



Select Ped/Bike Projects Update March 2018

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Select Ped/Bike Projects Update

**1. Overview of Various Projects in Progress**

**2. Select Mid-Block Crossing Projects**

- a. Miner Street (Downtown Des Plaines)
- b. Mt. Prospect Rd (at High Ridge Knolls Trail)
- c. Wolf Rd (at Hoffman Parkway)
- d. Touhy AVE (btwn Lee and Mannheim)

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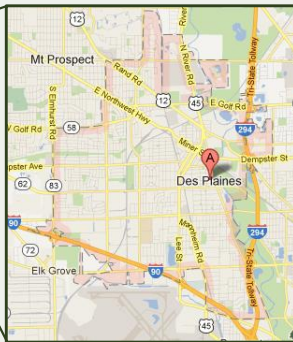
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Des Plaines - City of Destiny



Area: 14.4 sq mi  
Population: 58,617

Miles of Roadways: 249  
Railroad Lines: 3  
Tollways: 2  
Major Rivers: 1  
Adjacent Airports: 1



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### Overview of Projects in Progress

- a) Grant-funded Projects
  - a) Central Rd Bicycle Shoulders
  - b) Ballard Rd Sidepath
  - c) Rand Rd Sidepath
  - d) Lee-Forest Signalization
  - e) Mt. Prospect Rd Ped Median
  - f) S-Curve Ped/Bike Underpass\*

#### b) Opportunistic Projects

- City of Des Plaines Capital Improvement Program
- Other Agency Projects (IDOT, Cook County, Tollway, Forest Preserve District)




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### Overview of Projects in Progress

City of Des Plaines  
Existing Bike Network Map  
with some Pending Projects Indicated




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### Overview of Projects in Progress




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### Planning behind the Projects

2011 City of Des Plaines Complete Streets Policy



2011 City of Des Plaines Active Transportation Plan



2011 City of Des Plaines School Transportation Plan



2010 NWMC Regional Bike Plan



2012 NWMC DP River Corridor Plan



2012 NWMC NW Hwy Corridor Plan



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### Central Rd Bike Shoulders - Signage

**Barrington-Wilmette Harbor Regional Bikeway**

Total Length: 27.4 mi

The Central Bikeway is a regional multi-use corridor between Lincoln 34, Cambridge and the Des Plaines Trail and Lake Michigan. The corridor engages five provincial regional jurisdictions and it connects 10 municipalities, 9 of which are former members of the former Des Plaines County, including Barrington, Wilmette, Rosemont, Des Plaines, and Northbrook and the former City of Addison. It also has great local connectivity. The corridor offers reasonable connections to the local and regional rail network, and the ability to connect with other transportation modes in the region, and to the local and regional network (Lombard, Addison and 120th St in Illinois). In contrast to these barriers, there is an existing Lake County bridge over I-90.

The corridor is 40 percent paved, 10 percent unpaved, 20 percent shared, and 30 percent fence. The 10 percent that is paved is mostly on the NW side of the road. In order to provide a more uniform and higher quality of service, it is recommended that these gaps become a priority within the municipal systems.

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### Algonquin Rd Buffered Bike Lanes

Strava Bicycle Heat Map (2015 data)

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Algonquin Rd Buffered Bike Lanes



Before reallocation of lane width      After (bike symbols not yet added)

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Palate Cleanser Slide



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Select Ped/Bike Projects Update

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### Select Mid-Block Crossing Projects



- Requests for safer arterial crossing have been accelerating in past years
- Connections btwn residential, office, commercial, PACE bus stops, etc...
- Different context leads to different solutions
- State of the practice is evolving




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### Miner Street (Downtown Des Plaines)

Overview map




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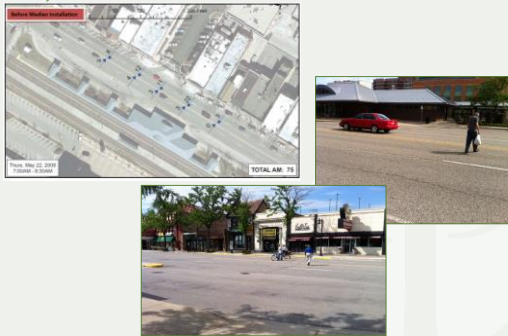
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### Miner Street (Downtown Des Plaines)

Pre-Project Conditions




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Miner Street (Downtown Des Plaines)

2007 Downtown Study  
City of Des Plaines  
Parking and Traffic Study  
City of Des Plaines, Illinois  
Final Report  
March 1, 2007

FHWA Proven Safety Countermeasures

City of Chicago – Art Institute Crossing

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Miner Street (Downtown Des Plaines)

Pedestrian Refuge Median Design

Before Photo

After Photo

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Miner Street (Downtown Des Plaines)

Before, Streetview

After, Streetview

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### Miner Street (Downtown Des Plaines)



Post-Project Pedestrian Counts

- Approximately equivalent pedestrian traffic
- Pedestrians steered toward crossing at single point




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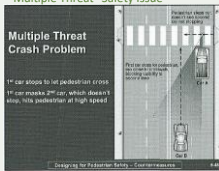
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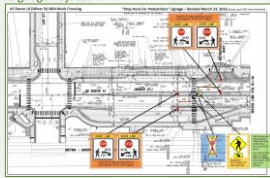
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### Miner Street (Downtown Des Plaines)

#### "Multiple Threat" Safety Issue



#### Signage Adjustments




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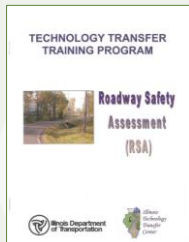
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### Miner Street (Downtown Des Plaines)

#### Roadway Safety Assessment – March 21-22, 2016




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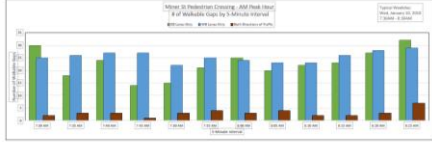
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### Miner Street (Downtown Des Plaines)

#### Gap Study




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### Miner Street (Downtown Des Plaines)

#### Near-term Proposed Crossing Adjustments




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### Mt. Prospect Rd (at High Ridge Knolls Trail)




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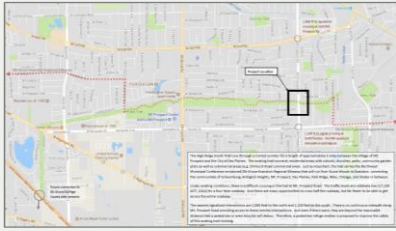
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Mt. Prospect Rd (At High Ridge Knolls Trail)



Lanes	4 plus 16' wide mountable median
ADT	17,100
Speed Limit	40 mph
Land Use	Industrial to the south, residential adjacent and north. Not a designated truck route.

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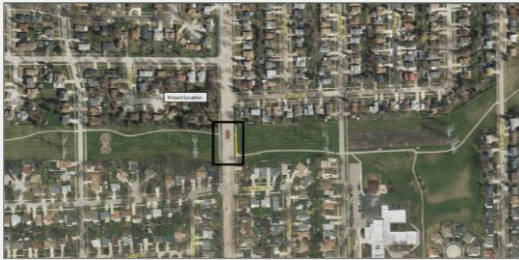
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Mt. Prospect Rd (At High Ridge Knolls Trail)



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Mt. Prospect Rd (At High Ridge Knolls Trail)



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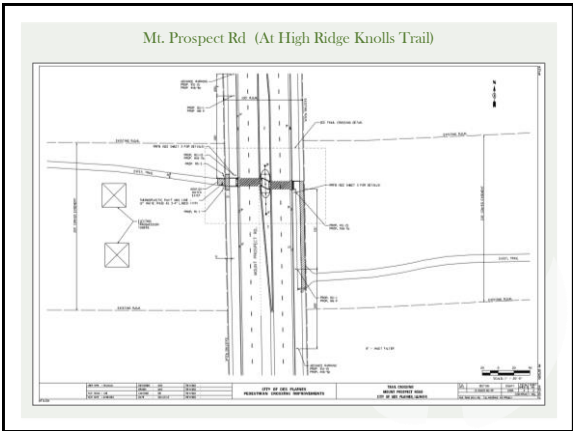
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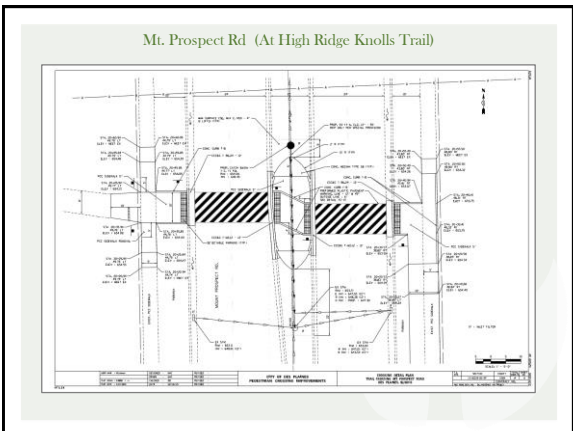
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Mt. Prospect Rd (At High Ridge Knolls Trail)

Existing Conditions

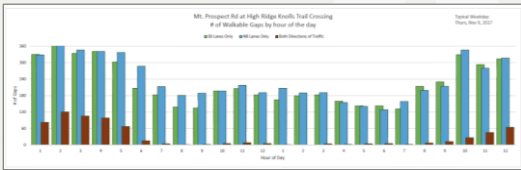


Devon Ave at Valley Line Trail (Lincolnwood) - Recent RRFB Equipped Multi-



Horizontal lines for notes.

Mt. Prospect Rd (At High Ridge Knolls Trail)



Horizontal lines for notes.

Wolf Rd (at Hoffman Parkway)



Horizontal lines for notes.

Wolf Rd (at Hoffman Parkway)

Project Location Map



Lanes	4 plus 12' wide mountable median
ADT	13,000
Speed Limit	35 mph
Land Use	Residential. Not a designated truck route.

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Wolf Rd (at Hoffman Parkway)

Existing Pedestrian Crossing




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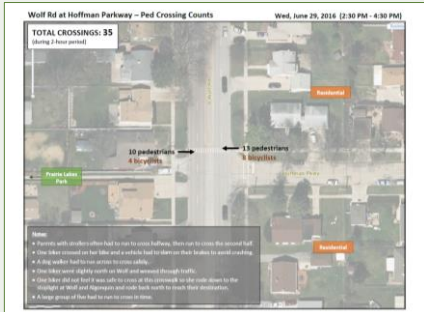
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Wolf Rd (at Hoffman Parkway)




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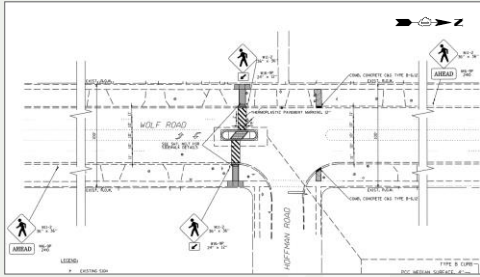
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Wolf Rd (at Hoffman Parkway)




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Wolf Rd (at Hoffman Parkway)




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Touhy Ave  
(btwn Lee and Mannheim)




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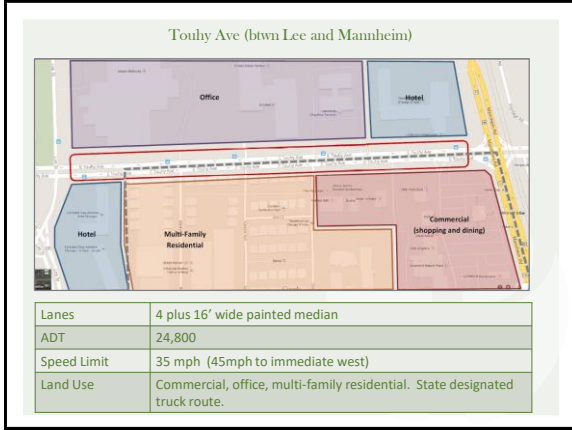
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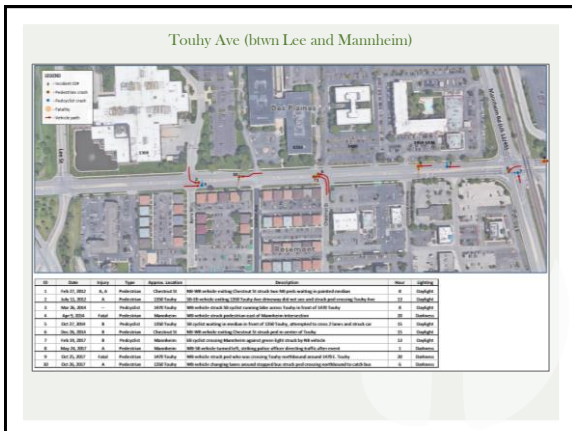
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### Lessons Learned Summary

- There has been greater demand in recent years for pedestrian and bicycle connections that were not originally included in the transportation network.
- PACE bus and access to work is driving a lot of the requests. Along with connections to parks and schools.
- Different context leads to different solutions
- State of the practice is still evolving and permitting of safety improvements can be a challenge

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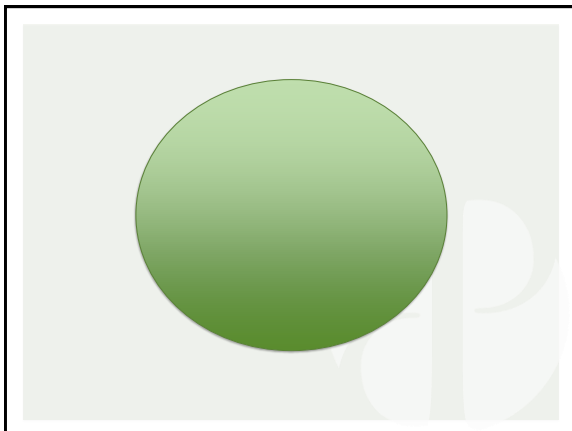
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