



Elgin O'Hare Regional Bicycle and Pedestrian Plan



DuPage County and the communities located in the vicinity of the Elgin O'Hare Expressway will enjoy a trail and roadway system that enables bicycle and pedestrian transportation for residents and visitors of all ages and abilities. Bicycling and walking will be comfortable, safe, efficient, and enjoyable forms of moving within and between County and the area's communities. This plan will assist the County and Elgin O'Hare communities as they seek improved health outcomes, economic prosperity, enhanced livability, improved air quality, preserved greenspace, and smart community investment.

The Elgin O'Hare Regional Bicycle and Pedestrian Plan covers an approximately 70-square mile region located about 30 miles northwest of the City of Chicago. The study area spans ten municipalities, DuPage and Cook counties, and multiple transportation agencies, in addition to many other jurisdictions. The Elgin O'Hare Expressway's construction represents one of the surrounding communities' biggest changes in decades. With such a massive infrastructure project underway, this plan will seek to provide a vision and framework for providing multimodal connections along and across the Elgin-O'Hare corridor.

The plan process included the following:

Existing Conditions: The process began with an evaluation of the physical, social, and policy contexts surrounding the plan's development, including a thorough analysis of existing land uses, community contexts, and the area's transportation system.

Public and Stakeholder Engagement: The plan utilized a variety of methods to reach people who live, work, and play within the study area.

Recommendations: The team used information and data gathered from the previous components to develop recommendations for improving the ability for people in the region to walk or bicycle.

Implementation: The team prioritized recommendations, evaluated funding resources, and illustrated potential projects for early action.



New bike lane installed as part of Elgin O'Hare Expressway construction.

PREPARED FOR

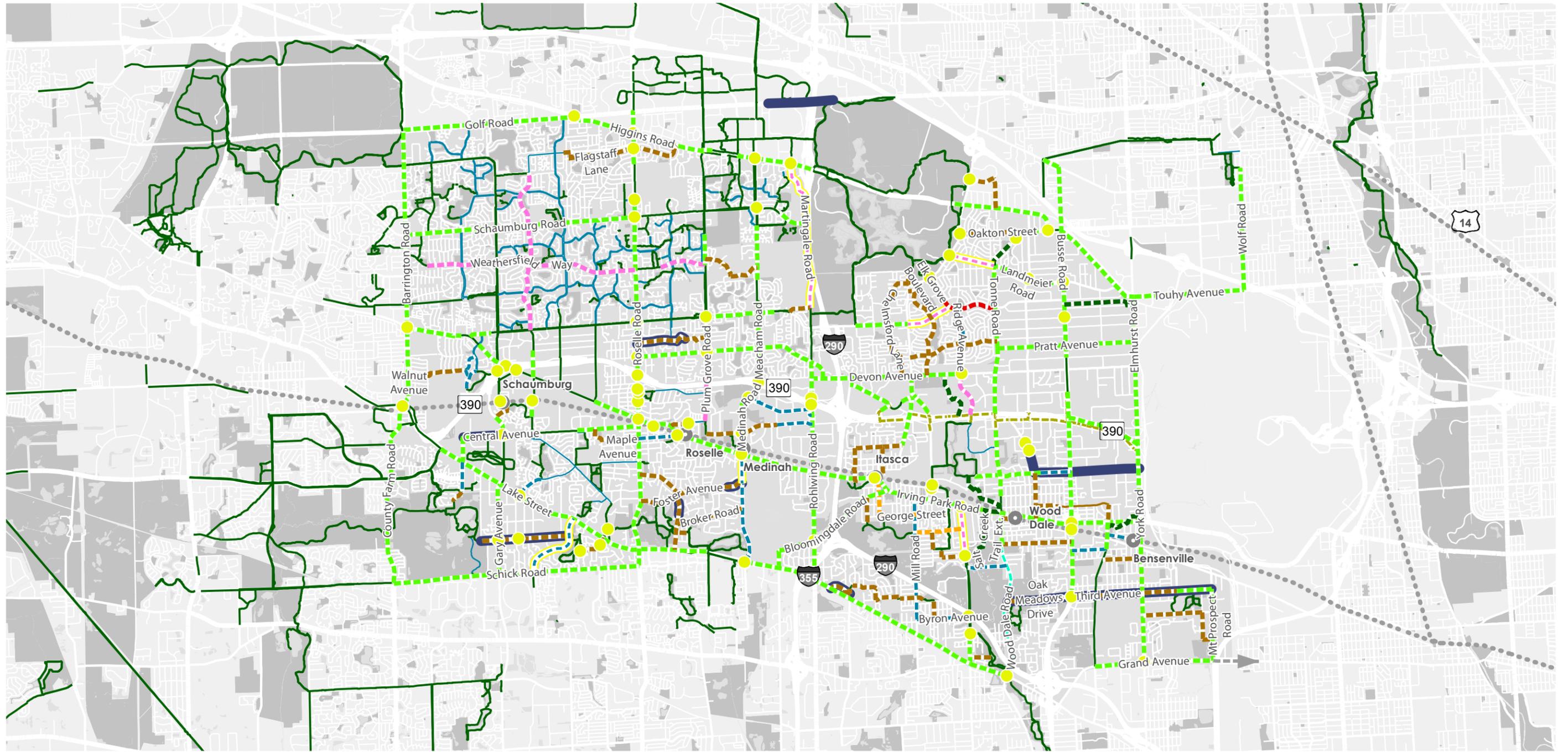


Chicago Metropolitan
Agency for Planning

PREPARED BY



JACOBS



Proposed Network Improvements and Surrounding Area

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| <ul style="list-style-type: none"> Proposed Corridor Network Future Study Needed Shared Lane Markings, Neighborhood Greenway, and/or Wayfinding Combination Bicycle-Parking Lane | <ul style="list-style-type: none"> Traffic Calming, Streetscaping, and/or Wayfinding Shoulder Bike Lane Bike Lane Bike Lane with Road Diet Separated Bike Lane * Separated Bike Lane with Road Diet* Sidepath Trail | <ul style="list-style-type: none"> Tollway-proposed Bicycle and Pedestrian Infrastructure Proposed New Sidewalks Programmed Neighborhood Greenway Existing Bike Lane Existing or Programmed Sidepath or Trail Metra Railroads Study Area |
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Key Findings:

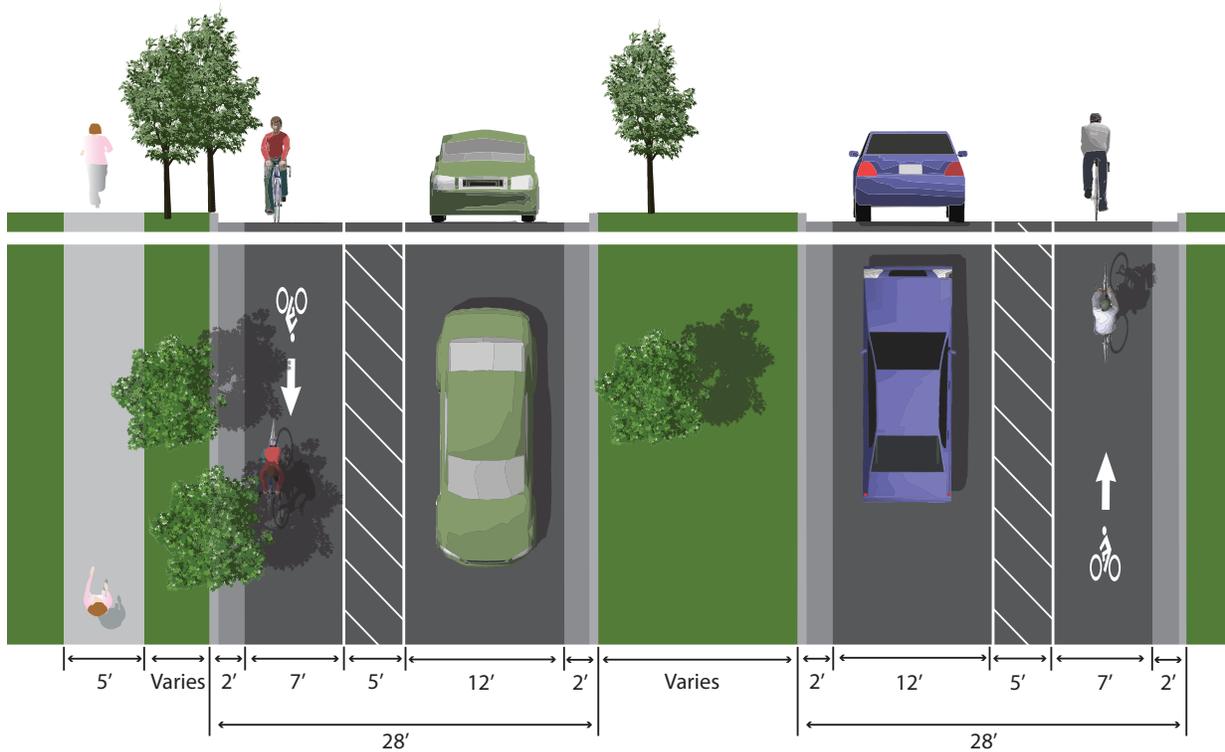
- **Calm residential streets** typically feature low speeds and low car traffic volumes, providing routes for residents to reach local destinations, such as neighborhood parks.
- **Sidewalks and marked crossings for pedestrians** help provide space for people to walk within environments that have historically been focused on car traffic.
- **Pleasant off-street trails** provide opportunities for walking and bicycling away from car traffic.
- **Automobile-focused major streets** deter travel by bicycle and by foot. These streets may lack appropriate accommodation for all roadway users.
- **Low-density development and isolated commercial areas** pose a challenge for creating walking and bicycle connections between distant destinations.
- **Wide, automobile-focused intersections**—often very far apart—act as obstacles for those who wish to cross.

Key Recommendations:

The recommended improvements to achieve the plan's goals focus on applying low-stress bike- and pedestrian-friendly infrastructure—such as sidepaths, separated bike lanes, and intersection improvements—to the existing street network and continuing or adding new trails to expand the off-street network.

An overall regional network, included on the previous page, shows recommended facilities. In addition, regional programs, such as a counts program in areas with a high crash rate, regional events, and commuting resources, and adoption of Complete Streets policies were recommended.

The plan document also includes a number of resources, such as funding mechanisms and facility design guidelines, to guide future implementation of the network. Conceptual plans for priority corridors were included.



Conceptual plan and section of recommended improvements on Mittel Avenue.

For more information, please contact:

