



Village of Arlington Heights Bicycle and Pedestrian Master Plan Visioning Charrette

To: Village Staff and member of the BPAC
From: CMAP Staff
Re: Summary of the Visioning Charrette
Date: March 17, 2015

The following is a summary of the results of the public visioning charrette that was held on Thursday, March 12 from 6:00 to 8:00 p.m. at the Public Works Department (222 North Ridge Avenue). Approximately 55 residents, business leaders, government representatives, and elected and appointed officials participated in the public visioning workshop. Attendees learned about the existing conditions in the Village through a brief presentation by CMAP staff which highlighted key issues and opportunities. Next, participants were divided into smaller working groups to work with maps of the Village and its surrounding area to discuss how they would improve walking and biking throughout Arlington Heights. The following is a summary of each of the group's ideas and recommendations.

INDIVIDUAL GROUP SUMMARIES

GROUP 1

The following is a summary of the key ideas and comments that were made by group 1 for each category in the instruction booklet.

Safety

- Some streets in town where drivers tend to speed. Could benefit from stop signs or traffic control.
- No consistency in cross-walk markings.
- Lack of protected (and designated) bike lanes or sidepaths
- Biking improvements should be made:
 - Golf to Kirchoff on New Wilke Road
 - Arlington Heights Road and Rand Road and Palatine Road ("the triangle")
- Walking improvements should be made:
 - Arlington Heights Road and Rand Road – no walk signal
 - Pioneer Park neighborhood – stop and yield signs

Destinations

- Important destinations include:
 - Arlington Park
 - Downtown/train station/library
 - Lake Arlington
 - Recreation Park
 - Busse Woods
 - Twin Lakes
 - Midtown Shopping from the north

- Buffalo Grove High School
- John Hersey High School

Barriers

- Major barriers along important bicycling or walking routes include:
 - No cross-walks or curb cuts on northbound Wilke
 - I-90 and Arlington Heights Road
 - District 25 crossing guard locations need improved cross walk markings and ramps.

Missing Links/Gaps

- Southwest corner of Palatine Road and Arlington Heights Road sidewalk doesn't meet road.
- Dunton between Park and Central sidewalk stops in middle of block
- Would like to see a future bike lane and side path on Davis Street.

Bicycle Parking

- Locations where new or additional bicycle parking is needed:
 - Downtown
 - Library
 - Arlington Town Center
- Locations where existing parking should be improved:
 - Library rack on Dunton.
 - Increase capacity and remove bikes that haven't been moved in some time.

Education, Encouragement and Enforcement programs

The following is a list of the programs or activities that were noted:

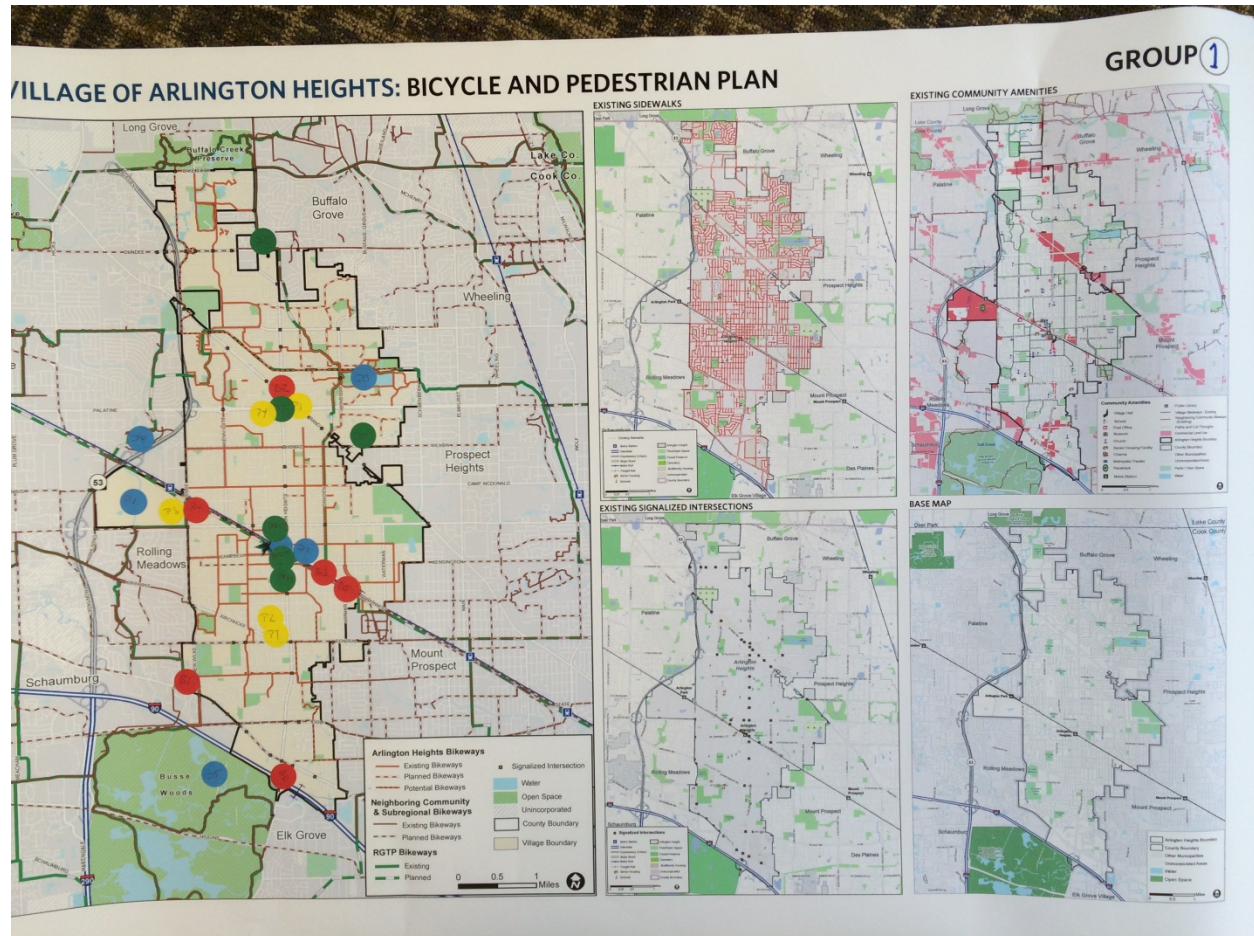
- Traffic skills 101 classes at the Park District
- www.bikewafetyquiz.com
- "Bikes too" signs below existing stop signs
- Bike maintenance classes
- Pass out basics – lights, water bottles
- Bike Ambassadors

Review of the Draft Vision Statement

Each group was also asked to review the draft vision statement for the Village's Bicycle and Pedestrian Plan. The following is the draft statement with the group's changes marked:

The Village of Arlington Heights is a bicycle- and pedestrian-friendly community that strives in all its policies, plans, and programs and in the construction, ~~reconstruction, maintenance,~~ and operations of all its roadways and related infrastructure, to ensure that residents and visitors of all ages and abilities are able to travel safely and conveniently to all ~~community~~ (in the community and beyond) destinations by walking and bicycling.

GROUP 1's MAP



GROUP 2

The following is a summary of the key ideas and comments that were made by group 2 for each category in the instruction booklet.

Safety

- Pedestrian infrastructure needs improvement
 - Some neighborhoods have sidewalks that stop and start (gaps)
 - Sidewalks without grass parkway buffers are less safe
 - Sidewalk shoveling rules should be enforced
- Bike infrastructure and education could be enhanced
 - Better signage and markings, such as green-painted lanes
 - Encourage riders to wear helmets, ride with traffic
- Specific pedestrian improvements suggested:
 - Walk buttons and pedestrian timers on all major crosswalks
 - Increased “caution” signage of pedestrian crossings
 - Improve pedestrian crossings around Metra station
 - Wider sidewalks on Wilke
- General street improvements:
 - Fix potholes on White Oak Rd., Campbell Ave.

Destinations

- Important destinations include:
 - Busse Woods
 - Frontier
 - Lake Arlington
 - Arlington Park
 - Deer Grove
 - Buffalo Creek

Barriers

- Major barriers along important bicycling or walking routes include:
 - White Oak to Algonquin: snowplows block cul-de-sacs with snow
 - Northwest Highway at Arlington Heights Road: not plowed

Missing Links/Gaps

- Neighborhoods that need sidewalks: Arlington Farms, Hana, Thomas & Maud, Scarsdale, Stonegate, Sherwood
- No sidewalk on Wilke north of White Oak
- No way to get to and from the Des Plaines River Trail
- Poor connections to Busse Woods

Bicycle Parking

- Locations where new or additional bicycle parking is needed:
 - Train station and downtown
 - North side of downtown
 - Pools
 - Town & Country Mall
 - Mitsua
 - North Point
 - Harmony Park
 - High Schools
 - Arlington Park
- Locations where existing parking should be improved:
 - Library
 - Train stations (both Arlington Heights and Arlington Park)
 - Create a plan for businesses to obtain bike racks

Education, Encouragement and Enforcement programs

The following is a list of the programs or activities that were noted:

- Right-of-way signs
- Encourage helmet use (Middle schools)
- Safety Town classes at park district—need more
- Include biking education in high school driver's ed
- Encourage bike lights, helmet and reflector use
- Have a bike safety booth at Frontier Days
 - Free reflectors, vendor with cool helmets

- Keep walkers and runners on the sidewalk
- Monthly bike safety mailers
- Library bike safety program
- Safety tips on Facebook, Twitter, and public access TV

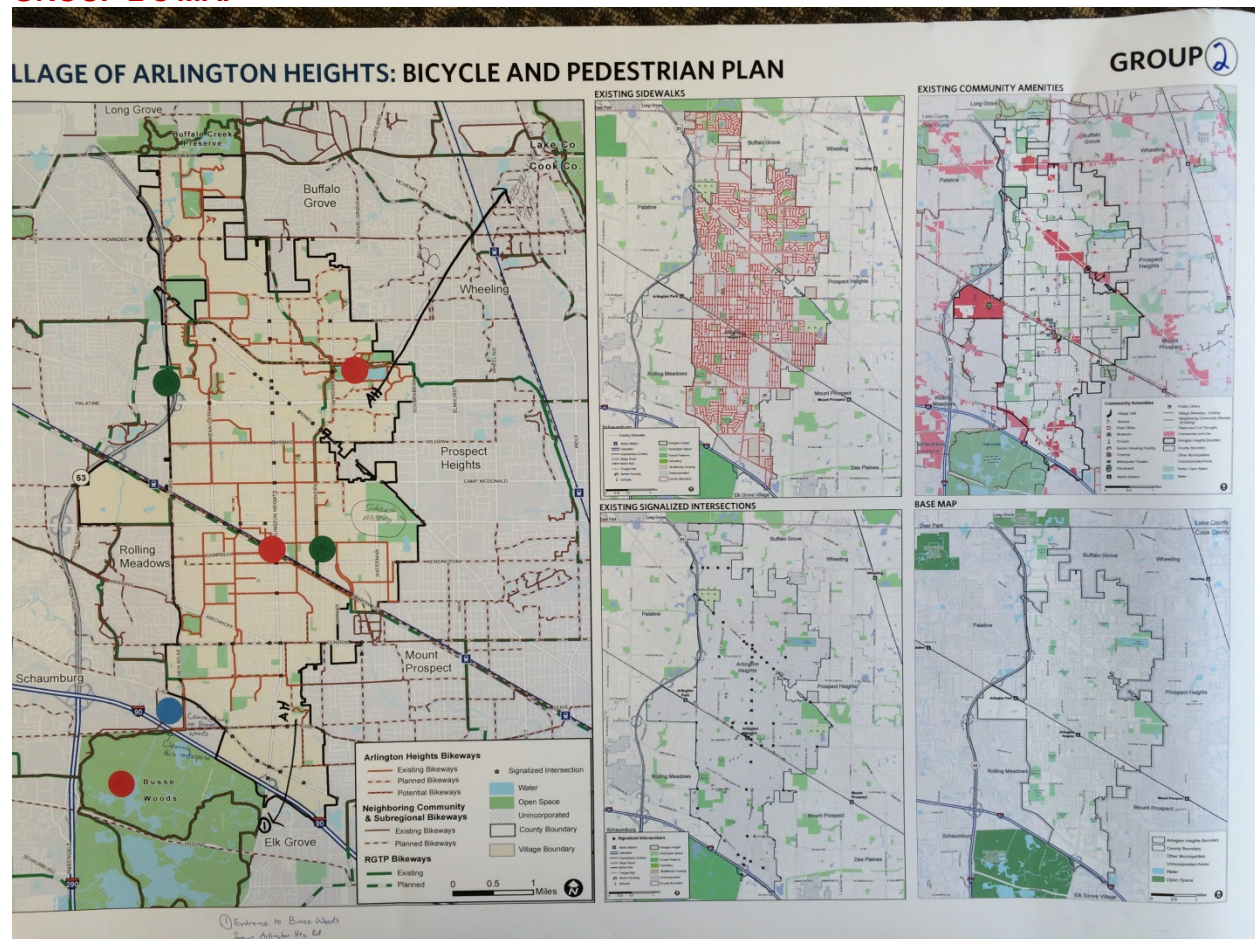
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Comment: "Really long. Make bullet points?"

GROUP 2's MAP



GROUP 3

The following is a summary of the key ideas and comments that were made by group 3 for each category in the instruction booklet.

Safety

- Unsafe locations:
 - Rand & Thomas – light is quick, no pedestrian button
 - Windsor & Beverly – no pedestrian button
 - Thomas & Belmont – no stop sign
 - Arlington Heights Rd. & Dryden – no stop sign
 - Bike path on Euclid: ends with no sidewalk/shoulder to continue biking on
 - Windsor & Palatine Rd.: unsafe crossing
 - Kensington & NW Hwy: unsafe crossing
 - Kensington/Rand & 83: unsafe crossing
- Existing rules that need enforcement:
 - 3-foot-to-pass for drivers passing bicyclists
 - Shoveling
 - Speed limits (for pedestrian safety)
 - Enforce rules against parking on sidewalks/in driveways
- Suggested biking improvements:
 - Better bike route signage—need signs leading to destinations
 - Signs should show distance, direction, and destinations
 - Need better signage to Palatine Trail from Frontage Rd.
- Suggested pedestrian improvements:
 - More intersections with pedestrian countdowns

Destinations

- Important destinations include:
 - Deer Grove Preserve – needs better signage
 - North Point Shopping Center
 - Downtown, Metra
 - Trader Joe's
 - Lake Arlington
 - Recreation Park
 - Randhurst
- Difficult-to-reach destinations:
 - Busse Woods (#1 issue)
 - Not enough east-west bicycle routes (a lane on Euclid would be useful)

Barriers

- Major barriers along important bicycling or walking routes include:
 - Rand Road – huge barrier
 - Gobert & Golf – dangerous intersection – needs pedestrian buttons
- Suggested improvements:
 - Pedestrian bridge at Palatine & Windsor, Windsor & Rand
 - Bridges/underpasses/signs to Lake Arlington from south side of town

Missing Links/Gaps

- Rand Road – no sidewalks north of Euclid; not continuous
- Palatine Road west of Kennicott – no sidewalk
- Windsor from Forest View to Lake Arlington
- Bikeway along Northwest Highway would be great

Bicycle Parking

- Locations where new or additional bicycle parking is needed:
 - Every street parking space next to handicap spaces— could hold 10 bikes per space if adequately marked
 - Shopping areas – Trader Joe's , Valley Produce
 - Parking needs to be lit
- Locations where existing parking should be improved:
 - Fast food restaurants
 - Downtown – no year-round bike parking exists
 - Parking garages – should add covered bike racks

Education, Encouragement and Enforcement programs

The following is a list of the programs or activities that were noted:

- Public access TV programming about existing laws, safety
- School programs on SRTS, bike safety
- Education about cars in driveways blocking sidewalks
- Positive tickets: have police give “tickets” for good biking behavior

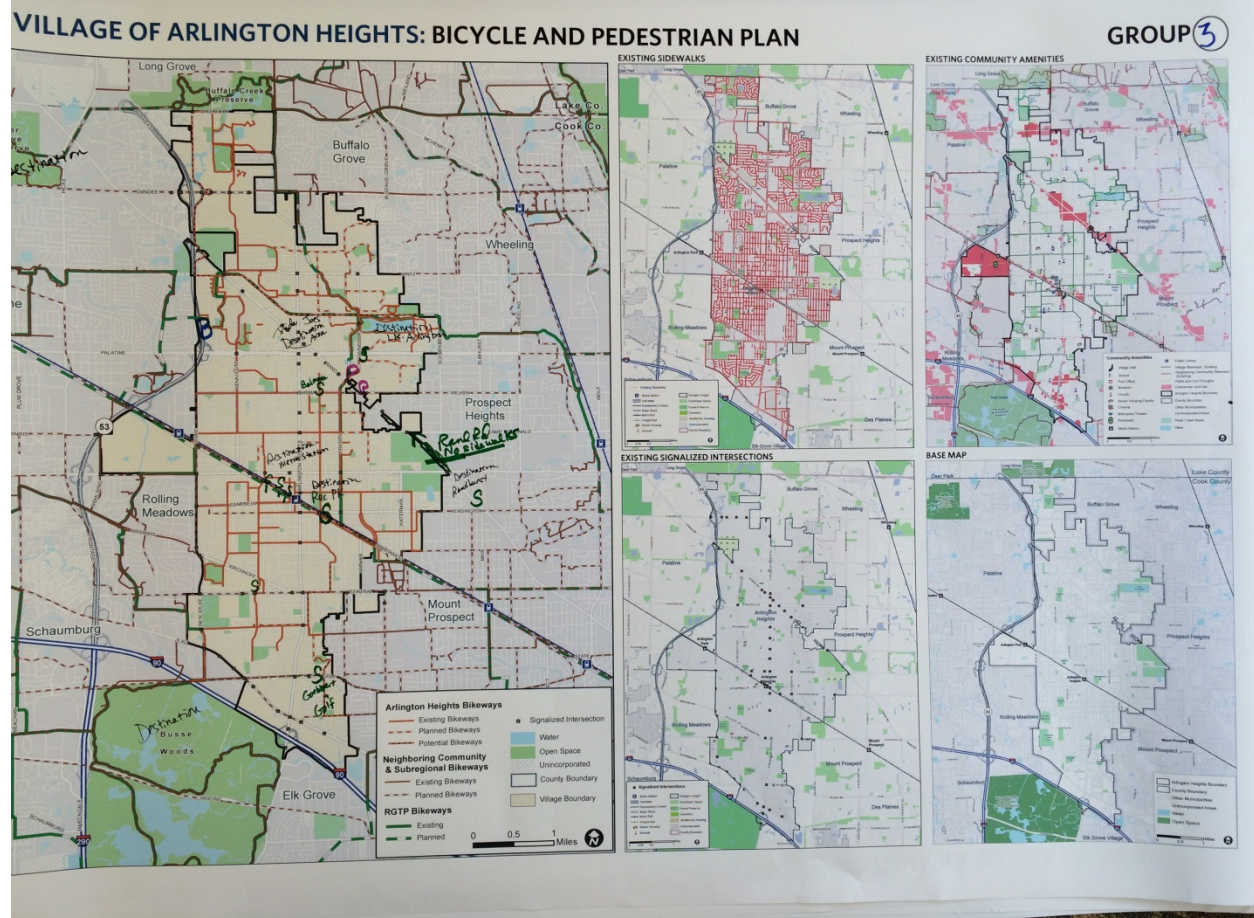
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Comment: “Pedestrians should come first, cars come last. Good vision, needs to become a reality.”

GROUP 3's MAP



GROUP 4

The following is a summary of the key ideas and comments that were made by group 4 for each category in the instruction booklet.

Safety

- Concerns:
 - Lack of walk buttons at stoplights
 - No marked biked lanes or continuous paths
 - Riding in traffic/drivers sharing the road
 - "Orange lines" (bike routes) only known to bikers, not drivers – need painted lane markings, at minimum
- Specific locations where biking improvements are needed:
 - Ridge at Northwest Highway
 - Arlington Heights Road at Interstate 90
 - Schaffer at Lake Cook
 - Thomas & Rand (Hershey High School)
- Locations where pedestrian improvements are needed:
 - Thomas & Rand
 - Palatine Road and Arlington Heights Road

Destinations

- Important destinations include:
 - Both Metra stations
 - Library
 - Des Plaines River Trail
 - Buffalo Creek Preserve
 - Busse Woods
 - Lake Arlington
- All these destinations have significant barriers to bicycle/pedestrian access

Barriers

- Major barriers along important bicycling or walking routes include:
 - Traffic (Northwest Highway and all major roads)
 - Missing or broken sidewalks
 - Lack of continuous sidewalks
 - Snow-covered sidewalks
- Suggested improvements:
 - Over/underpass at Northwest Highway and Metra station

Missing Links/Gaps

- Wilke south to Busse Woods
- Northwest Highway from Wilke to IL-53
- Arlington Heights Road

Bicycle Parking

- Locations where new or additional bicycle parking is needed:
 - Both Metra stations
 - Library
 - Downtown Arlington Heights
 - Portable bike racks for events (Frontier Days)
 - Parks
- Locations where existing parking should be improved:
 - All of the above
 - Not enough racks
 - Existing racks are not secure

Education, Encouragement and Enforcement programs

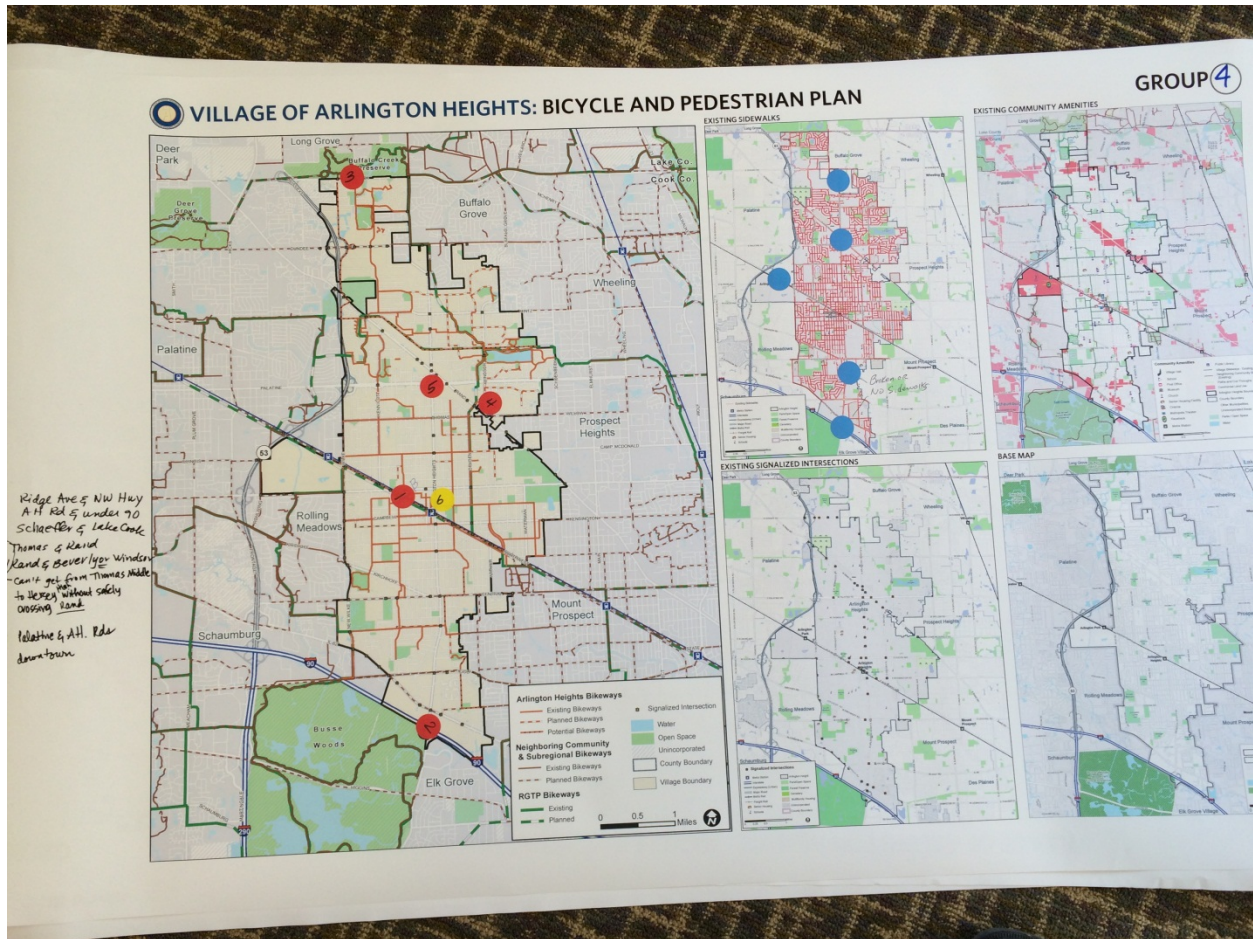
The following is a list of the programs or activities that were noted:

- “Share the Road” signs
- Driver education on bicycling
- “Foot Power” program – encourage to bike/walk instead of driving
- Biking benefits

Review of the Draft Vision Statement

Each group was also asked to review the draft vision statement for the Village’s Bicycle and Pedestrian Plan. This group had no comments or changes.

GROUP 4's MAP



GROUP 5

The following is a summary of the key ideas and comments that were made by group 5 for each category in the instruction booklet.

Safety

- Separate use zones (lanes)
- Enforcement of existing pedestrian/bicycle lanes
- Specific locations:
 - No connection to Busse Woods
 - Arlington Heights Road
 - Prospect, Harper College—for walking commuters
 - Need connections to destinations, including Lake Arlington

Destinations

- Important destinations include:
 - Schools & Harper College
 - Lake Arlington & park district facilities
 - Busse Woods
 - Train station
- Destinations with barriers:

- Palatine to Deer Grove
- Getting to Palatine is difficult in general
- Des Plaines River Trail

Barriers

- Major barriers along important bicycling or walking routes include:
 - Train tracks
 - Interstate 90
 - Palatine Road
 - Cars parked on sidewalks
 - Uneven pavement
 - Lack of crosswalk buttons
- Suggested improvements:
 - Improve crosswalk signals
 - Improve sidewalks
 - “Stop for Pedestrians” signs
 - Speed bumps/traffic calming
 - Enforcement—plowing & clean sidewalks
 - Pavement markers & directions

Missing Links/Gaps

- Scarsdale, Stonegate, and almost all neighborhoods
- Euclid to Rolling Meadows
- Kirchoff Road
- Connections to Busse Woods and Lake Arlington

Bicycle Parking

- Locations where new or additional bicycle parking is needed:
 - Downtown (no place to lock up)
 - Create map of bike parking locations!
- Locations where existing parking should be improved:
 - Improve lighting and security (cameras?)
 - Add more parking

Education, Encouragement and Enforcement programs

The following is a list of the programs or activities that were noted:

- Training/safety programs for high school student
- Public awareness workshops
- Enforcement of runners in the street
- Critical Mass
- Provide online bike maps, including interactive maps that allow users to report potholes/maintenance problems

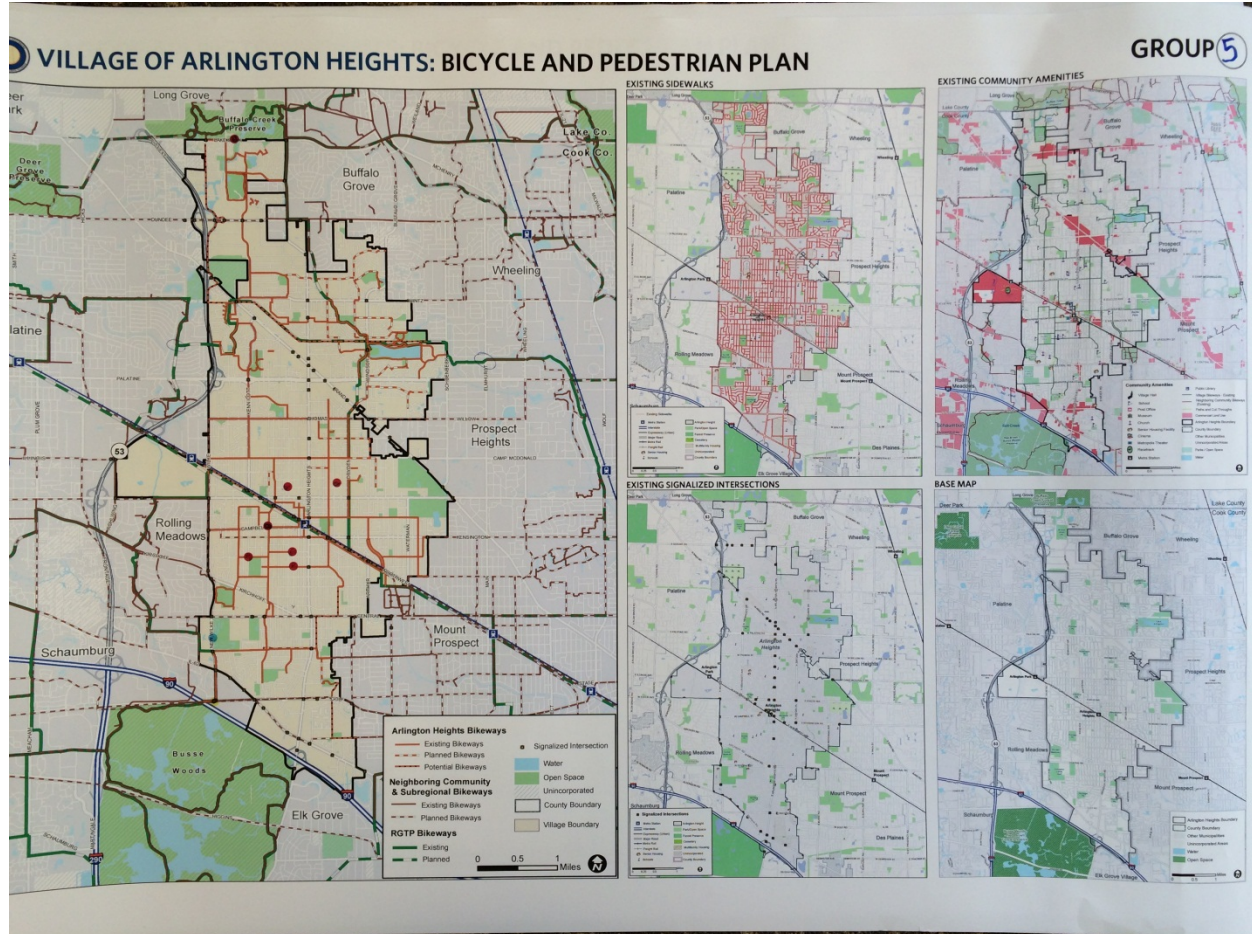
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Comment: Please note linkages to other communities.

GROUP 5's MAP



GROUP 6

The following is a summary of the key ideas and comments that were made by group 6 for each category in the instruction booklet.

Safety

- Motorist interaction on major roads – drivers must give 3' when passing cyclists
- Crossways at railroad tracks
- Specific locations that need bicycling improvements:
 - Arlington Heights Road, Palatine Road, and Rand Road
 - East on Euclid/Rand near cemetery
 - Northwest Highway: no safe crossing
 - Algonquin Road, Golf Road, and Wilke
 - Schaffer at Lake Cook (signal)

- Douglas at Euclid
 - Rand Road – no shoveling of sidewalk
- Locations that need pedestrian improvements
 - Mariano's

Destinations

- Important destinations include:
 - Mariano's
 - Buffalo Creek Preserve
 - Busse Woods
 - Downtown/train station
 - Deer Park Grove
 - Schools
 - Parks/pools
 - Walmart/Best Buy/Target
 - Rand/Hurst groceries
 - Hersey
- Hard-to-reach destinations:
 - Arlington Park train station
 - Getting to Arlington Park racetrack (Euclid)
 - Northpoint/Southpoint
 - Underpass near Arlington Park tracks no longer accessible

Barriers

- Major barriers along important bicycling or walking routes include:
 - Wing & Campbell on Ridge – no sidewalks on east side
 - Palatine Road
 - Highways
 - Train tracks
 - Route 53
 - Residential areas near downtown – no sidewalks
 - Dangerous curve on Wilke between Thomas and Palatine
 - Davis & Arthur
- Suggested improvements:
 - Crossings designed to accommodate bicyclists/pedestrians, especially at key intersections and major streets
 - Stop signs and pedestrian countdown lights
 - Bike path to Busse Woods would also help with senior center use

Missing Links/Gaps

- Euclid near the cemetery
- Kirchoff (residential area)
- N Vail
- Connect Prospect Trail (ComEd right-of-way) to Palatine Trail
- Bike lane on Northwest Highway – all the way to Chicago
- Better-marked trails in general

- Underpass at Gregory & Northwest Highway

Bicycle Parking

- Locations where new or additional bicycle parking is needed:
 - More and improved bike parking at every covered municipal lot
 - Train station – Arlington Park
 - Shopping areas
- Locations where existing parking should be improved:
 - All of the above

Education, Encouragement and Enforcement programs

The following is a list of the programs or activities that were noted:

- “Share the Road” signs – bicyclists can take full lane
- Biking education in driver’s ed classes
- Signage: Pedestrians and bicyclists have the right of way
- Public access TV programs
- Mirror what is being done in the City of Chicago
- Bicyclists: stop sign = yield sign

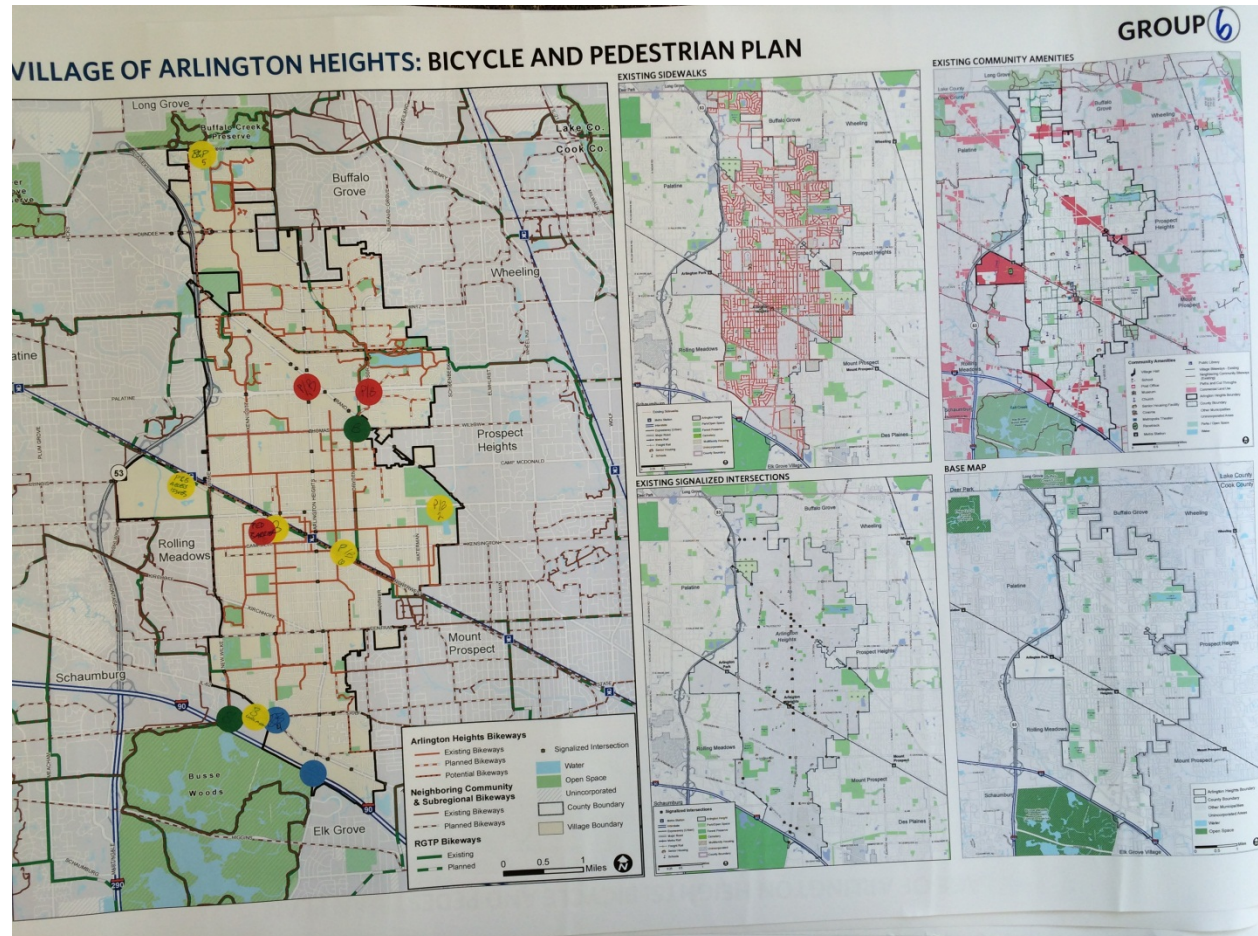
Review of the Draft Vision Statement

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Comment: Vision claims that we are already bicycling friendly. Wording should be “Strives to be, is working to be, aspires to be,” not “is.”

GROUP 6's MAP



BIG IDEA SUMMARY

After working in smaller groups to create their unique vision for how to improve walking and biking in Arlington Heights each group presented their key ideas and recommendations to the larger group. Then the larger group was asked to vote (using key pad polling) for their top three ideas (in order of importance) from each of the smaller groups. The following table summarizes the results of the voting:

Responses		
Big Idea	Percent	Weighted Count
Linkages to open space (Parks, Forest Preserves, Des Plaines River Trail)	23.93%	168
Signage and bike striping (visible)	23.50%	165
Overpass/underpass (Northwest Highway/Triangle of Death, I-90)	15.38%	108
Education and enforcement (online, workshops)	11.97%	84
Linkages to destinations (home, work)	11.11%	78
Intersection improvements (countdown signals)	9.40%	66
Bike parking phone app (portable bicycle racks)	2.56%	18
Safety (sale of lights)	2.14%	15
Totals	100%	702

The majority of workshop attendees, or approximately 24%, that voted on their top three big ideas indicated that their most preferred idea was linkages to open space including neighborhood parks, Forest Preserves, and the Des Plaines River Trail. The next popular big idea, which came in very close to the first idea with 23% of the votes, was the need for increased signage and visible bicycle striping throughout the Village. Approximately 15% of the participants voted for the need of overpasses and underpasses along Northwest Highway, Palatine Road, Rand Road, and Arlington Heights Road commonly referred to as the “Triangle of Death,” and Interstate 90, as the third top big idea.