Elgin O'Hare Regional Bicycle and Pedestrian Plan

Interim Recommendations Memorandum - Fall 2016

PREPARED FOR

Chicago Metropolitan Agency for Planning

PREPARED BY

Memorandum Contents:

- Proposed Network Improvements
- Recommended Treatments
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A new shared-use path along Lake Street near the Elgin O'Hare Expressway shows progress towards a more pedestrian- and bicycle-friendly region.

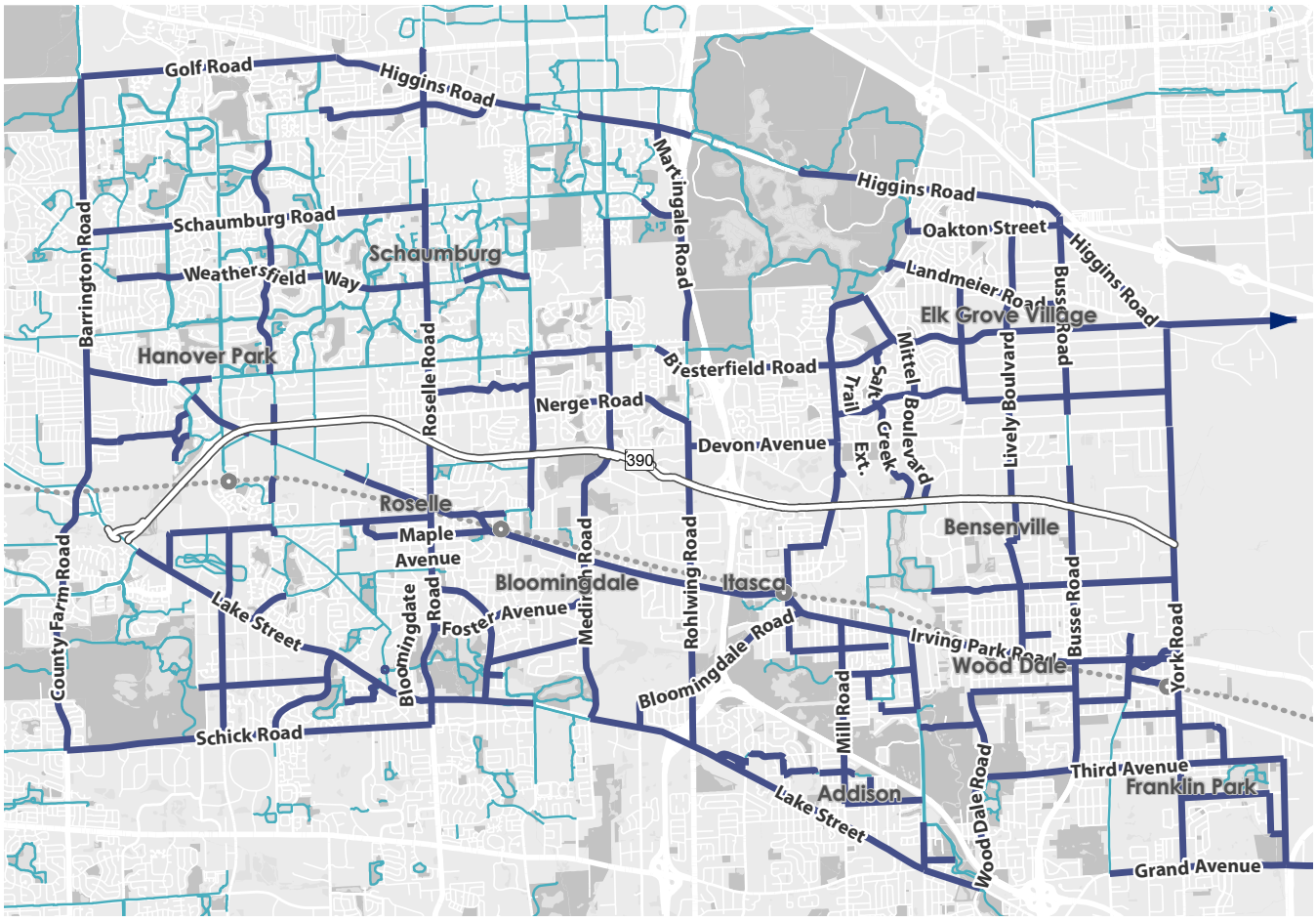
INTERIM RECOMMENDATIONS MEMORANDUM

This memorandum presents potential corridor and intersection improvements throughout the Elgin O'Hare Regional Bicycle and Pedestrian study area. The complete active transportation network aims to create safe and comfortable routes for people who walk, ride bikes, and drive through the study area. Specific network goals include:

- Provide a bicycle and pedestrian network that connects major destinations and provides safe travel within the study area
- Provide safe and comfortable crossing options across the Elgin O'Hare Expressway (IL 390)
- Improve transit access
- Improve trail access

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

The recommended facility types are described in this section. The recommended network, with the facilities or treatments defined, is shown broken down into four quadrants. The basis of the recommendations—whether they connect existing facilities, address traffic stress, address high crash rates, or were requested during public input—is also noted.



An overall map of the proposed bicycle/pedestrian network.

RECOMMENDED TREATMENTS

The study area spans a wide range of land use types and street infrastructure—from commercial to industrial to residential. Many streets in the area, such as low-speed, low-volume neighborhood streets, may not need improved sidewalks or dedicated bicycle lanes to provide a safe and welcoming environment for walking or bicycling. Larger roadways that carry more vehicles at higher speeds may require more extensive pedestrian crossing infrastructure, pavement markings, separated bike lanes, and off-street paths to allow for safe travel by pedestrians and bicyclists of a wide range of ages and abilities. The recommended network builds on existing on- and off-street pedestrian and bicycle infrastructure by using a variety of treatments, which are described here. More detailed design guidelines for these facilities will be provided in the design guideline appendix to the plan.

PEDESTRIAN AND BICYCLE FACILITY IMPROVEMENTS

SIDEWALK

Sidewalks are the most fundamental element of the walking network, as they provide an area for pedestrian travel separated from vehicle traffic. Providing adequate and accessible facilities can lead to increased numbers of people walking, improved safety, and the creation of social space. However, network gaps, lack of maintenance, and lack of accommodation for users with disabilities will discourage active transportation.

Recommendations to improving the sidewalk network in this plan focus primarily on intersection improvements and further separating pedestrians from motor vehicle traffic using bicycle facilities.

A continuous sidewalk network with safe crossings encourages walking.

SIDEPATH

A sidepath is essentially an extra-wide sidewalk that allows for off-street bicycle and pedestrian use. While they are separated from motor vehicle traffic, they follow existing major roadways, allowing easy access to the greater network and popular destinations. Because sidepaths are adjacent to roadways, they work best along streets without extensive curb cuts for driveways, and they require ample right-of-way space to expand the sidewalk.

Sidepaths are recommended in this plan along high-speed, high-volume roadways with ample right-of-way or where the existing roadway is too narrow to incorporate on-street bicycle infrastructure.

Sidepaths accommodate pedestrians and bicyclists adjacent to roadways.

TRAIL

A shared-use path, also called a multi-use trail, allows for two-way, off-street travel by pedestrians, bicyclists, skaters, wheelchair users, joggers and other non-motorized users. These facilities are frequently found in forest preserves, parks, along rivers, and in greenbelts or utility corridors where there are few conflicts with motorized vehicles. Because of their separation from motor vehicle traffic, shared-use paths appeal to the widest variety of user types, from families with children to adult recreational users to everyday commuters. When these linear shared-use paths lead to popular destinations or connect to the on-street bikeway network, their utility expands greatly, offering a comfortable, low-stress bicycling and walking environment for people to use for everyday trips.

Recommended trails in the plan are extensions of existing trail infrastructure or take advantage of utility corridors.

Trails are completely separate from road infrastructure.

BICYCLE FACILITY IMPROVEMENTS

NEIGHBORHOOD GREENWAYS

Neighborhood greenways are local or collector streets with low motorized traffic volumes and speeds, generally less than 3,000 average annual daily travel (AADT), designated and designed to maintain low travel speeds and traffic volumes and give bicycle and pedestrian travel priority. These greenways use signs, pavement markings, and traffic-calming measures to discourage through trips by motor vehicles, while accommodating local access. These facilities provide people of all ages and abilities with comfortable and attractive places to walk and ride a bicycle. Intersection crossing treatments (particularly at arterial crossings) are used to create safer, more comfortable, and convenient bicycle- and pedestrian-optimized streets. People riding bicycles should feel comfortable bicycling two abreast or "conversation riding" while traveling on a neighborhood greenway.

In this plan, neighborhood greenways are used to connect gaps in the network and to connect residential, neighborhood streets with low speeds and low motor vehicle volumes to points of interest and existing or proposed separated bikeways or trails.

Neighborhood greenways prioritize bicyclists and pedestrians.

SHARED LANE MARKINGS

On shared streets, bicyclists and motor vehicles use the same roadway space. Shared lane markings (sharrows) are used in concert with guidance or regulatory signs to provide information to people riding bicycles and to alert people driving motor vehicles to be aware and respectful of other road users. "Bikes May Use Full Lane" signs can also be used to reinforce that bikes are allowed to use the full lane of travel on the street. Sharrows

remind drivers of bicycle traffic on the street and recommend proper bicyclist positioning within the travel lane. Marked and signed shared roadways are often installed on streets that have considerable constraints prohibiting a more substantial bikeway type but are essential for addressing a gap in the bikeway network or serving as the final leg of a bicycle route on a low-volume, low-speed roadway.

Shared lane markings are recommended in this plan on low-speed, low-volume roadways with width constraints to connect network gaps.

Shared lane markings remind motorists of bicyclists' rights to use travel lanes.

TRAVEL LANE CONVERSIONS

Travel lane conversions, also called road diets, use existing travel lanes for on-street parking, bike lanes, sidewalk expansions, or other roadway features. Many roads undergo four-to-three conversions, for instance, to convert four-lane roads into two travel lanes plus one center turning lane. Reduced travel lane widths encourage lower motor vehicle travel speeds in addition to providing space for bike lanes.

Four travel lanes were converted two travel lanes with a center turn lane, bicycle lanes, and bulbouts.

When paired with bulbouts, they also shorten the distance a pedestrian must cross during a signal.

Travel lane conversions are recommended for some existing roadways with four or more travel lanes that average near or below 15,000 vehicles per day. The plan recommends using this tool to reconfigure extra travel lane capacity to install bike lanes, pedestrian refuge islands, two-way center turn lanes, and other features. An in-depth evaluation of roadway conditions must take place prior to implementation and should include average daily traffic, peak hour and peak direction volumes, turning movements, freight traffic, and level and quality of service for bicycle, pedestrian, transit, and vehicle users.

BIKE LANE

Bicycle lanes designate an exclusive on-road space for bicyclists with pavement markings and signage. The bicycle lane is located adjacent to motor vehicle travel lanes and bicyclists ride in the same direction as motor vehicle traffic. Bicycle lanes are typically on the right side of the street (on a two-way street), between the adjacent travel lane and curb, road edge, or parking lane.

Bike lanes are used in this plan primarily on lower-volume streets to close gaps in the network. In some cases, bike lanes are recommended in concert with travel lane conversions.

Bike lanes provide a distinct area for bicyclists but minimal separation from traffic.

SEPARATED BIKE LANE

Separated bicycle lanes are conventional bike lanes separated from the adjacent motor vehicle travel lane or parking lane with either a buffer space designated with road markings or a physical separation, such as a curb or planters, which can also enhance the roadway's aesthetics. Separated bike lanes, while physically separated from motor vehicle traffic, typically provide bicycle travel in the same direction as motor vehicle traffic and give both bicyclists and pedestrians traveling on the sidewalk protection from traffic. They may be at street level, or distinct from the sidewalk, as a raised cycle track. In situations where on-street parking is allowed, separated bike lanes are located adjacent to the curb and sidewalk, with on-street parking repositioned to buffer people on bicycles from moving vehicles.

Buffered bike lanes separate bicyclists from motor vehicle traffic.

Physically separated bike lanes separate bicyclists from motor vehicle traffic.

Separated bike lanes are recommended in this plan along major roads where lane widths can be reduced to accommodate them. In some cases, separated bike lanes are recommended in concert with travel lane conversions.

INTERSECTION/CROSSING IMPROVEMENTS

Providing easily understandable interactions between people walking and riding bicycles and motorists increases safety for all.

STREET MARKINGS

Crosswalks designate space for pedestrians to cross safely. Providing marked crosswalks at intersections where they do not currently exist or improving the visibility of existing sidewalks could be particularly impactful because of Illinois law requiring cars to yield to any pedestrians within the crosswalk.

High-visibility crosswalks with ladder bars are easier for both pedestrians, especially those with visual impairments, and motor vehicle operators to see. Accessible curb cuts allow users of all abilities to safely transition to and from sidewalks.

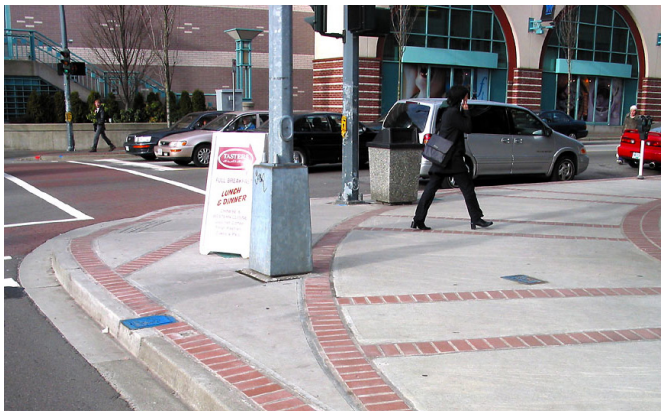
Mixing zones and markings through the intersection provide predictability and safety for all users.

Similarly, bicycle lane street markings carried through the intersection can direct bicyclists where to stop for signals and how to proceed through the intersection.

SIGNALIZED INTERSECTIONS

Signalized intersections within the study area should be redesigned to accommodate bicycle and pedestrian infrastructure. Specific treatments may include longer signals to ensure pedestrians can cross safely, pedestrian countdown timers, and prohibition of right turns on red for motor vehicles. Busier intersections on wider streets may include pedestrian refuge islands, where slower pedestrians can safely stop and wait for another signal.

Countdown timers let pedestrians know how long they have the signal.



A reduced corner radius slows turning vehicles and decreases distances for pedestrian crossings.

TURN LANES

Turn lanes are a major source of conflicts between people driving motor vehicles and those walking or biking. Removal of slip lanes for right-hand turns and reducing radii of turning lanes can slow turning vehicles, giving pedestrians more time to cross safely.

For on-street facilities, turning vehicles need to cross bicycle lanes. Recommended intersection treatments may include shared bicycle and right-turn lanes or defined crossing zones for turning vehicles, especially along separated bike lanes.

Shared turn lanes keep bicyclists to the left of turning vehicles.

TRAIL CROSSING

Crossings or locations where bicyclists and pedestrians exit sidepaths and trails and enter the on-street network are also critical points. Alerting drivers to trail access points through signage, stop

signs, pedestrian hybrid beacon or rectangular rapid flashing beacon (RRFB) signals are recommended in a number of locations.

More detailed design guidelines for these intersection treatments will be provided in the design guideline appendix to the plan.

RRFBs and pedestrian islands provide safer crossings for pedestrians.

TRAFFIC CALMING/LANDSCAPING

Traffic-calming features aim to further reduce travel speed and increase safety for all users. These may include intersection treatments—such as roundabouts, raised crosswalks, and refuge islands—or treatments that slow traffic, with bulbouts, medians, or diverters. Landscaping, such as planted parkways and medians, can also increase pedestrians' perceived safety through visual separation from roadways. When paired together, these elements can also provide a visual identity to a community.

Planted medians can be used to narrow travel lanes and reduce travel speeds.

Traffic calming and landscaping are recommended for downtown districts with high levels of pedestrian activity.

WAYFINDING

Landmarks, destinations, neighborhood business districts, natural features, and other visual cues help residents and visitors navigate. However, many of the recommended routes will utilize less familiar, lower-volume roadways that may not be as familiar to many people, especially pedestrians and bicyclists, who may typically use an alternate route when traveling by bus or car.

Wayfinding is recommended in this plan for locations of existing trail infrastructure to demonstrate connections to the proposed network. Although expanding the reach of existing signage systems should be encouraged throughout the study area, the plan highlights a few specific locations of current need.

Wayfinding directs users to areas of interest and can alert users to active transportation opportunities.

PROPOSED NETWORK IMPROVEMENTS

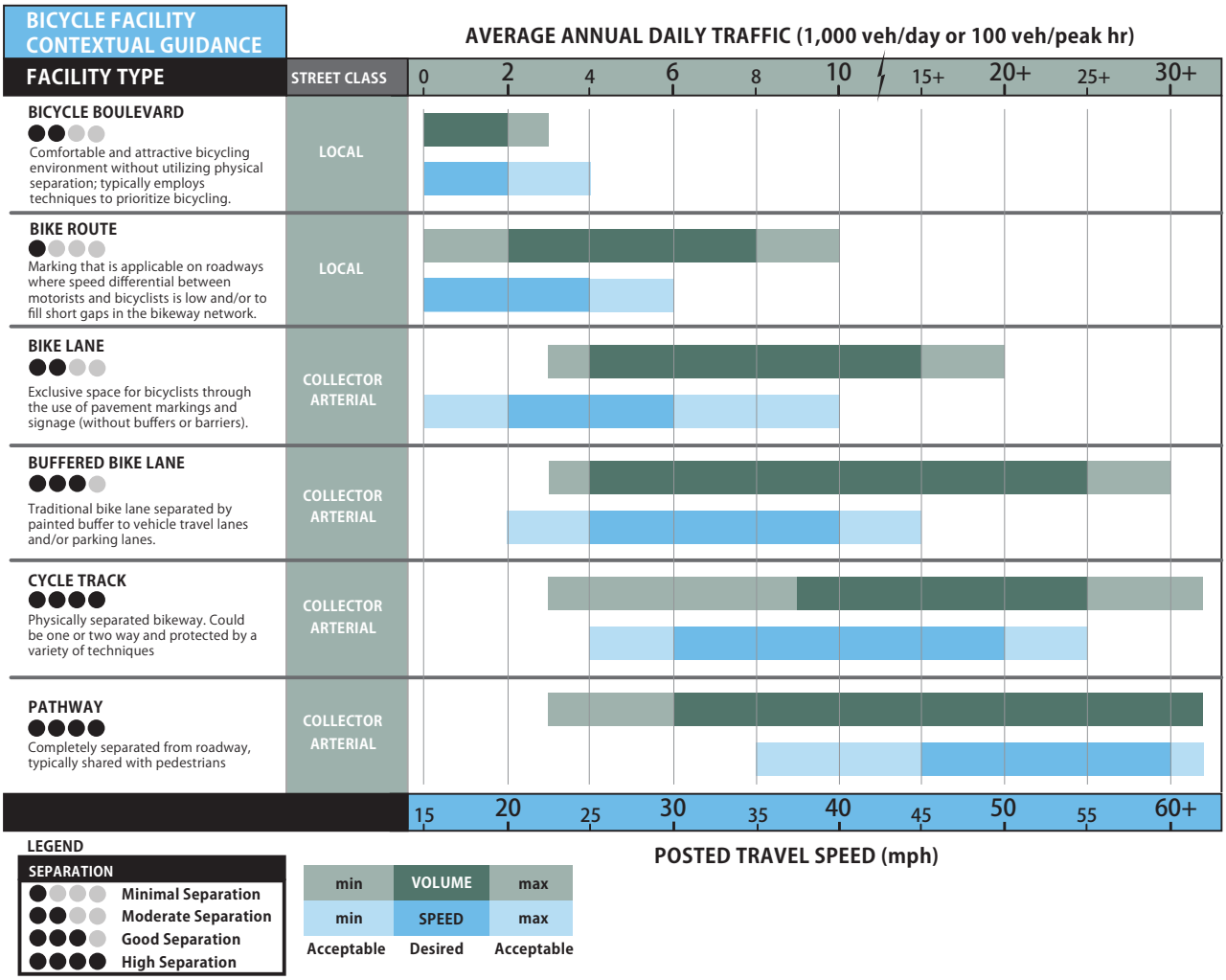
The map at right identifies proposed network improvements with potential facility types identified.

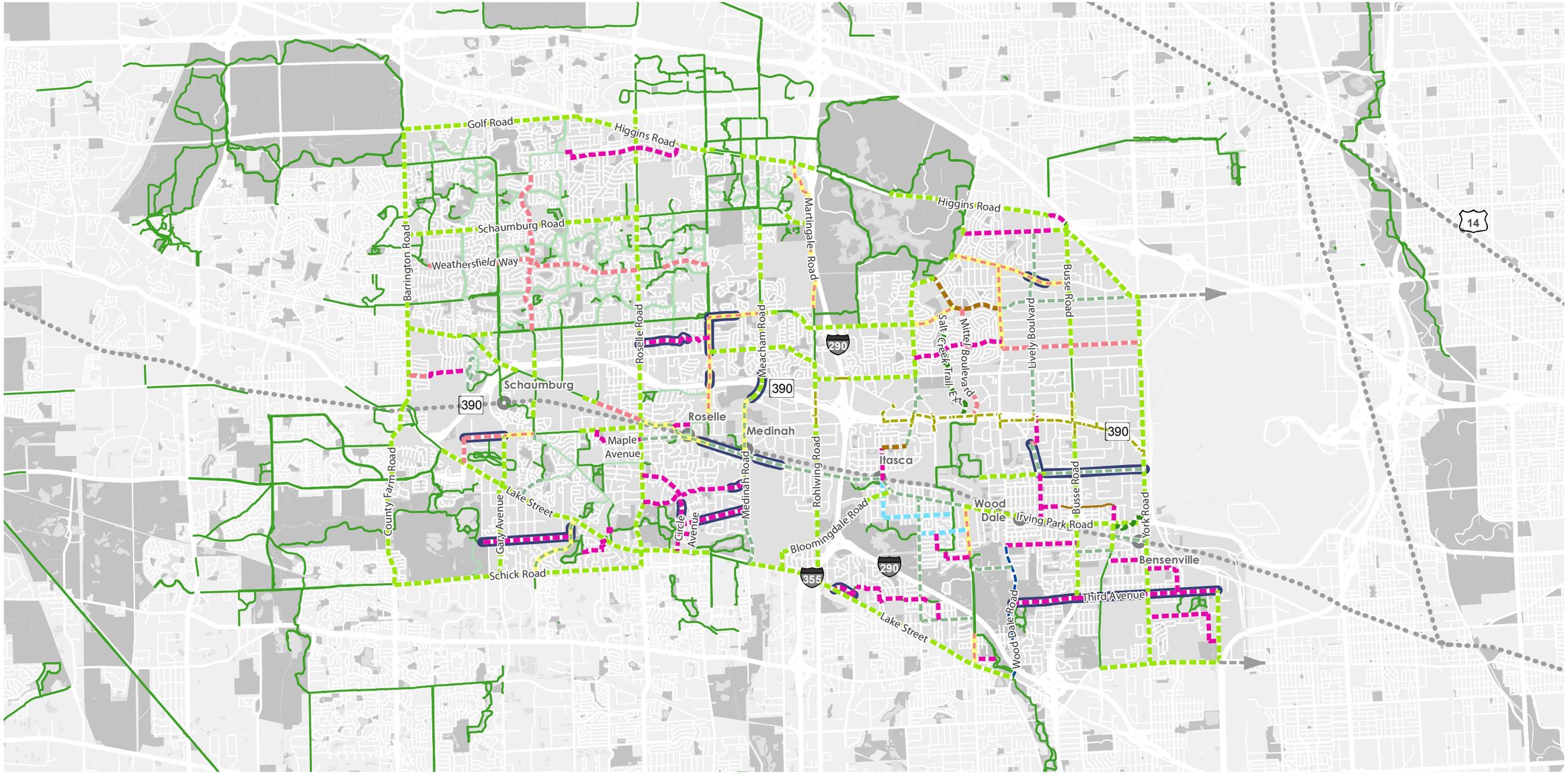
Facility selection is based on existing conditions, as outlined in the Existing Conditions report, as well as a project's potential for delivering a safe and connected multimodal network.

The chart below gives general guidance regarding selecting appropriate bicycle facility types based on AADT and posted speed limit. Actual recommendations may vary from this chart—for instance, sidepaths might be recommended along roadways despite their low AADT. Such a recommendation would typically be made in corridors with narrow, two-lane roadways that would not otherwise fit comfortable bicycle facilities. Other sidepaths are recommended along multi-lane arterials with AADT higher than 15,000. Some of these corridors may be options for future road diets.

The following pages show recommendations according to study area quadrant. A chart of recommendations is included, with aspects that influenced the proposed recommendation's inclusion—ability to increase network connectivity, existing moderate to high level of traffic stress (LTS), existing high crash rates, or feedback from the public input process.

Please note that buffer and barrier separated bike lanes are grouped together as separated bike lanes.





Proposed Network Improvements and Surrounding Area

Proposed Corridor Improvements

- Future Study Needed
- Shared Lane Markings, Neighborhood Greenway, and/or Wayfinding
- Combination Bicycle-Parking Lane
- 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
- 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

* Includes barrier and buffer separated bike lanes.

0 0.5 1 2 3 4 Miles

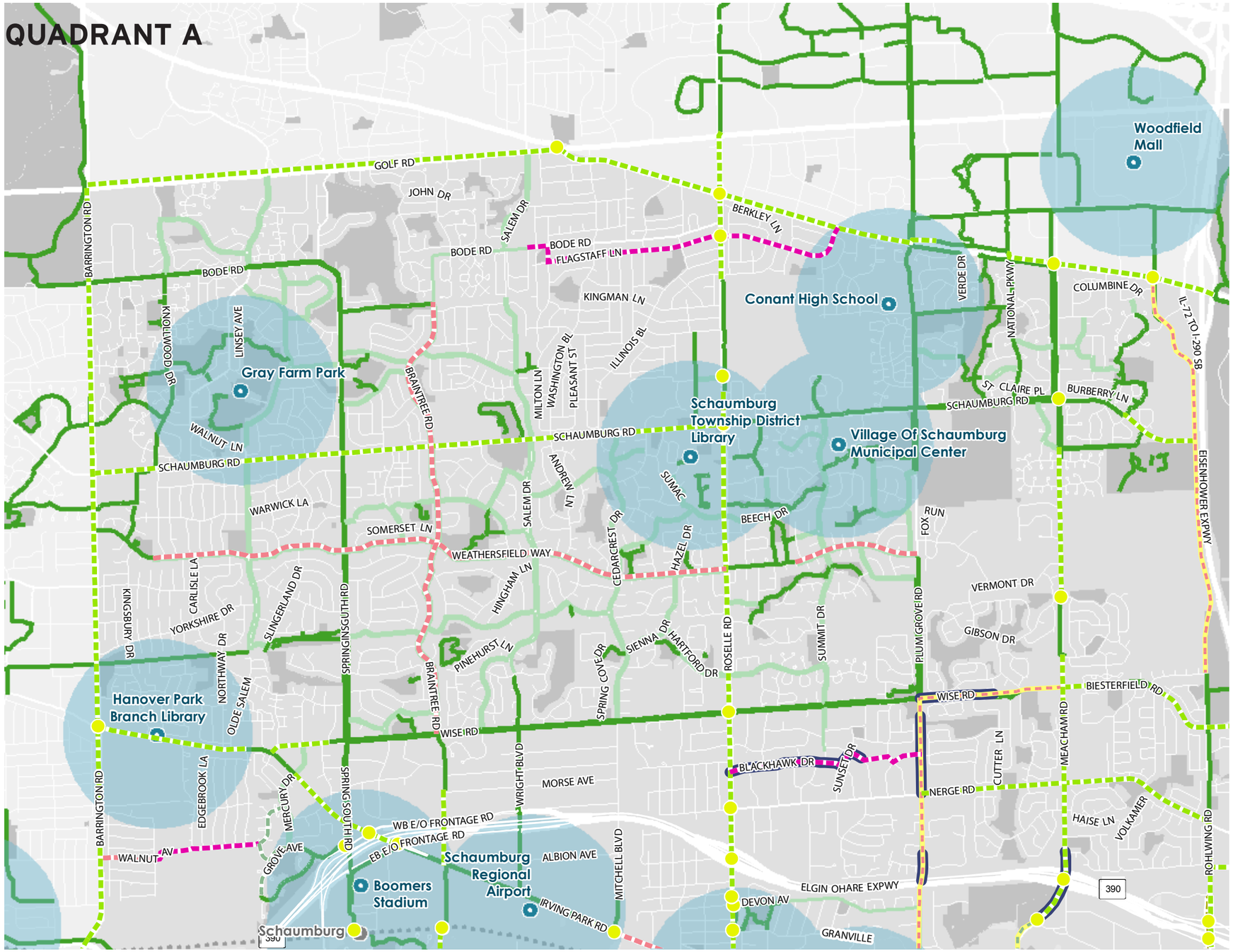
N

QUADRANT A RECOMMENDATIONS

Road Name	Recommended Facility	Road Diet?	Connect Existing Facilities	Moderate to High LTS Score	High Crash Corridor	Public Input	Extent One	Extent Two	Notes
EAST-WEST CORRIDORS									
Arizona Boulevard	Neighborhood Greenway	N	x				Roselle Road	Higgins Road	Investigate crossing at Roselle
Biesterfield Road	Sidepath	N	x				Meacham Road	Existing SUP/Home Avenue	
Biesterfield Road	Sidepath	N		x			White Trail Road	Beisner Road	Need to widen existing path at I-290 structure
Blackhawk Drive	Neighborhood Greenway	N					Roselle Road	Plum Grove Road	Alternative to Nerge Road
Blackhawk Drive	New Sidewalk	N					Arlington Heights Road	Mohawk Court	Includes Sunset Drive and Hillcrest Drive
Flagstaff Lane	Neighborhood Greenway	N	x				Western Street	Roselle Road	Short segment on Western. Investigate crossing at Roselle Road.
Higgins Road	Sidepath	N		x	x	x			Included in Schaumburg plan
Higgins Road	Sidepath	N		x	x	x			
Higgins Road	Sidepath	N		x	x	x			
Irving Park Road	Sidepath	N		x			Barrington Road	Wise Road	
Irving Park Road	Sidepath	N		x		x	Mercury Road	Long Road	
Irving Park Road	Sidepath	N		x	x	x	End of sidepath	Mitchell Road	Transition to buffer bike lane at Mitchell Blvd
Nerge Road	Sidepath	N		x		x	Plum Grove Road	Rohlwing Road	Alternative to road diet. Sidepath on the east side is included in previous Elk Grove plan
Schaumburg Road	Sidepath	N	x	x	x	x	Barrington Rd	Existing sidepath	
Schaumburg Road	Sidepath	N	x	x	x	x	Plum Grove Road	Martingale Road	
Wise Road	Separated Bike Lane	Y	x	x	x	x	Plum Grove Road	Meacham Road	Alternate option: sidepath
Wise Road	Sidepath	N		x	x	x	Irving Park Road	Westover Lane	SBL possible along Wise/Irving Park
Wise Road	New Sidewalk	N			x	x	Plum Grove Road	Schooner Lane	
NORTH-SOUTH CORRIDORS									
Barrington Road	Sidepath	N		x	x				Connects to Hanover Park Metra
Grove Avenue	Bike Lane	N	x				Gary Court	Mercury Drive	Connect existing sidepath
Martingale Road	Separated Bike Lane	Y				x	Higgins Road	White Trail Road	
Medinah Road	Bike Lane	Y	x	x		x	Eagle Avenue	Crest Avenue	Possible road diet - also by school
Meacham Road	Sidepath	N	x	x		x	Old Schaumburg Road	IL 390	Elk Grove BP. Investigate connection to proposed BL
Medinah Road	Sidepath	N	x	x		x	IL 390	Crest Avenue	Elk Grove BP. Investigate connection to proposed BL
Medinah Road	New Sidewalk	N	x	x		x	North of Crest Avenue	South of Roosa Lane	Connect neighborhood to commercial area and school
Orchard Avenue	Bike Lane	N	x				Walnut Avenue	Grove Avenue	
Plum Grove Road	Separated Bike Lane	Y		x	x		Wise Road	Lawrence Avenue	Shown in proposal
Plum Grove Road	New Sidewalk	N		x	x				
Plum Grove Road	New Sidewalk	N		x	x				
Roselle Road	Sidepath	N		x	x		Golf Road	Bradley Lane	Connect existing on S extent. Extend N of area
Roselle Road	Sidepath	N		x	x		Allerton Drive	Bryn Mawr Avenue	
Savannah Lane	Bike Lane	N	x				Orchard Avenue	Mercury Drive	
Walnut Avenue	Separated Bike Lane	N					Barrington Road	Highland Street	Current lanes are very wide
Walnut Avenue	Shared Lane Markings	N					Highland Street	Orchard Avenue	

Note: Highlighted segments cross IL 390.

QUADRANT A



- Intersection Improvements
- Major Destinations
- Metra Station

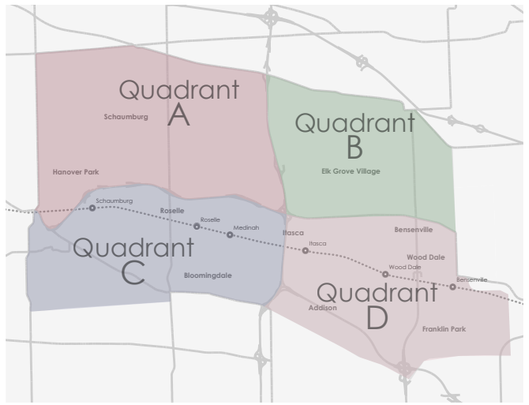
Proposed Corridor Improvements

- Future Study Needed
- Shared Lane Markings, Neighborhood Greenway, and/or Wayfindin
- Combination Bicycle-Parking Lane
- 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
- Tollway-proposed Bicycle and Pedestrian Infrastructure
- Proposed New Sidewalks
- Priority Pedestrian Improvement Areas
- Existing Bike Lane
- Existing or Programmed Sidepath or Trail

* Includes barrier and buffer separated bike lanes.

0 0.5 1 Mile

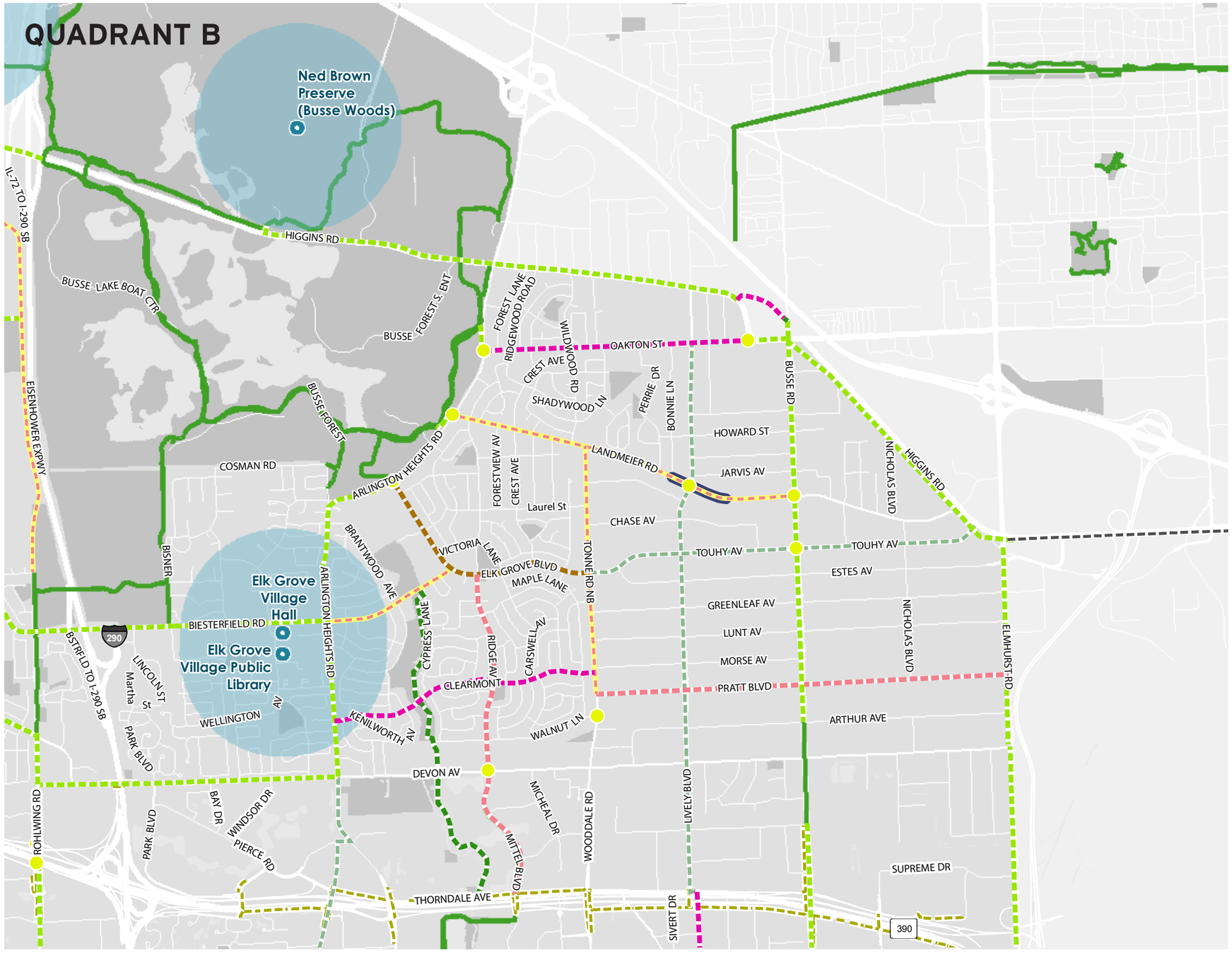
N



QUADRANT B RECOMMENDATIONS

Road Name	Recommended Facility	Road Diet?	Connect Existing Facilities	Moderate to High LTS Score	High Crash Corridor	Public Input	Extent One	Extent Two	Notes
EAST-WEST CORRIDORS									
Biesterfield Road	Sidepath	N	x	x	x	x	Beisner Road	Arlington Heights Road	In Elk Grove Plan. Connects to proposed. SBL
Clearmont Drive	Neighborhood Greenway	N					Arlington Heights Road	Tonne Road	Needs future study, including AADT. Alternative to Devon
Devon Avenue	Sidepath	N	x	x		x	Rohlwing Road	Arlington Heights Road	Proposed in Elk Grove Village plan. Alternative to road diet
Elk Grove Boulevard	Combination Bicycle-Parking Lane	N	x	x			JF Kennedy Boulevard	Tonne Road	Connect to existing trail. Upgrade to BL if parking is removed
Higgins Road	Sidepath	N	x	x	x				New sidepath is not needed parallel to existing trail
JF Kennedy Boulevard	Separated Bike Lane	Y		x			Arlington Heights Road	Elk Grove Boulevard	
Landmeier Road	Separated Bike Lane	Y		x			Arlington Heights Rd	Busse Rd	
Landmeier Road	New Sidewalk	N		x			Bonnie Lane	E of Lively Boulevard	Access management is also needed
Landmeier to Trail Connector	Sidepath	N		x			Landmeier/Arlington Heights Road	Existing Trail in Ned Brown Forest Preserve	Connect to existing trail from signalized intersection
Midway Court	Shared Lane Markings	N					Higgins Road	Dead end of Midway Ct (east extent)	Likely a private roadway, but an alternative to Higgins
Oakton Street	Shared Lane Markings	N		x			Arlington Heights Road	Higgins Road	Could upgrade if parking is removed
Oakton Street	Sidepath	N		x			Higgins Road	Busse Road	Design needs to consider Higgins Road and Oakton Street intersection
Pratt Boulevard	Separated Bike Lane	N		x			Tonne Road	Elmhurst Road	Design needs to manage truck and driveway conflicts, especially east of Busse Road.
Touhy Avenue	Bike Lane	N					Tonne Road	Higgins Road	Design needs to manage truck and driveway conflicts, Could upgrade from a standard bike lane in the future
NORTH-SOUTH CORRIDORS									
Arlington Heights Road	Sidepath	N	x	x	x	x	Devon Avenue	Higgins Road	
Busse Road	Sidepath	N		x	x		Oakton St	Lake St	SUP both sides
Busse Road	Sidepath	N		x	x		New path by Midway Court	Oakton Street	Connect to new path extended from Midway
Elmhurst Road	Sidepath	N				x	Devon Ave	Higgins Rd	
Lively Boulvard	Bike Lane	N					Higgins Road	Richert Road	Truck conflicts. May be difficult to fit bike lanes due to two-way center turn lane.
Midway Court	Trail	N					Midway Court	Busse Road	Need ROW. Short pathway between improvements.
Ridge Avenue	Separated Bike Lane	N	x			x	Elk Grove Boulevard	Devon Avenue	
Salt Creek Trail Ext.	Trail	N	x				IL 390	Elk Grove Drive	New trail along creek
Tonne Road	Separated Bike Lane	Y					Devon Avenue	Pratt Boulevard	Would remove second travel lane
Higgins Road	Sidepath	N		x	x		Busse Road	Elmhurst Road	

Note: Highlighted segments cross IL 390.



- Intersection Improvements
- Major Destinations
- Metra Station

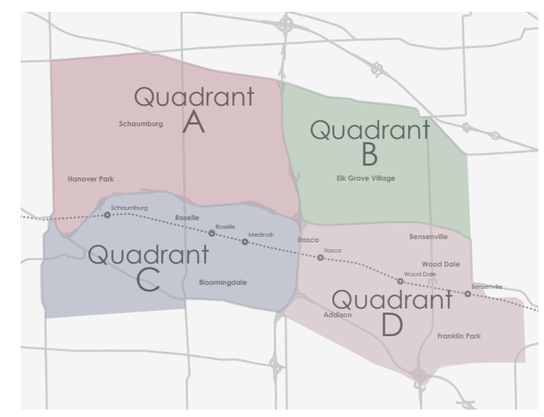
Proposed Corridor Improvements

- Future Study Needed
- Shared Lane Markings, Neighborhood Greenway, and/or Wayfindin
- Combination Bicycle-Parking Lane
- 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
- Tollway-proposed Bicycle and Pedestrian Infrastructure
- Proposed New Sidewalks
- Priority Pedestrian Improvement Areas
- Programmed Neighborhood Greenway
- Existing Bike Lane
- Existing or Programmed Sidepath or Trail

* Includes barrier and buffer separated bike lanes.

0 0.5 1 Mile

N

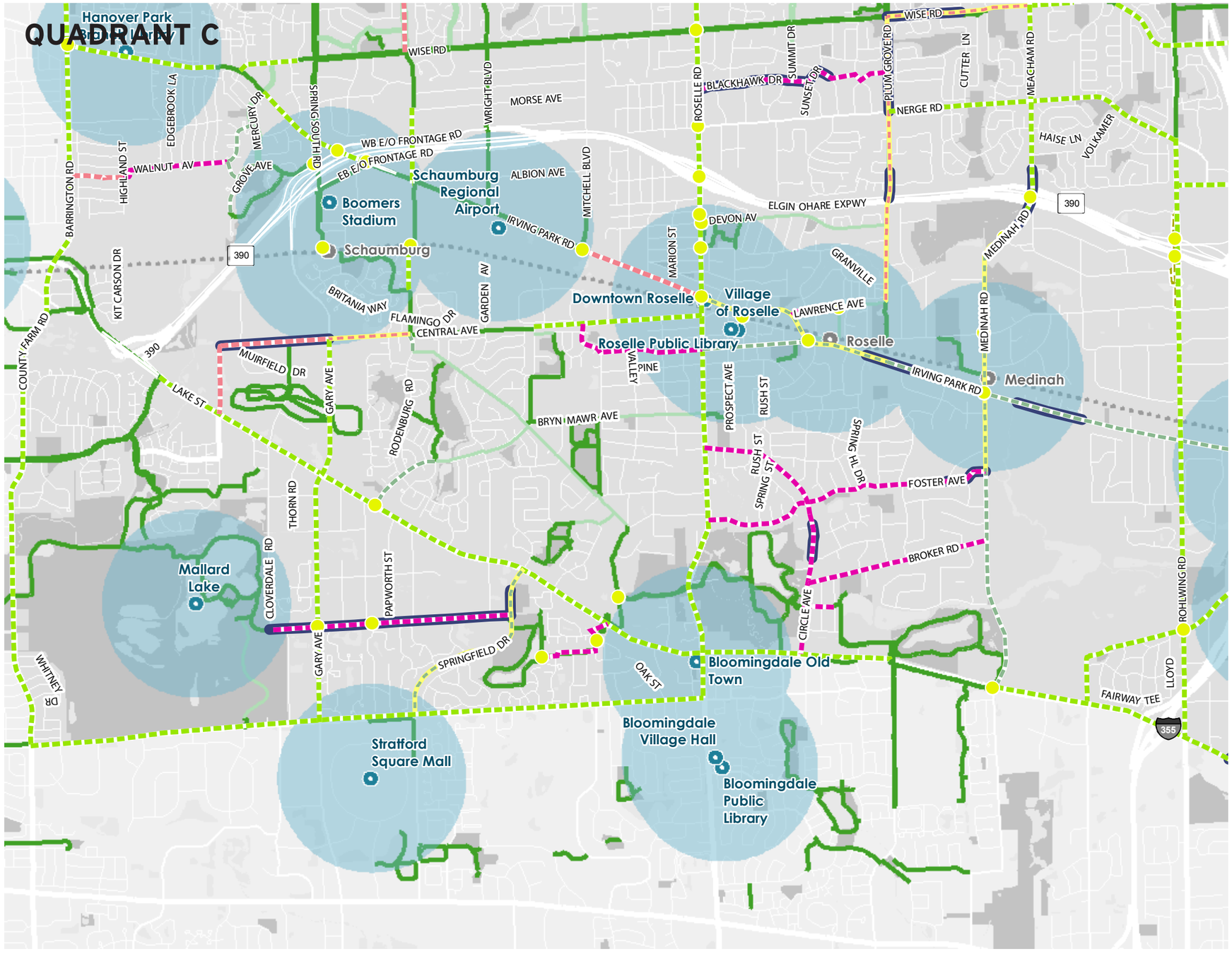


QUADRANT C RECOMMENDATIONS

Road Name	Recommended Facility	Road Diet?	Connect Existing Facilities	Moderate to High LTS Score	High Crash Corridor	Public Input	Extent One	Extent Two	Notes
EAST-WEST CORRIDORS									
Broker Road	Neighborhood Greenway	N		x			Circle Avenue	Medinah Road	Study for speed and/or volume management needs
Broker Road	New Sidewalk	N		x			Highland Road	Medinah Road	
Bryn Mawr Ave	Bike Lane	N					Dorchester Ct	Lake St	Connect existing to proposed facility
Central Avenue	Sidepath	N	x	x		x	Rosewood Dr	Roselle Rd	Continue existing sidepath
Central Avenue	Separated Bike Lane	Y	x	x		x	Gary Avenue	Rodenburg Road	Continue existing sidepath
Central Avenue	New Sidewalk	N	x	x		x	Bartels Road	Gary Avenue	
Devon Avenue	Sidepath	N					Rohlwing Road	Arlington Heights Road	Shown in Elk Grove Village plan. Road diet alternative.
Foster Avenue	New Sidewalk	N		x		x	Acacia Lane	Medinah Road	
Foster Avenue	Neighborhood Greenway	N		x		x	Bloomingdale Road	Medinah Road	Include speed management
Irving Park Road	Separated Bike Lane	N	x	x	x		Mitchell Boulevard	Roselle Road	Could use existing shoulder
Irving Park Road	Bike Lane	Y	x	x	x		Roselle Road	E of Spring Hill Drive	Four to three road diet dependent on further study
Irving Park Road	New Sidewalk	N	x	x	x		East of Medinah	Hillcrest Avenue	
Irving Park Road	New Sidewalk	N	x	x	x		East of Springhill Drive	Medinah Road	
Lake Street	Sidepath	N			x	x	Greenbrook Boulevard	Glen Ellyn Road	
Lawrence Avenue	Wayfinding	N		x		x	Cloverdale Rd	Springfield Drive	Wayfinding to trail
Lawrence Avenue	Shared Lane Markings	N		x		x	Irving Park Road	Roselle Drive	Connect to existing bike lanes
Lawrence Avenue	New Sidewalk	N		x		x	North Central DuPage Regional Trail	York Road	
Maple Avenue	Shared Lane Markings	N					Central Avenue	Roselle Avenue	Connects to Roselle Metra
Maple Avenue	Bike Lane	N					Roselle Avenue	Irving Park Road	Connects to Roselle Metra
Rosedale Ave	Wayfinding	N							Wayfinding to trail
Royal Lane/Scenic Drive/ William Way	Wayfinding	N	x				NC DuPage Trail	Lake Street	Wayfinding to trail
Schick Road	Sidepath	N	x	x			County Farm Road	Bloomingdale Road	
Spring Valley Drive	Wayfinding	N	x				Circle Avenue	Pleasant Avenur	Wayfinding between trail segments
NORTH-SOUTH CORRIDORS									
Bloomingdate Road	Sidepath	N					Picton Road	Schick Road	
Bartels Road	Separated Bike Lane	N		x		x	Lake Street	Central Ave	
Central Avenue	Separated Bike Lane	N		x			Bartels Road	Gary Avenue	
Circle Avenue	New Sidewalk	N					Sunset Terrace	South of Foster	
County Farm Road	Sidepath	N		x			Schick Road	Bloomingdale Road	Connect to Schick Road SUP, Barrington Road, and Hanover Park Metra
Gary Avenue	Sidepath	N		x			Schick Road	Lake Street	
Medinah Road	Bike Lane	N		x			Lake Street	Metra parking lot entrance	Would need to narrow painted median in some places. Connects to Metra.
Medinah Road	Bike Lane	Y		x			Maple Avenue	Foster Street	May require a road diet to fit bike lanes
Rodenburg Road	Bike Lane	N	x		x		Central Ave	Mensching Rd	Connect existing facilities
Rodenburg Road	Sidepath	N	x				Morse Avenue	Illinois Route 390	Connect existing sidepath
Rodenburg Road	Sidepath	N	x		x		Existing sidepath	Travis Parkway	Connect existing sidepath
Rohlwing Road	Sidepath	N		x			Nerge Road	Lake Street	Alternative to road diet. Could be paved shoulders instead of sidepath
Springfield Drive	Bike Lane	Y	x	x			Lake Street	Schick Road	Connect to Springfield Park and trail
Springfield Drive	New Sidewalk	N	x	x					
Walnut Street	Shared Lane Markings	N		x		x	Roselle Road	Lake Street	Include traffic calming, as needed

Note: Highlighted segments cross IL 390.

QUADRANT C



- Intersection Improvements
- Major Destinations
- Metra Station

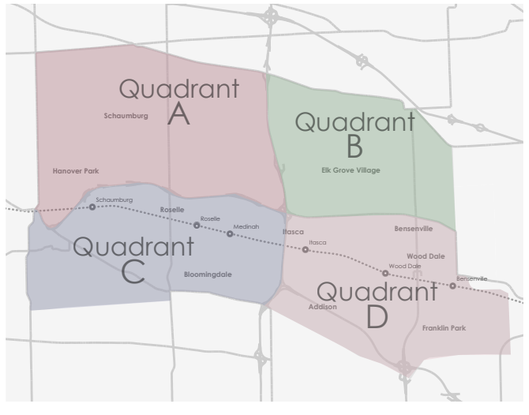
Proposed Corridor Improvements

- Future Study Needed
- Shared Lane Markings, Neighborhood Greenway, and/or Wayfindin
- Combination Bicycle-Parking Lane
- 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
- Tollway-proposed Bicycle and Pedestrian Infrastructure
- Proposed New Sidewalks
- Priority Pedestrian Improvement Areas
- Existing Bike Lane
- Existing or Programmed Sidepath or Trail

* Includes barrier and buffer separated bike lanes.

0 0.5 1 Mile

N



QUADRANT D RECOMMENDATIONS

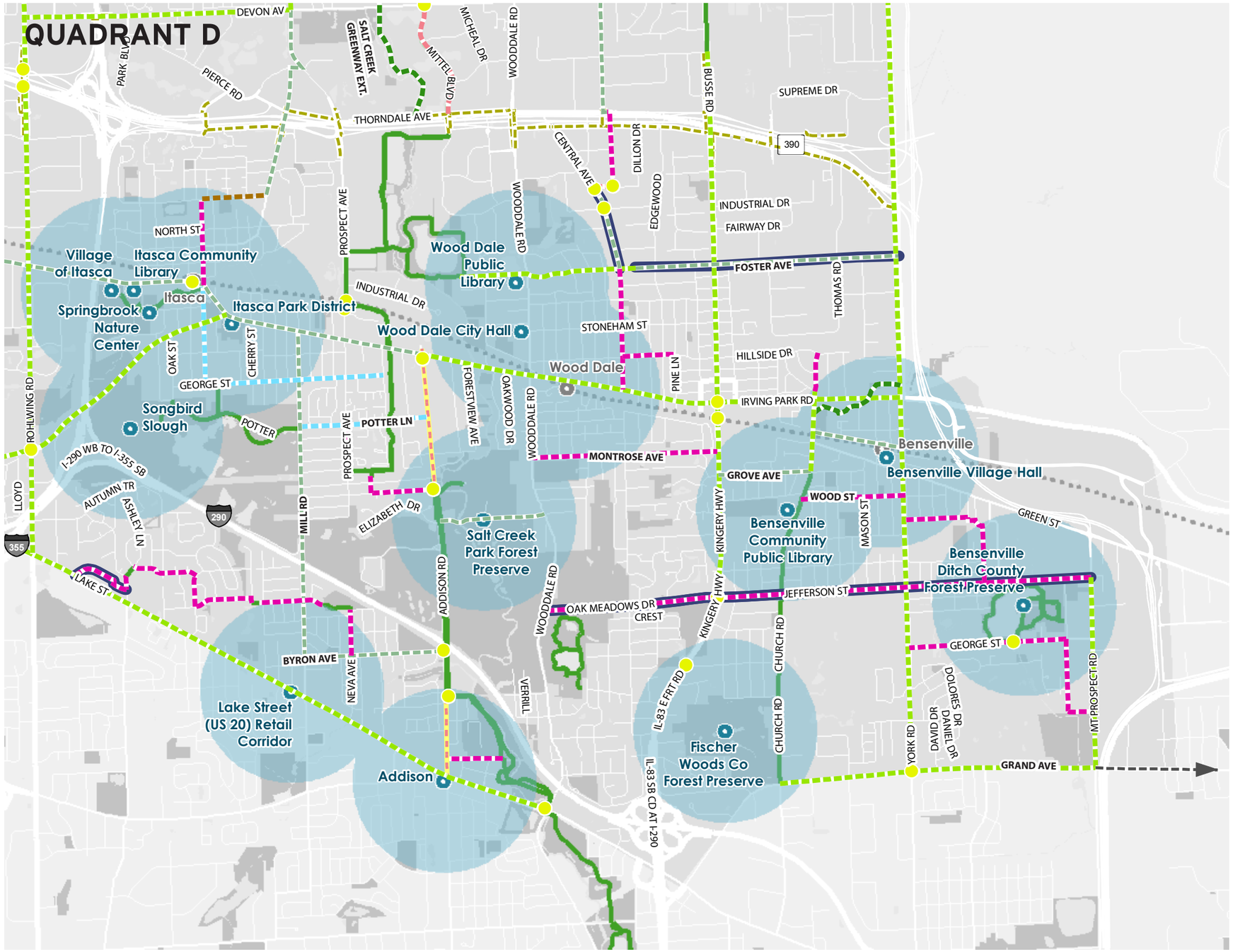
Road Name	Recommended Facility	Road Diet?	Connect Existing Facilities	Moderate to High LTS Score	High Crash Corridor	Public Input	Extent One	Extent Two	Notes
EAST-WEST CORRIDORS									
Belmont Avenue	Shared Lane Markings	N					John Street	Mt Prospect Road	
Bloomingdale Road	Sidepath	N		x			Lake Street	Irving Park Road	Alternative: paved shoulders. Would require base widening
Bryn Mawr Avenue	Combination Bicycle-Parking Lane	N					Walnut Street	Arlington Heights Road	
Byron Avenue	Bike Lane	N					Mill Road	Addison Road/Salt Creek Greenway	
Church Street	Sidepath	N		x			Main Street	Grand Avenue	Programmed path. Referenced in local plan
Commercial Road, Eggerding Drive, Sable Drive, Surrey Road	Wayfinding	N							Alternative to Lake Street
Elizabeth Drive	Bike Lane	N					Addison Road	Wood Dale Road	Street is 22' wide. Option 1: Widen roadway to install bike lanes and add a bike/ped bridge over the Salt Creek trail. Option 2: Construct a new sidepath and use the existing bike/ped bridge
Forest Preserve Drive	Wayfinding	N					Addison Road/SC Trail	Brookwood Drive	Connection to trail
Foster Avenue	Bike Lane	N					Edgewood Avenue	York Road	Needs further study to mitigate truck impaces
Foster Avenue	Sidepath	N					End of School St	Central Avenue	Low ADT - possible BL/paved shoulder if widened
Foster Avenue	New Sidewalk	N					Central Avenue	York Road	Design needs to manage truck conflicts
George Street	Traffic calming and wayfinding	N					SC Trail	Oak Street	Need wayfinding to trail as NS route
Grand Avenue	Sidepath	N					Church Street	Mt Prospect Road	Planned path. Ref in local ATP
Grove Avenue	Bike Lane	N		x			Kingery Highway	Church Road	Verify facility
Irving Park Road	Bike Lane	N		x	x	x			Reduce lane width/median. Needs further study
Irving Park Road	Sidepath	N		x			Walnut Avenue	York Road	Conditions vary. See notes per quadrant.
Lake Street	Sidepath	N		x			Medinah Road	Wood DaleRoad	
Lake Street	Sidepath	N		x			?	Wood DaleRoad	
Main Street	Bike Lane	N					Church Street	York Road	Study possibiltiy of reconfiguring parking to back-in. Connects to Bensenville Metra.
Montrose Avenue	Neighborhood Greenway	N					Wood Dale Road	Kingery Highway	Bike and pedestrian cut-through between Spruce Street and Kingery Highway
Oak Meadows Drive	Shared Lane Markings	N				x	Wood Dale Rd	Kingery Highway	Existing roadway is too narrow for bike lanes
Oak Street	Wayfinding	N					Salt Creek Trail	Addison Road	Near rec center
Pine Avenue	Neighborhood Greenway	N					York Road	Marion Court	
Potter Lane	Traffic calming and wayfinding	N					Addison Road/SC Trail	Mill Rd/Salt Creek Trail	Need intersection improvement at Addison Road to allow trail entry
Richert Road	Separated Bike Lane	N					Central Avenue	Lively Boulevard	Likely high truck traffic
Surrey Road	New Sidewalk	N					Commercial Road	Foxdale Drive	
Third Avenue	Shared Lane Markings	N					Busse Road	Church Street	Existing roadway is too narrow for bike lanes
Third Avenue	New Sidewalk	N					Wood Dale Road	County Line Road	Some segments missing from both sides of street
Wood Street	Neighborhood Greenway	N					Church Street	York Road	

Note: Highlighted segments cross IL 390.

QUADRANT D RECOMMENDATIONS, CONTINUED

Road Name	Recommended Facility	Road Diet?	Connect Existing Facilities	Moderate to High LTS Score	High Crash Corridor	Public Input	Extent One	Extent Two	Notes
NORTH-SOUTH CORRIDORS									
Addison Avenue	Separated Bike Lane	Y			x		Lake Street	Marilyn Terrace	Four to three travel lane conversion
Addison Road	Separated Bike Lane	Y		x	x		Elizabeth Drive	Irving Park Road	
Arlington Heights Road	Bike Lane	N					Devon Avenue	Bryn Mawr Avenue	Narrow existing traffic lanes for BL
Brookwood Drive	Wayfinding	N					Forest Preserve Drive	Salt Creek Trail spur	Connection to trail. Existing signage
Busse Road	Sidepath	N		x			Oakton St	Lake St	SUP both sides
Central Avenue	Bike Lane	N		x			Richert Avenue	Foster Avenue	Would have to reconfigure two way center turn lane. Need to consider truck conflicts.
Central Avenue	Shared Lane Markings	N		x			Foster Avenue	Irving Park Road	Alternative to road diet on Wood Dale Road
Central Avenue	New Sidewalk	N		x			Richert Road	Foster Avenue	
Eighth Avenue	Wayfinding	N					Surrey Road	Sable Drive	Part of alternative to using Lake Street
Foxdale Drive	Wayfinding	N					Existing Path	Commercial Road	Part of alternative to using Lake Street
George Street	Shared Lane Markings	N					York Road	John Street	
Jefferson Street	Shared Lane Markings	N					Park Avenue	Mt Prospect Road	
John Street	Shared Lane Markings	N					George Street	Belmont Avenue	
Lively Boulvard	Bike Lane	N		x			Higgins Road	Richert Road	May be difficult to fit with two way center turn lane. Need to manage truck conflicts.
Lively Boulvard	Shared Lane Markings	N		x			Foster Avenue	Richert Road	
Mill Road	Bike Lane	N					Lake Street	Irving Park Road	
Mt Prospect Road	Sidepath	N		x			Jefferson Street	Grand Avenue	Referenced in local plan
Neva Avenue	Wayfinding	N					Waveland Avenue	Byron Avenue	Part of alternative to using Lake Street
Park Avenue	Wayfinding	N					Pine Avenue	Jefferson Street	
Prospect Avenue	Wayfinding	N					SC Trail	Potter Road	Connection to trail
Salt Creek Trail Ext.	Trail	N					390	Elk Grove Drive	New trail along Creek
Walnut Street	Traffic Calming and Streetscaping	N					Bryn Mawr Avenue	George Street	Through downtown Itasca, connects to Itasca Metra
Walnut Street	Shared Lane Markings	N					Bryn Mawr Avenue	Irving Park Road	
Wood Dale Road	Sidepath	N		x	x	x	Montrose Avenue	Lake Street	Connects to Wood Dale Metra. Alternative: Paved shoulder.
York Road	Sidepath	N		x	x	x	Old Higgins Road	Grand Avenue	South portion is residential. Alignment may be difficult. Connects to Bensenville Metra.

Note: Highlighted segments cross IL 390.



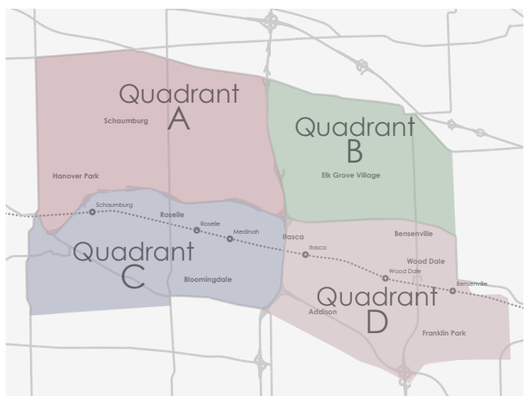
Intersection Improvements
Major Destinations
Metra Station

Proposed Corridor Improvements
Future Study Needed
Shared Lane Markings, Neighborhood Greenway, and/or Wayfindin
Combination Bicycle-Parking Lane
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
Tollway-proposed Bicycle and Pedestrian Infrastructure
Proposed New Sidewalks
Priority Pedestrian Improvement Areas
Programmed Neighborhood Greenway
Existing Bike Lane
Existing or Programmed Sidepath or Trail

* Includes barrier and buffer separated bike lanes.

0 0.5 1 Mile

N

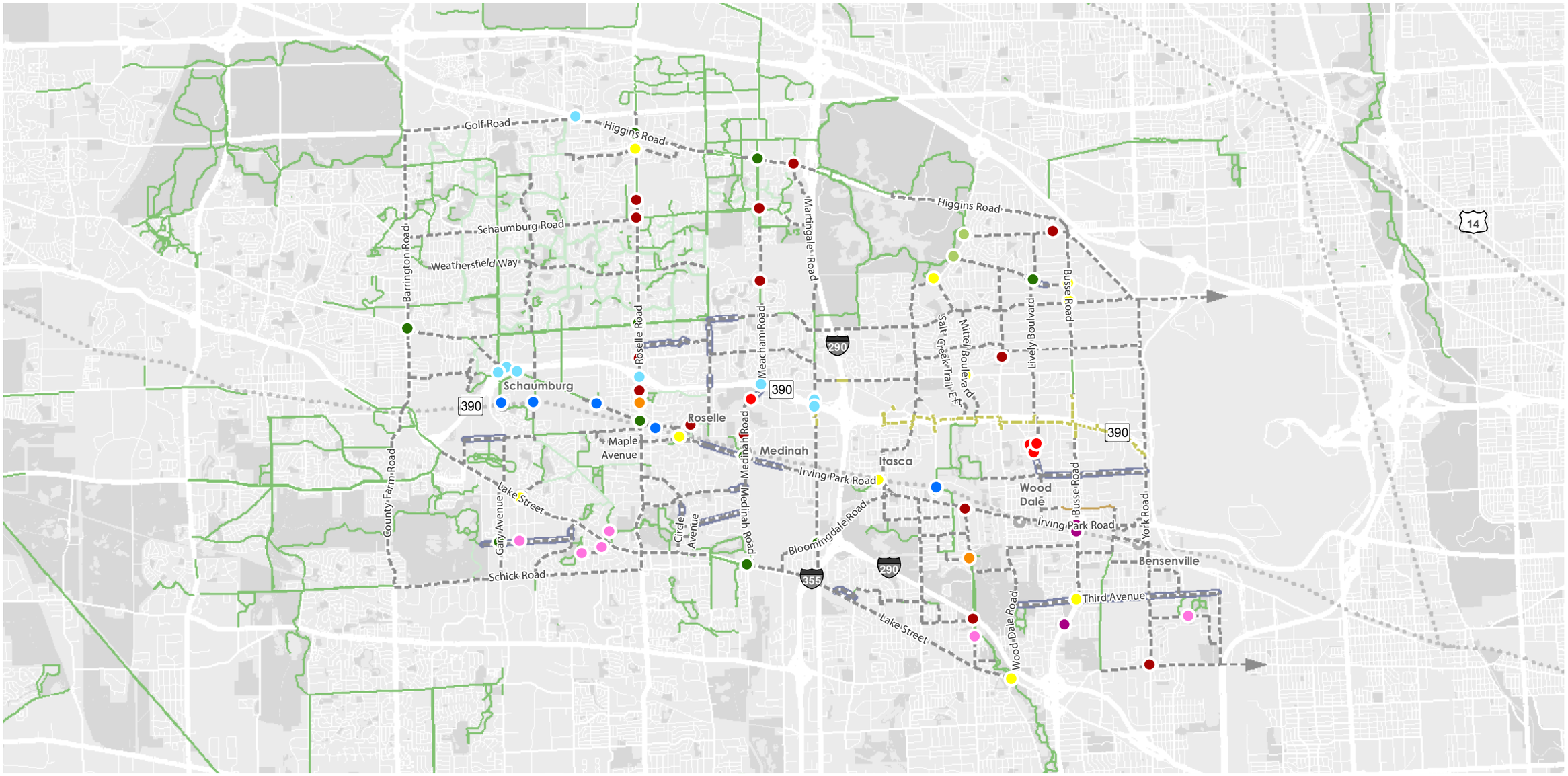


INTERSECTION RECOMMENDATIONS

Road One	Road Two	Recommended Facility	Notes
QUADRANT A			
Devon Avenue	Roselle Road	Pedestrian Beacon	Hybrid beacon here, Granville Avenue, or both intersections.
Barrington Road	Irving Park Road	Curb Radii Tightening and Other Improvements	Radii tightening, high-visibility crosswalks, ped countdown timers.
Frontage Road	Irving Park Road	Bike/Ped Friendly Interchange Crossing	Intersection crossing markings, possible curb radii improvements.
Frontage Road	Irving Park Road	Bike/Ped Friendly Interchange Crossing	Intersection crossing markings; possible turn radii improvements.
Roselle Road	Higgins Road	Curb Radii Tightening and Other Improvements	Improve crosswalks. Potential to adjust radii/existing porkchops. Make sure signals support ped/bike crossing.
Roselle Road	Wise Road	Curb Radii Tightening and Other Improvements	Improve crosswalks, adjust radii, add ped refuge islands.
Roselle Road	Nerge Road	Crosswalk Improvement	Connect proposed sidepath and proposed bike lane. Include bike intersection crossing markings.
Roselle Road	Elgin O'Hare Expy	Bike/Ped Friendly Interchange Crossing	Ensure safe ped crossing at EOWA interchange.
Roselle Road	Devon Avenue	Crosswalk Improvement	Connect to existing sidepath in park on SE corner. Include bike intersection through markings.
Medinah Road	Crest Avenue	Bike Intersection Markings	Bike lane crossing markings in intersection with Crest Avenue.
Flagstaff Lane	Roselle Road	Pedestrian Refuge Island(s) and Other Improvements	Pedestrian refuge island, bike intersection through markings, crosswalks.
Springsguth Road	Elgin O'Hare Expressway	Bike/Ped Friendly Interchange Crossing	Adjust curb radii.
Meacham Road/Medinah Road	Elgin O'Hare Expressway	Bike/Ped Friendly Interchange Crossing	Crosswalks/bike intersection crossing markings, possible signal configuration.
Bethel Avenue	Roselle Road	Crosswalk Improvement	Connect existing bike lanes to existing sidepath.
Higgins Road	Martingale Road	Crosswalk Improvement	Need to connect to existing sidepath.
Schaumburg Road	Roselle Road	Crosswalk Improvement	Ensure enough time is provided for pedestrians to cross. Add refuge islands if streets are redesigned.
Golf Road	Higgins Road	Bike/Ped Friendly Interchange Crossing	Cited in public input.
Meacham Road	Higgins Road	Curb Radii Tightening and Other Improvements	Cited in public input. Adjust porkchop islands, add/improve high visibility crosswalks, pedestrian countdown timers.
Meacham Road	Schaumburg Road	Crosswalk Improvement	Cited in public input. Add high-visibility crosswalks, ped countdown timers. At the intersection of two sidepaths.
Meacham Road	California Street	Crosswalk Improvement	Treat these types of intersections as if a neighborhood greenway is crossing a major roadway.
QUADRANT B			
Elk Grove Blvd	Arlington Heights Road	Pedestrian Refuge Island(s) and Other Improvements	Countdown, bumpouts. West side proposed improvements: refuge island, gateway treatment.
Higgins Road	Oakton Street	Crosswalk Improvement	High crash area. Ped crosswalk improvement, bike crossing markings, possible signal improvements.
Lively Boulevard	Landmeier Road	Curb Radii Tightening and Other Improvements	Tighten radii, ped refuge with road diet redesign, ped countdown timers.
Lively Boulevard	Busse Road	Pedestrian Refuge Island(s) and Other Improvements	High visibility crosswalks, ped refuge with road diet redesign, ped countdown timers.
Touhy Avenue	Busse Road	Pedestrian Refuge Island(s) and Other Improvements	Add crosswalks, ped refuge islands, ped countdown timers.
Landmeier Road	Arlington Heights Road	New Trail Connection	Connection to trail.
Oakton Street	Arlington Heights Road	New Trail Connection	Connection to trail.
Tonne Rosd	Walnut Lane	Crosswalk Improvement	Improve crossing so pedestrians know to continue on western side of Tonne Road to travel south.
Devon Avenue	Mittel Boulevard	Pedestrian Refuge Island(s) and Other Improvements	Add refuge islands, new crosswalks, and pedestrian countdown timers.

INTERSECTION RECOMMENDATIONS, CONTINUED

Road One	Road Two	Recommended Facility	Notes
QUADRANT C			
Lawrence Avenue	Gary Avenue	Curb Radii Tightening and Other Improvements	Curb radii improvements on Lawrence, ped countdown, new crosswalks.
Lawrence Avenue	Keeney Road	Wayfinding	Wayfinding intersection example.
Mensching Road	Existing Trail	Wayfinding	
Granville Avenue	Roselle Road	Pedestrian Beacon	Hybrid beacon here, Devon Avenue, or both intersections
Roselle Road	Irving Park Road	Curb Radii Tightening and Other Improvements	Adjust curb radii, high visibility crosswalks, ped countdown timers
Royal Lane	North Central DuPage Regional Trail	Wayfinding	Include new path
Royal Lane	Royal Court	Wayfinding	Sign to NC Trail. Wayfinding intersection example
Bryn Mawr Ave	Lake Street	Pedestrian Refuge Island(s) and Other Improvements	Add crosswalks, refuge islands, Lake St will have sidepath in future
Railroad crossing	Irving Park Road	Railroad Crossing	
Lawrence Avenue	Terry Drive	Crosswalk Improvement	
Maple Avenue	Irving Park Road	Pedestrian Refuge Island(s) and Other Improvements	Reconfigure slip lane, improve crosswalk, refuge island
Medinah Road	Lake Street	Curb Radii Tightening and Other Improvements	Improve existing trail crossing, improve curb radii. Possible ped refuge island and countdown signals
Medinah Road	Irving Park Road	Curb Radii Tightening and Other Improvements	Improve crosswalk across Irving Park Road, improve curb radii
Rohlwing Road	IL Route 390	Bike/Ped Friendly Interchange Crossing	Address conflict with motor vehicle turning movements
Rohlwing Road	IL Route 390	Bike/Ped Friendly Interchange Crossing	
Rohlwing Road	Bloomingdale Road	Curb Radii Tightening and Other Improvements	Tighten radii, high visibility crosswalks, ped countdown timers
Rodenburg Road	Railroad Tracks	Railroad Crossing	Connection over railroad tracks
Medinah Road	Thorndale Avenue	Crosswalk Improvement	Very wide intersection near school
Schaumburg Metra Station		Railroad Crossing	Connection over or under railroad tracks.
Park Street	Railroad Tracks	Railroad Crossing	Cited in public input. High grades at ped crossing with railroad.
QUADRANT D			
Maple Avenue	Irving Park Road	Pedestrian Refuge Island(s) and Other Improvements	
Schiller Road	Prospect Avenue	Curb Radii Tightening and Other Improvements	Refuge island, curb radii tightening, connection to trail.
Addison Road	Irving Park Road	Crosswalk Improvement	Add crosswalk.
Addison Road	Forest Preserve Drive	Pedestrian Beacon	Ped beacon, refuge island.
Addison Avenue	Existing Trail	Wayfinding	Next to sidepath on Addison Road.
Lake Street	Wood Dale Road	Pedestrian Refuge Island(s) and Other Improvements	Repaint crosswalks, add ped refuge islands, add ped countdown timer.
Central Avenue	Richert Road	Bike Intersection Markings	
Central Avenue	Beinoris Drive	Bike Intersection Markings	
Lively Boulevard	Richert Road	Bike Intersection Markings	
George Street	Existing Path	Wayfinding	Show connection from existing path to George Street.
York Road	Grand Avenue	Crosswalk Improvement	Ensure connections between proposed sidepaths.
Byron Avenue	Salt Creek Greenway	Crosswalk Improvement	Add crosswalk, intersection markings for bikes, and access path for trail users to get to Salt Creek Greenway.
Busse Road	Irving Park Road	Bridge or Underpass Improvement	ADA improvement on bridge.
Busse Road	Railroad Tracks	Bridge or Underpass Improvement	ADA improvement on bridge.
IL Route 83	White Pine Road	Bridge or Underpass Improvement	Ped crossing over, under, or across IL Route 83, Public input cited the need for a safe crossing across Rte 83.
Kingery Highway	Third Avenue	Pedestrian Refuge Island(s) and Other Improvements	Ped refuge island, ped countdown signal, new crosswalk.
Salt Creek Greenway	Railroad Tracks	Railroad Crossing	Cited in public input. Need improved trail crossing with railroad.



Proposed Intersection Improvements and Surrounding Area

- Wayfinding
- Crosswalk Improvement
- Bike Intersection Markings
- Pedestrian Beacon
- Pedestrian Refuge Island(s) and Other Improvements
- Curb Radii Tightening and Other Improvements
- New Trail Connection
- Railroad Crossing
- Bike/Ped Friendly Interchange Crossing
- Bridge or Underpass Improvement
- Proposed Corridor Improvements
- 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

0 0.5 1 2 3 4 Miles

N