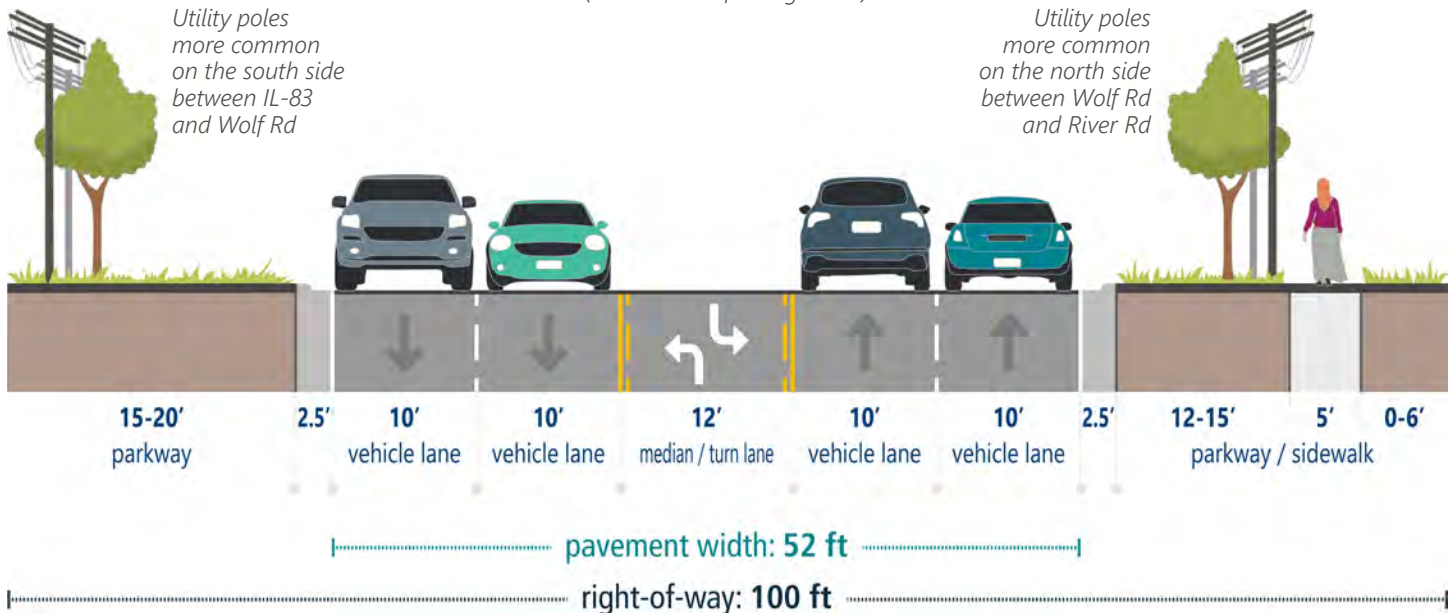
Typical Mid-Block Cross Section East of Elmhurst Rd / IL-83

← South

North →

Looking West

(shown west of Westgate Rd)



Euclid Avenue 4



Looking east on Euclid at Wheeling



Looking east from north side of Euclid at Sycamore



Looking west from south side of Euclid at Sycamore



Looking west on Euclid toward Pima

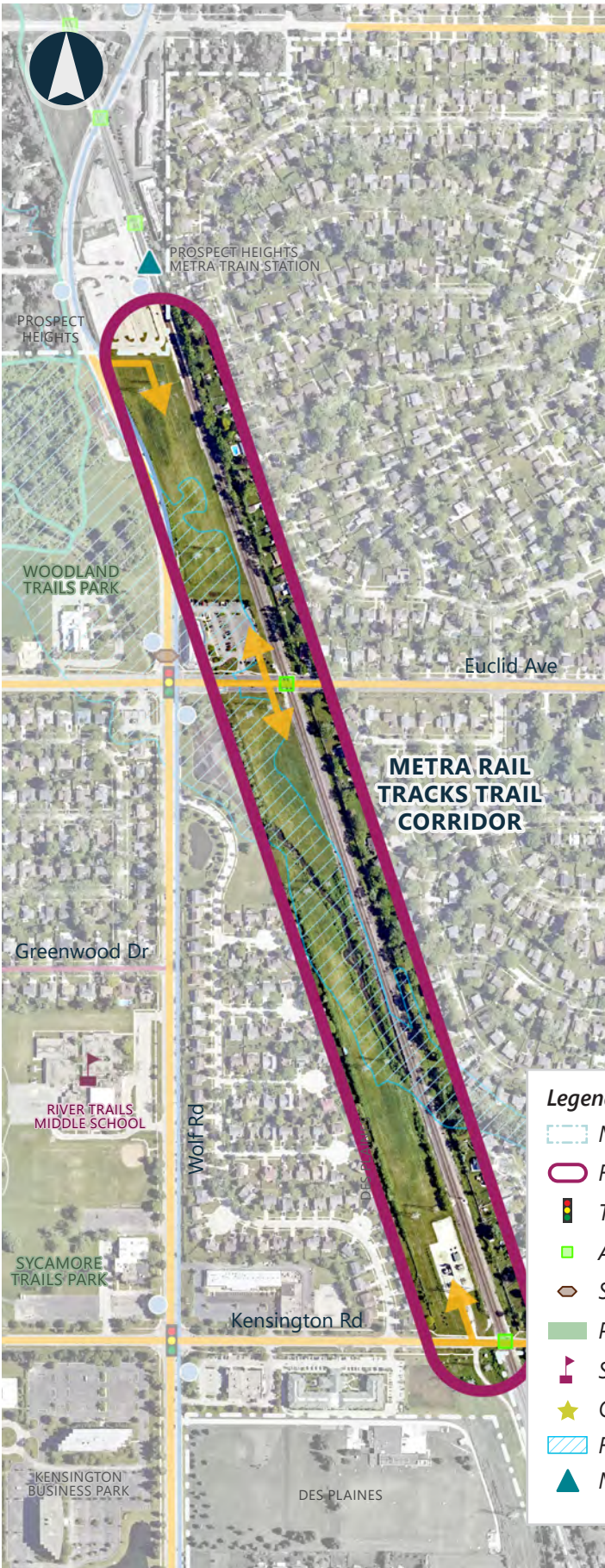


Euclid sidewalk crossing railroad tracks on north side



Residential driveways along Euclid west of Wheeling

5 Metra Rail Tracks Trail



Corridor Characteristics

Traffic / Roadway Conditions

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

Parkway Conditions

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

Community Context

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



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

Legend

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

Bike Network

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

Transit

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



Metra Rail Tracks Trail 5



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



ComEd right-of-way between Euclid and Kensington



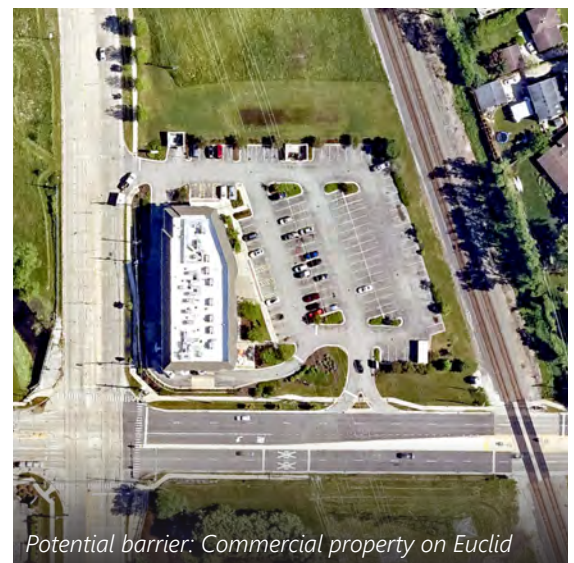
Creek crossing between Euclid and Kensington



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



Potential barrier: Prospect Heights Metra train station



Potential barrier: Commercial property on Euclid

6 Rand Road



Corridor Characteristics

Traffic / Roadway Conditions

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

Parkway Conditions

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

Sidewalk Gaps:

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

Safety Conditions

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

Community Context

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

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



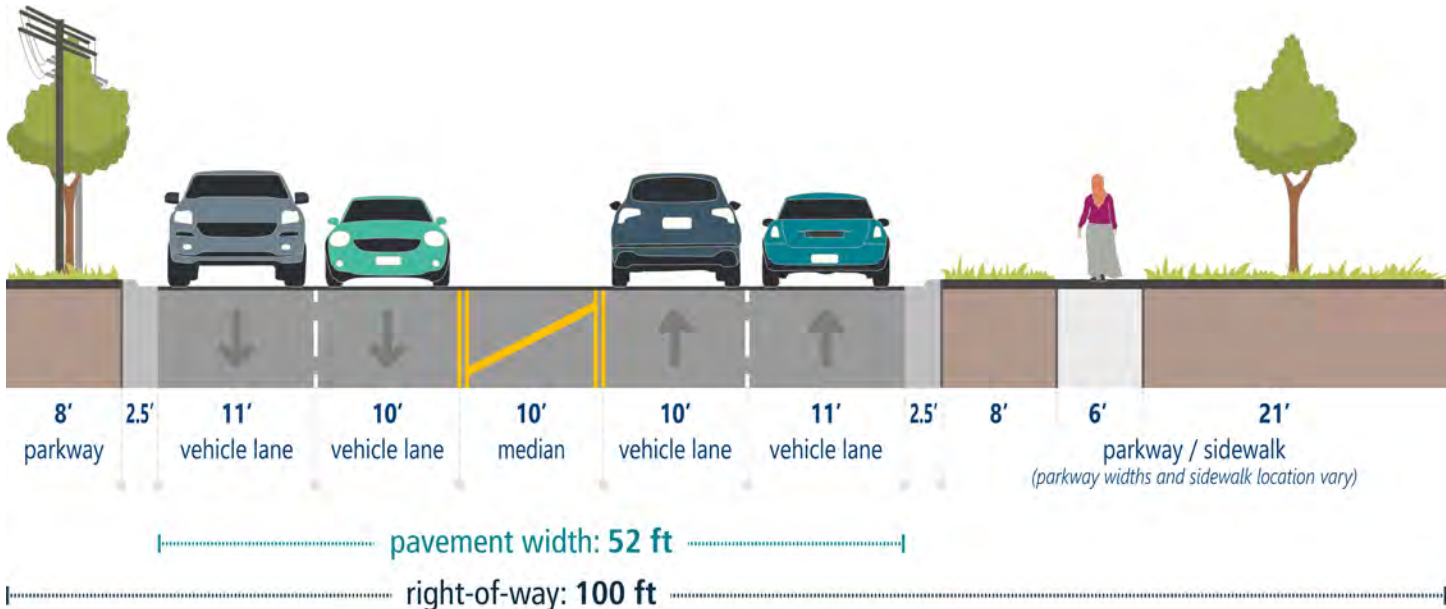
Typical Mid-Block Cross Section

Looking Northwest

(shown northwest of Schoenbeck Rd)

← Southwest

Northeast →



7 Kensington Road

West Corridor: *Village Boundary to Hemlock Ln*



match line (see next page)

Corridor Characteristics

Traffic / Roadway Conditions

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

Parkway Conditions

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

Legend		Bike Network	
	Mount Prospect Boundary		Arterial Bike Network
	Focus Arterial Bike Corridor		Existing Bike Rack
	Traffic Signal		Existing On-Street Route
	At-Grade Railroad Crossing		Existing Bike Path
	Structure		Bike Path In Design
	Park	Transit	
	School		Pace Bus Route
	Community Destination		1 to 49 Average Riders
	Floodplain		50 to 99 Average Riders
	Metra Train Station		100+ Average Riders



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

(continued on the following page)





match line (see previous page)

Legend

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

Bike Network

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

Transit

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

Corridor Characteristics (continued)

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

Safety Conditions

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

Community Context

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



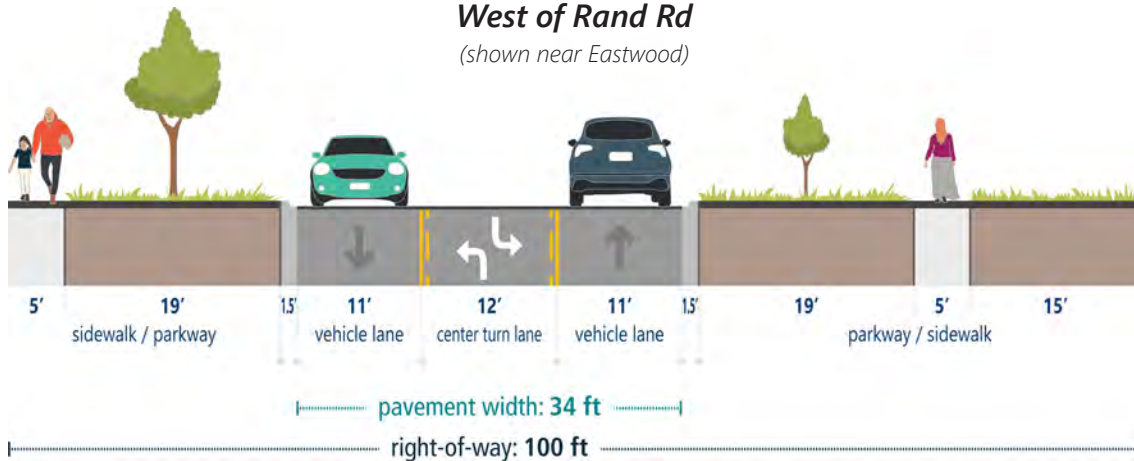
7 Kensington Road

Typical Mid-Block Cross Sections (looking west)

← South

West of Rand Rd (shown near Eastwood)

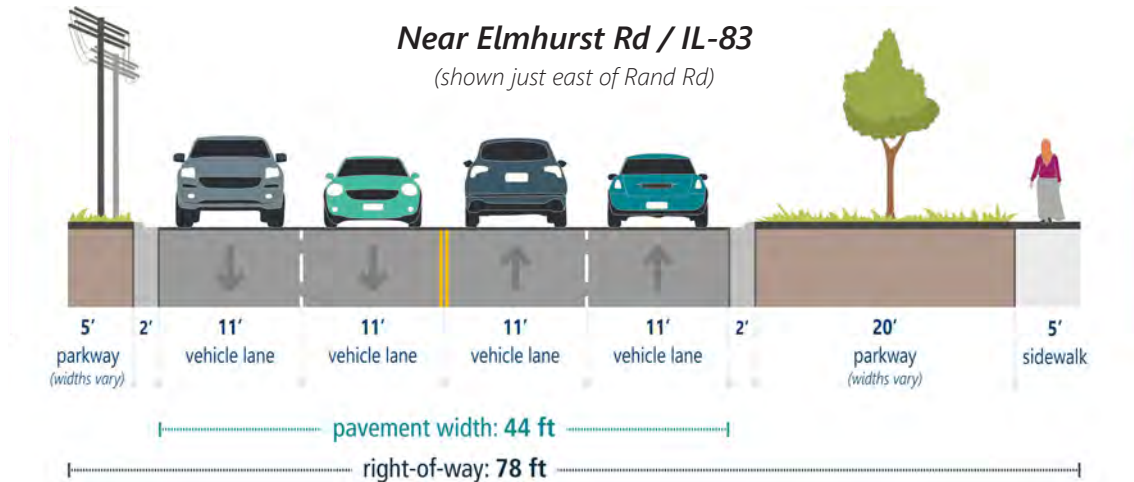
North →



← South

Near Elmhurst Rd / IL-83 (shown just east of Rand Rd)

North →



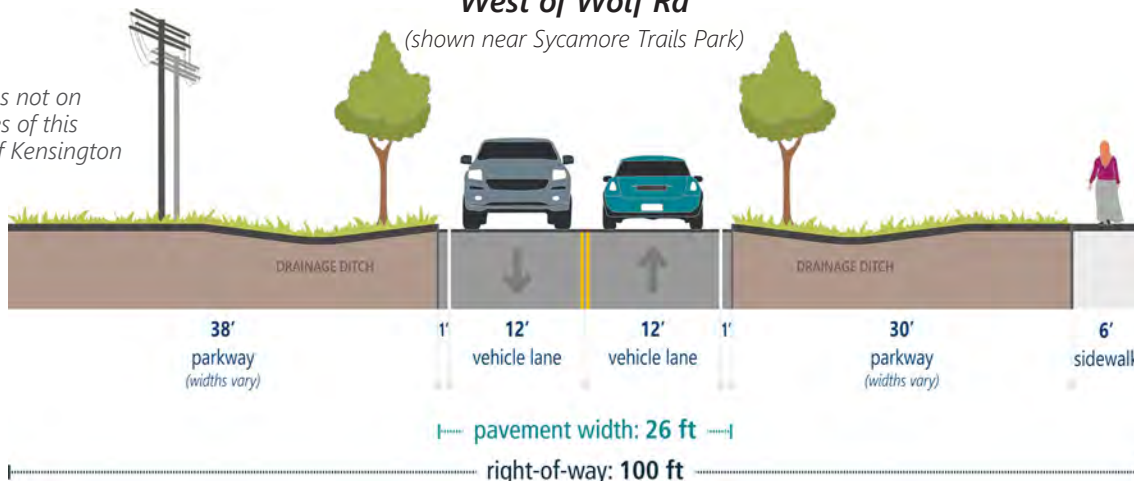
This cross section depicts the most constrained area on this segment of Kensington (ranges from 78' to 100'). The locations with 100' right-of-way have a 6' sidewalk with varying parkway space.

← South

West of Wolf Rd (shown near Sycamore Trails Park)

North →

Utility poles not on all stretches of this segment of Kensington

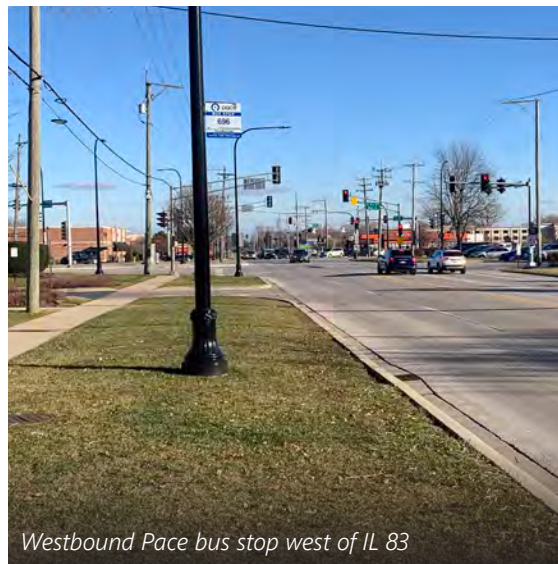


This cross section depicts the widest area on this segment of Kensington (ranges from 80' to 100'). There is no curb or gutter, rather varying widths of gravel next to the road.

Kensington Road 7



Looking east on Kensington near Sycamore Trails Park



Westbound Pace bus stop west of IL 83



Looking west from south side of Kensington at IL-83



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



Typical sidewalk conditions along eastern section of Kensington



Looking west toward school crossing at Lee Street



8 Wolf Road



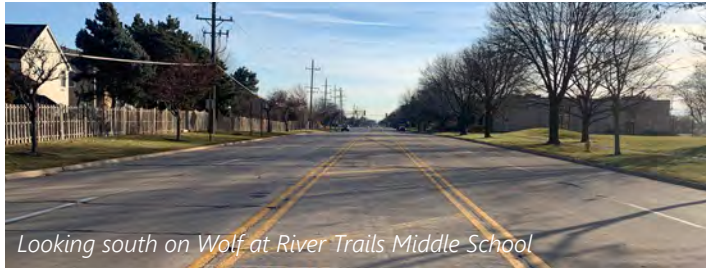
Corridor Characteristics

Traffic / Roadway Conditions

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

Parkway Conditions

- Trees in Right-of-Way: 201 total
 - » West - 100 | East - 101
- ComEd in Right-of-Way:
 - » West - Occasional | East - Frequent
- Sidewalk Gaps:
 - » East and West - Euclid Ave to Village Boundary (1,200')
 - » East - Heritage Dr to Kensington Rd (2,000')



Legend		Bike Network	
	Mount Prospect Boundary		Arterial Bike Network
	Focus Arterial Bike Corridor		Existing Bike Rack
	Traffic Signal		Existing On-Street Route
	At-Grade Railroad Crossing		Existing Bike Path
	Structure		Bike Path In Design
	Park	Transit	
	School		Pace Bus Route
	Community Destination		1 to 49 Average Riders
	Floodplain		50 to 99 Average Riders
	Metra Train Station		100+ Average Riders



Safety Conditions

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

Community Context

- Key Destinations: Prospect Heights Metra Train Station, River Trails Middle School, Saint Emily Catholic School, Woodland Trails Park, Sycamore Trails Park, Bluett Park, Kensington Business Park

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



Looking north on Wolf at northwest corner of Euclid

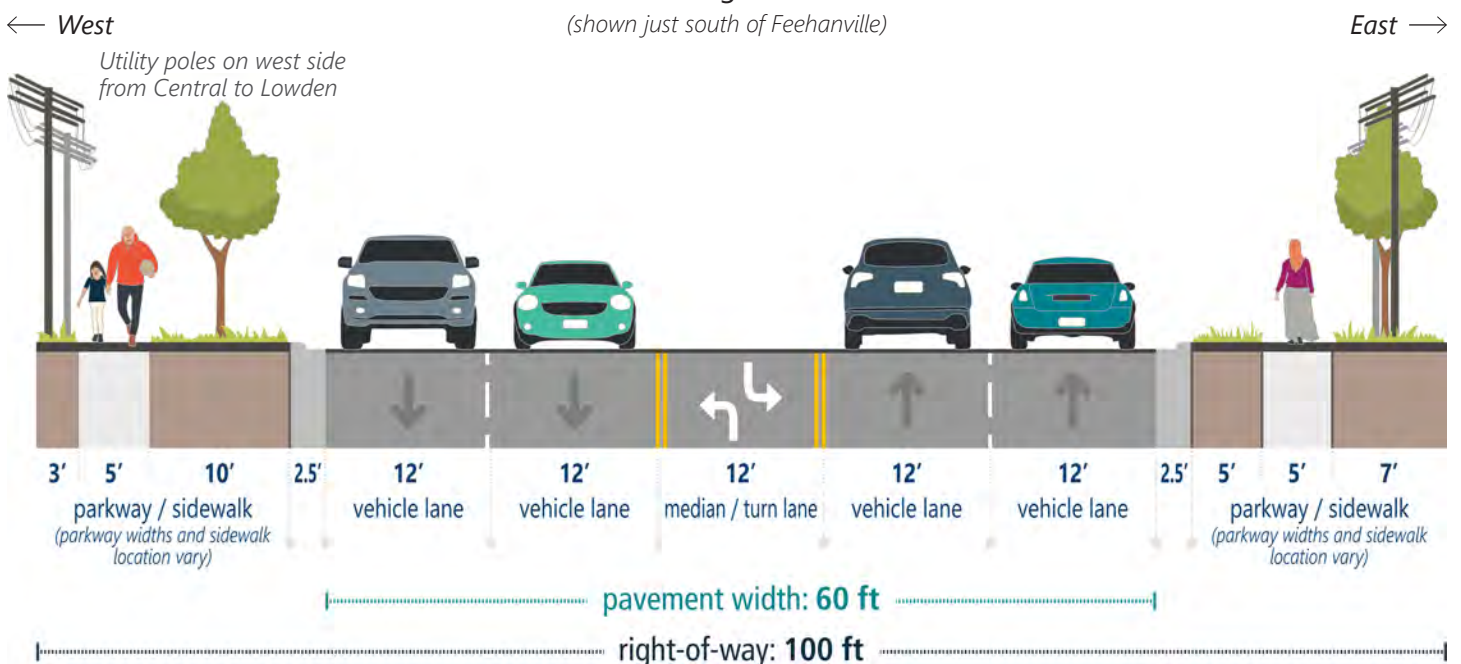


Wolf Rd stream crossing at Euclid

Typical Mid-Block Cross Section

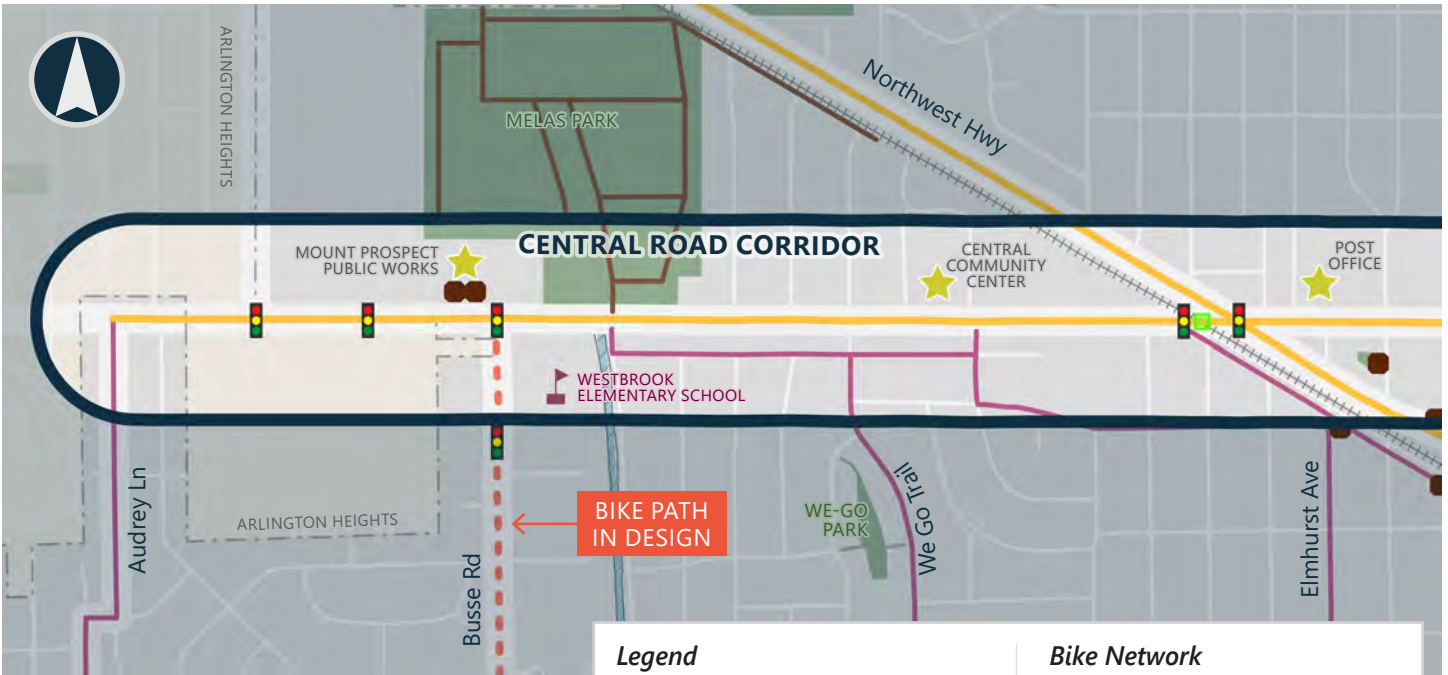
Looking North

(shown just south of Feehanville)



9 Central Road

West Corridor: *Audrey Ln to Pine St*



match line (see next page)

Corridor Characteristics

Traffic / Roadway Conditions

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

Parkway Conditions

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

Corridor Characteristics (continued)

- Sidewalk Gaps: None

(continued on the following page)

Legend

- ▭ Mount Prospect Boundary
- Focus Arterial Bike Corridor
- 🚦 Traffic Signal
- 🟩 At-Grade Railroad Crossing
- 🏠 Structure
- 🌳 Park
- 🎓 School
- ★ Community Destination
- ▨ Floodplain
- 🚊 Metra Train Station

Bike Network

- 🟡 Arterial Bike Network
- 🟤 Existing Bike Rack
- 🟪 Existing On-Street Route
- 🟫 Existing Bike Path
- Bike Path In Design

Transit

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



Looking east from north side of Central (near Emerson)





match line (see previous page)

Legend

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

Bike Network

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

Transit

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

Safety Conditions

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

Community Context

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

Top priority corridor identified by community members



9 Central Road

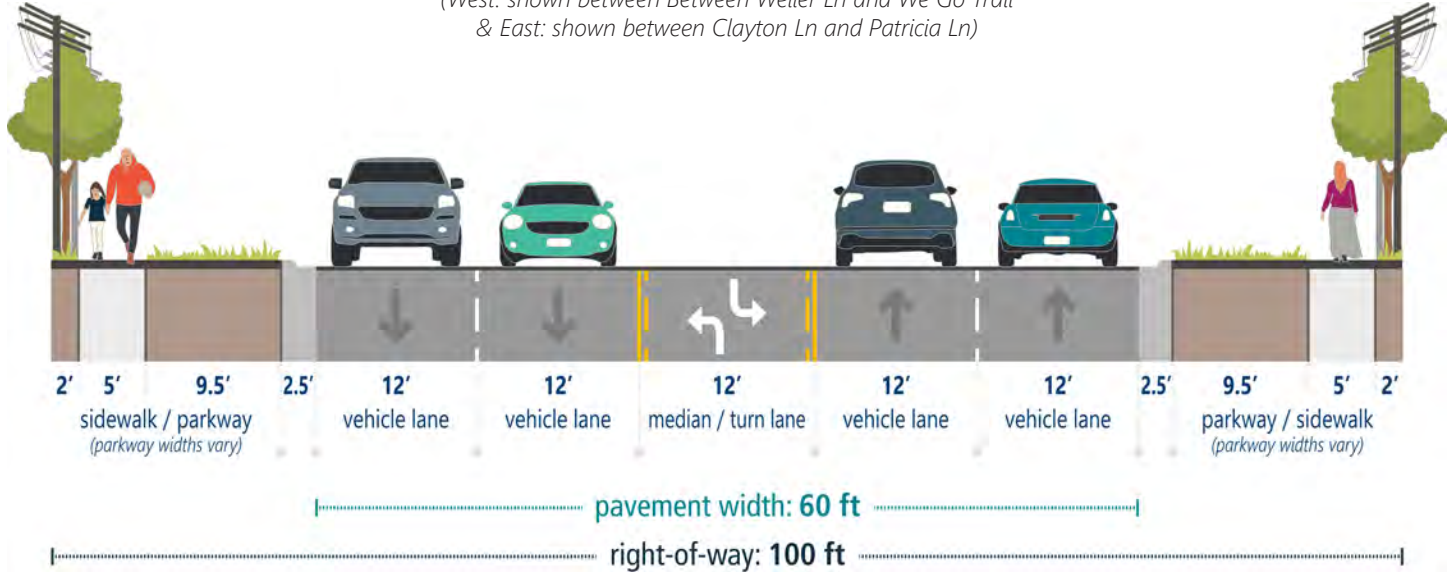
Typical Mid-Block Cross Section West (Village Boundary to Weller) & East (Rand to Wolf)

← South

Looking West

North →

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



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

Looking West

(shown near Maple St)

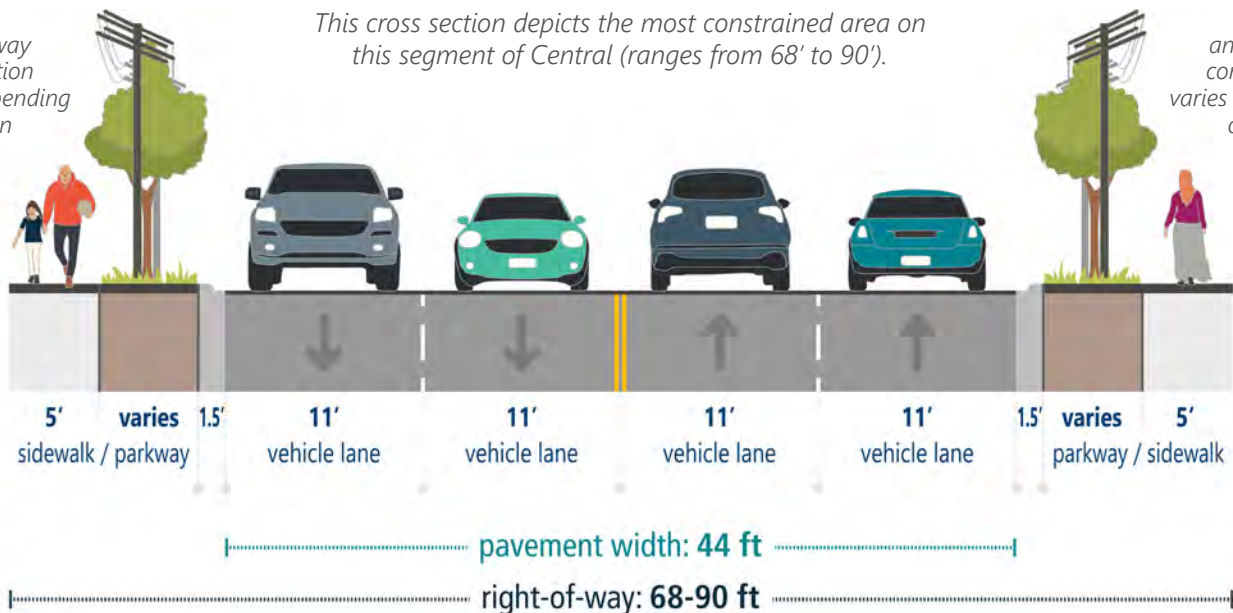
← South

North →

Sidewalk and parkway configuration varies depending on location

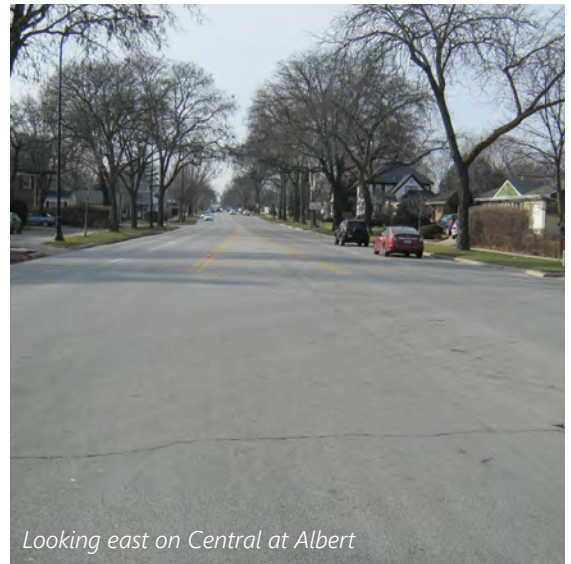
This cross section depicts the most constrained area on this segment of Central (ranges from 68' to 90').

Sidewalk and parkway configuration varies depending on location





Looking west on Central at pedestrian crossing near Melas Park



Looking east on Central at Albert



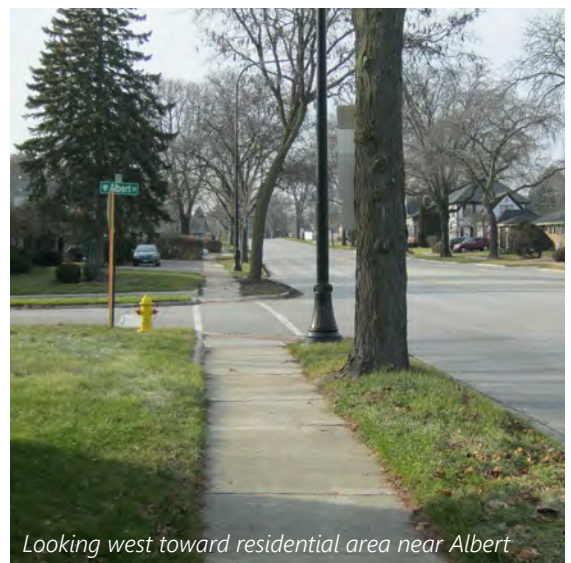
Sidewalk / crosswalk on north side of Central



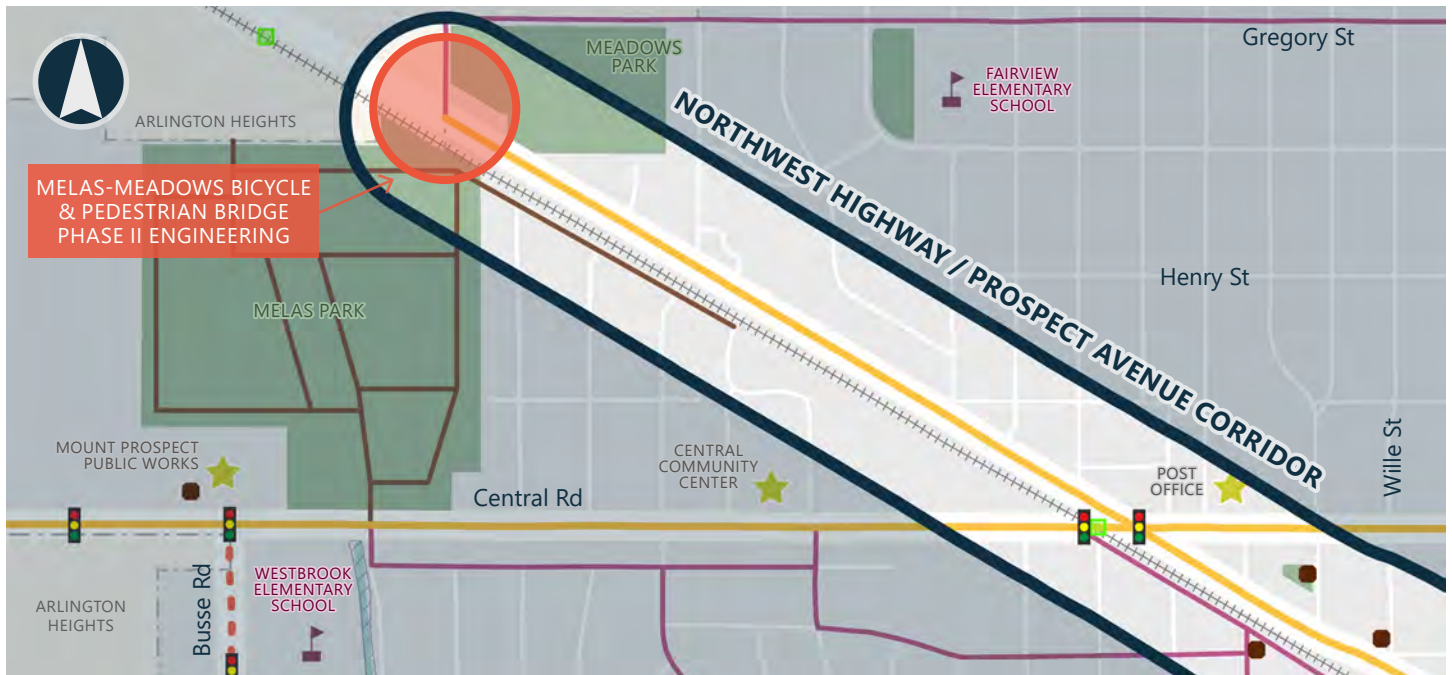
Looking east on Central towards Emerson



Signed bike route on Emerson just south of Central



Looking west toward residential area near Albert



match line (see next page)

Corridor Characteristics

Traffic / Roadway Conditions

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

Parkway Conditions

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

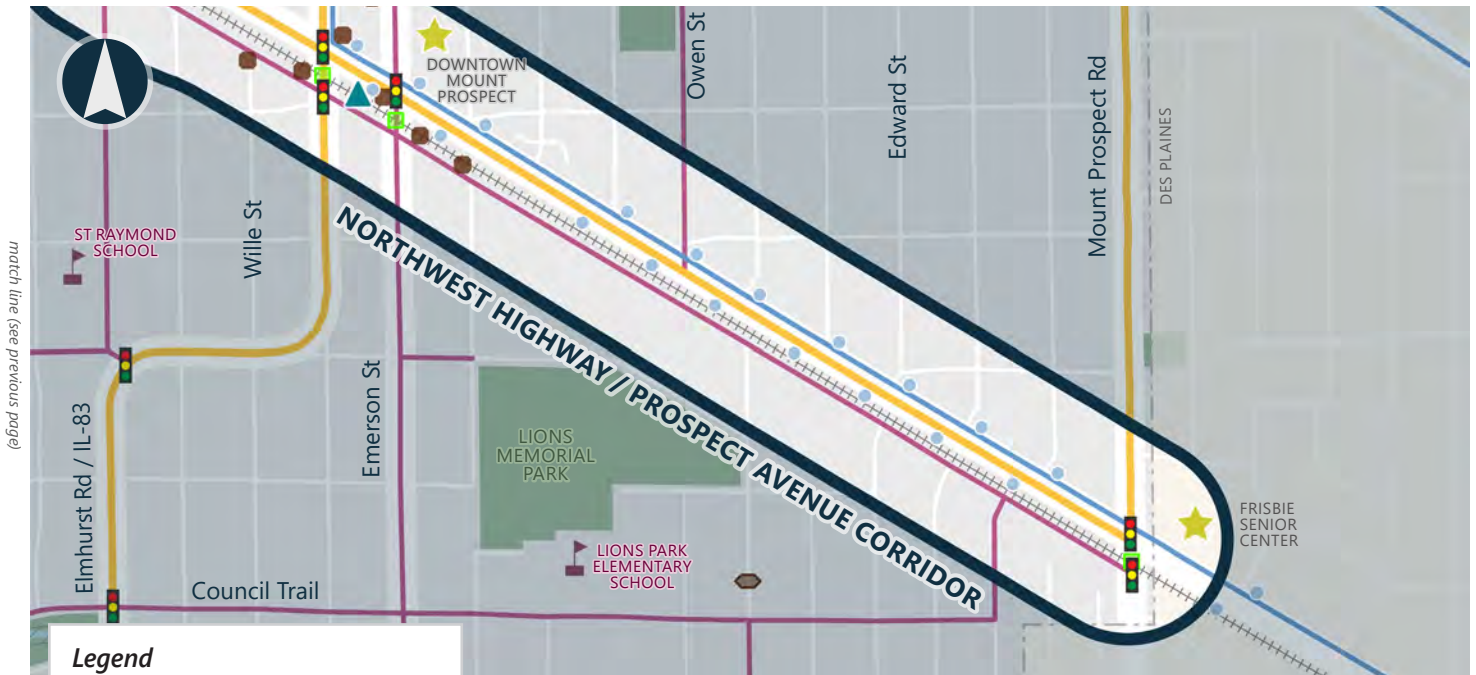
(continued on the following page)

Legend		Bike Network	
	Mount Prospect Boundary		Arterial Bike Network
	Focus Arterial Bike Corridor		Existing Bike Rack
	Traffic Signal		Existing On-Street Route
	At-Grade Railroad Crossing		Existing Bike Path
	Structure		Bike Path In Design
	Park	Transit	
	School		Pace Bus Route
	Community Destination		1 to 49 Average Riders
	Floodplain		50 to 99 Average Riders
	Metra Train Station		100+ Average Riders



Looking southeast on Northwest Hwy towards the Downtown





Legend

- Mount Prospect Boundary
 - Focus Arterial Bike Corridor
 - Traffic Signal
 - At-Grade Railroad Crossing
 - Structure
 - Park
 - School
 - Community Destination
 - Floodplain
 - Metra Train Station
-
- Bike Network**
- Arterial Bike Network
 - Existing Bike Rack
 - Existing On-Street Route
 - Existing Bike Path
 - Bike Path In Design
-
- Transit**
- Pace Bus Route
 - 1 to 49 Average Riders
 - 50 to 99 Average Riders
 - 100+ Average Riders

Safety Conditions

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

Community Context

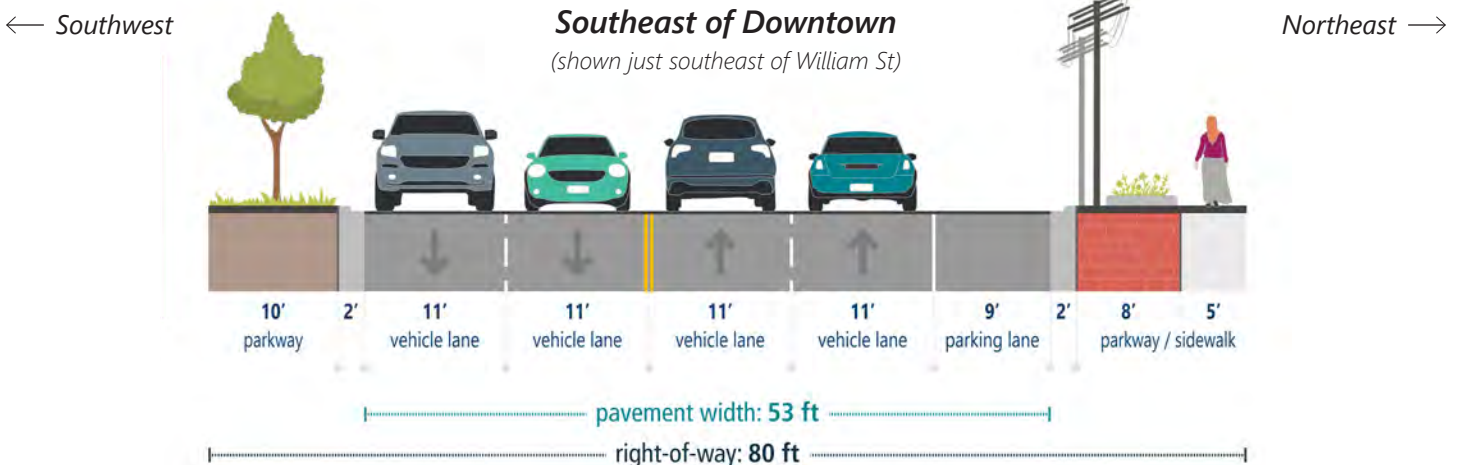
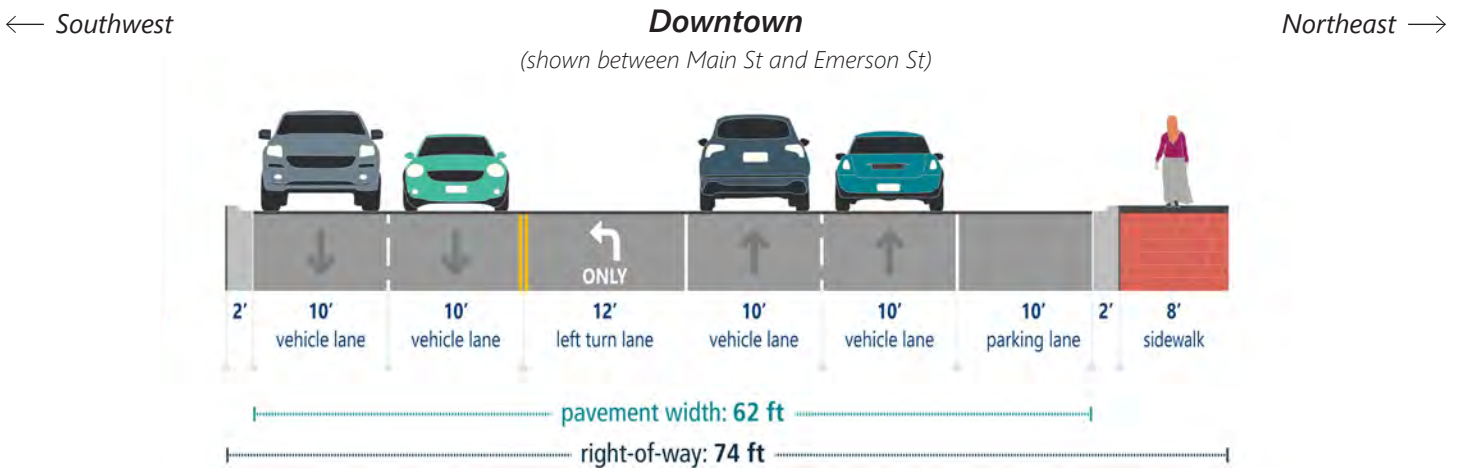
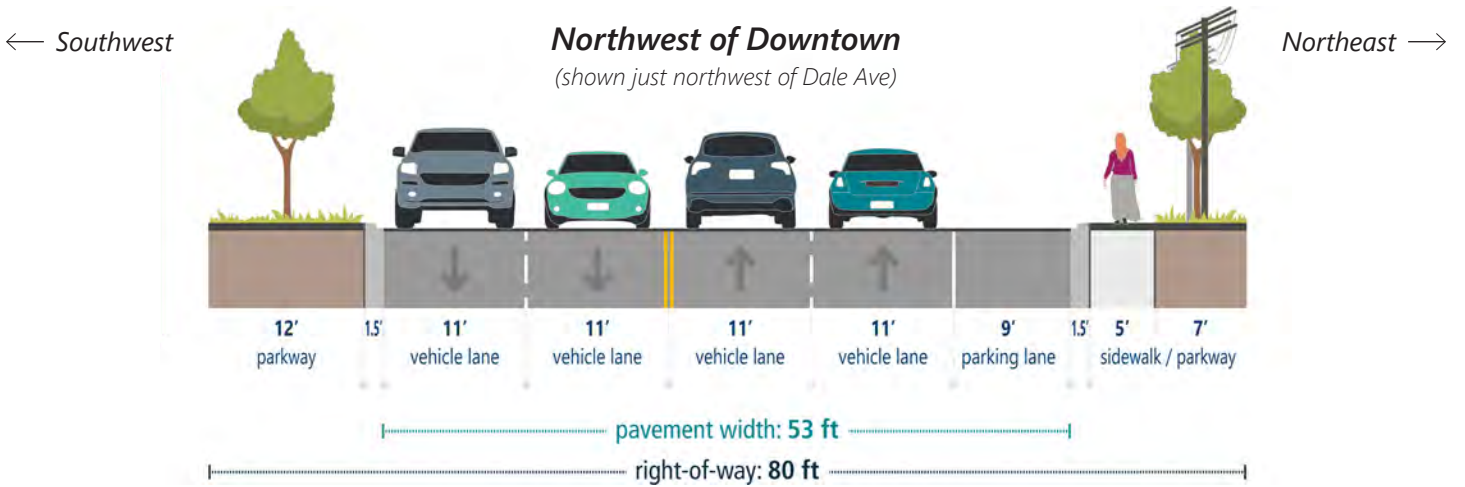
- Key Destinations: Westbrook Elementary School, Fairview Elementary School, St Raymond School, Melas Park, Meadows Park, Fairview Park, Owens Park, Lions Memorial Park, Central Community Center, Post Office, Library, Village Hall, Downtown Mount Prospect, Frisbie Senior Center
- Relevant Insights from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

Top priority corridor identified by community members



10 Northwest Hwy

Typical Mid-Block Cross Sections (looking northwest)



Northwest Hwy 10



Looking southeast on Northwest Hwy at Mount Prospect Metra Station driveway



Looking northwest on Northwest Hwy at Central



Street parking on Northwest Hwy in the Downtown



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



Looking southwest on Northwest Hwy near Meadows Park



Looking southeast toward residential section of Central



10 Prospect Ave

*see corridor map on pages 38-39

Corridor Characteristics

Traffic / Roadway Conditions

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

Parkway Conditions

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

Safety Conditions

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

Community Context

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



Looking northwest on Prospect Avenue from Elmhurst Ave



Looking northwest on Prospect Avenue at Emerson St



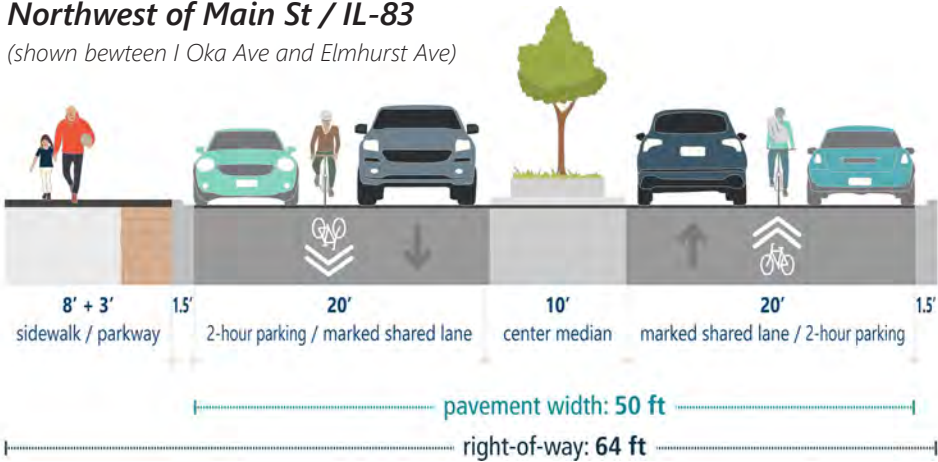
Prospect Avenue narrowing at William St, looking southwest

Typical Mid-Block Cross Sections (looking northwest)

← Southwest

Northwest of Main St / IL-83
(shown between I Oka Ave and Elmhurst Ave)

Northeast →

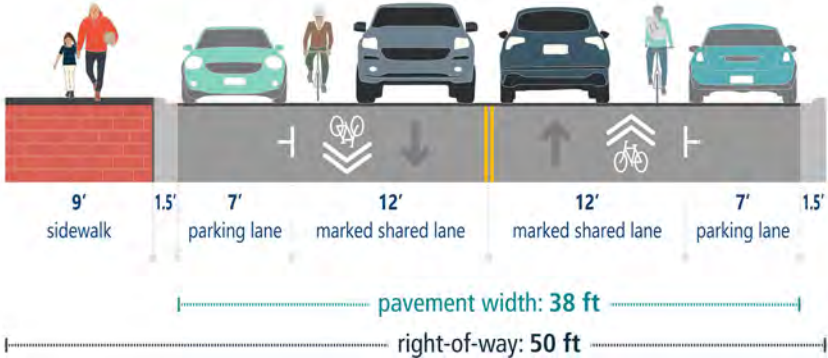


← Southwest

Between Main St / IL-83 and Maple St
(shown between Emerson St and Maple St)

Northeast →

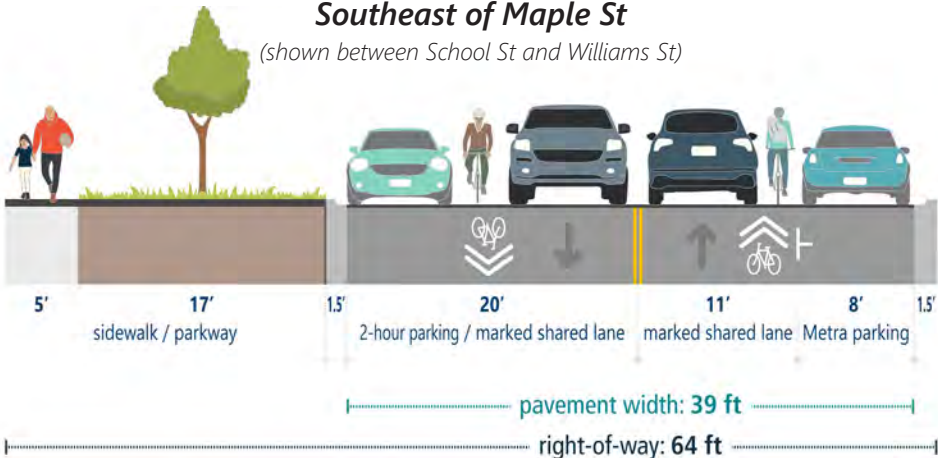
This section has the most constrained right-of-way along the corridor



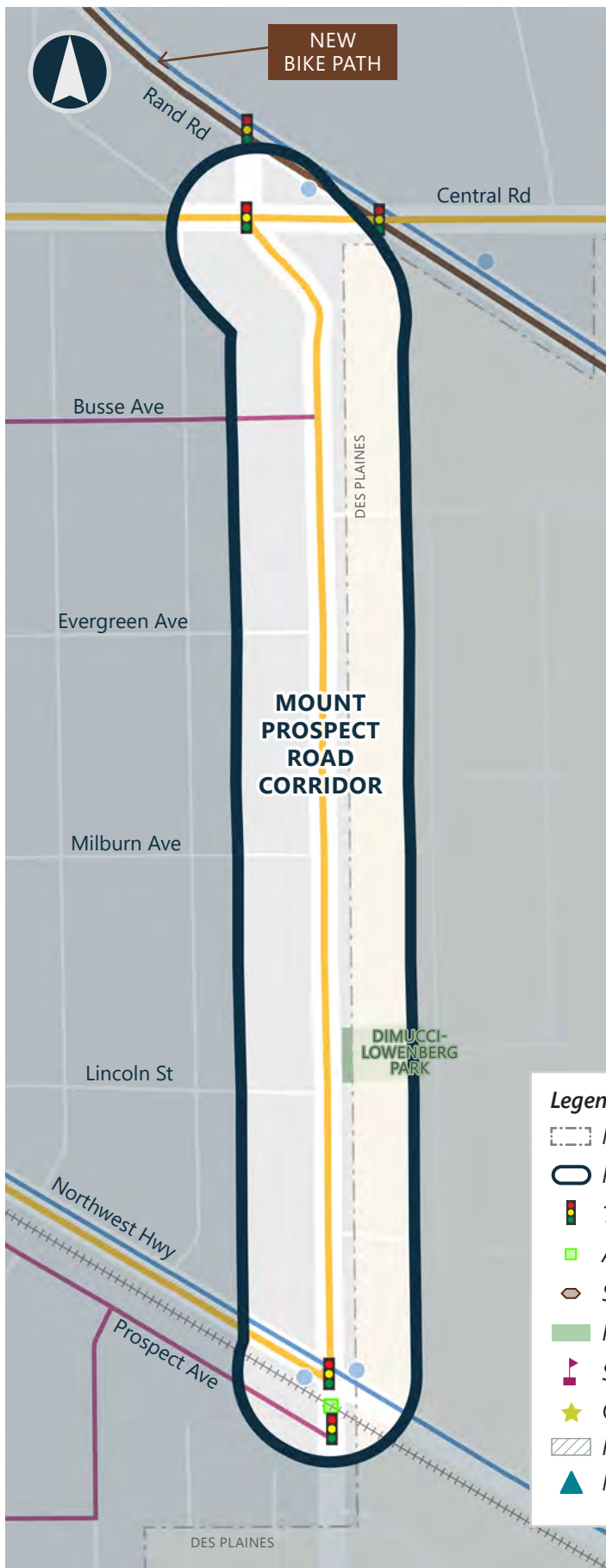
← Southwest

Southeast of Maple St
(shown between School St and Williams St)

Northeast →



11 Mount Prospect Road



Corridor Characteristics

Traffic / Roadway Conditions

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

Parkway Conditions

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



Looking south on Mount Prospect Rd at Lincoln

Legend

- ▭ Mount Prospect Boundary
- Focus Arterial Bike Corridor
- 🚦 Traffic Signal
- 🟩 At-Grade Railroad Crossing
- 🏠 Structure
- 🌳 Park
- 🎓 School
- ★ Community Destination
- ▨ Floodplain
- 🚉 Metra Train Station

Bike Network

- 🟡 Arterial Bike Network
- 🚲 Existing Bike Rack
- 🚶 Existing On-Street Route
- 🛤 Existing Bike Path
- 🚰 Bike Path In Design

Transit

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

Mount Prospect Road 11

Safety Conditions

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

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

Community Context

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



Looking south on Mount Prospect Rd at Central



East side of Mount Prospect Rd at Dimucci-Lowenberg Park

Typical Mid-Block Cross Section

Looking North

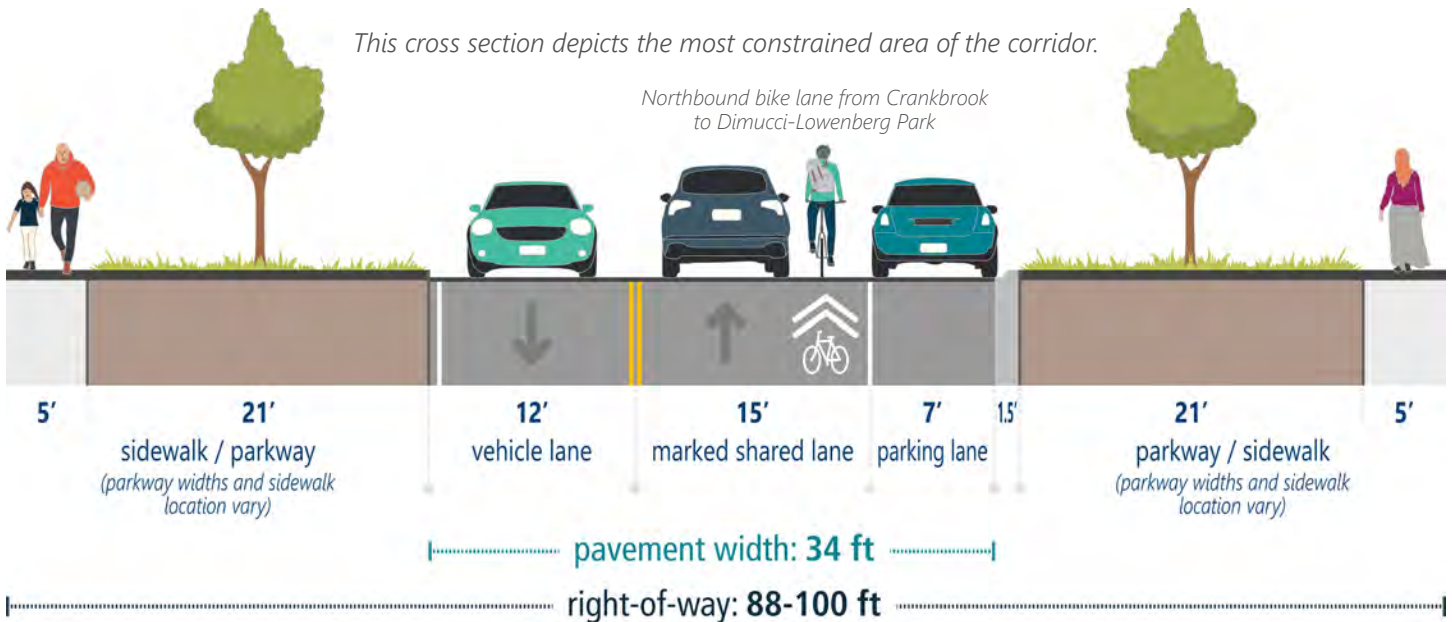
(shown near Dimucci-Lowenberg Park)

← West

East →

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

Northbound bike lane from Crankbrook to Dimucci-Lowenberg Park



12 IL-83 / Elmhurst Road



Corridor Characteristics

Traffic / Roadway Conditions

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

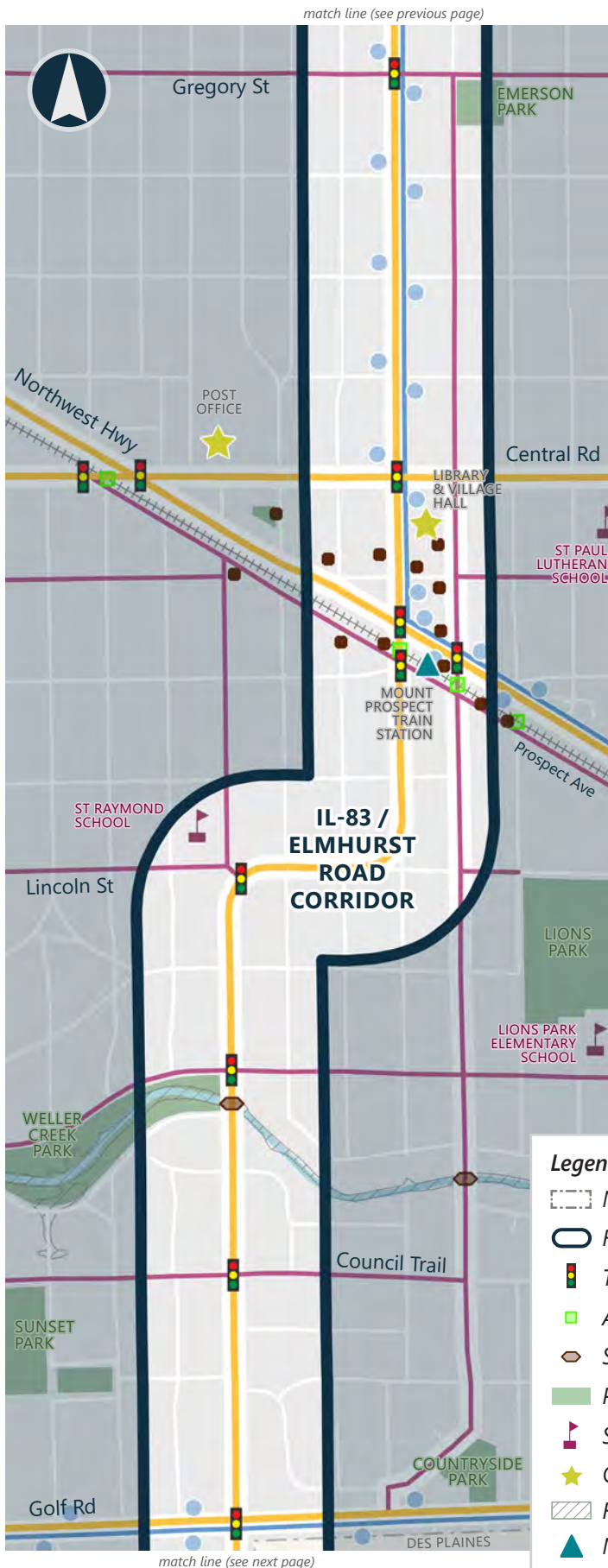
Top priority corridor identified by community members



Legend		Bike Network	
	Mount Prospect Boundary		Arterial Bike Network
	Focus Arterial Bike Corridor		Existing Bike Rack
	Traffic Signal		Existing On-Street Route
	At-Grade Railroad Crossing		Existing Bike Path
	Structure		Bike Path in Design
	Park	Transit	
	School		Pace Bus Route
	Community Destination		1 to 49 Average Riders
	Floodplain		50 to 99 Average Riders
	Metra Train Station		100+ Average Riders

match line (see next page)





Parkway Conditions

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

Legend

- ▭ Mount Prospect Boundary
- Focus Arterial Bike Corridor
- 🚦 Traffic Signal
- 🟩 At-Grade Railroad Crossing
- 🏠 Structure
- 🌳 Park
- 🎓 School
- ★ Community Destination
- 🌊 Floodplain
- ▲ Metra Train Station

Bike Network

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

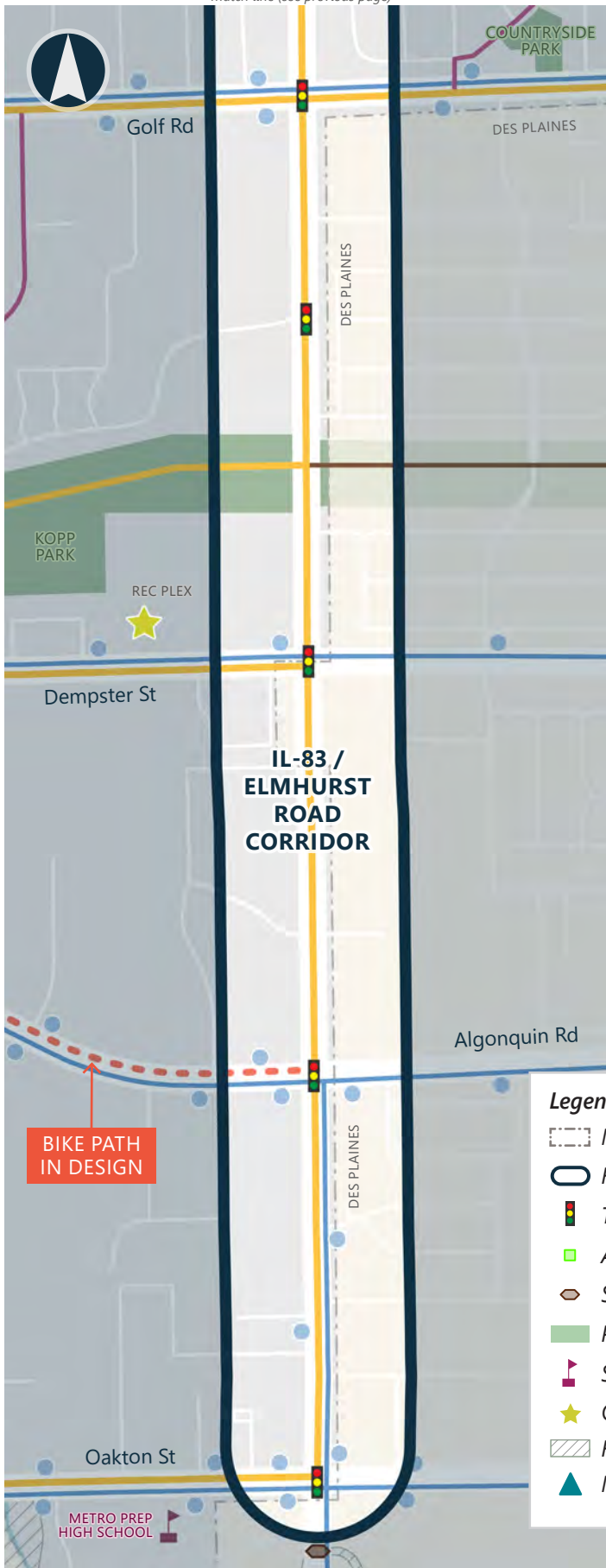
Transit

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



12 IL-83 / Elmhurst Road

match line (see previous page)



BIKE PATH
IN DESIGN

Legend

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

Bike Network

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

Transit

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

Safety Conditions

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

Community Context

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

IL-83 / Elmhurst Road 12



Looking north on IL-83 at Golf



Looking south on IL-83 just south of Gregory



Looking south on west side of IL-83 at Golf



Looking north on IL-83 near Community Presbyterian Church



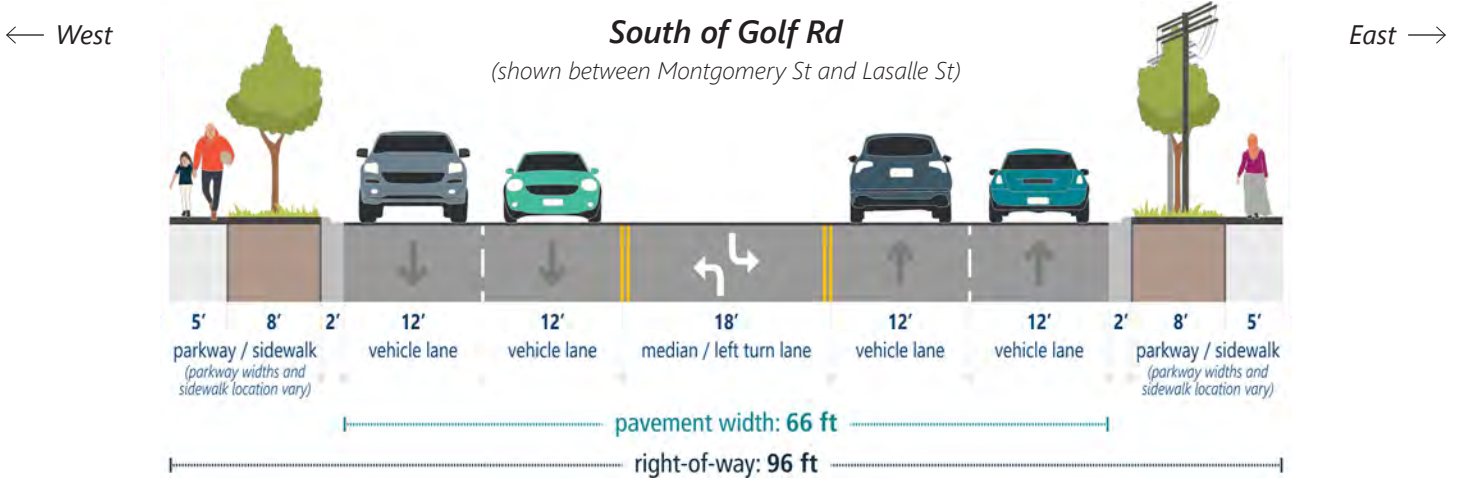
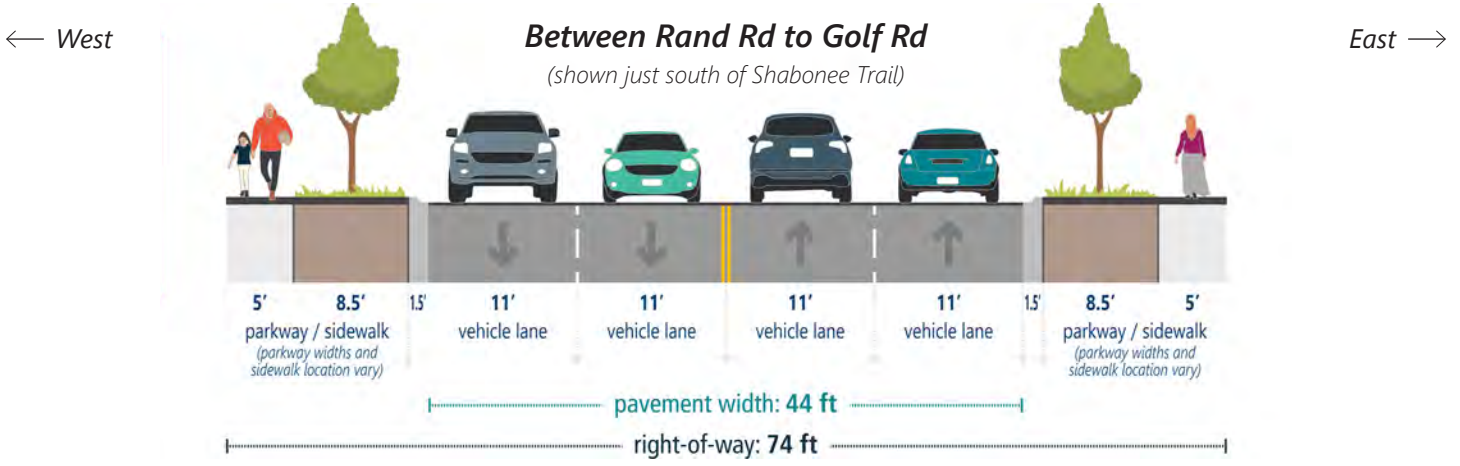
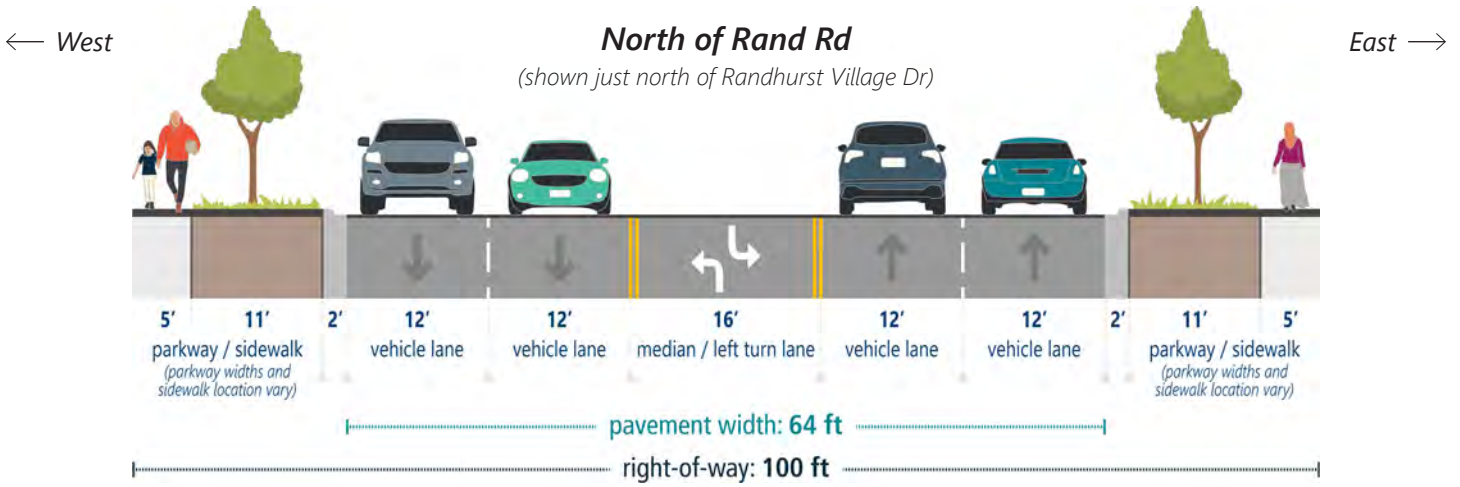
Looking north on IL-83 at Northwest Highway



Looking south on west side of IL-83 at Kensington

12 IL-83 / Elmhurst Road

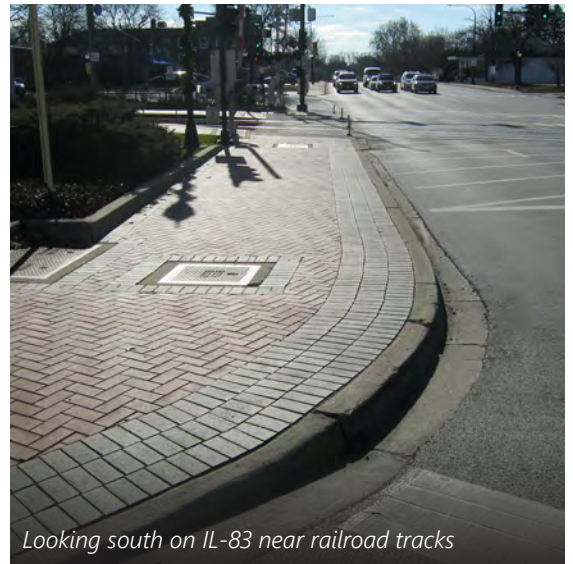
Typical Mid-Block Cross Sections (looking north)



IL-83 / Elmhurst Road 12



Looking south on IL-83 from west side at Gregory



Looking south on IL-83 near railroad tracks



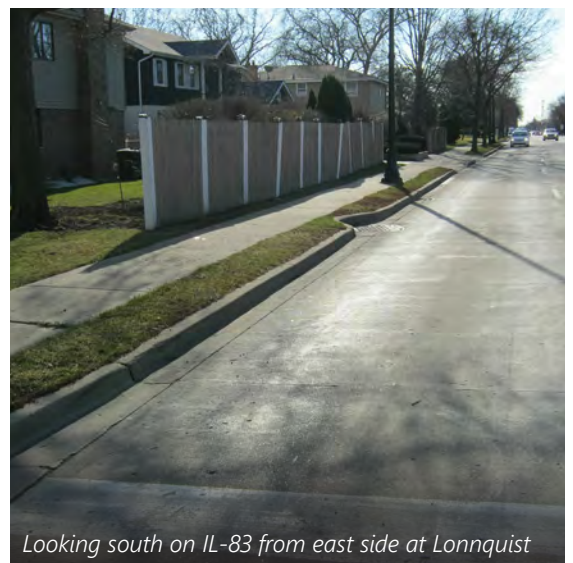
Looking north on IL-83 at Northwest Highway



Looking north on IL-83 from west side at Lonquist



Looking south on IL-83 from east side at Golf



Looking south on IL-83 from east side at Lonquist

13 Golf Road



Legend		Bike Network	
	Mount Prospect Boundary		Arterial Bike Network
	Focus Arterial Bike Corridor		Existing Bike Rack
	Traffic Signal		Existing On-Street Route
	At-Grade Railroad Crossing		Existing Bike Path
	Structure		Bike Path In Design
	Park	Transit	
	School		Pace Bus Route
	Community Destination		1 to 49 Average Riders
	Floodplain		50 to 99 Average Riders
	Metra Train Station		100+ Average Riders

Corridor Characteristics

Traffic / Roadway Conditions

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

Parkway Conditions

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

Safety Conditions

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

Potential Conflict Points

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

Community Context

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





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



Looking east on Golf near Clearwater Park



Looking west on south side of Golf toward Meier



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

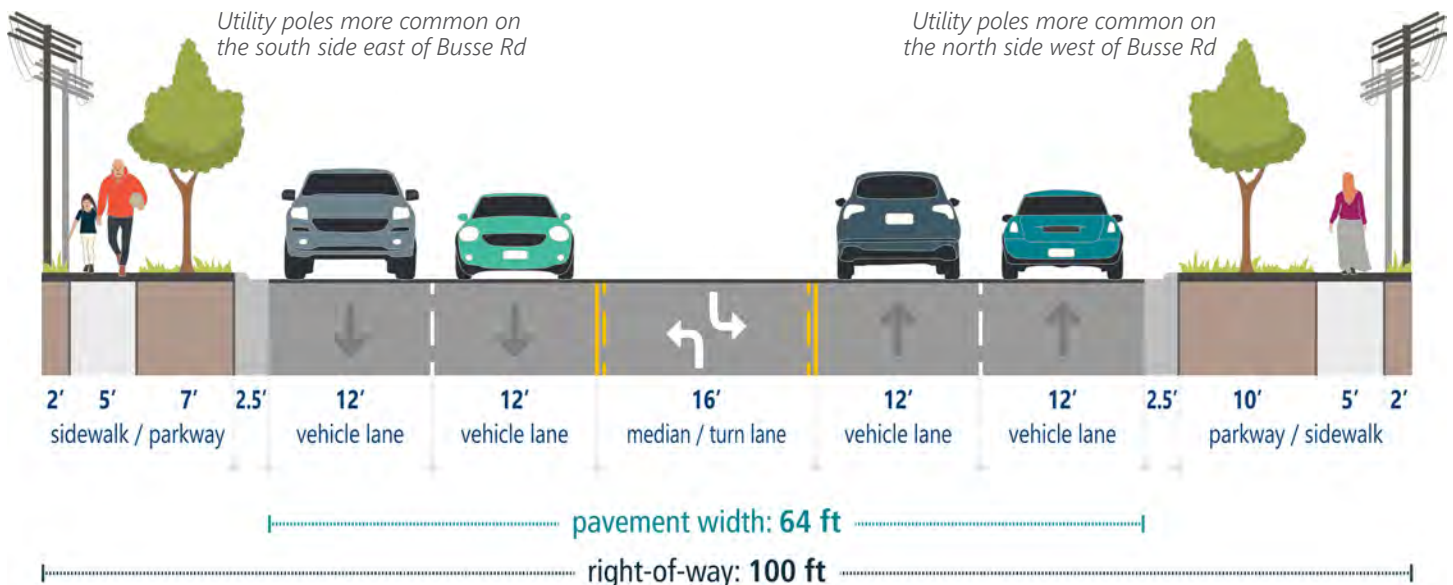
Typical Mid-Block Cross Section

Looking West

(shown near Wa Pella Ave)

← South

North →



14 Busse Road



Corridor Characteristics

Traffic / Roadway Conditions

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

Parkway Conditions

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



Looking north on Busse from Willow

Legend		Bike Network	
	Mount Prospect Boundary		Arterial Bike Network
	Focus Arterial Bike Corridor		Existing Bike Rack
	Traffic Signal		Existing On-Street Route
	At-Grade Railroad Crossing		Existing Bike Path
	Structure		Bike Path in Design
	Park	Transit	
	School		Pace Bus Route
	Community Destination		1 to 49 Average Riders
	Floodplain		50 to 99 Average Riders
	Metra Train Station		100+ Average Riders



Safety Conditions

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

Community Context

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

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

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



Looking south on Busse from ComEd Right-of-Way



Looking south on Busse at Willow intersection

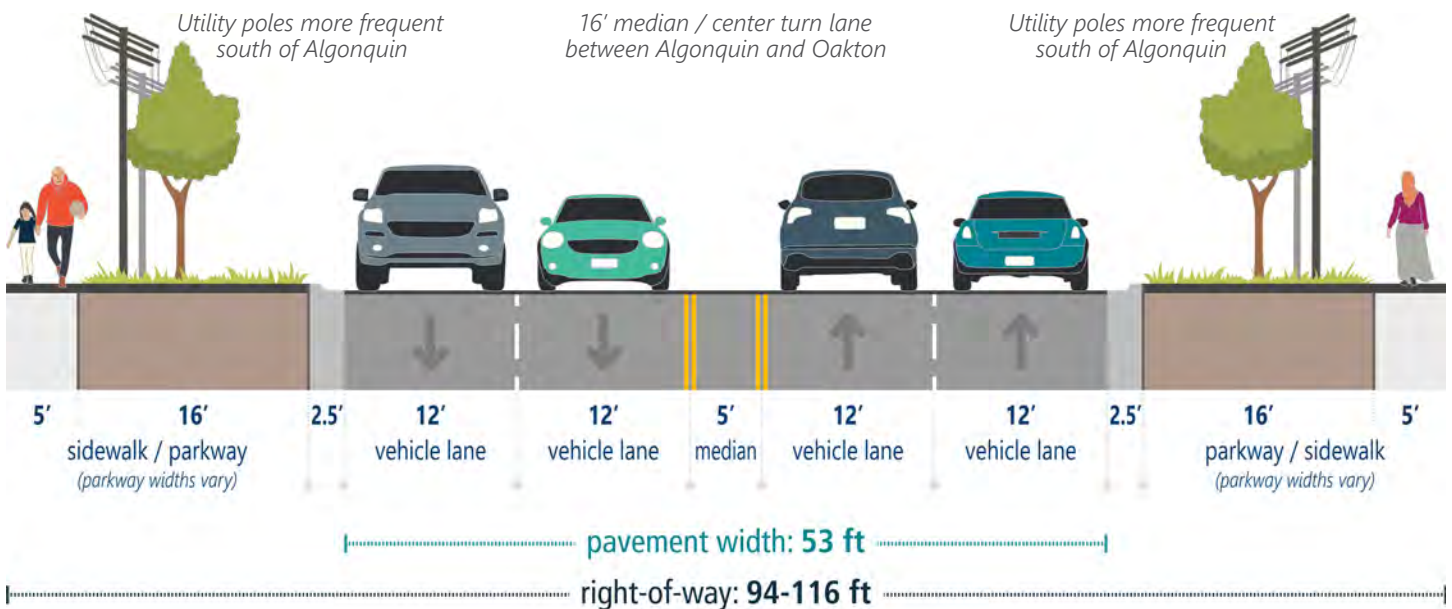
Typical Mid-Block Cross Section

Looking North

(shown north of Pheasant Trail)

← West

East →



15 Algonquin Road to Elmhurst Road / IL-83 Trail



Corridor Characteristics

Traffic / Roadway Conditions

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

Parkway Conditions

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

Community Context

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

Legend

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

Bike Network

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

Transit

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



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

Algonquin Road to Elmhurst Road / IL-83 Trail 15



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



ComEd right-of-way trail crossing at Redwood



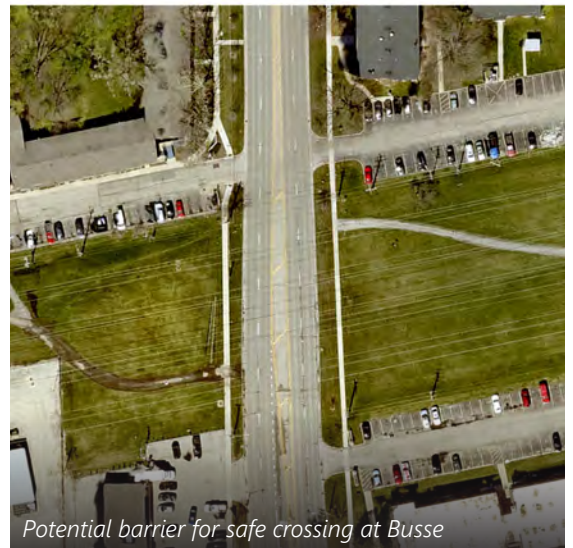
Looking east from IL-83 into trails in Des Plaines



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



ComEd right-of-way trail crossing at Linneman



Potential barrier for safe crossing at Busse



16 Dempster Street



Corridor Characteristics

Traffic / Roadway Conditions

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

Parkway Conditions

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

Safety Conditions

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

Legend

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

Bike Network

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

Transit

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

Community Context

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



Dempster Street 16



Looking east from south side of Dempster



Looking north from Linneman & Dempster (SE)



Looking east from north side of Dempster



Looking west from north side of Dempster

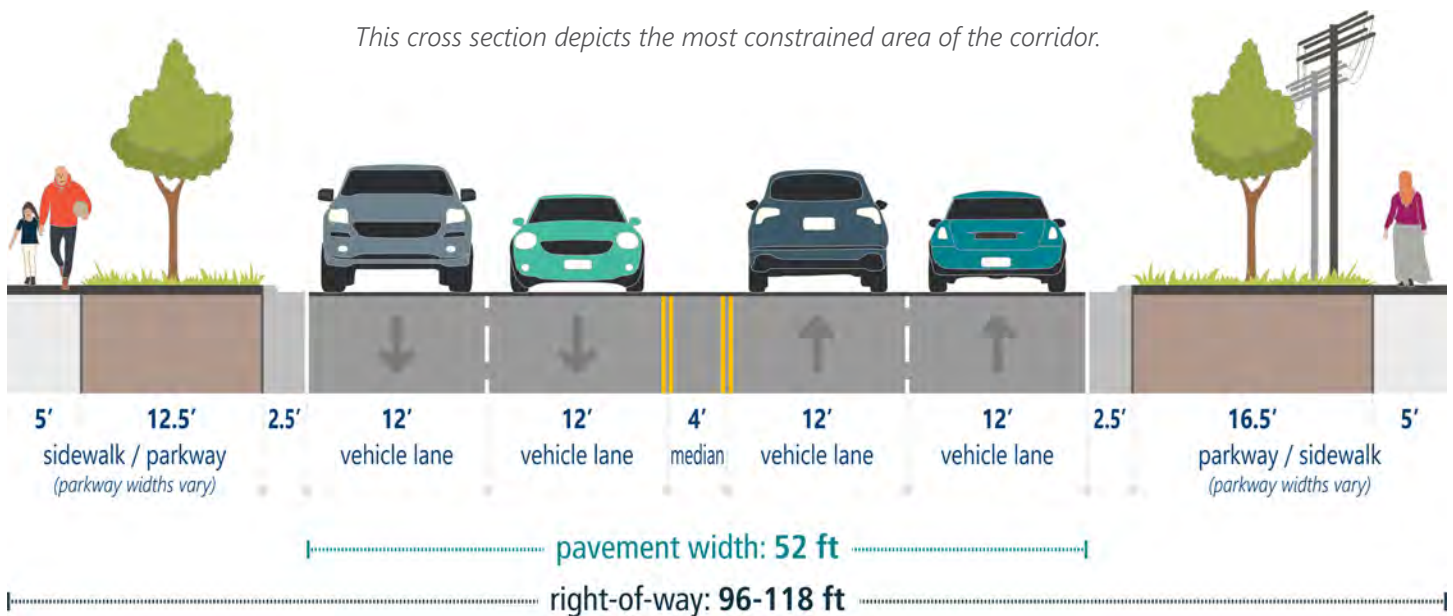
Typical Mid-Block Cross Section

Looking West
(shown near Ida Ct)

← South

North →

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



17 Busse Road to Oakton Street Connector



Legend

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

Bike Network

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

Transit

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

Corridor Characteristics

Traffic / Roadway Conditions

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

Parkway Conditions

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

Community Context

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



Busse Road to Oakton Street Connector 17



Looking northwest between I-90 and residential area at Oakton



Looking southeast from east side of Busse at I-90



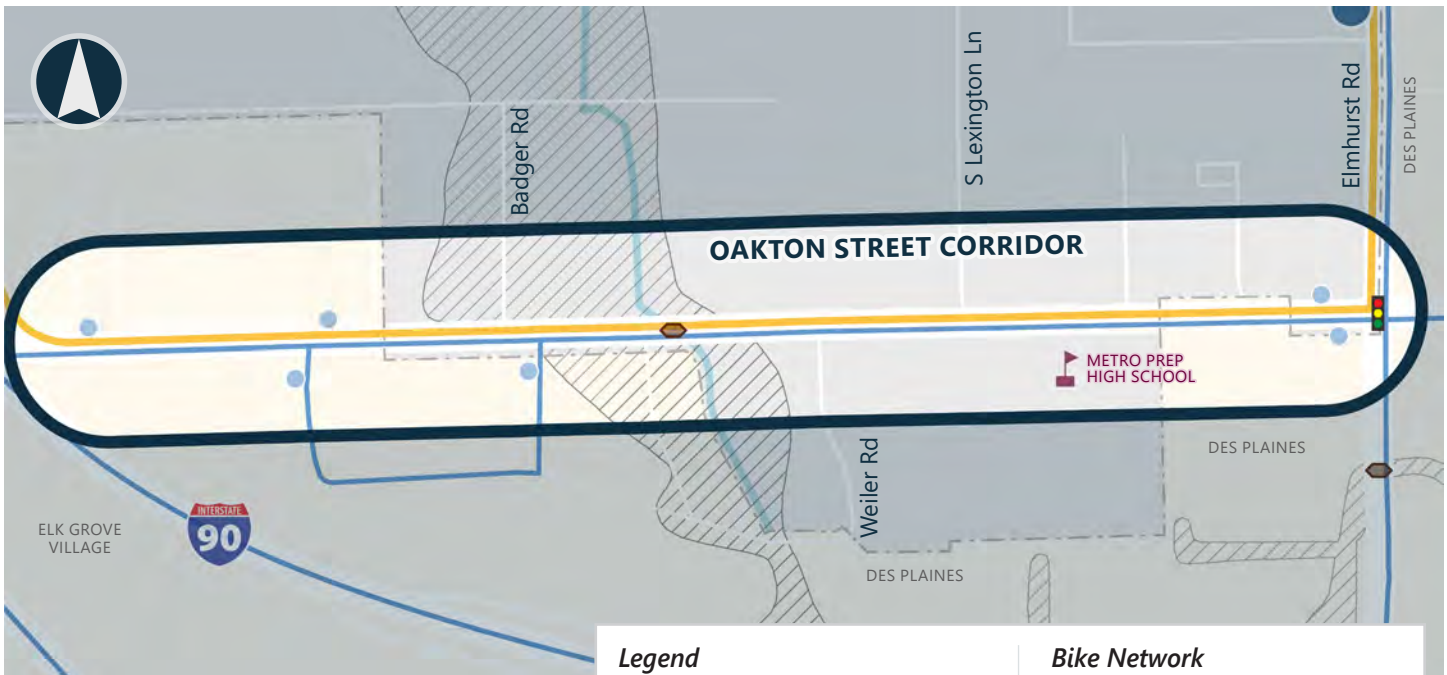
Looking northwest between I-90 and residential area at Oakton



Looking southeast from east side of Busse at I-90



18 Oakton Street



Corridor Characteristics

Traffic / Roadway Conditions

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

Parkway Conditions

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

Safety Conditions

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

Legend

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

Bike Network

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

Transit

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

Community Context

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





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



Looking west on south side of Oakton at Elizabeth



Desire pathway on north side of Oakton near Elizabeth



Looking east on north side of Oakton at 1st Ave

Typical Mid-Block Cross Section

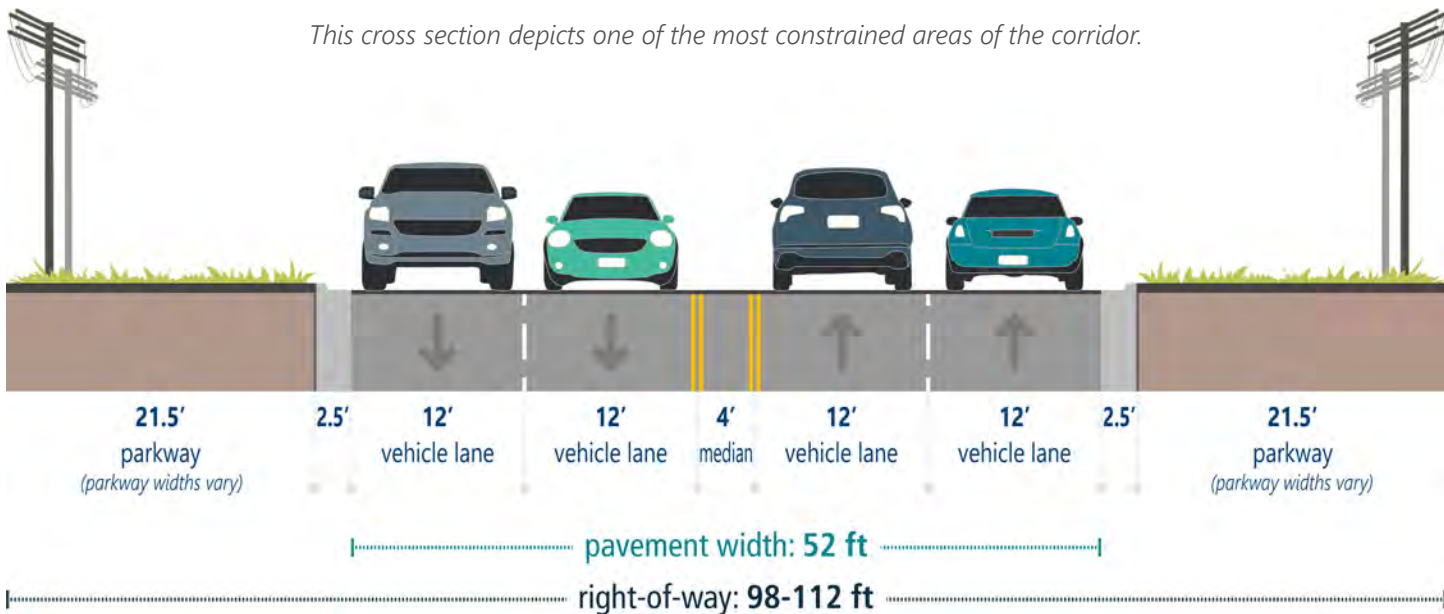
Looking West

(shown just west of the Higgins Creek Bridge)

← South

North →

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





VILLAGE OF
MOUNT
PROSPECT

**ARTERIAL
BIKE
NETWORK
STUDY**

