



Prairie Crossing Bike Path

Villages of Mundelein, Libertyville, Grayslake (Lake County)

The problem

The Prairie Crossing Bike Path was identified as a regional bicycle priority in Lake County’s 2020 Transportation Priority Plan. The shared-use path along Midlothian Road provide a north–south regional connection, starting from the Millennium Trail, located on Hawley Street (south), to the two Prairie Crossing Metra, where it would connect to the Village of Grayslake’s extensive bikeway system and the Lake County’s Forest Preserve District’s (LCFPD) Rollins Road Savannah further north. In July 2012, the last three segments of the Prairie Crossing shared-use path were constructed and the path now provides continuous and safe non-motorized access to the residents of the Villages of Mundelein, Libertyville and Grayslake to the Fremont Library, Mechanics Grove Elementary and Carl Sandburg Middle Schools, Mundelein High Schools, Mundelein Park District Water Park and Community Park, Lake County Fairgrounds, and to the shopping center on Midlothian Road/IL Rte. 176.

The solution

The Prairie Crossing Bike Path (PCBP) provides a safe, non-motorized transportation alternative for Lake County residents and with the anticipation of its construction, two additional non-motorized regional east-west facilities are programmed for construction: 1) LCFPD’s Fort Hill Trail, running west along Peterson Road and south on Fremont Center Road to the Ray Lake Forest Preserve and the Lakewood Forest Preserve; 2) Libertyville Township’s Casey Road Trail will connect the Des Plaines River Trail (DPRT) to the PCBP.

Also, the Lake County Division of Transportation (LCDOT) and the Village of Mundelein are working together to plan and construct the last segment of the Millennium Trail, which will connect to the existing North Shore Bike Path and provide safe non-motorized alternative travel options to Lake County Residents. Once this last segment is constructed, the residents of the Villages of Grayslake, Round Lake, Lindenhurst, and Mundelein will be able to connect to the North Shore Bike Path, which is also part of the Grand Illinois Trail, and travel east to the Robert McClory Bike Path and the Des Plaines River Trail.

The process

The Prairie Crossing Bike Path (PCBP) facility was identified as a regional connector in the Lake County’s 2020 Transportation Priority Plan.

The facility was funded through a combination of CMAQ federal funds and Lake County for the local match.

The project was a collaborative effort between LCDOT, the Village of Mundelein, and the Mundelein Park District (MPD). A portion of the proposed bike path was to run parallel to a MPD path in Asbury Park. The concept of connecting the MPD path with the Prairie Crossing bike path, in lieu of constructing two parallel paths was proposed to the MPD and it was well received. Another portion of PCBP was proposed to be constructed on a Village street where there was already an existing sidewalk. LCDOT approached the Village and they agreed connectivity of the path would be valuable to their residents and approved the conversion of a portion of sidewalk to bike path on Sheffield Avenue.

Overview

The Prairie Crossing shared-use path serves as a key central connector in Lake County, providing direct access to regional bikeways (Millennium Trail, North Shore BP, and Des Plaines River Trail), two Metra commuter stations, Fremont Township Library, Lake County Fairgrounds, Mundelein HS, Middle School, and Park District, and to other adjacent municipal bikeways systems.

CMAP Resources

- [Access Management Strategy Paper](#)
- [Urban Design Strategy Paper](#)
- [Bicycling Strategy Paper](#)
- [GO TO 2040 Chapter on Livable Communities](#)

GO TO 2040

Recommendation: Regional Mobility -

Prioritize maintenance and modernization projects when making investment decisions.



A cyclist on the Prairie Crossing Bike Path, near Lake County Fairgrounds.

For more information

Darrell Kuntz, Project Engineer
 Lake County DOT
 phone: 847-377-7459
 email: dkuntz@lakecountyil.gov

Municipal facilities such as fire hydrants needed to be relocated to avoid conflict with the PCBP. In one case, an easement needed to be acquired to relocate the hydrant.

Several temporary grading easements needed to be acquired to allow for the PCBP to fit in with the existing terrain near the south end of the project.

The proposed design conformed to the AASHTO maximum lineal grade of 5%. However, the terrain near the right-of-way at the south end of the project rose much quicker than 5%. This created the need for several temporary grading easements to allow for the PCBP to fit in with the existing topography. Retaining walls were considered in lieu of a grading easement, however, there was not enough space construct the walls entirely within the right-of-way and have the bike path the required distance away from the roadway.

Community considerations

The residents of the Villages of Mundelein, Libertyville and Grayslake have embraced this project from the start and have been very cooperative and expressed their support for the project at a public meeting the LCDOT hosted

The construction of the Prairie Crossing Bike Path was a multi-jurisdictional collaboration and well supported by the Villages of Mundelein, Libertyville and Grayslake, Mundelein School District and Park District, Illinois Department of Transportation, and Lake County Forest Preserve District and Division of Transportation.

Outcomes

The last three segments of the Prairie Crossing Bike Path (PCBP) were finished in July of 2012 and since, we have seen a remarkable increase in users, especially from students, who safely use the path to travel to and from the area schools, Park District, and the Library.

The PCBP will be an additional way to access this summer's Lake County Fair to be held in the end of July.

We will continue to monitor the volume of users on the path and assess the increase of users.

Lessons learned

Coordinating meetings with the local governmental agencies and the public to ensure the project considers all questions and comments.

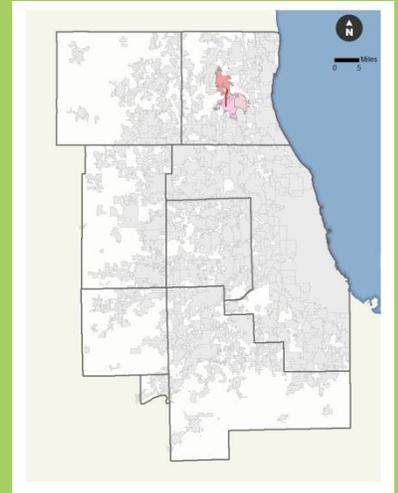
Update the public and residents who are anticipating the project completion. They can be some of the best public advocates for project.

Since federal funds were used, frequent coordination with IDOT is necessary to ensure the project follows the federal guidelines.

Related keywords: Bicycle, multi-modal, transportation, trail, bike path

Contact Lindsay Banks (lbanks@cmap.illinois.gov) to submit a case study.

Location Map:



Additional Resources

- [FHWA Report on "Road Diets"](#)
- [Various articles on Walkability](#)